



THE VOLVO CLUB OF B.C.

JANUARY 2018

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

Gregg Morris at Tel: 604-469-1216

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Annual membership fee \$20, To join: Call or write Gregg Morris. See above.
or view our Website 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 Annual membership fee US\$35 Website www.vsa.org

UPCOMING VOLVO EVENTS (also see our website www.volvoclubofbc.com)

JANUARY 17, 2018 (Wednesday) VOLVO CLUB WINTER SUPPER, 6:30 pm at the New Westminster Spaghetti Factory located at 50 - 8th St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

FEBRUARY 12, 2018, (Sunday) SWEDISH CAR CRUISE-IN, 9am to 3pm at the XXX Root Beer Drive-In, 98 NE Gilman Blvd Issaquah, WA Website: www.triplexrootbeer.com. This is the 11th annual event open to all Volvos and Saabs. Contact Ingvar Carlson at 206-434-9482

VCBC TECHNICAL SESSION SUBJECT—LOCATION & TIME TO BE DETERMINED, WATCH THE EVENTS PAGE OF WEBSITE FOR DETAILS Gregg Morris 604-469-1216

VANCOUVER ISLAND EVENTS: Watch the website. www.volvoclubofbc.com

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST EVENTS

WASTING GAS AND OTHER INTELLECTUAL PURSUITS

August 3-4, 2017

Gregg Morris

If you have been reading our newsletter for a while it will be no surprise to you that I like driving my old Volvos on uninhabited curvy, paved secondary roads, and do so as often as I can. This smoky summer was no exception. I need only the flimsiest of excuses to head out on one of



these trips and I do my best to inflict this interest on my friends. Its for their personal development, you understand.

A year or so ago I called one of my repeat victims, Bert Sherlock to see if he wanted to go for a swim. He cautiously and wisely asked WHERE? I suggested Kamloops because it has a great aquatic center and it is often almost empty. He agreed and off we went.

This summer the Spring Drive and the trip to the Area 27 race-track, kept me going for a while but by early August I was

ready for another drive-about. Coincidentally, about that time I was talking to my friend Steve Hutchens from Bellingham and we were be-moaning the fact that we had not gotten together for over a year. Rather than wait to meet at some future event we decided to make our own. How about a two-day counter clockwise circle tour through Lillooet? Just for the hell of it lets drive our PV544s, and see what other PV driving folk we can coax to join us. How about that, a good potential drive and even a 'theme'.

I took a look at our membership list to see how many PV owners there are in the club. There are actually 30 PV owners and that surprised me. Only 10 of those are local. I called them all. I gave them only 2 days' notice, so it was pretty good to have 5 humpy back Volvos



CHAINSAW CARVING, HOPE,

bounding down the highway.

The route was carefully chosen and the dates, August 3 & 4, 2017, were a Wednesday, Thursday. Steve and Celia Hutchens came from Bellingham and stayed with us Tuesday night in Port Moody and on Wednesday morning we headed east on the Lougheed Hwy 7 in my bronze 64 544 and Steve's red 64 544. We met John and Celine Cripps (light blue 63 544) in Maple Ridge and finally met Ernie Hildebrandt (white 63 544) and Beau MacGregor and Adam Richardson in Beau's charcoal 64 544 at the Mission Travel Info Center. After some introductions and some conversation about the cutting edge technical sophistication of these cars we clattered our way to Hope via the Lougheed Highway.

These old cars are a bit like horses. Although they do not turn into every barn they see, they do seem find every Chevron station on the route. That is a good thing because the gas tanks are small and with any kind of performance upgrade their thirsts are big. My bronze 544 is probably the worst of the bunch, with its B20E engine and a bloody great dent in the gas tank. It was lunch by the time we reached the old Chevron in Hope. After the cars were fed and watered we headed to the central park in Hope for a picnic lunch. It is a really nice park with towering fir trees, picnic tables, grassy sports field, music stage and the worlds largest collection of chainsaw carvings of wolves, bears, eagles... All this is right across the street from restaurants and coffee shops.

After lunch we took to the next stretch of the trip from Hope to Lytton on Hwy 1, the Trans Canada. Normally this is one of BC's most spectacularly scenic highways as it follows the Fraser River Canyon, but this was the summer of fires, and the scenery was shrouded in smoke haze. On the positive side the smoke had cut traffic to

the bone and we had the Highway largely to ourselves. This stretch of highway one has lots of 4 lane zones and 7 tunnels along the Fraser Canyon. We stopped at the turn-off to Lytton, a small town right on the Fraser River. The cars were lined up on the side of the road as we took a break from driving. Passing Semi's honked and waved. At Lytton we left the Trans Canada and took secondary highway 12, a paved 2 lane secondary road that ends in Lillooet to the north. If you have not driven this road you should. It follows the Fraser for 40 winding miles. There is one stretch that is so notoriously unstable that the road shrinks to one battered lane clinging to a notch in the mountainside. The pavement is scarred by rocks that hit it regularly. It overhangs the river, wayyy down there. This was summer and it's a bit scary. Winter must be really scary. The road sign says no stopping. OK.

Lytton and Lillooet are often the hottest places in Canada so you would expect the land to be parched and dry. It probably would be, but irrigation has turned fields that are scattered along both sides of the Fraser River, Irish green. We stopped at a produce farm near the Lillooet end of the road and bought some field grown melons, cucumbers and tomatoes. Another few miles north, Highway 12 meets Hwy 99. If you turn left (west) at this intersection, it takes you onto a bridge over the Fraser River to Lillooet. We carried on north less than a mile to the Fort Berens Winery. The climate here is much like the south Okanagan and the soil has lots of mineralization. It seems ideal for vineyards and they finally have taken advantage of that. Fort Berens is in the enviable position of being the only winery in the newly minted Lytton-Lillooet wine district, and it makes really good wine into the bargain. The tasting room offers a beautiful air conditioned view of Lillooet and lots of wines to taste.

It was now late afternoon and it was time to claim our motel rooms in Lillooet. There were lots of double takes as people saw our fleet of colourful old PVs. We drove down the super-wide main street of Lillooet. The street was made this wide so Oxen Trains could do u-turns when Lillooet was mile 0 of the Cariboo gold

rush trail. Visit their museum to learn their fascinating history.

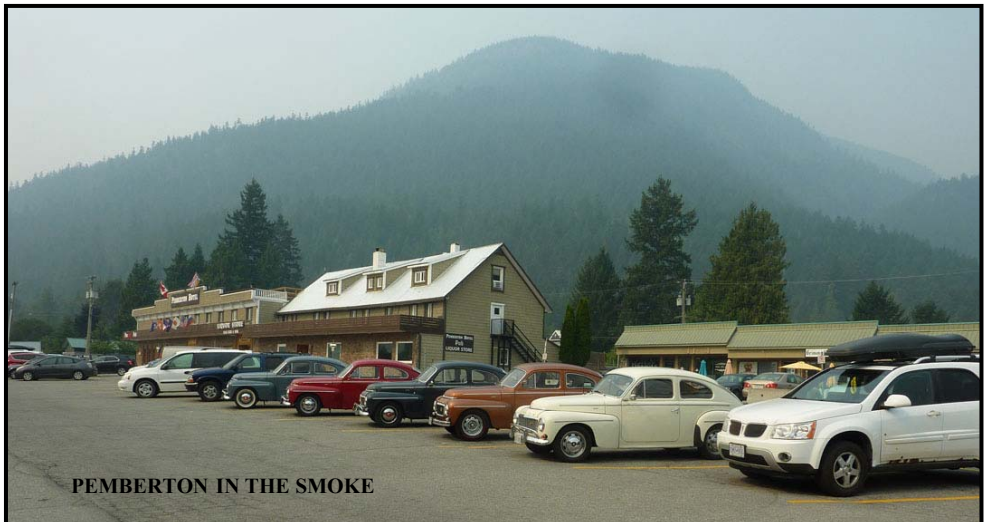
We always stay at the Mile "0" motel and take rooms on the second floor facing south. It gives you a spectacular view of the river and mountains. About 30 feet from the motel is the BC Rail mainline so when a freight train passes it sounds like it is detouring through your room. All part of the ambiance. No extra charge.

After some conversation and some Fort Berens wine we had supper at Dina's Greek Restaurant. Some years ago, the Greek family married Dina off to a fellow in Greece and they all went with her. Fortunately, they left their recipes behind and the restaurant is now owned and operated by a first nations band in Lillooet.

The next morning, we got up early and headed for the driving "treat" of this trip, the Duffey Lake Road. It provides 60 miles of jaw dropping scenery through an elevated valley with 13 percent grades at each end. It is well paved and wonderfully curvy. It's the best driving road in BC, for my money. The only drawback is that the Duffey Lake Road has been discovered. It is marketed in Europe resulting in white knuckled Dutchmen and Germans trundling along, blocking traffic in 'Canadream' motor homes.

This is why our circle tour was counter clockwise. Lillooet is right at the eastern end of the Duffy and we got up early and beat everybody else onto the road. It was not empty but pretty close and we enjoyed a spirited drive from one end to the other. Well not so spirited down the 13% grade at the east end of the road. Remember these 544s have single circuit drum brakes on all four wheels. The brakes are very good as far as drum brakes go, but you are wise not to abuse them. I descend this hill under compression in which ever gear allows minimum braking for the slope.

It was an exhilarating drive and we stopped at the bottom of the grade, beside Lillooet Lake to talk for a while before continuing through Mount Currie Indian Band land and south to old town Pemberton for a good breakfast at Grimms Deli. From there it was home to Vancouver via 99, the Sea to Sky Highway through Whistler and Squamish. Well that was fun and all the PVs were still clattering happily at the end. We will have to do this again next year.



PEMBERTON IN THE SMOKE

CATES PARK PICNIC AND AGM

September 30, 2017

Gregg Morris

I always look forward to the Cates Park Picnic. We purposely keep its date to the last Saturday in September because we are into Fall and most people are home and the weather is often nice. I guess often and nice are relative terms. In the 26 years of these events we have had showers maybe 4 times and we were drenched one year. Not a bad record for weather in North Vancouver, right up against the mountains of an ancient rain forest. This year we had a bit of everything. Brief sunshine, lots of clouds and some rain showers.

Our picnic site is a parking lot in a tree filled park near the ocean of Vancouver Harbour.

We have learned to get there early to reserve our lot, because right next door is a public boat launch site where sports fishermen chuck their boats into the chuck. Fishermen are an optimistic lot and get up early. I was there about 8 fending off the day parkers.

As usual I drove my well loaded 122 Wagon and parked it and me right at the entrance to the parking lot and

waited for others to arrive. I have to admit I feel a bit like Gregg's moving and storage at these events. That's just one of the perks of being a Club Director. I hauled boxes of clothes, gifts, awards, banners, tarps, and renewal stuff. Dave McAree brought 2 tables and 2 tents, Bert got the Tim Hortons coffee and donuts and a portable clothes rack, and John brought gifts, tarps, ropes and tools.

There are a bunch of Club things going on at once at Cates park. After the tables, tents, racks and banners are set up we are ready to take membership renewals and new memberships. Boxes are placed to collect non-perishable food donations for the food bank. Charlie Teetzel was sent into action selling raffle prize tickets. Club clothes were displayed and sold. Don Voegelé gave out people's Choice ballots so everyone could vote for their favourite stock and favourite

modified cars. Bob Cuthill kept track of the number of cars and what models turned up. Dennis Cowell made the rounds with an up-to-date membership list and a bag of Dash Plaques for the event. Dash Plaques are only given to paid-up members and that helps to spur renewals. Rarely do we have any dash plaques left but this year we have three so if you didn't get one give me a call. We even tried our hand at match making. Bob Wilmot told me of his deceased 740 and that he was looking for a replacement. I thought of Brian Cox's V70 from out classified ads. They met and the deal was done. Coincidentally they both joined the Club in 1992 a few months apart.

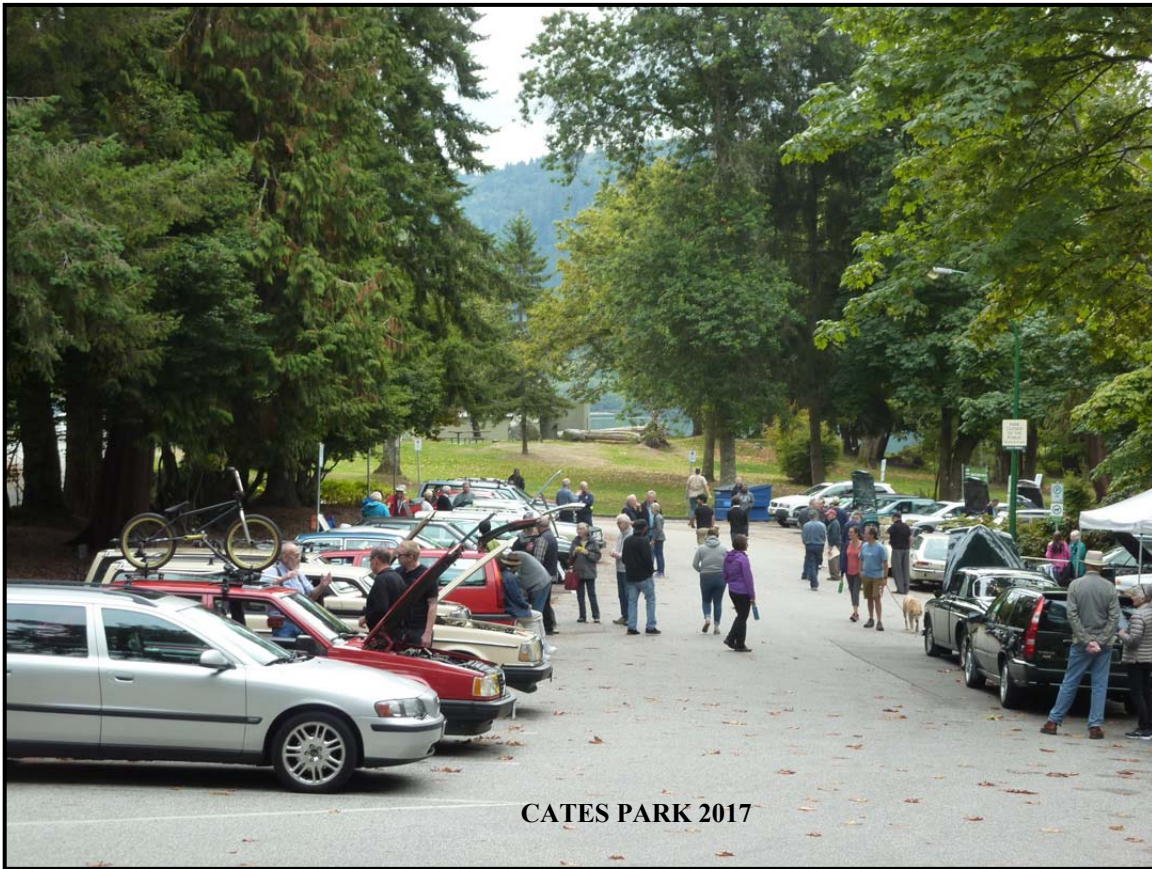
All the while a steady stream of Volkswagens arrived and parked in the lot. Its fun to watch the

To my eye the classiest car in the lot was Bert Sherlock's shining dark green 70 122S. I've heard that he keeps it looking so nice by never exceeding the speed limit, but I could be wrong.

The most populous model this year was the 200 series. Dennis Cowell's 77 metallic blue 242GL is a beauty and he drove it from Kamloops for the day. Ray Anthony's light metallic blue 262 Bertone is probably the rarest and nicest colour of that series. There were two bright red 940 Turbos and Don and Sue Prociuk brought their daughter Christina's first series C70 convertible and it really is a timeless design. The 850 and 70 series cars are sleepers. They can be made blazingly fast like Alex Shannon's 850 and Ted Clarke's 850R wagon and they are just such good cars and can be purchased for bargain prices.

Just so we don't forget that there are new Volkswagens too, Volvo of North Vancouver Sales Manager Ted Bostedt displayed a new S60 and S90 and Ryan Pillay parts advisor hand delivered their raffle prize donations. The S90 sure had Lucy Cuthill's attention. Bob had better start filling his piggy bank fast.

If the cars are nice the people are even nicer. There were lots of folks strolling among the cars stopping to chat, or peering under a hoods, pointing at wheels, studying details, asking questions or making notes.



CATES PARK 2017

lot fill up. There is a great variety of cars these days. You can always tell when old Volkswagens arrive, because you can hear them before you see them. B16/18/20/30 ohv engines clattering away happily. One of the first to arrive was a 122 pickup along the lines of an El Camino. John Vinson of Orcas Island, Washington brought the car. It was constructed from a 122 wagon, retaining the bottom half of the tailgate in its original position and moving the top half forward to act as the back window of the pickup. The sides of the "pickup" box were topped with the fins from an 1800. Another nod to the 1800 was an overdrive insignia on the tailgate. Altogether a nice bit of fabrication. Another early arrival was Bill Buholzer and his wife in their recently restored Sainly white 64 1800S with red interior. It could have been one of the Saint's cars. Olof's blue and white PV445 was the only PV there.

If you had questions about new, old or middle aged Volkswagens you were in the right place.

With our club it's the people that count and the cars are just the common interest. We have members who have been with the club from its formation in 1992, me for instance, and we are getting new members who are young and particularly like the 200 and 800 series. That is a nice balance for the club. I like to think that we have been successful because we don't take ourselves too seriously and everyone is welcome. Over the quarter century that we have been in existence, 1500 members have come and gone and we maintain a year to year membership of 250 to 300 people. That is a lot for a local one-marque car club.

It is gratifying that people like the Cates Park Picnic enough to travel to get there. There were 7 folks from Washington, 4 from Vancou-

ver Island and our most faithful participant, Dennis Cowell, from Kamloops.

In the early afternoon the rain was falling and we decided to get the formalities over early. Bert's voice could only just be heard in Belcara, "Fellow Volvo Club Members!" etc. Like magic everyone arrived at the club tables.

We conducted our Annual General Meeting. We thanked everyone for being there, briefly discussing the history of the club and the activities of this year and next. We identified and thanked our directors, volunteers and raffle prize donators. The companies and individuals who donated raffle gifts were quite generous this year and we thank them all, Olof Malmberg, Terry Walton, Pat Haeffner, Volvo of North Vancouver, Volvo of Surrey, Don Dockteader Motors, Ed Schram Motors, Scandia Motors, KMS tools, and VCBC. Our treasurer presented our healthy financial statement. With a show of hands, we were given the support of the members to carry on for another year.

It was time to give out the Peo-

ple's choice awards. Lucy Cuthill, Sue Prociuk and Louise McAree had sifted through the ballots and confirmed the winners. Bill Buholzer's 64 1800S won People's Choice, Olof Malmberg's 58 PV445 won People's Choice Runner up and John Vinson's 67 122 pickup earned People's Choice Modified. They were presented

Plaques in appreciation. It is no mean feat winning people's choice awards as the quality of the cars gets better and better.

Next it was time for the raffle. There were lots of gifts laid out on tarps and a few kept aside for a special draw. Charlie kept drawing tickets and the winners chose what they wanted from the gifts on display. When everyone had received at least one prize we kept a few for next year and let the folks help themselves to what remained. At that point Olof Malmberg made a point of thanking the club for supporting him in the Ride For Cancer. Olof rode his bicycle from Vancouver to Seattle in aid of the charity and our contribution joined innumerable others that eventually earned \$18 million for that worth charity. With the raffle over and the weather improving people wandered off to resume their conversations and eventually pack up and head for home. Thank you to those who stayed and helped us take down the circus and load the wagons.



TED BOSTEDT, SALES MANAGER OF VOLVO OF NORTH VANCOUVER, DEMONSTRATING NEW S90

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

Our club is in fine shape. We are financially solvent. Our non profit association status is up to date. As I write this our membership is at 274.

We have a good relationship with the Volvo businesses in BC. Our club discounts for 'over the counter parts' are being honored and provide a valuable savings for our members. (See the list of businesses offering discounts on page 12 of every newsletter. It doesn't take long to save the cost of a membership in discounts.

The newsletter is produced January, May and September and is emailed to the vast majority of our members and surface mailed to those who request it. I also email complimentary newsletters to Volvo related clubs, businesses and individuals around the world. Thanks to everyone who sends me Volvo related articles and internet links. They all help to keep the newsletter interesting and current.

Barry Gordon and Cam Finnigan keep our website up and running and our classified section has proven to be an effective way to sell parts and cars. Please note that Barry will post free classified ads on the website for those who have difficulty using the Google Sites self publishing procedure, (as most people do). Just send your ads with asking price to me at info-vcbc@volvoclubofbc.com and I will pass them on to Barry for the website and include them in the next newsletter.

Our events are enjoyable and well attended. See the event schedule on the website and first page of each newsletter. Our event summary for the year includes Winter Supper in January, Tech-

nical session in January or February, Scandinavian Mid Summer Festival in June, Spring Drive in June, Summer Picnic and local drive in July and Cates Park Picnic and AGM in September. Please note, we could use help with one event. It is ever more difficult to come up with new subjects and venues for the annual technical sessions, after holding them for 25 years. Any suggestions would be appreciated.

IPD ANNOUNCEMENT

Stu Hockman

Genuine Classic Parts,(GCP) the company that took over Volvos parts supply business for classic Volvos is proud to announce IPD ,the famous Volvo aftermarket parts supplier in Portland Oregon, has been appointed as their North American distributor.

GCP had many companies to choose from, but in the end they decided that there are none more committed to Volvo car owners than IPD. Remember the old expression, "Jack of all trades, masters of none". Well we at IPD only do Volvo, and have a great record of 53 successful years taking care of many Volvo car owners in the USA and Canada.

All GCP parts come in Volvo packaging.

WEBSITES OF INTEREST

From Wilfried G Mehlmann of Germany <http://autovisie.nl/2016/12/>

autovisie-tv/oud-en-nieuw-volvo-v90-ontmoet-volvo-240/ Youtube video comparing 245 to the new V90 all in dutch

From Carl Seldon <http://www.volvocars.com/us/about/our-company/heritage> Volvo USA has a heritage collection.

From Charlie Teetzel <https://www.youtube.com/watch?v=eaMgeF29bkU> Best Volvo Commercial Ever! Very old Volvo Commercial. Here are some old Volvo ads

Email from Neil McAllister,

Here is a pic for the next newsletter. Ruth and I entered the 1969 164 in the Vancouver Island Motor Gathering up at the GAIN Motorsport Track in North Cowichan on August 27th. There were about 650 cars and 5,000 spectators. We entered in the judged category, but didn't win. It was a very well organized event with lots of helpful volunteers on a very hot day. Bob Cuthill also attended with his P1800 and one other couple brought a Japanese import Volvo wagon.



SOMETHING DIFFERENT

ROGER MOORE – THE SAINT

Gregg Morris

Roger Moore died this year at the age of 89 in Crans-Montana, Switzerland. He lived a unique life and he was a good man. Was he a saint? I don't know. He enjoyed his life, was kind, had fun, helped others and devoted his "retirement" to being an ambassador for UNICEF. As I said he was a good man.

Roger started life in October 14, 1927, in London. His mother Lily Moore was 22 and his father was a 23-year-old police constable stationed at Bow Street. Roger was their only child and they cherished him.

By the time Roger was born his father had become a 'plan drawer' for his detachment, which meant he drew up the plans of, for example the street on which an accident had occurred or provided sketches of crime scenes. In this capacity he could work on his drawings at home and choose his hours. On a sunny summer day, he would take Roger swimming in the day and do his drawing at night. This freedom was a great way to bring up a son. He may have had the earliest example of flex hours on record. For Roger's part, when asked what he wanted to do when he grew up, he said that I am not going to work. – I am going to be a policeman like my father!

Besides being artistic his dad was a musician, magician and accomplished amateur actor, director, make-up tech and set builder. Roger was very proud of his dad and that probably predisposed him to a theatrical life, that and having an avid interest in going to the movies.

Their happy family life was disrupted by WW2, as it was for many in Britain. Children were evacuated from cities. At 11 years old he was sent to board with a family with 2 children, and he was disliked and mistreated by them all. This was an unhappy time for him and he decided at that early age that he would never send his children off to boarding school. His family was reunited and they all survived the war.

Roger was good at school and particularly good at art. On one of his art class exercises he designed some posters and drew some Disney-like cartoons. The cartoons got shown to a company in the animated film business. They of-

fered him an apprenticeship as a trainee animator, and he joined a union, the Association of Cinema Technician. Now at 15 he was earning a wage which he proudly presented to his mom. The job was not to last. Three 3 months later he forgot to make a film pickup and was out on his ear. Well, so much for being an animator. He didn't know it at the time, but that union mem-

bership would be a great help to him in the future.

odds and later said that at RADA he learned a bit about acting and a quite a bit about girls. He was 16. In RADA he met a beautiful blonde ice skater with the exotic name of Doorn van Steyn, who would later become his first wife. He left RADA just before he turned 18 and was determined to learn his acting trade through practical experience rather than training, and of course get paid in the process.

His plan worked fine, he was getting paid work and he was sharing a second floor flat with a fellow actor. This was his first time living away from home and he was enjoying the freedom. They would cook 'gourmet' meals out of a tin, on a hot plate in the room and then amuse themselves by filling condoms with water and



hanging them on string outside the window, bouncing them off the heads of passers-by...

No sooner had he gotten used to his freedom, he was called up for National Service and entered 6 weeks' basic training. Next he was assessed for possible officer training. He did 4 days of assessment: how to command, how to get ten men across a river, how not to eat peas off a knife, that kind of thing. To his surprise he was accepted and it was off to Officers training unit. There he added to his skillset, charging down hills with bayonets drawn, how to get more than 10 men across a river, how to drive a three ton Bedford lorry and how to ride a motorcycle. The motorcycle training was short. You get on it like this. You start it like this. You make it go like this. Off he was sent careening round the camp to see if he could keep his balance, and then straight out on the main road. Soon after this 'training' he was riding the motorcycle down a very steep hill when a policeman stepped out in front of the bike and raised his hand to stop. He had no hope of stopping in time, so turned sharp right and rode straight into a Woolworth's store. Despite all that, he was made an officer. Newly commissioned, he was shipped off to Germany to command a 50 man, British Army supply depot. He was green as grass but luckily he had a great staff sergeant who was an old hand at the job and all went smoothly enough.

What does an unemployed apprentice animator do? He went swimming with his buddies, many of whom were older and some were earning money as "extras" in films. They invited him along to the office of Archie Wood, an extras broker. Roger joined the waiting room full of aspiring extras. Archie would poke his head into the waiting room, and scan the hopeful faces and then point to various individuals saying "Right. You and You – 7 am tomorrow at Elstree Studio; You and You 6:30 at Denham. After a couple of days of turning up at Archie's, Roger became one of the 'You's and was assigned to Denham Studios where they were filming Caesar and Cleopatra. When he turned up he was fitted out in a red toga and sandals. They called him back for 4 days running and at 30 shillings a day plus good food, it wasn't bad for an out-of-work animator. On the fifth day as he was leaving he was told the co-director wanted to see him. His first thought was "oh no, I'm getting fired again". It was just the opposite. Roger, already tall and handsome, was asked if he was interested in becoming an actor, which he surely was. The director met with Roger and his parents and he was he was pointed at the Royal Academy of Dramatic Art (RADA). He managed to pass the entrance exam and an audition.

He was enrolled in the new term, along with couple of guys and 16 girls. He like the

On his first leave he headed back to London



MGM (Metro-Goldwyn-Mayers) in Hollywood and now aged 26 he was going to be a movie star. Before leaving England he swapped cars with another British Actor who had been working in Hollywood, had a car there, and would not be going back. Roger swapped his Vauxhall in Britain for a silver Alvis Convertible in Hollywood. Hell of a deal. He was signed to a 7 year contract by MGM, played in many movies, some good others not,

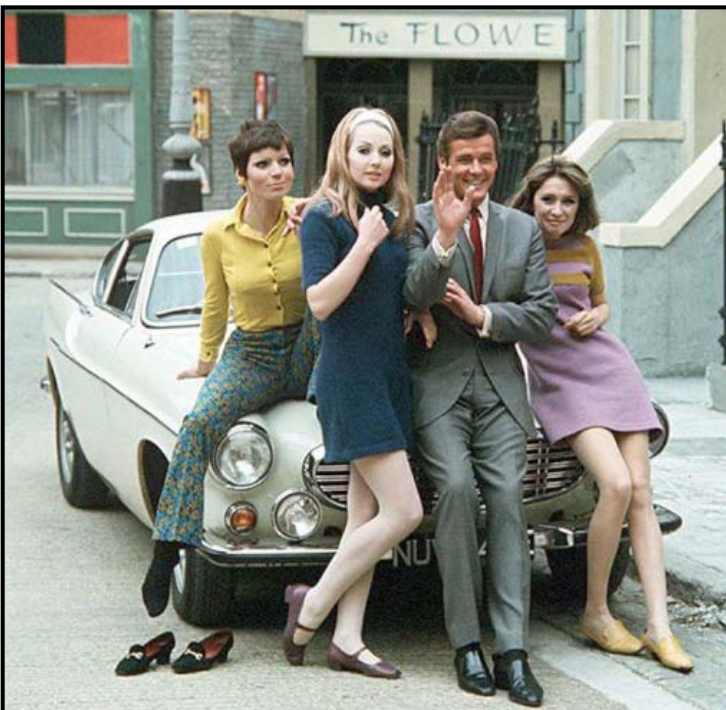
and Doorn, where they decided to get married. He was 19. Back to Germany and he was soon promoted to Chief Stores Officer. He maintained that post until a jeep he was riding in (not driving) had an argument with a tree and the jeep lost. So did Roger. He woke up a few days later with stitches in his head and chin.

By 1947 his 3-year stint in the army was completed, and he had been promoted a couple more times and then it was all over. He was now a 21-year-old married, out of work actor, but he had contacts and his acting career was ahead of him.

It took awhile to get established in civy street after 3 years of army life. He settled in one of many Repertory Theatre companies. The company would put on a different play every week. In between performances of the current week's play, they would learn and rehearse next weeks play; ad infinitum or until you quit. It was great for mastering the learning of lines quickly. It did put food on the table but it was usually-baked beans on toast. He was continually trying to avoid the resulting internal wind storm, and avoided bending down on stage.

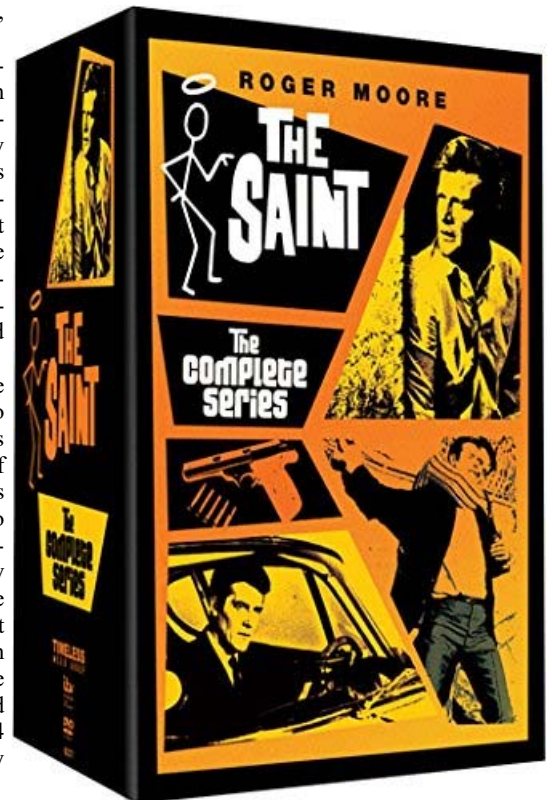
met and befriended lots of name brand actors and actresses and was fired in 1956 after 2 years of this 7 year contract. That was common. The last movie he made, "Diane" flopped and he was out. An announcement was made by MGM: 'By mutual agreement, MGM and Roger Moore have terminated their contract.' According to Roger, what they actually said was, 'Fuck off'. Very publicly too.

With prospects looking gloomy in Holly-



In the next few years he would supplement the Rep with BBC TV appearances and photography work -illustrations for women's magazines for the most part. He would be pictured as the romantic hero in 'true-love' stories. It paid the bills.

In 1953 he got the opportunity to go to New York and was taken on by one of the biggest agencies providing actors to TV, stage and movies. He got a variety of work and made connections that would land him Hollywood. He returned to England briefly but in 1954 he was optioned by



wood, he decided to go back to England. Out of the blue he was contacted by Noel Coward's manager, saying they had just bought Noel a new Thunderbird and would Roger consider driving it to New York and taking the Queen Mary to England. OK!

In England in 1956 he got his first starring role in a TV series playing Ivanhoe. He said it was a good show but for budget reasons they decided to shoot it in black and white. Of course in 1956 there was no colour TV, but had it been shot in color it would probably have reshown in later years.

When Ivanhoe ended Roger was worried about finding work as a television actor. His father suggested he try and do his own show and mentioned either John Creasey's series of adventure novels or Leslie Charteris' *The Saint* as being suitable for TV. Roger liked the idea of the Saint, and made a half hearted attempt at acquiring the rights. At that stage, author Leslie Charteris wasn't interested in Roger, or the idea of TV or both. TV was considered an inferior medium when compared to movies. So much for that.

He ended up getting a couple of TV jobs in the US. The first was an episode of the *Third Man*, and next an episode of *Alfred Hitchcock Presents*. Neither appearance was remarkable, but it did keep him in LA and in the thick of where it was all happening. At that point he wondered if he would ever make a return to the movies. Soon after he was called to Warner Brothers for a meeting. They clearly didn't mind the fact that he had been fired by MGM and offered him a 7 year contract. It was 1958 and he was ecstatic "I'm back in the movies!"

In preparation for his first movie with Warner Brothers, he was asked to work with Joe Graham, a dialogue director and a very perceptive man. One day he said, "Roger you are 6-foot-one, why do you only stand five-foot-ten? Stand six-foot-one! Did you ever go to university?" Roger said no. Are you afraid if you say something you might use the wrong word?" Roger said yes. "It doesn't matter what you say or mispronounce, because I will make sure you get it right." His observations helped and Roger spoke more fluidly, no longer worrying about what people might think. With his newfound fame and fortune in Hollywood, he decided to buy a Jaguar XK150. He drove it proudly to Burbank every day, but it developed a nasty habit of stalling, and every damn day it would stop and wouldn't want to start again. One afternoon, just before closing time, he managed to get it into the Jaguar showroom on Hollywood Boulevard, which had a repair shop on the ground floor. They said he'd have to leave it as they couldn't

attend to it for a day or two. Roger was furious, and said "I'll tell you what, I'll just drive it though that window there and leave it on Hollywood Boulevard. I'm sure the press will be interested to hear that I did it because you wouldn't service it. They serviced it then and there.

Warner Brothers were not just making movies. In fact, they were the leading producers of TV, and Roger would find himself in both TV

playing a character to whom he easily adapted.

Leslie Charteris it turned out was a rather surly bugger. Cleverly, the shows producer had not given Charteris the 'script approval' role, only the right to 'comment' on the scripts. Charteris never held back his criticism and was sometimes quite vitriolic in his long memos, which were always delivered in a pre-used envelope.

Film schedules for *The Saint* were invariably eight days per episode, and were rarely shot on weekends. It allowed Roger the luxury of a regular routine. Each day he would get up at 6:00 a.m. and do a strenuous workout at home. (He hated gymnasiums.) Then breakfast and drive to the studio for 7:30, in his P1800.

Here is what Roger Moore says about the famous Saint Car(s).

"I drove a Volvo P1800 in 'real-life', too. That all came about during pre-production, when we discussed what sort of car Simon Templar should drive. The general consensus was that it should be a Jaguar. I said that whatever car we had, I'd buy one as well – hoping for a favourable deal, naturally – so we'd have two; meaning that when we were shooting with the main unit, should the second unit require a car for establishing or pick-up shots they could use the production car and I'd use mine.

Johnny Goodman, our production manager, placed a call to Jaguar in Coventry and explained that we were setting up a new TV series and required two cars. 'When do you need them, Mr. Goodman?'

'Next week,' Johnny replied.

'Oh! We couldn't possibly do that,' came the reply. 'There's a six month waiting list!'

'Yes, but this is for a television series,' added Johnny, 'that will be sold around the world. Think of the wonderful publicity it will generate for your company.'

'Publicity?' said Jaguar. 'What do we need publicity for? We have a 250-million pounds' worth of orders that we can't possibly fill as it is.'

That was the end of conversation. Johnny then flicked through some car magazines and showed me a photo of the new Volvo P1800. I thought it looked terrific. Johnny called them and within 2 days we had two cars at the studio, as well as the materials to mock up the interior of another car that we could use for close-ups in the studio. Every year Volvo changed the cars for us too. So there are a number of 'genuine Volvo P1800s as driven by 'The Saint' out there, about 12 in total."

An endearing feature of the *Saint* series was that the stories were often set in wonderful and glamorous countries. Television productions in those days, however, didn't have the vast budgets necessary nor the schedules to actually film in these places, so they made British locations



and movies. He was a guest star in an episode of *Maverick* with James Garner and later on, when Garner quit, Roger essentially took over the 4th and final season of *Maverick* as English Cousin Beau.

After *Maverick*, he made a movie *Gold of the Seven Saints*. When that finished Warner Brothers had nothing of interest for him so after 2 years, he left Hollywood behind him, and with the help of his business manager, found himself in Italy making movie about the founding of Rome. According to Roger, both the movie making and the resulting movie were horrendous and he had no desire to be cast in another. Fortunately, he did not have to, as he received word from Britain about a new TV series that they wanted him to star in. It was now 1961.

Enter the 'Saint'.

It was ironic that not too many years before, in a lean time, he had approached Leslie Charteris directly to do the Saint on TV and was turned down flat. Now here he was being offered just what he wanted and he did not hesitate to accept. He thought the show would run for one series, possibly a second. He never dreamed it would run for seven years and 118 one-hour episodes. He says they were very, very happy days of

'double' for more exotic foreign ones. They were not always entirely convincing. By wheeling out the odd plastic palm tree, adding false licence plates and slapping up a caption across the bottom of the screen, the Elstree back-lot and surrounds would become France, Spain, Italy, Switzerland or even the Bahamas. Invariably in the middle of winter, an episode would be set in 'the Bahamas' or 'South of France' so Simon would be in a short-sleeved shirt, with the fronds of the plastic palm tree being blown by a bitterly cold wind right off the North Sea.

It was after the 3rd season of the Saint that Roger decided he would like to direct and mentioned it to the production manager who said, if you are not a member in the union (ACTT) they won't let you step to the other side of the camera. Roger said he is am a member and have been since he was a 15-year-old apprenticed animator. He got his way and went on to direct a number of Saint and later Persuaders episodes.

Roger Moore loved making the 'Saint'. He had a good crew and they were successful for 7 seasons. At the end he had no regrets. They had a great run, and he was financially stable and famous world wide.

(As an aside, on October 14, 2011 there was a 50th anniversary celebration of the Volvo P1800 held in Malibu California. By sheer coincidence it was also Roger Moore's 84th birthday that very day.

The Saint Series is still available on DVD, by year or the whole series and is still fun to watch.)

The next couple of years were filled with making 2 movies and then in 1970 he was given the lead in the TV series the Persuaders featuring an English 'toff' and an American boy come-good. He entered the show on a handshake promising to make one season. The producers of James Bond had already made overtures to him and he didn't want to be tied to a 3 or 4-year TV contract.

Bond producers Cubby Broccoli (an American) and Harry Saltzman (a Canadian) offered Roger the role of James Bond, now that Sean Connery had retired. What Roger did not know was that he was on a shortlist for the part right back to 1962, but he was the 'Saint' and consequently unavailable.

Roger was offered a three-film contract, with options to do more. He was ecstatic, but he was about to get a wake-up call, rather calls.

Cubby thinks you need to lose a little weight. OK, so he started on a strict diet.

Cubby thinks you are a little out of shape. OK so he started a tough fitness regime.

Harry thinks your hair is too long. Roger's response to this was, "Why didn't you just cast a thin, fit, bald fellow in the first place and avoid putting me though this hell?"

Roger went on to make 7 Bond movies from 1973 to 1985, the most of any Bond.

Roger was 57 when he embarked on his 7th and last Bond Movie, A View to a Kill. He had made an excellent Bond and was proud of the achievement. Roger Moore as Simon Templar and as James Bond had become famous world wide and wealthy. It was time to give back.

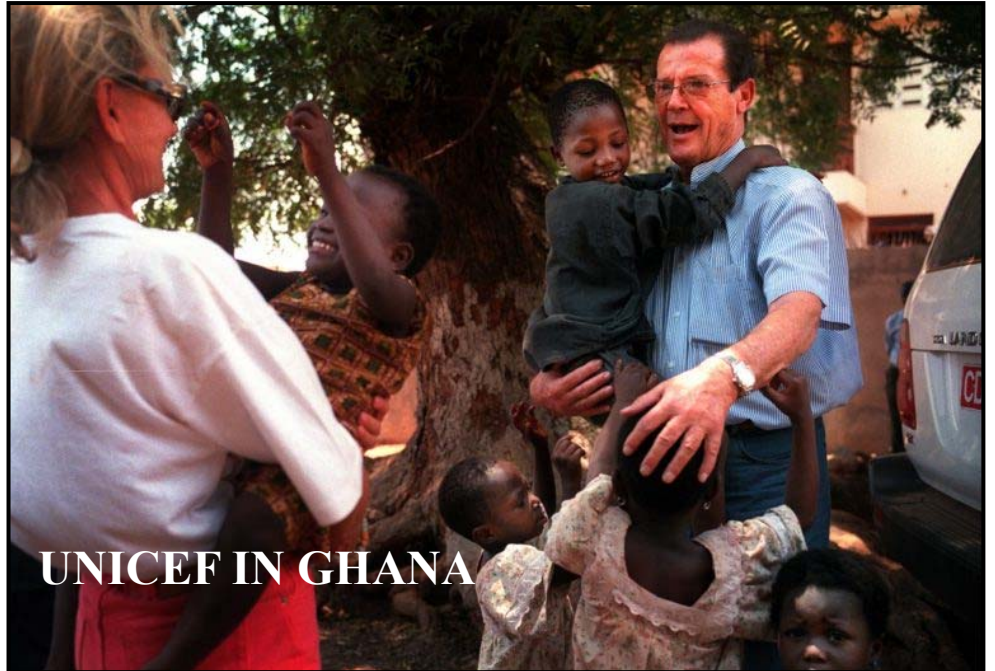
In 1991 he was asked by Audrey Hepburn to co-host, with her the Danny Kaye International

Children's Awards for UNICEF. On the way home Audrey suggested he attend a seminar in Geneva where he would have the opportunity of hearing and meeting some other goodwill ambassadors, and hearing UNICEF staff discuss the various programmes and goals. He accepted without hesitation.

So began his last career, as a UNICEF Special Representative in the quest to better the lives of children throughout the world. He travelled extensively to some of the most impoverished countries of the world and saw the harsh reality. For 26 years he championed the plight of chil-

dren. In 1999 the Queen bestowed on him a CBE, (Commander of the British Empire) and in 2003 he was knighted for his tireless service to UNICEF. He was now Sir Roger Moore. He continued in his service to UNICEF and to work in film for the rest of his life. He once said about working to a late age, 'he would look in obituaries and if he was not in them he would put on his clothes and get to work'. On May 23, 2017 he did not put on his clothes and his work was done.

Was Roger Moore a Saint? You decide. He was a knight and certainly a very, very good man.



UNICEF IN GHANA



SIR ROGER AND LADY KRISTINA

WHATS NEW (OR OLD) AT VOLVO

POLESTAR NUMBER

ONE

Sam McEachern

Autoguide, October 17, 2017

Geely invests \$750 million in Polestar as it looks to take on Tesla.

Volvo and parent company Geely have announced an investment of \$756 million USD in the newly repositioned Polestar electric vehicle brand. The investment will be used to build a dedicated manufacturing facility for Polestar vehicles in Chengdu, China. The automaker says this will “radically shorten the time Polestar needs to commercially launch its cars.”

Polestar is planning its second model, the appropriately named Polestar 2, for an arrival in late 2019. The 600 hp Polestar 1 coupe, meanwhile, will enter production at the Chengdu facility in early 2019.

Polestar went light on details in regards to its second model, only saying it will be “the first fully-electric car launched by Volvo Car Group, and the first of a total of five fully electric Polestar- or Volvo-branded vehicles to be launched between 2019 and 2021.” If the



POLESTAR 1

Polestar 1 is any indication, the automaker wants to make EVs that are exciting for car enthusiasts. The hybrid coupe, unveiled today, produces 600 hp and 730 lb-ft of torque thanks to two powerful electric motors and a 2.0-liter turbocharged and supercharged four-cylinder engine. It also has an electric range of 93 miles – more than any other plug-in hybrid vehicle.

With this cash injection, Polestar will be able to rapidly develop and introduce future product as the automotive industry scrambles to bring more EVs to market. The automaker says

this should provide it with a strategic advantage as competing companies also look to capitalize on the demand for hybrids and EVs and work to meet increasingly strict government regulations for emissions and fuel economy.

FIRST XC40 ROLLS OFF BELGIAN LINE TODAY

November 22, 2017

Swedespeed Website

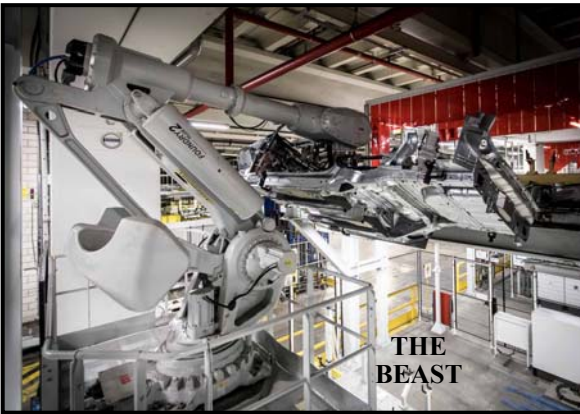
The first customer-bound XC40 from Volvo’s Ghent, Belgium plant rolled off the line today. It’s the first of 13,000 XC40s for which



NEW XC40



XC40 ASSEMBLY—GHENT, BELGIUM



THE BEAST

Vince Bubica tells of the event. Gregg
 It was with mild curiosity that I accepted an invitation from the DILAWRI Group to view the upcoming XC60 Volvo. I had been to prior Dilawri affairs with their Porsche and Lamborghini people, and I enjoyed their company.

For some reason that I don't recall, I decided to wear a coat and tie. I'm glad I did as the crowd there was in-

ternational, well-mannered, and well-dressed. Not our usual tweedy-with -sensible-shoes Volvo folk.

So it was wine, cocktails, hor d'oevres, a friendly crowd, a cabaret mood and excellent music. Dilawri had hired a young woman and her band who sang Van Morison, Marvin Gaye, Motown and jazz covers. A pretty singer with excellent tastes. We talked for a while and I suggested she try some Jackie DeShannon tunes in her repertoire.

Oh, and there was a car there, too.

On that 'international' theme, the XC60 is more SUV than station-wagon (what's called an 'estate' in Europe). I was in Europe last month, and, to my eye, the Europeans drive estates in the same numbers that North Americans drive SUV's and trucks. Traffic everywhere I went was rough-

ly half sedans and half estates; and of those a large number were diesels, Volvo and other makes. There were lots of the new generation V40 sedans/wagons/estates. Volvo is doing well in Europe, it seems, and the new V40 wagon is a good-looking design. I think the XC60 will sell well in Vancouver; it appeals to a sophisticated crowd, and it's a handsome design. The T-bar across the headlamps is called a "Thor's Hammer" but I'm sure us ordinary mortals can handle it too. The 'mood lighting' you see in the pictures is not included in the purchase; it's not even an after-market option. Too bad, as I liked the blue under-glow.

there are already orders, so the plant is going to be busy.
 The first XC40 was welcomed into the world by a cadre of dignitaries, including Samuelsson, Charles Michel, Belgium's Prime Minister, and Javier Varela, Volvo's Senior VP of Manufacturing and Logistics.

UNVEILING an XC60 VOLVO

Vince Bubica

(The Dilawri Group's Volvo of Vancouver, i.e. Don Dockstader Motors hosted a viewing of the new Volvo XC60 and invited our club members to attend. Their invitation was forwarded to all our members and the following article from



TECHNICAL TIPS

AFTERMARKET FUEL PUMP PROBLEM

Gregg Morris

Thanks to Dennis Tolley for this tip which applies to some aftermarket fuel pumps commonly available for use on the B18 and B20 carbureted engines. The new pumps are of aluminum construction and if



they are allowed to dry out during long or hot storage they lose suction and will not draw fuel from the gas tank. The problem may be that aluminum oxide particles form in the inlet side of the dried out pump, or seals leak. In any case, I bet that many pumps exhibiting this problem have been thrown away because the owner thought the pump had failed. The solution is very simple. Pull the fuel hose off the tank side (i.e. suction side) of the pump. Use an oil squirt can and inject a few squirts engine oil into the suction pipe of the pump. Reattach the hose and I bet it will immediately draw fuel from the tank. Don't worry about a little oil in the gas as it will quickly be dissolved.

Another possible problem with some aftermarket pumps is the width of the lever that actuates the pump by riding on a cam on the engine camshaft. The pump is installed in a hole in the driver's side of the engine block. Between the pump body and the engine block are 2 gaskets sandwiching a plastic spacer. The pump lever inserts through a slotted hole in the gaskets and the spacer. On some aftermarket pumps the lever is wider than the lever on an original pump and will not fit through the original gaskets and spacer. Check this when buying a new pump and buy the correct gaskets and spacer if necessary.

740/940 SPEEDOMETER REPAIR

The speedometer in the 700 and 900 series Volvos are notorious for failing. Bob Rowland a VCBC member from Victoria has a 87 740 with a failed speedometer and at the suggestion of Peter Landsman of Landsman Motors in Victoria, Bob took the car to Ellice Automotive, 545 John St., Victoria, BC ph. 250-385-8224, This is a Volkswagon shop but they were willing and able to fix the Volvo speedometer. By the way Landsman Motors is a Volvo-only Repair Garage at 1705 Store St. in downtown Victoria, 250-380-0733, Peter and Rob Landsman are great guys and they run a truly excellent Volvo Repair facility.

Here is what Bob Rowlands had to report:

I'd like to thank you for your recent article in the Volvo Club newsletter that stated it is indeed possible to repair an electronic speedometer. My car was quite old when I bought it in 2004 and the speedometer didn't work particularly well. (The odometer has always worked.) When I asked about possible solutions, I was told that I

In recent months, however, the speedometer stopped working altogether. Around the same time, I learned that there were a few shops that could repair electronic speedometers on other makes and I guessed there had to be someone who worked on Volvos. In a previous letter, you explained how I could search for a shop on the west coast. I've found that there are three such places in the Vancouver area and one in Kelowna. I was getting ready to go to the Mainland for the repair job when Peter Landsman at Landsman Motors referred me to Ellice. If my experience is any guide, I would like to recommend Ellice Automotive in Victoria. Although they specialize in Volkswagens, they work on other makes. Rick Gustafson says that he has repaired a number of Volvo speedometers. To that, I'd add that he does a decent job.

I'm pleased to report that the speedometer repair job on my 1987 Volvo 740 was a success.

The car was dropped off at Ellice Automotive in Victoria on Tuesday, Oct. 18, 2017 I did not see the technician, Rick Gustafson, when I picked up the car the following day. However, the bill stated that the following tasks were carried out. The instrument cluster was removed. (That's a simple task on the Volvo 740). The instrument cluster was disassembled. The speedometer was removed and the electrolytic capacitors were replaced. As an aside, the bill noted that there were no signs of leakage, but the parts



BOB ROWLANDS
1987 740

are now 30 years old. On the circuit board, there were numerous cracked solder joints. All components on the circuit board were re-soldered. The speedometer connections were cleaned on the flexible printed circuit. Finally, the instrument cluster was reassembled and reinstalled.

The car was taken out for a test drive to

ensure the speedometer was working. My total repair bill was \$301, including taxes.

Bob also sent an internet link that he recently found. It is titled Notes on 740/940 Volvo Speedometers. It provides detailed repair instructions for the 700 and 900 series electronic speedometers. It is an excellent site with numer-

ous schematics, photographs, descriptions and detailed instructions, but I think you would have to be proficient in electronics to successfully make the repair. <https://www.volvoclub.org.uk/faq/ElectricalSpeedometerRepair.htm>

Thanks Bob!

!!



AMAZING

THIS PV444 LIZARD HYBRID HAS BEEN FOUND IN THE DESERT JUST EAST OF THE DRAGOON MOUNTAINS NEAR COCHISE STRONGHOLD IN SOUTH EASTERN ARIZONA.

IT SEEMS TO RUN ON INSECTS AND VERY SLOW RODENTS AND THE INTERIOR IS FULL OF STRAW AND BROOM STICKS.

THIS IS TRULY A MYSTERY

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TO JOIN: Send \$20 cheque payable to V.C.B.C. with your name address, telephone #., E-Mail & the year model and colour of your Volvos to the club address noted on page 1 of the newsletter. Membership application form is printable from club website, www.volvoclubofbc.com

CLUB BENEFITS: events, membership list, newsletters, club decal, membership card entitling members to savings from companies on our discount list.

CLUB CLOTHES: T shirts \$15, golf shirts \$25, Sweat Shirts \$30, Jean Shirts \$35, Ball Caps \$15

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71-1800E, turquoise blue, original wheels, runs great, As is. Where is. Bill Karr, 250-553-2318, G.D. Crescent Spur, BC, V0J 3E0 (100 mi. E of Prince George hwy 16 4 @ 164'S and parts for \$4000, 72 Teal, 4sp od & sunroof, running; 75 gold auto running; 1 parts car with rebuilt automatic and another with a good 4sp & od, plus lots of parts, good engine, manuals etc. William, 250-285-3468, Heriot Bay.

72-1800ES-US\$8000, fully functional, Good engine with cold AC, new side strips and rechromed bumpers, Excellent body, good original interior, good tires, stock wheels and trim rings, spare parts including rear hatch glass, bumpers, fuel injection parts.. Greg 425-252-3146 , gregkau@comcast.net.

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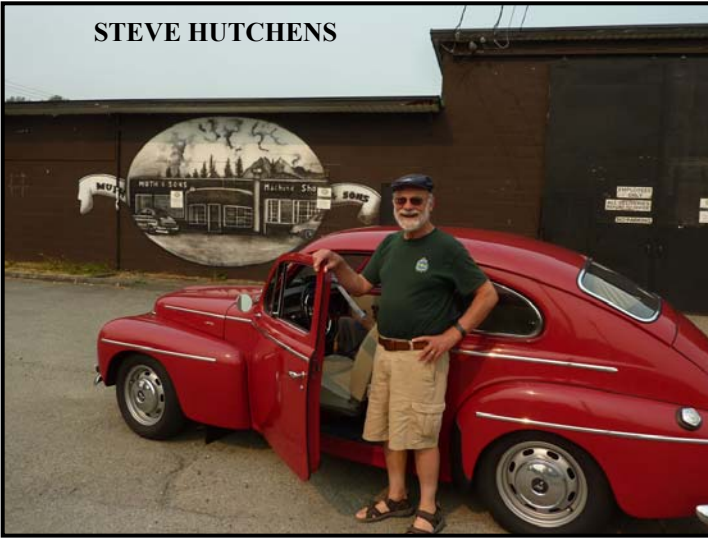
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38.8 L V12 DIESEL



THE SAINT

