



# THE VOLVO CLUB OF B.C.

## MAY 2011

29 Bedingfield St., Port Moody, B.C., V3H 3N2

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Annual membership fee \$20, To join: Call or write Gregg Morris, 29 Bedingfield St., Port Moody, BC, V3H 3N2, 604-469-1216, or view our Website [www.volvoclubofbc.com](http://www.volvoclubofbc.com)



V.C.B.C. is the

## B.C. Chapter of Volvo Sports America

### 1800 Register

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352 Email: [membership@vsa.org](mailto:membership@vsa.org) Annual membership fee US\$35 Website [www.vsa.org](http://www.vsa.org)

## UPCOMING VOLVO EVENTS (also see our website [www.volvoclubofbc.com](http://www.volvoclubofbc.com))

**NOTE:** Always check our website for any last minute date changes to our event schedule, or call events director Chris Ainscough 604-521-6071.

**MAY 15 2011 (Sunday) ISLAND MYSTERY TOUR.** Meet 9:00 a.m. Tim Hortons, west side of Veterans Memorial Parkway/Millstream just north of the Trans Canada. Drivers/Navigators meeting and route instructions at 9:30. About an hour and a half drive, nice scenery, interesting roads then stop for lunch. Info: Bob Cuthill, 250-658-0126 [lbcuthill@shaw.ca](mailto:lbcuthill@shaw.ca)

**JUNE 11-12, 2011, HISTORIC MOTOR RACE WEEKEND**, in Mission, BC, At Mission Raceway Park For details see [www.vrcbc.ca](http://www.vrcbc.ca)

**JUNE 18-19, 2011 SCANDINAVIAN COMMUNITY CENTER, MIDSUMMER FESTIVAL.** 5 Classic Volvos will be on display on the fair grounds. This event will substitute for our Spring Show & Shine, so shine up your Volvo and attend the event. General Admission is \$8 per day. The center is at 6540 Thomas Street in Burnaby (just north of the Hwy 1 using the Kensington Ave. Exit). for more details see the website [www.scandinavianmidsummerfestival.org](http://www.scandinavianmidsummerfestival.org) See more details in the editorials and letters section of this newsletter.

**JUNE 25 & 26, 2011 VOLVO CLUB SPRING DRIVE**, Saturday Vancouver to Lillooet via Duffy Lake Rd., Sunday, Lillooet to Vancouver via Fraser Canyon, This is a joint event with the Washington Puget Sound VCOA, Make your own reservations at the Mile 0 Motel in Lillooet, call 888-766-4530 or local 250-256-7511 (Volvo Club rate: \$85 for 2 people 2 beds, \$75 2 people 1 bed, 24 hr hour cancellation, reserve early!!) Meet Saturday morning at St. David's United Church parking lot north of the Upper Levels Highway at Taylor Way (1525 Taylor Way, West Vancouver, V7S 1N7). We will leave at 10:30 am. contact Gregg Morris @ 604-469-1216 (VCBC), or Ingvar Carlson (PSVCOA) 206-434-9482

**JULY 9, 2011 (Saturday) ISLAND SHOW-N-SHINE**, 10:00 am Location: the Olsson Estate at 1790 Cultra Ave, Saanich, People's Choice awards, Refreshments provided, bring you picnic lunch and lawn chair. For info call Bob Cuthill, 250-658-0126 [lbcuthill@shaw.ca](mailto:lbcuthill@shaw.ca)

**SEPTEMBER 25, 2011 - CATES PARK PICNIC AND VCBC AGM**, Last Sunday in September info Chris Ainscough 604-521-6071

**OCTOBER 9, 2011 (SUNDAY), VANCOUVER ISLAND CHAPTER FALL COLOURS TOUR**, Details to follow

**WASHINGTON VOLVO CLUBS EVENTS** see [www.psvsa.org](http://www.psvsa.org) and [www.psvcoa.org](http://www.psvcoa.org)

**OCTOBER 14-16, 2011, THE P1800 50<sup>TH</sup> ANNIVERSARY EVENT**, Malibu California, This is a Volvo Sports America West Coast National Meet and will be the biggest Volvo 1800 celebration ever! See our website for details [www.volvoclubofbc.com](http://www.volvoclubofbc.com) or [www.socalvsa.org](http://www.socalvsa.org)

## REPORT OF PAST EVENTS

### VCBC WINTER SUPPER

January 19, 2011

Chris Ainscough

The Winter Supper at the Old Spaghetti Factory was one of those typical, fabulous, no pressure, enjoyable Volvo Club events that seem to be our success. Our guest speaker cancelled and an oft seen pictorial digital slide show played itself over, more than a couple of times. People filtered in over the course of an hour and the usual suspects arranged themselves at tables with whoever they managed to get arranged with. Eventually we totalled 34, minus the Morris'.

The server was pleasant enough but seemed a bit flustered because she was working a thrifty crowd, alone. A jug or two of wine disappeared amongst a pint or two of what ails you and the conversationalists worked one another over. Deals were discussed, stories were shared and salvage was praised. Midway through the evening a story in the Winter newsletter about a C30 car service bill resurfaced and it brought audible gasps from the do-it-yourselfers who displayed raised brows and involuntarily clutched at their wallets.

The din was manageable and my table was focused on a discussion of the concept of

"worth" and "value" and "cost" of a quality paint job. And what is a "quality" paint job you might ask? Well, the terms were debated, and discounted when an owner has involvement with the professional painter. The discussion then sawed back and forth for at least an hour between Dave VanSickle and Gil Graham and it was great to be listening in on this one. Gil is very patient. There really was no winner and in true catch and release fashion, the debate was turned back to the floor to be decided another time. I think this would be a great opinion piece, a non-technical piece suitable for a future newsletter article

Coffee and dessert appeared as 2 hours evaporated before our eyes and ears. The evening prize draw brought some eventual quiet as people pawed their tickets, some with Templar type rites. The air was heavy with anticipation. The winner, Louise McAree giggled with delight as her number was called and then the embarrassment set in. She was handed a 150 piece tool kit which she in turn gracefully turned over to an extremely pleased Todd Imre who took all the necessary photos.

Bills arrived and people left in dribs then drabs as we disappeared from the Skytrain station. All except Eric Hettma that is. Eric had charging system issues with his old girl and after a jump start limped away down the freeway all the way to Lanlgey before things went dim. Anyone wishing to make it a perfect evening can contribute to Eric's towing bill by contacting him directly. ♣

**XXX SWEDISH CAR CRUISE-IN**  
**ISSAQUAH WA., February 20, 2011**  
**Don Prociuk, VCBC club member**

Every February, the Puget Sound Chapter of Volvo Sports America, holds an all Swedish car show (Volvo and Saab) in Issaquah, Washington. Issaquah is about 5 miles east of Bellevue on Interstate 90 which is a nice day drive from the Lower Mainland area or a great destination for a weekend. This year my wife and I took the second option, after many years of the former. I will first describe the unique venue and follow up with the show.

The venue is a drive in restaurant called the XXX Root Beer, it is one of two remaining in the US of the once national chain of drive ins. This particular location has an amazing display of automobilia which is donated for display by customers many of which belong to car clubs throughout the Puget Sound area. With the assistance of its business neighbours



(principally Virginia Mason Medical) who supply vacant parking lots for the show vehicles. The restaurant serves an amazing selection of fast food with auto names such as F150 and Olds 442 (both burgers) and piston rings (onion rings). Sorry I could not find any Volvo feasts, but I did see a burger the size of a lunch plate and the root beer is served in iced mugs.

A check of their web site will display the venue, provide a copy of the menu, and a schedule of the year's shows. The all Swedish Show kicks the year off every February and surprisingly they have lucked out with great weather. In addition to the scheduled show you may see all kinds of collector cars. This year a Porsche club on a drive stopped in for food and arrived with about 20 cars. Classic Chevs and Fords are everywhere as well as they come out to enjoy the great weather. The 2011 show, the fifth annual had the largest turn out of vehicles yet I saw 142. The two Puget Sound Volvo Clubs and the North West Saab Club brought out an amazing number of vehicles including a factory car from Volvo, a Spiker from the Saab dealer, and an altered R from the folks at IPD.



There were not as many of the classic Volkos as our club brings out but there is a large turnout of 240's, 850's and later R cars. The Tuner club from Portland seems to use

the meet as a destination for members and it was great to see the modified vehicles. Another unusual sight is the number of younger members who bring out their cars.

Some of the late model vehicles are generally altered with custom wheels and tires and drive line alterations. Few of the vehicles are trailer queens and there is a real assortment of works in progress with mismatched fenders, torn seats, dents and faded paint they are all works of art to their owners and to those who are looking at them and sharing their Volvo experiences. Some are careful restorations of classics and non classics.

One member of the Puget Sound Volvo Club of America has reproduced the "I LOVE MY VOLVO" sticker, only his is a cling on which is easily transferred from vehicle to vehicle.

So if you got a case of Volvo fever or the need for a hamburger and root beer in February next year think about a road trip to Issaquah (tell the wife she can go shopping on the way home), and enjoy a great social time with other Volvo lovers. ♣

**SAN DIEGO VOLVO CLUB SPRING DRIVE**  
**March 20, 2011**  
**Gregg Morris**

I was lucky enough to be in San Diego this March and participated with the San Diego Volvo Club in their Spring Drive. This is an Annual Event for the San Diego club and the drive route is very carefully chosen by Club Member Mark Jankowski. As I am discovering there are a ton of scenic, curvy, relatively untraveled back country roads within easy driving distance of San Diego and Mark knows them all.

Here was Mark's description of the drive:

*We are looking forward to a beautiful drive through San Diego County's back country roads. Recent rains have brought a lot of fresh greenery and some early blooms. Make sure your car's weather equipment is functional and the tires decent because we may experience some rain predicted for Sunday.*

*The tour will take us past the San Diego Wild Animal Park and into Ramona. Our first rest stop will be at Dudley's bakery in Santa Isabel where we can use the rest room facilities and purchase some delicious breads or pastries. After this we head North to Mesa Grande Road which is arguably the most delightful road in San Diego County. It offers beautiful views of the rolling hills and pastures and an abundance of tight to sweeping curves. This road is very lightly traveled, but be careful*

that you are not distracted by the views, since there are some steep drops during the descent.

Then there is the Hideout where we'll parade in front of several dozen Harley Davidson motorcycles and their riders before we turn right onto Highway 76. When we reach Highway 79, we turn left, and after a short distance we'll have some great photo-ops on the left side of the road where we can park our cars. The tour will Continue North on Highway 79 past Warner Springs and a glider-port until we reach Sunshine Summit where we will be able to enjoy a good meal at Ocean's Burrito Mexican Restaurant.

Those of us who live North of Temecula can continue West on Highway 79 to Highway 15, but there are other options for the return



S.D. Drive

trip. We'll provide maps at the start of the tour.

Have a safe and enjoyable drive.

The drive was just as good as Mark predicted, and particularly entertaining from

my Vancouver perspective. As Mark mentioned, there was a slight threat of rain. These Californians are the ultimate rainphobics. A hint of rain and they all hide in bed and assume the fetal position. To be specific there was a **10%** chance of rain and this kept down the participation in the drive. In fact there was no rain at all. I told them there is always a 10% chance of rain in Vancouver.

There really is an abundance of "our" kinds of roads very close to San Diego. Curvy and Scenic and not busy at all. The roads are very similar to parts of the south Okanagan Valley and old Highway 5a between Merritt and Kamloops, but shorter. I am sure you won't be surprised to hear that the Volvo enthusiasts in San Diego are just like in BC. Genuinely friendly and welcoming people. The only jarring difference is that their old cars aren't rusty. ♣

## EDITORIALS AND LETTERS

### IT IS MEMBERSHIP RENEWAL TIME.

If your membership is about to expire you will receive a renewal notice and a return envelope with this newsletter. The membership fee is still \$20 for our Canadian and American Members.

For those of you that receive the newsletter digitally, please note that the **Username and Password (needed to access the newsletters on the website)** will change on July 1, 2010. For those of you who do not get a renewal notice your membership is still valid and you will continue to get your newsletter or if you

are a digital member you will be notified of the new **Username and Password.**

I hope you all enjoy your membership ♣

### YOU JUST CAN'T BEAT A SPRING DRIVE

**Gregg Morris**

Last spring our drive took us to Port Angeles, Washington, to join a drive around the Olympic Peninsula, hosted by the Puget Sound chapter of the Volvo Club of America. You read about it in our September 2010 newsletter. It was well attended both by BCers and Washingtonians, and we all had a great

time. On the strength of that event we decided to make the Spring Drive a joint event alternating between BC and Washington. This year is our turn and this article is for the information of club members on both sides of the border. I want to tell you what these drives are all about and why they are so much fun.

When the Volvo Club of British Columbia was new, our Spring drive was a day trip. For instance we went to Cultus Lake, Harrison Lake, through the border to Mount Baker, and once to Lummi Island. We did this right from 1992 to 2000. In 2001 we decided to make the

drive an over-nighter and our maiden voyage was to Lillooet via the Sea to Sky Highway and the famous Duffey Lake Road. Since then the Spring drives have been Saturday/Sunday events and the destination has alternated between trips to Lillooet and trips to Merritt, with interesting side trips thrown in. We choose the timing of these drives with great care. They are always in late June when summer's here but the kids are still in school and more importantly the RVs are still in their parking spots.

To me, these trips are what the Club is all about. I enjoy the static events like the Spring Show and Shine or the Cates Park Picnic, but Volvos, new or



LILLOOET DRIVE

**16<sup>TH</sup> ANNUAL SCANDINAVIAN**

**MIDSUMMER FESTIVAL**

**(Replacing our Spring Show and Shine this year)**

**June 18<sup>th</sup> & 19<sup>th</sup>, 2011**

**Gregg Morris**

The Scandinavian Community Centre in Burnaby has asked our Volvo Club to display some Classic Volvos on the grounds of this year's Midsummer Festival, to be held June 18 & 19, 2011. This is the first time we have been invited to this event and it seems a great match for our club. The Puget Sound Volvo Club provides cars to Seattle Scandinavian Mid Summer Festival and it has become a very popular event for them.

We have been asked to provide 5 cars for each of the two days of the festival and we plan to have different cars for each day. That way the festival gets more variety and more of our members get to participate. Members who provide their cars get free admission for the event.

In addition to the cars on the grounds we are going to substitute this event for our usual Spring Show and Shine. It will not be a formal event, but rather we suggest that Club members just come out and attend the festival on Saturday Morning and meet informally at the event. It will probably be interesting for the festival to see a bunch of Volvos in the parking lot, although we won't have any special parking area. Our attendance will also help the festival as paying participants.

Eva Nerelius, is responsible for promoting the Mid Summer Festival and she has provided the following information about the event:

*The festival takes place at the Scandinavian Centre, 6540 Thomas Street in Burnaby on June 19 and 20. Tickets are \$8 at the gate. Free admission for children under 12. For more information visit [www.scandinavianmidsummerfestival.org](http://www.scandinavianmidsummerfestival.org).*

*Traditional Scandinavian entertainment can be enjoyed throughout the weekend beginning with a parade of national flags and the raising of the Midsummer Pole with opening remarks by Derek Corrigan, Mayor of Burnaby, and Scandinavian Consuls. With shopping kiosks and showcasing traditions and cultures from Sweden, Denmark, Finland, Norway and Iceland the festival has become a*



old, are meant to be driven and we are lucky enough to have some of the most challenging and amazingly scenic driving roads anywhere, and all within a day's drive of Vancouver. The drive starts mid morning from Vancouver and we reach our destination by mid to late afternoon. Just in time to settle in to the motel room and get together for some refreshments before walking to supper. That is the other beauty of these overnight events. Socialization. Sure, it's nice to talk to people for a while at a picnic, but spend a weekend together and you get to know people, and they are very nice people.

This is a Lillooet year and the drive to Lillooet never gets old. We take the Sea to Sky highway through Squamish, Whistler and Pemberton. Courtesy of the 2010 Olympics, the highway to Whistler Ski Village is in terrific condition and is even more scenic than it used to be. We start in West Vancouver and make our first stop in Squamish, at the last Chevron Station we will see until Cache Creek. It will be coffee for Rose and me, and a drink of 94 octane champagne for the 1800. Next stop will be lunch in Pemberton, a scenic town nestled in the mountains. Pemberton is 4 season recreation destination and its where lots of people who work in Whistler live. From there we drive through the First Nations community of Mount Currie on route to the Duffey Lake Road to Lillooet. If you are rating a road based on scenery or engineering or curviness the Duffy Lake Road gets 10/10 in every category. All 60 miles of it and it ends in Lillooet and an enjoyable evening with our friends.

The next day you can head back to Vancouver with a choice of 3 great routes or like some of us you can head off for a few more days of beautiful southern BC roads.

You should come along.

**BOWRINGS BC – book recommendation**

In the January 2011 newsletter I provided a book recommendation for Bowerings B. C., A Swashbuckling History. It is a great book on the history of British Columbia, and I had not quite finished reading the book when I wrote the recommendation. At that time I said it had nothing to do with Volvo. As it turned out I was'nt quite right. There was a reference to Volvo and funny too.

Some of you will remember our longest standing Premier W.A.C. (Wacky) Bennett, a Social Credit Party leader who in his arrogance, believed he was ordained to be Premier. He was finally beaten in the August 1972 election, by his NDP opponent Dave Barrett, whose main claim to fame was creating the Agricultural Land Reserve.

Bowering writes of the changing of the guard. "Two weeks later (after election day) W.A.C. Bennett was driven away from the premier's office in a well-waxed black Cadillac. Dave Barrett showed up driving his own Volvo that looked as if it had not been washed lately." ♣

popular family outing, promising non-stop entertainment. North America's #1 ABBA tribute band, Abbadabra, will perform a show-stopping concert on Saturday evening. Japan is this year's guest country and will bring traditional Japanese song, music and dance and add to the multicultural experience.

Festival spokesperson Eva Nerelius says "the festival is all about sharing Scandinavian music, dance and culture with the rest of the world." She continues "it is a great family event with entertainment for all ages whether you want to do some shopping, sit down and relax in the Carlsberg beer garden and try mouth-watering Scandinavian foods while listening to music or take your children on a ride on Icelandic horses, for a stroll in the troll forest or play some fun carnival games."

As the largest fundraising event of the year, the Scandinavian Community Centre along with hundreds of volunteers has brought the Midsummer Festival to Lower Mainland residents for sixteen years. Jointly owned by the Danish, Finnish, Norwegian and Swedish non-profit societies, the Centre is the only facility of its kind in the world. It is the only community centre collectively operated by all five Scandinavian nationalities (including Iceland) and has over 3,000 members. For more information visit [www.scandinaviancentre.org](http://www.scandinaviancentre.org). ♣

**CLUB STUFF**

**VCBC WEBSITE**

Cam Finnigan and Barry Gordon are doing the hyper-important job of maintaining and developing our website. These days an effective website is critical to the health of any club. For instance the majority of our new memberships come via the website. Barry and Cam have initiated a self help system of placing and maintaining classified ads on our site. The explanation is below. For those who want to use the old system email your ads to the club contact email address. Our classified ads are becoming a very effective way to market your cars or parts, as more and more people visit the site. This will no doubt improve further now that ipd has ceased accepting free classified ads on their website. Cam has prepared some instruction on using the self serve ad system and here it is.

If you have comments or suggestions for the site please send them to Our webmaster, Cam Finnigan at either [wbmstr@volvoclubofbc.com](mailto:wbmstr@volvoclubofbc.com) or phone Cam Finnigan at 604-931-3729

**WEBMASTER Cam Finnigan ON**

**CLASSIFIED ADS.**

As many of you know, we have changed the way we support classified ads on our website [www.volvoclubofbc.com](http://www.volvoclubofbc.com), on behalf of VCBC members. It is now a Do-it-yourself affair, allowing ready and straightforward creation, posting, editing, and removal of ads (including pictures) using "Google Sites". Once you're set up, it's as simple as dealing with a Word

document. The detailed instructions given below should get you up and running in a quick and stress-free fashion. If you do need help, including not being able to make this work for you, email either of our brilliant and handsome Web support folks, Barry Gordon or Cam Finnigan, both at : **Error! Hyperlink reference not valid.****Error! Hyperlink reference not valid.**

Three easy steps:

- Sign up with Google by supplying a user name and password.
- Apply with us to become a collaborator on VCBC classified.
- Edit away.

You can edit your own ad as many times and as often as you would like. When you no longer need the ad, delete it to keep the site free from clutter.

**Step #1.** Using your favorite browser, go to [Google Sites](#). If you are new to Google Sites, you will need a **Google account**. If you already have any Google account, including Gmail, you should be able to use that to sign in. If you don't have a Google account, you will need to apply for a new account by clicking on "Sign up for Sites" on the right side of the Google Sites page. This step is a one-time exercise.

## WHATS NEW (OR OLD) AT VOLVO

### VOLVO V60 PLUG-IN HYBRID LIVE IN GENEVA

#### Volvo Press Release

March 2, 2011

With the Geneva Motor Show in full swing, Volvo has taken the wraps off the 2012 V60 Plug-in Hybrid, a virtually production-ready

**Step #2.** Once you have a Google account, you need to apply to VCBC to become a collaborator. This is open to Club members only. Please supply your membership number, your last name, and the email address associated with your Google account to Cam Finnigan

[classifiedsubmission@volvoclubofbc.com](mailto:classifiedsubmission@volvoclubofbc.com) .

You should get confirmation within a day or so saying that you have been accepted. This is also a one-time step.

**Step #3.** Once you have a Google account and have been accepted as a collaborator, you can go to the classified page of your choice and click on "Edit Page". If you are not signed in, you will not see "Edit Page".

More detailed instructions can be found on the Google Sites page: <https://sites.google.com/site/vclubbc/instructions-and-help>

If, for whatever reason, you are simply unable to post your own ad, simply forward your ad to us and we'll make sure it gets on.

#### Newsletter

Over half our members now receive their newsletters digitally from our website. This really helps the club finances as our largest expense has always been printing and mailing of the newsletter. The "digital" members are

able to print the newsletter and enjoy the pictures in colour and they have access to all the past digital newsletters. All they have to remember, is to look on the website [www.volvoclubofbc.com](http://www.volvoclubofbc.com) in **January, May, and September** for the latest newsletter issue. The Username and Password that are needed to access the newsletter section of our website are noted on your membership card and will be changed at the end of our membership year June 30<sup>th</sup>. Of course the surface mailed version of the newsletter will always be available.

Please write articles for the newsletter or just send me Volvo related news from any source. It all helps to keep the newsletter interesting. Members can place free classifieds ads in the newsletter and website.

#### Membership

Our membership currently sits at about 350 members and it has been averaging that for a number of years. We do not reuse membership numbers so it provides some interesting statistics. For instance. The most recent member is Jan Valair of Vancouver who drives a 95 850 Turbo and Jan is 1286th member to join VCBC since it started in May of 1992. Of the first 100 members 35 still are members almost 19 years later. ♣

and 440 Nm (324 lb-ft) of torque, while the electric motor churns out 70 PS (51 kW / 69 hp) and 200 Nm (149 lb-ft) of torque. This gives the car a combined output of 285 PS (210 kW / 281 hp) and 640 Nm (472 lb-ft) of torque, which enables it to accelerate from 0-100 km/h in just 6.9 seconds.

an estimated fuel consumption of 1.9 L/100 km (123.8 mpg US) and CO2 emissions of 49 g/km. The car's total operating range is up to 1200 km.

Of course, to get the most out of the hybrid, the battery should be recharged as often as possible. Thankfully, this is an easy process as



car. Designed to be one of the most fuel-efficient vehicles ever created, the V60 features a 2.4-liter five-cylinder diesel engine and an ERAD (Electric Rear Axle Drive) motor which is powered by a 12 kWh lithium-ion battery. The engine produces 215 PS (158 kW / 212 hp)

If you're more interested in being "green," you'll be delighted to know the car can travel up to 50 km (31 miles) on electricity alone. However, the primary drive mode is a hybrid setup where the diesel engine and electronic motor work together to enable the car to have

recharging takes seven and half hours with a standard household outlet (230V/6A) and three hours with a rapid charger (230V/16A). In terms of styling, the V60 PIH looks virtually identical to the standard model. Despite this, the car is distinguished by a unique paint job, a

front-fender charging port, and lightweight wheels with low-rolling resistance tires. Furthermore, the cabin boasts Elmo leather upholstery, a revised instrument cluster, and a new infotainment system with a variety of hybrid-specific functions.

No word on pricing, but the Volvo V60 Plug-in Hybrid will be launched sometime later next year. The car is the result of an industrial partnership between Volvo Cars and Swedish energy supplier Vattenfall which started in January 2007. Volvo Cars and Vattenfall launched an industrial partnership whose aim was to test and develop plug-in technology.

The Plug-in Hybrid, which will be launched on the market in 2012, No industry or organisation can tackle the climate challenge all by itself. It is our mission to develop carbon dioxide-lean cars, but a sustainable future must be created jointly by everyone in society. This project shows how cooperation between experts in different areas brings us closer to the

electricity production itself is not allowed to produce more carbon dioxide. This emission ceiling will be gradually lowered over a period of time.

- Electricity is an excellent source of energy. It does not risk running out, and it can be produced virtually without any CO2 emissions. For instance, Vattenfall is working towards halving the company's emissions by 2030 and becoming climate-neutral by 2050.
- Emissions from millions of exhaust tailpipes are transferred to a small number of production facilities, which are easier to control and which will operate on the basis of the EU's trade in emission rights, something that does not apply to the transport sector at present.
- Electric vehicles use relatively little electricity and the increase in consumption will be more than covered by ambitious expansion plans for renewable energy

electric-car market will feature a mixture of both all-electric cars and plug-in hybrids," says Stefan Jacoby. ♣

**SAFE DOESN'T MEAN BORING**

**Jan Nystrom**

**VCOA Rolling NOV-DEC 2010 Newsletter**

(Jan Nystrom is the editor of the Volvo Club of North America's excellent newsletter titled "ROLLING" Jon is also a keen and knowledgeable Volvo enthusiast. When he praises a new Volvo I take notice. Here is what Jon has to say about driving the new generation S60. Gregg)

Safe doesn't have to mean boring. At least not when it comes to the new S60. Arguably the safest Volvo ever built, the new S60 T6 AWD is perhaps also the most fun to drive.

I recently had the opportunity to drive the new model on winding two-lane roads near Mt. Hood and the Columbia River gorge in Oregon, as well as in southern York County,



transition from individually carbon dioxide-lean products to a climate-smart lifestyle," says Stefan Jacoby, President and CEO of Volvo Cars. In January 2007, Volvo Cars and Vattenfall launched an industrial partnership whose aim was to test and develop plug-in technology. This cross-border initiative resulted in the foundation of a jointly owned company - V2 Plug-in-Hybrid Vehicle Partnership,

Electrification of the transport sector is an important step in the fight against climate change. Electricity is a highly beneficial fuel:

- An electric motor is almost four times as efficient as a regular combustion engine. This means that an electrically powered car consumes less energy and thus produces lower emissions, even if it is powered by a blend of electricity sources that include fossil fuels.
- European electricity production has an emission ceiling. This means that even if all vehicles were to run on electricity,

sources throughout Europe. A single wind-power station, for instance, produces sufficient renewable energy to power 3,000 electric cars. Vattenfall will offer buyers of the plug-in hybrid a contract including electricity from renewable sources.

Electricity production is undergoing rapid expansion. Wind-power is being commercially introduced on a large scale and is continuing to expand, biofuels will replace fossil fuels on a broad front, wave-power is expected to enter commercial operation within ten years, and new technology to clean CO2 emissions from coal-fired power stations is currently under development.

At Volvo Cars, work progresses on the V60 Plug-in Hybrid in parallel with development of the Volvo C30 Electric, which runs entirely on electricity. "These two car types complement one another. With a plug-in hybrid the driver is entirely independent of recharging stations when driving long distances. The future

Pennsylvania. Fun is the only way to summarize the experience. The only issue with the test drives was avoiding speeding tickets. This car wants to go!

The new S60 is the tightest, quickest Volvo I've ever driven and that includes the S80 V8 we have in the family. The V8 is quick with its 325hp, but the turbocharged, six-cylinder, 300 hp T6 in the S60 will take it in my opinion, especially on the curvy roads that we drive.

It's been said that the new S60 is an R without the badge and I can attest it's true. This is a car that is aimed straight into the hearts and minds of the driving enthusiasts.

The engine's 300 hp and 325 ft-lb of torque allows for a 0-60mph time of 5.8 seconds according to Volvo. Floor the throttle and you're pushed back in to the seat with such swiftness that you forget there is a turbocharger under the hood. Maximum torque is achieved from just 2,100 rpm and remains available throughout the rev range. The engine is nicely

matched to the 3900-lb chassis and the car doesn't feel nearly as heavy from behind the wheel.

The word "naughty" has been used extensively by Volvo in the S60 marketing campaign. Pardon my bluntness, but this is probably the stupidest advertising slogan I've ever seen from Volvo. I surmise a fellow Swede, who does not fully understand the connotation of this word in English, must have been involved here.

In the US, the new S60 is offered exclusively with the T6 engine, but this will soon become the range-topping version. Volvo has announced that the 2012 S60 T5 FWD goes on sale here in January 2011.

This is not the old T5 engine, however. The new S60 T5 FWD is powered by a revised 2.5-litre turbocharged inline-5 cylinder engine that produces 250 hp and 266 ft-lb of torque from 1800 to 4800 rpm. The engine includes a new aluminum block and reinforced connecting rods, pistons and piston rings. It also features an "over boost" that bumps torque to 295 ft-lb for up to 10 seconds in second through sixth gears.

With an estimated 0-60 mph time of just 6.8 seconds, the S60 T5 FWD is faster than a BMW 328i automatic, Mercedes C300 automatic, Lexus IS250 automatic and the Oddly A4 2.0 CVT. Power is transmitted to the front wheels through Volvo second-generation 6-speed automatic Geartronic transmission, the same gearbox that's found on the S60 T6 AWD.

The 2012 T5 is priced very aggressively at \$31,450 in the US, which is lower than the BMW 3 Series, Mercedes C Class and Audi A4 and Lexus IS 250.

The new S60 is without doubt one of the best Volvos I've ever driven. I love the R's, but the new technology in the S60 takes the driving experience even a step further. If you haven't already tried it, go and drive one you'll see. ♣

### LEARNING TO THINK OUTSIDE THE

#### BOX

**Zack Spencer**

**Vancouver Sun, Feb 18, 2011**

Volvo has come a long way with its designs; the new S60 luxury sedan is the latest example.

#### **The Scoop**

The market leaders in the entry-level luxury sedan class have been the BMW 3 Series, Infiniti G, Mercedes C-Class and Audi A4 to name but a few. Each of these cars have their own unique take on what a compact luxury sedan should be. The latest and arguably one of the best new entries into this competitive segment is the all-new Volvo S60. This model accounts for the lion's share of Volvo's sedan sales, and is very important to the future of the automaker, now that it has been purchased by Geely Motors of China. With a starting price of \$38,300, the S60 is right in the meat of this market, especially

when the high-output T6 (turbo six-cylinder) is factored in. On paper, the high-output model is a relative bargain, at \$45,450, compared to much of the competition.

#### **The Skin**

Roughly the same size as the old S60, the new model has a dramatic stance and shape that is light years away from the boxy Volvos of old. To make it in this competitive segment you have to have a car that performs but also looks like it performs. The LED running lights are very much in keeping with the rest of this competitive set, the sharper looking nose is attractive and the rear stance is effective due to creative tail lights and macho exhaust tips. Volvo has come a long way and this S60 is a good looking car. The model tested was the all-wheel drive T6, and comes equipped with 17" wheels or optional 18-inchers for just \$600 more. The base T5 (turbo 5-cylinder) model is just arriving now at dealerships and will be sold as a 2012 model.

Only slightly less powerful than the 6-cylinder model, the T5 can only be purchased as a front wheel drive model.

#### **The Cockpit**

For years Volvo has been at the top of the heap when it comes to interior comfort. I place their seats as the most comfortable in the business. Like nothing else in the market, they have a unique Scandinavian design approach that is refreshing. Some criticism has been placed on the "floating" centre console that some might find too small or too simple. After a while the radio and heat controls do become easy to master and the experience is pleasing. The dash and door panels are fitted with soft-touch materials but it could be argued that the textures and colours are a little drab. The centre computer interface is rather small but does a good job of providing information in an easy to use format similar to the popular Audi MMI system. Overall, the interior is very functional and supremely comfortable.

#### **The Ride**

Here are the stats on the S60 T6 and why it is a relative bargain. With standard AWD, 300 hp and even more torque, it competes with the \$52,000 BMW 335i xDrive and \$52,500 Audi S4 but it is over \$6000 cheaper than both. The closest competitor on price and power is the \$43,450 Infiniti G37X. The road handling and engine response is similar in feel to an Audi A4, compared to the more athletic feeling BMW. The feedback to the driver is very good through the steering wheel and chassis, providing a nice balance of refinement and sportiness. The engine is the star of the show, pulling effortlessly at any speed and showing no signs of turbo-lag. Not only does the T6 come with standard AWD but also the ability to reduce wheel pull/slip when exiting a corner by briefly applying the brake to the inside wheel. This provides very sure-footed handling.

#### **The Good, The Bad**

**Good:** Volvo is known for safety advancements and the S60 is the first car with the "Pedestrian Detection" auto braking system.

**Bad:** the 6-speed automatic does not come with paddle shifters on the steering wheel.

#### **Zack's Verdict**

Not only is this new Volvo the most dynamic car they have ever built but one of the safest. The "City Safety" program uses sensors on the front of the car to detect if the S60 is about to hit another vehicle or object. Below 30 kph this system will actually fully brake for the driver if no action is taken, eliminating an accident. Above 30 kph it will slow the car to reduce the impact. The additional "Pedestrian Detection" system uses the same sensors but also has a camera to detect people. If a pedestrian walks in front of the car, the same auto stop feature or brake reduction will take place. All and all, the S60T6 is an impressive car because it has the power handling required in this segment, interior comfort, good looks and advanced safety. If you want a powerful, fun-to-drive car for less, then the S60 is worth a look. ♣

### LATEST DEVELOPMENTS AT VOLVO CARS

*From the Press Coverage of a : news conference held March 29, 2011 in Gothenburg, Sweden*

"Volvo's strong sales have increased the pace at the factory in Torslanda and in recent months, the number of production staff has increased by around 250 employees. Volvo, in the short term, has a need to hire as many as 1200 people. The majority would be engineers. 900 of the new jobs would be in product development in Gothenburg. Volvo Car Corporation, management expects 200 jobs to go to Belgium.

"We face an enormous challenge in the coming years", says Paul Welander, Head of development at Volvo Cars. "While we staff up with engineers in Gothenburg, we are also building a new development office in Shanghai, China. There we will mainly employ Chinese engineers. But we are also moving 60-70 senior engineers from Gothenburg to Shanghai, who will be involved to help out.

During 2008 to 2009 Volvo Cars decreased total staff by about 6000 people. But management says that it will not automatically re-employ formerly laid-off workers. They may apply again, says Björn Sällström, personnel manager.

Volvo Cars' CEO Stefan Jacoby also explained that it had already increased production in both Ghent and Torslanda. The Ghent factory in Belgium is now working three shifts. When that will happen in Torslanda is still unclear. Demand for the Volvo XC60 and V60 has been greater than expected. Jacoby said, I'm not a supporter of three shifts, but would like us to stick to two shifts. In my opinion the quality is better on the cars built

since maintenance [of the production line] can be performed more effectively in two shifts.

Meanwhile, according to Jacoby, there's great uncertainty when it comes to the increase in production that Volvo needs due to the

disaster in Japan. We can not quite fathom the consequences for us, and what it means for our need for increased production, he says.

Jacoby reiterated that he does not want Volvo to venture into too many segments, but

focus on its core models, and mentions in particular the XC60, XC90, S80, V60 and S60. I want to make the 2-3 models really nice rather than be in many segments. We plan to install new, more competitive technologies. ♣

## SOMETHING DIFFERENT

### THE SAINT TURNS 84 & his Trusty Volvo P1800 TURNS 50

**Gregg Morris**

Can you believe it, Roger Moore the suave and debonair Simon Templar of the famous TV series 'The Saint', is turning 84 and his trusty Volvo P1800 is turning 50. These are rather sobering numbers for me, because it really doesn't seem all that long ago that I looked forward to watching the weekly episode of The Saint. I guess it really was quite a while ago, because The Saint, played from 1962 to 1969, and Roger Moore was 35 when he started the roll.

This all seems like an ideal excuse to dedicate this issue of the VCBC newsletter to celebrating the P1800 and "The Saint".

We are not the only ones who are going to celebrate the 1800's 50<sup>th</sup> birthday. You may have noticed that the masthead of our newsletter contains the VCBC logo as well as the VSA logo. VSA stands for Volvo Sports America and that is a US based club started in September of 1976 by a couple of 1800 buffs in Philadelphia, Pennsylvania, Jon Keebler and Dave Pollack. Their club was specifically dedicated to the 1800 Series and has since grown to accept all out-of-production Volvos.

This October 14, 15 and 16<sup>th</sup> the Southern California Chapter of VSA is going to host the VSA 50<sup>th</sup> Anniversary celebration of the 1800 and there will be a simultaneous East Coast event at Watkins Glen Racetrack in New York.

If you remember the 2001 VSA West Coast Meet, that VCBC hosted in Vancouver you know how much fun these events can be. If you have an 1800 or any classic Volvo the Malibu event is a must. It is a 1200 mile drive from Vancouver but that is nothing for an 1800. Just ask Irv Gordon.

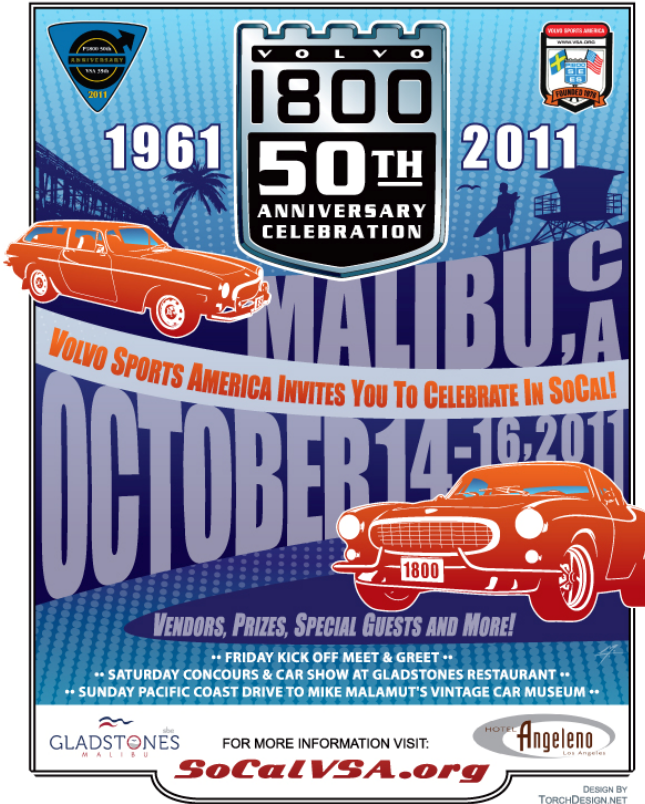
I think there are more 1800s and classic Volvos in general, in the Pacific North West than almost anywhere else, so there should be a regular convoy heading south. I know there will be VCBC members making the trip so why not join us. It will be fun.

### **Event Description:**

#### **THE P1800 50<sup>TH</sup> ANNIVERSARY EVENT 1961-2011**

#### **VSA West Coast National Meet October 14-16, 2011**

The Southern California chapter of Volvo Sports America will be hosting a West Coast National Event in Malibu California,



celebrating the 50<sup>th</sup> anniversary of the P1800s production and the 35<sup>th</sup> anniversary of Volvo Sports America. (How is this for a cool coincidence; October 14<sup>th</sup> is also Roger Moore's birthday (84<sup>th</sup> to be exact). Ernie Shack of VSA and Chapter Leader Dylan Osborne are organizing the event. I spoke with Ernie and his enthusiasm is infectious. He and Dylan are very busy working on what should be a legendary event.

The meet will be the weekend of October 14-16, 2011 with accommodations at the Hotel Angeleno. I googled Hotel Angeleno, Los Angeles and it sure looks nice. October is a really nice month in Southern California. The boiling heat of summer is over but the sunshine persists, perfect by our northern standards. Dylan and Ernie hope to get 200 1800s to attend & of course 120, 140, PV cars as well. That may be conservative estimate, given that there are probably more 1800 series cars on the west coast of the US and Canada than

anywhere else in the world. Join the convoy from the Pacific North West.

The event format will follow the success of past meets with the Meet & Greet and Registration on Friday, followed with a busy Saturday of: concours, seminars, swap meet, tech sessions & banquet. All these will be held right at the beach at Gladstone's Restaurant on Pacific Coast Highway and Sunset Boulevard! You can't get a classier address than that. If you don't believe me google Gladstones Malibu and look at the pictures. Sunday will be novel. There will be a 1 hr Pacific Coast drive to private showing of Mike Malamut's Vintage Car Museum. Mike is one of the SOCAL VSA members.

Details of the meet are still being concluded and more information and a registration form will be available soon. To keep up with progress see the [www.socalvsa.org](http://www.socalvsa.org) website and VCBC will post the latest information on our website [www.volvoclubofbc.com](http://www.volvoclubofbc.com). See you there. Bring your surfboard.

### **THE CAR**

So what is it about the 1800 Series that makes them so special? Without doubt the use of the 1800 in the Saint Series added celebrity to the car, but it was celebrity that was well deserved on its own merits.

I have driven the 1800 Series for 37 years now and I never tire of the experience. I drove a 544 though University and when I graduated from Engineering I treated myself to my first and only car loan, and a 67 1800S, BRG with tan leather. This car taught me a lot. It was beautiful, classy, handled great, was rusty as hell under the shiny paint, and burnt oil like crazy. I didn't know the last two attributes until after I bought it. Never mind, it took Rose and I on our honeymoon and taught me what to look for in a better 1800. I got it right the second time and still have my 70 1800E. I got the wife part right the first time.

These cars have a ton of personality. To people who do not know them, all the model years all look much the same but they are quite different through the years and even from car to car. I'll give my opinions later, but lets see what the "professional" auto journalists think of the car. Here is a very realistic article from Hemmings Sports and Exotic Cars **SWEDISH GT WITH THE BARGAIN PRICE TAG**

**David LaChance  
From Hemmings Sports and Exotic  
Car, March 2008.**

**“Its sort of a souped-down Ferrari.”**

Of Course, Volvo was having a bit of fun with this memorable headline from an ad for the 1800 coupe, but there was a grain of truth behind the cheekiness, too. The 1800 was unlike any Volvo before, or since for that matter—a comfortable, solidly built, reliable GT with racy lines that could have originated in one of Italy’s finest design houses. It was *Road & Track* magazine that drew the connection to the prancing horse, and Volvo was only too happy to use the quote in another of their ads: “The 1800S is a very civilized touring car for people who want to travel rapidly in style, a Gran Turismo car of the type much in the news these days—but at a price that many people who cannot afford a Ferrari or an Aston Martin will be able to pay.” It’s pretty much the same story today, which makes it an unbeatable collectible.

The credit for the 1800’s existence belongs to Gunnar Engellau, an engineer who had run Volvo’s aircraft engine subsidiary before succeeding Assar Gabrielsson as president of the company. Engellau had aggressively opened up export markets in the U.S. and Europe, and, though he cut short production of the fibreglass-bodied P1900 roadster, remained

convinced that the company needed a sports model to serve as a flagship for the line-up. The new car would be built on a shortened 120 series platform, but would feature all new styling by Pelle Petterson, the son of engineering consultant Helmer Petterson, the man responsible for the post-war PV444.

Volvo had no production capacity for the

car, too: “From our perspective, the P1800 seems to have all the makings of a winner... At its listed price, it has no real competition: it’s low enough to lure buyers of both less expensive machines and ones that cost more.”

Jensen was supposed to build 10,000 cars, but Volvo cancelled the contract after 6,000 had been delivered—although it was clear the problems had been with the quality of Pressed Steels’ body shells, and the lack of leverage that Jensen had to improve the situation. In April 1963, assembly of the car was moved to Gothenburg, accompanied by a name change to the 1800S—“S” standing for Sweden. (The “P”, standing for *personvagn*, was dropped) Volvo made a number of changes to bring down the cost of production, swapping the hubcaps from the 120 for the original full wheel covers and simplifying the upholstery.



new car, and so entered into a contract with Jensen Motors, a family-owned automaker in West Bromwich, England, which was also producing the Austin-Healy 3000 for the British Motor Corporation, in addition to its own Chrysler-powered Jensen 541. Bodies were made by Pressed Steel in Linwood, Scotland. Though the car was first shown in 1960 at the Brussels Salon auto show, labour unrest and quality control problems held up production for another year. The car was named the P1800, a reference to its new 1,800cc, five-main-bearing, cast-iron B18 inline four.

The press instantly recognized that this was a sporting car, rather than one built for out-and-out performance, and gave the P1800 good reviews. “In doing that for which it is intended, fast steady cruising, the P1800 is superb and it gave us the impression it would run forever at near maximum speed,” *Road & Track* said. *Car and Driver* liked the

The 1800S underwent continual changes throughout its long production. In 1965, the distinctive “bull horn” front bumpers that turned up at the center were replaced with a simple, straight bumper that offered the same flimsy protection for the coupe’s delicate nose. The grill, originally an egg-crate pattern that might have come directly from Maranello, was changed in 1965 to a stamped-alloy item, and again in 1967 to an assembly of horizontal and vertical aluminum channels. The chrome sweep spear that followed the curve of the body line departed in 1967 as well, replaced by a straight stainless moulding that stopped at the center of the rear wheel arch.

Under the skin, the first major change came in 1969, when the 1780cc B18 was bored out to



1986cc B20, bumping horsepower to 118 at 5800 rpm—though there was no change in the car’s name to reflect its increased displacement. B20-powered cars exported to the U.S. were

equipped with Zenith Stromberg 175CD 2SE carburetors, in place of the earlier SUs.

for 1972. The other big news was the availability of

selling for as little as \$4,000, and the best restorations commanding as much as \$50,000.



This would turn out to be a transition year, because in 1970 Volvo introduced Bosch D-Jetronic fuel injection on the 1800, replacing the “S” suffix with an “E” for *einspritzung*, the German word for fuel-injected. The 130hp, injected B20 engine enabled a top speed of 112 mph: the brakes were improved too, with discs replacing the rear drums. On the inside, Volvo addressed reviewers’ longstanding complaints about the silver-and-turquoise “jukebox” instrument panel, going with a mod black-on-white gauges set in imitation wood. The injected cars are also identifiable by the black plastic vents on their rear fenders, the driver’s side also incorporating the door to the fuel filler. The alloy grille was painted black in 1970, then replaced by a concave, plastic grille

an automatic transmission. Seeing the potential for increased sales, particularly in the U.S., Volvo offered the Borg-Warner type 35 three-speed automatic as an option. Though its performance was significantly blunted, and the low gearing made the engine buzzy on the highway, the two-pedal car opened the car up to a wider audience, buoying sagging sales. The 1800E continued in production through 1972. (A variant, the 1800ES sportswagon, was produced in 1972 and 1973; that car will be covered in a future, Buyer’s Guide.) In all, Volvo built 34,107 copies of its stylish coupe.

For today’s collector, there’s an 1800 for every taste and budget. While prices have been rising over the past couple of years, the cars are still affordable, with presentable examples

According to Don Thibault, who has specialized in the 1800 for more than two decades, the D-Jetronic equipped 1800E and the original 6,000 Jensen coupes tend to have the highest values. Don restores and sells 1800s from his Cape Cod shop, and offers a wide catalogue of parts. “Every car I sell is over \$25,000, and I usually have 5 people fighting for it,” he said. He cautioned that restorations can become expensive. “

As a daily driver, the 1800 is just about unbeatable, thanks to its durability, parts availability, and performance that allows it to keep up with modern cars. “The Volvo P1800 is perhaps the only vintage car that can still be driven on a daily basis even today,” said Irv Gordon, who ought to know—he’s been driving his 1800S every day since he bought it new in 1966, putting a staggering 2.6 million miles (2008) on the car. In case you’re wondering, yes, that is a world record, one that’s recognized by the folks at Guinness. “Volvo has done a terrific job of keeping many parts available and even those that haven’t been available are now being reproduced by Volvo and others,” Irv said. “The car is of unibody construction and therefore is rattle free. The body is of double panel construction with crumple zones, reinforced doors, a collapsible steering column as well as a three point seat belts. The drivetrain is practically indestructible using Volvo original parts.”

“There are so many positive points about the car,” said Bruce Potter, president of Volvo Sports America, the national club dedicated to the 1800. “They’re comfortable for tall people. They’re dead-nuts reliable—you put the key in





never needed replacement. Since new, the car has delivered 30-plus mpg on the highway and 24 mph around town using 93-octane fuel.

The car is infinitely comfortable over long distances and hour-after-hour driving. The seats are orthopedically designed for comfort-complete with lumbar support, rare for its age-which reduces driver fatigue. I still have no back problems and look forward to every trip I make in my 1800.

(Irv wrote the passage above in 2008 and in 2011 has just turned 70. He predicts he and his trusty 1800 will reach 3 million miles when he is 73.)

**WHO ARE THE SIGNIFICANT PEOPLE ASSOCIATED WITH THE VOLVO 1800?**

it, and it lights up. I think the styling is somewhat timeless—although the fins kind of give away the era. They’re a car that you can drive without fear of it falling apart, and they’re still affordable.”

Those seeking a high-performance sports car should probably look elsewhere. But if you want a handsome, comfortable, iconoclastic, long-distance GT tourer with room for two adults and their luggage, look no further.

**VIEW POINT**

**Irv Gordon**

I have averaged almost 65,000 miles per year since the car was new and still make at least three to four coast-to-coast trips per year. The car remains as trustworthy and road worthy as it was the day I purchased it on June 30, 1966. The classic lines still look modern, timeless by today’s standards. My P1800 is very forgiving even on the roughest roads, and handles the most extreme weather conditions without complaints.

The P1800 seems to ask for very little, just regular maintenance. Over 41 years and 2.6 million miles of constant use, parts such as water pumps, oil pumps, fuel pumps, carburetors, vacuum boosters, etc., have lasted well over 500,000 miles and many have lasted well over a million miles. Some parts, such as the steering box, engine linkages, the complete wiper mechanism, wiring and switches, the engine block transmission and overdrive, have



BILL WEBB  
ART BANKS  
GREGG MORRIS

- (Bill) for preparing a concours 1800.
- Another great guy is Irv Gordon (do you notice a theme here?) a Guinness World Record holder for the highest mileage passenger car. Irv turned 70 in 2010 and expects to reach 3 million miles in his 66 1800S by the time he reaches 73.
- Jon Keebler and Dave Pollack founded the 1800 Club, Volvo Sports America.
- And for me there was Erling Nyborg, my university professor who parked his ratty old 64-1800S just outside our study building window, so I spent 4 years staring at it; while I should have been studying and in the end, I had to have one.
- Larry Annand, my best friend, who borrowed my 1800S (when I finally got one) and found that it was so effective at attracting pretty girls that he bought one himself. It too was rusty and burned oil. Carried him on his honeymoon too.
- Finally: All the people who own and cherish 1800s. There are a lot of very nice people in that group.

**THE SAINT**

Most of the people that know what an 1800



is, are also familiar with the “60s TV series (1962 to 1969) The Saint, in which Roger Moore plays Simon Templar the handsome, Good-Samaritan rogue who always out-fights and out-smarts the bad guys and always gets the pretty girl. And of course, he famously drives a white 1800S that plays a big part in the series. By coincidence, before I even knew there was going to be a 50<sup>th</sup> 1800 anniversary celebration, I found a complete collection of Saint DVD’s in the library. I have re-watched many of them and have found that they are well worth watching, even today. The

- How about Gunnar Engellau, the Volvo CEO from 1956 to 1978, who canned the Volvo P1900 and commissioned the Volvo P1800 and Pelle Petterson who designed it.
- Of course there is Simon Templar “The Saint” who made it world Famous.
- Then there is my friend and all around great guy Bill Webb who literally wrote the Book on the 1800, “Swedish Iron” the definitive book on the 1800 series and Art Banks, an equally great guy who can rival anyone in the world (including

plots are fun, and the scenery is of 1960s Europe. There are lots of car-driving scenes, either of the 1800, or from inside the 1800, and the surrounding traffic is full of cool old European cars.

The Saint is based on a literary character created by author, Leslie Charteris, and the majority of the episodes were adaptations of his short stories, novellas or novels, developed into the TV episodes by Robert S Baker.

(from Wikipedia) *In the TV series The Saint lives in London, though the exact address is never revealed, and he is seen traveling to locations across London, the UK, and around the world. In reality this was not the case, as the whole series was shot at Associated British Elstree Studios in Hertfordshire, with very few*

## V.C.B.C. NEWSLETTER: MAY 2011

scenes shot on location outside of the Elstree Studios site. This was achieved by making extensive use of the sets at Elstree, early blue screen technology to simulate different locations in the background, painted or projected backdrops, as well as revolving painted backdrops for moving scenes. There are a few exceptions such as the extensive location shoot on the island of [Malta](#) for 'Vendetta for the Saint'. Look-alikes were used for location shoots where *The Saint* is seen in the distance entering a well known building or driving past the camera at speed.

The DVD's I found in the library turned out to be the 47 "colour" episodes which were produced from 1966 to 1969 and came in 14 DVDs, produced by A&E. Many of these are for sale on Amazon and better yet, may be in your local library. There were a preceding 71 episodes from 1962 to 1965 produced in black and white. These are available in an 18 DVD set, but it is a "Region 2" DVD format that apparently isn't compatible with DVD machines in Canada and the US. [A&E Home Video](#) released about 28 of the black and white episodes in that are meant for US and Canada. They were released in two sets of, the first with three discs, the second with four.

In September 2009, it was announced that *The Saint* was to be remade for television by Vancouver-based studio [Brightlight Pictures](#). Scottish actor [Dougray Scott](#) is lined up to play Simon Templar. I do not think it ever came to pass

### **THE CAR IS ALSO A STAR**

The classic image of Roger Moore driving his Volvo sports car in the 1960's TV show, *The Saint*, endures even today. The Volvo Car Corporation supplied the "The Saint" television producers a total of five P1800 models for use on their show. Volvo happily supplied the first one in 1962, registered as 71 DXC, within a week of its being requested.

In 1964, Volvo moved production of the P1800 line from England to Sweden, and sent one of the new 1800S models, registration 77 GYL, to the set of "The Saint". The first car was then chopped up for better interior shot access.

Three years later, in 1967, Volvo supplied yet another car. This car, however, didn't get much use as it was wrecked in a crash fairly soon after its arrival. The production company did manage to salvage some of the parts, and used them to update the 1964 car with the new straight bumpers, chrome, and more modern trim rings for the wheels.

A short time after the crash, Volvo supplied two more cars. One, registered as NUV 647E, was used for Roger Moore's personal use, and the other, NUV 648E, was used for filming.

If you would like to see one of the cars, the "Cars of the Stars" museum in Keswick, England has the official 'Saint' car on display. Their car is the fully restored 1964, registration 77 GYL, with a giant Saint logo on the hood.

#### **SAINTLY DISCOVERY**

**From Hemmings Sports and Exotic Car, March 2008.**

In a decision that it must have regretted again and again and again, Jaguar famously refused to supply a new E-Type to the

playing the debonair Simon Templar, once again get away from the bad guys. (and usually with the pretty girl.)

Over the years, Volvo supplied a total of five cars to the program. One is on display at Cars of the Stars museum in Keswick, England; it's a 1964 1800S, and has been restored to its original condition. But there's always been a mystery about the whereabouts of the 1962 P1800 used in the first 26 episodes of *The Saint*—until now.

On display at the Classic Motor Show in Birmingham, England, in November 2007, was a body shell of a P1800 with the chassis number 3018, apparently the missing Volvo. "I have seen documents confirming that 3018 was registered as 71DXC (the registration of the car used in the program), so no doubt it's the car that has been 'missing' for so many years," said Volvo historian Karl Eric Malberg, who maintains the extensive Volvo 1800 Picture Gallery, a section of the Volvo P1800 Club's Website. Karl Eric said that the current owner,



producers of the television program *The Saint* back in the early 60s, leaving star Roger Moore behind the wheel of their second choice, a Volvo P1800. That exposure helped to boost the popularity of Volvo's sporting GT, as viewers each week tuned in to watch Moore,

who does not wish to be identified, is restoring the car and intends to dedicate a Web site to his discovery. We'll have more details as they're available.

## **ROGER MOORE'S BIOGRAPHY**

**(Judging from his biography Roger Moore is just as good a man as his character Simon Templar portrays.)**

Roger Moore was born on October 14, 1927, to working class parents in South London. He was passionate about art as a youth, attending art school and later working as an apprentice for an animation studio. When the work in animation slowed down, Roger found himself seeking other forms of employment and began working as an extra in feature films.

He met director Brian Desmond Hurst while on the set of Caesar and Cleopatra, and he convinced Moore to attend the Royal Academy of Dramatic art. While there, Roger struck up a friendship with Lois Maxwell, who later played Miss Moneybags in the James Bond films.

After attending three terms at R.A.D.A. Moore was inducted into the army where he served in Germany as a 2<sup>nd</sup> Lieutenant with a Combined Services Entertainment Unit at the end of WWII. It has also been reported he worked in Military Intelligence while in the service. Afterwards, he acted in theatre, radio,

and television, but had to supplement his income as a model and salesman.

Moore headed to Hollywood in 1952. He was a contract player with MGM during the waning days of the studio system. He played supporting roles in several films, such as The Last Time I Saw Paris and The King's Thief.

His first major TV series was "Ivanhoe" followed by a role on the James Garner series "Maverick" (as Cousin Beau). He was cast in 1962 to play Simon Templar in "The Saint", which turned out to be a mixed blessing. The role made Roger an international star, but his contract with the series also necessitated him turning down the role of James Bond in the first film of the series, Dr. No. However, when Sean Connery left the film series for good in 1972, the producers once again turned to Moore, who many thought more closely resembled the 007 of Ian Fleming's novels.

He stayed with the series for 7 films over a dozen years. He has stated on the record that his favourite was 1977's The Spy Who Loved Me, which critics tend to agree was his best turn as 007. His 7 films remain the most by any actor playing James Bond, depending on whether one counts Connery's turn in the alternative Bond feature Never Say Never Again.

Actually, it has been rumoured that the title Never Say Never Again came from a joke Moore made to Connery when hearing he was going to once again play 007.

Since retiring from the Bond role after 1985's A View to a Kill, Moore has limited his screen appearances. He has dedicated much of his time to his work as a goodwill ambassador for UNICEF. When his close friend Audrey Hepburn passed on, he assumed her role as goodwill ambassador and has worked tirelessly to improving living conditions for children around the world.

Roger Moore has been married three times and has three children, Deborah, Geoffrey, and Christian.

### **His Book**

Roger Moore, has written an autobiography titled, MY WORD IS MY BOND published in November 2008. It is readily available on Amazon and gets good reviews. ♣

## **TECHNICAL TIPS**

### **122S RESTORATION TIPS**

**Garry Wikjord.**

(I asked Garry to tell us a bit about himself and why he chose a 122S to restore. Here is his response. Gregg.)

I chose the 122 because I rallied one with Terry Strong in the late 60's. I had a 61 PV544 and later a 65-544. I realized the 122 was a better car because it had the disc brakes, better front suspension, more comfortable seats and the hydraulic clutch was better than the mechanical linkage on the 544. On my 544 I changed the seats, clutch and did the disc brake conversion. I was a member of the original Volvo Car Club of BC from about 1966 till it was reorganized to the West Coast Autosport Club. At that time only Barry Nelson and myself still owned Volvos. We used to meet upstairs at Silver Star Motors in New Westminster. Terry Strong owned a 4 door 122 and asked if I wanted to navigate for him in 1966. We ended up together for about three years.

The highlight was the 1967 Shell 4000 where we finished 32 out of about 100 starters. We were a couple of 20

year olds that got a lot of good advice on car preparation. We had some bad luck and had to drive from Edmonton to Winnipeg with no clutch as the new throw out bearing seized. We changed it in 40 minutes ourselves at a Volvo Dealership. We also blew a head gasket in a water hole in Ontario. We changed that in less than two hours and had to take a max late penalty. We also took a maximum late penalty later that day so we not be disqualified for maximum lateness. We made it to Montreal where a lot of cars did not. We were the only Volvo at the finish that had not collapsed the

springs. We had installed springs 30% stiffer and the same length. We did not need an alignment when we got back to B.C. Just a transmission.

I found the car I have restored in our Volvo Club Newsletter, in Ladysmith. It was a daily driver until 2008. It had a fire under the dash and the two mechanics that tried for many hours to get it going, did not know about the original coil and armoured cable. I had it running in 15 minutes. I trailered it home and told them they were not old enough to know about the original anti theft. The car was very rusty, but mechanically all I have done is a carburettor rebuild and a tune up.

### **TECH TIPS**

I have been restoring a very rusty 1967 122s 2 door for the last two years. No more dust, IT IS PAINTED. It will be ready to drive in the spring. I was a member of the original Volvo car club of B.C. in the 1960's. When the old Volvo Car Club finally decided to fold and change its name to the West Coast Auto Sport club. The only members to own Volvos were Barry Nelson and myself. Barry's cars were always Show Room Quality all the time while mine were being thrashed, and showed the wear.

I have a couple of tips for anyone doing all the restoration



on a 122 on their own. When you go to reinstall the rear window trim horizontal strip from the rear side window to the back window trim, do not try to use the recommended trim anchors that were originally used by Volvo as you will have to change the headliner to install the trim. Instead use the same clips you use for the stainless side body trim. They are a perfect fit and the installation takes seconds rather than hours. Remember to put some silicone or some other sealant on the clips as you put them in.

The next tip is door hinge bolts. I am a Machinist and worked in maintenance all my life. The worst invention ever was Philips

screws. To get the Phillips screws out of the door hinges you may have to weld a nut on the machine screws and then put a wrench on them to get them out. Do not put Philips screws back in. Put socket head screws in their place. They can be purchased at Fastener Suppliers (such as Pacific Fasteners in Burnaby ed.) Part number 1124264. 5/16-18 x3/4. With an Allen wrench, life is a lot easier than with a Phillips screwdriver.

Tip number three. When you try to install front fenders back onto the front cowl be diligent about tapping out all the holes in the cowl. If you try to install the fenders to the

cowl you will not be able to start the bolts to the cowl. Install studs in the cowl and loctite them in place. It will be easy to wiggle the fender around and line up the studs and install nuts. Some fenders do not come with as many holes as the cowl. Drill the extra holes in the fender as this will give you a better fit of the fender to the cowl. Studs in this application make life a lot easier. I hope this will save someone a few hours in their restorations.

I can be contacted at [wikjord@telus.net](mailto:wikjord@telus.net) or 250-523-6791 if you have any questions. Garry Wikjord ♣

<p><b>B.C. DEALER DISCOUNT LISTING</b> (Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.) <b>Don Docksteaders Motors</b>, 8530 Cambie St, Van, 604-325-2999, or 1-800-663-3359, New pts: 15%, <b>Ed Schram Motors</b>, 112-13375 76th Ave., Surrey, Ph. 604-599-6081, New &amp; Used 20% <b>Chapman Motors</b>, Cobble Hill, B.C., . 1-800-663-7208, New parts 10%, Used parts 20%</p>	<p><b>Chapmans of Victoria</b> 751 Cloverdale St., Victoria, Ph. 250-475-2213, parts and service: 10% <b>Chapmans of Nanaimo</b> 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10% <b>Volvo of Coquitlam</b>, ---2385 Ottawa St., Port Coquitlam, B.C. Ph.604- 942-8500, New parts:15% <b>Volvo of North Vancouver</b>, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 15%</p>	<p><b>Volvo of Surrey</b>, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 15% <b>Volvo of Victoria</b>, 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 New parts: 15% <b>Courtenay Car Center</b>, #12 5<sup>th</sup> St., Courtenay, BC, 1-800-663-0194, 15% parts and labour. <b>Fibrenew</b> leather and vinyl repair, mobile service Vancouver, Ph 313-4703, 20% discount <b>Lordco Part Stores</b> up to 30% with Lordco card.</p>
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**72-144E-\$4000 obo**, white, Right Hand Drive, Restored. Ex-British police car driven by Mid-Anglia/Cambridgeshire Constabulary from 1972-74. B20E Fuel injected high compression engine, M41 overdrive transmission, heavy duty suspension, stainless steel exhaust. Complete service and ownership records, appraised at \$6500, report available. Many new and used parts included with sale. FOB Calgary, Alberta, **Don 403-288-3325**, [hargarve@shaw.ca](mailto:hargarve@shaw.ca)  
**3 PV544's-\$1800 the lot**, two parts cars, one fair restorable, & many spare parts., Long time storage Cochrane Alberta. for info & pictures e-mail Malcolm: [coxmal@hotmail.com](mailto:coxmal@hotmail.com).  
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**Weber downdraft carb** model 32/36 DGV 5A (manual choke), c/w air cleaner and new filter, jetted for a 2 litre Volvo B20 and on a Volvo manifold. Exc cond, Call bob 604 926-9573 or bob@witzel.com.  
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**MEMBERSHIP FEES:** Annual fee: \$20 From July 1 to June 30 each year, non-prorated.  
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