

Practical Classics Car & Restoration Show with Discovery 2022

What a fantastic Show!

After nearly 3 years absence, the Practical Classics Car & Restoration was back at the NEC over 18th to 20th March, 2022.

Our plans for the Show had started several month previous, when we decided the theme of our display would be 4 fold – A celebration of 60 Years of Roger Moore in TV's The Saint, 60 years of the Volvo P1800 being launched in RHD in the UK, 30 Years of the FH16 – Volvo's then most powerful Truck and finally 95 year of Volvo, the first car 'Jakob', an OV-4 coming off the production line on 14th April 1927.

In order that we might celebrate the above the organisers had offered us one of the largest stand spaces in the show, a staggering 20M x 9.5M = 190 Sq M. This I think shows just how well the Volvo Enthusiasts Club, Established in 1989, is regarded by them and also Practical Classics the Headline Sponsor. We have after all, have attended every Practical Classic Restoration Show at the NEC and were from the beginning one of their chosen 'Premier Clubs' for display.

To make the very most of our display area, this would need carpeting, using a staggering 750 ½ M Sq Carpet Tiles from our Club stocks plus also these would need to be laid before any vehicles or other Club display fixtures were placed on the stand.

Enter 'The Friends of the Volvo Enthusiasts Club' - Gary Deakin, Geoff Mansfield, Rose Lambert and Mick Insull with club Members Robert & Louise Lovegrove and 'Director of Operations', Kevin our Club Founder, who all arrived to an empty Hall 5 on the Wednesday afternoon to lay the carpet flooring plus deliver some of the display vehicles and stand equipment. This took most of the afternoon before vehicles could start to be placed in their respective positions.

Driving to the NEC that afternoon could not have been worse, with torrential rain all the way so all vehicles needed a quick clean.

Next to arrive were Nick Martin and Ellen Olsen with their 1957 PV444 De Luxe which originally belonging to Ellen's uncle Olaf who bought it new (with family assistance) in 1958 in Norway. The car had been imported into the UK a few years ago and had recently returned to the road following a full restoration. The PV's arrival was closely followed by our biggest exhibit, a 1990 Volvo FH16 Globetrotter tractor unit, owned by Stephen Clements.

With Robert & Louise's 1965 1800S and Kevin Price, our Founder's genuine TV Saint Car positioned in The Saint Celebration area, it was time to park the other 2 display cars, a 245DL and an Ex Leicestershire Police V70 T5 on the stand and head home for a well earned rest.

Thursday 17th March – Build-Up Day

Early to arrive were the two remaining cars for our display Keith Jones and his 1967 1800S and Kenneth Webb with his 1990 740GL Saloon.

The Stand area was divided into 3 sections – Celebration of 60 years of Roger Moore and The Saint, 95 years of Volvo and finally 30 years of the Volvo FH16 Truck.

Kevin directed the build of the display, with Gary Deakin once again joining Club Members for the build. First to be assembled was the Club Store Cupboard which would also act as a backdrop to The Saint display. Other Members assembled the Club Banners, filled the Front Desk with Regalia and potted new plants into the planters, which would mark the corners of the display. Keeping the workers fed and well lubricated with tea and coffee plus lunch was Louise, who was also kept busy throughout the weekend on catering duties.

Many thanks Louise.

Once the Store Cupboard had been built the two large sides were covered with large posters of Roger Moore and the three 1800's used in the Series – 71 DXC (owned and restored by Kevin), 77 GYL and finally NUV 647E.

'The Saint' area displayed 3 white 1800's, each celebrating the cars used during The Saint production with Roger Moore as Simon Templar.

Kevin's 'original' 1962 P1800 71 DXC aka ST 1, used in the very first episode and first 2 Series, formed the centrepiece with Louise & Roberts 1965 1800S, a reproduction of the second car used, 77 GYL and finally Keith Jones's 1967 1800S, displayed as a reproduction of NUV 647E, the final car used on the series with Minilite Wheels. Of the 3 cars used only Kevin's 71 DXC is believed to survive, while sister 1800S of NUV 647E, a car presented to Roger Moore by Volvo Concessionaires, the UK Volvo Importer, **Reg: No: NUV 648E is now owned by Volvo Cars of North America and displayed in the Volvo Museum in Sweden, where it bears the ST 1 Registration of a Saint Car, which it never was! Being Roger's own personal 1800S**

The centre section of the display celebrated the 95th Birthday of Volvo with cars from the 50's to the 2000's.

Cars displayed in this area were:

Nick Martin and Ellen Olsen 1957 Volvo PV444 De Luxe, the Club Loan Car Project 1988 Volvo 245DL Kenneth Webb's 1990 740GL Saloon, 2002 ex Leicestershire Constabulary Volvo V70 T5 Police Car and finally Treena & Kerris Price's 1927 Repro Volvo OV-4 'Jakob' Pedal Car. These were then positioned in the middle section of our display, leaving room for a seating area and the Club Desk, used for the 'front of house' and sale of Club Regalia and enrolment of new Members

The final section of the display was the 1990 Volvo FH16 Globetrotter owned by Stephen Clements, who with a helper spent the whole day cleaning every inch of the truck, which had suffered badly in the bad weather on its drive up to the NEC. The Truck really is a credit to Steve.

With the display finally completed it was off for a relaxing evening before 3 full days of the Show

Show Days – Friday to Sunday 18th – 20th March

Over the 3 days of the show the Club Display Team were kept busy with visitors, eager to talk to vehicle owners, obtain technical advice/help and also joining our Club, which was one of our best ever shows for recruiting new Club Members.

All too soon it was Sunday evening and the show closed to the public with the customary sounding of vehicle horns. Time then to pack up, say goodbye to those leaving that evening and prepare rest of the Display materials for collection on the Monday morning – Many thanks to Mark Hull and Paul Shipley for their help with the stand break down, which always seems to be much quicker and easier than build up.

Monday 21st March – Final clearing of stand of Display Materials and Vehicles from NEC

Final clearing of the NEC took place on the Monday morning, with owners of vehicles who had chosen to leave their cars in the NEC coming to collect and help load the remaining Display materials into vehicles.

Many Thanks:

Many thanks to all the vehicle owners who kindly let us have their Volvo's for our display – Robert & Louise Lovegrove, Keith Jones, Kenneth Webb, Stephen Clements, Treena & Kerris Price, Mark Hull, Nick Martin and Ellen Olsen and Kevin Price .

Also many thanks to the 'Friends of the Volvo Enthusiasts Club' who gave their time to help build, transport cars/display materials and break-down the Club display – Mick Insull, Rose Lambert, Geoff Mansfield, Gary Deakin and Paul Shipley.

Finally many thanks to all those Club Members and friends who came along to the show and gave their support

Once again, a great show for the Volvo Enthusiasts Club and we look forward to a return visit to the NEC in November for the Lancaster Insurance Classic Motor Show 2022.

Hope to see you there

The Display Vehicles:

The Saint Cars – Celebrating 60 Years of TV's 'The Saint' with Roger Moore

1/ Volvo P1800 1962 – 71 DXC aka ST 1 – Owned by Kevin Price

71 DXC aka ST 1 is the original 1962 Volvo P1800 used by Roger Moore in 'The Saint'

The car was purchased in June 1962 from the Volvo Dealership of Brooklands in Mayfair, London by the Production Company and was driven to the first day of filming at Notting Hill Gate by The Saint Producer Johnny Goodman.

The first Episode was screened on 4th October 1962 and 71 DXC was used until replaced by 77 GYL in the episode 'The Frightened Innkeeper', screened on 18th February 1965'

71 DXC is believed to be the ONLY survivor, of the 3 cars used by Roger Moore in The Saint, making it the ONLY Genuine TV 1800 Saint Car on the road today.

History:

2/ Volvo 1800S 1965 – Representing 77 GYL – Owned by Louise & Robert Lovegrove

77 GYL aka ST 1 was the 2nd Volvo 1800 to be used by Roger Moore in 'The Saint' and replaced 71 DXC the original car purchased by the Production Company in 1962. Both cars were used together for a few episodes before 71 DXC was retired and used for PR and by Roger for personal transport

Volvo, having seen how good the program was for sales provided 2 cars after 71 DXC free of charge – 77 GYL and NUV 647E (neither believed to survive). NUV 648E was presented to Roger Moore by Volvo Concessionaires for his personal use. Car now owned by Volvo Cars of North America and is displayed in the Volvo Museum in Sweden bearing the Registration ST 1 – however this was not an 'ST 1' car , it was Roger's own Volvo 1800S

History:

We bought car in 1985 for £1,000.00

Used as a family car up to the mid 90s.

Then a light restoration in the 90s, used on and off up to 2015.

2015 decided to do a 90% restoration up to present day.

3/ 1800S 1967 – Representing NUV 6476E – Owned by Keith Jones

NUV 647E aka ST 1 was the 3rd Volvo 1800 to be used by Roger Moore in 'The Saint' and replaced 77 GYL the second car be used as ST 1

Volvo, again supplied the car along with sister car NUV 648E which was presented to Roger Moore for his personal transport by Volvo Concessionaires, the UK Volvo Importer.

Neither 77 GYL or NUV 647E are believed to survive – ONLY 71 DXC the ‘original’ P1800, making it the ONLY Genuine TV 1800 Saint Car on the road today.

NUV 648E is now owned by Volvo Cars - North America and is displayed in the Volvo Museum in Sweden bearing the Registration ST 1 – however this was not an ‘ST 1’ car , it was Roger’s own Volvo 1800S and thus NOT a real TV Saint Car.

History:

The technical stuff first:- Chassis No: 24062. Engine No: 3072. First registered 10/05/1967 to a lady in St Helens, Lancashire (as it was then) transferred to her son in law 1977, I acquired it from him on 01/10/1979 having badgered him to sell it to me from when he acquired it (we used the same car park for work so it was a daily request!).

I suspect like many I fell in love with the car on seeing it drive across a black and white TV screen (my Gran’s) with Roger Moore in ‘The Saint’. In my case as a 13 year old in 1963.

The original colour was white with a black interior and still is.

It was used daily until the 1980’s when I acquired a works car and it was garaged until 2015 when retirement loomed and two friends, expert in restoring old vehicles as a hobby (Eddie Heywood and Frank Serpe), took me and the car in hand.

We did a back to bare metal restoration, the bodywork was done professionally but we rebuilt the engine and replaced all working parts which could not be restored eg all brake lines, clutch lines, most of the external trim and grill and retrimmed all of the interior except the roof lining. The two front seats were professionally rebuilt but the rear is original, the radiator was rebuilt by a firm in Widnes.

Doing the work part time took us about three years - we had just started to enjoy the car when the Covid lock down hit.

4/ Volvo PV444 De Luxe 1957 – Owned by Nick Martin and Ellen Olsen

Engine B16, 3 Gears + Reverse & a 6 volt electrical system.

Rolled off the production line in Gothenburg 19/12/1957 and delivered to Kristiansand, Norway, on the 30/12/1957.

First registered 25/01/1958 with the number plate: K-12501

Price: NOK 16,300.00, (£1,630.00) + NOK 20.00 , (£2.00), for the number plates.

The car has been in the family since new, purchased by my Uncle Olaf with help from my Grandfather & Father.

The car was used daily up until 1985 when it developed a mechanical problem. It then sat in my father’s garage until the 6th of May 2017 when it was collected to be shipped to the UK, which then arrived on the 14th of May 2017.

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The car then spent the next 2 1/2 years sat in my partners garage until we shipped it to a friends' garage to have the mechanical work done and routine maintenance carried out.

In January 2021 it went off to have a full body and trim restoration.

5/ Volvo FH16 Globetrotter 1990 Tractor Unit – Owned by Stephen Clements

16 litre 485 bhp

12 speed gearbox on 6 x 2 tag axle S ride suspension

I brought the Volvo F16 in 2010. I am the second owner the first was H. Thorley & Son of Hilton Derbyshire who brought it from new in 1990 and ran it on general haulage around the UK.

Since I have owned the truck it has been stripped down to the chassis rails and completely refurbished at a no expense to cost. Replacing worn out part which has been a task in finding as most parts are now discontinued. I have replaced the old cab with a new one which was stored in an old barn and was possibly the last cab to be made. Most of the interior was donated from the

original cab. This has been done over the last 10 years or so and has been very hard going but well worth it in my opinion.

6/ Volvo 740GL 1990 – Owed by Kenneth Webb

My car was bought on 1st of August 1990 from Cecil Larter at Bishop Stortford having had 3 owners, me being the 4th.

The Third owner of the car was Cambridge District Chamber of Commerce and Industry who used the car as a run about and left it in a garage for years before sending it to Lake Auto and Breakers.

The car has been in many shows and has taken part in runs like the London to Brighton and has never let me down.

7/ Volvo 245DL 1988 – Custodian Volvo Enthusiast Club and Young Drivers Loan Car Project

As the original owner of this one-family car (E675 CNK, aka The Red Beast), I'm delighted to have been asked to write a short note about it, a mere four weeks after we transferred the 'burden of care' to the VEC for its use, initially, in the Loan Scheme.

We bought it from Hunters of Cuffley in April 1988 for £10,195 including extras; a lot of money to us at the time with two small children, even though it was heavily discounted because (so we were told) it was expected to be among the last examples of the design. Volvo then decided to continue production in the guise of the Torslander.

The Red Beast clocked up some 200,000 miles in its first 15 years, mostly commuting on motorways but also going on family holidays in the UK, France and Ireland. Since 2003, when we bought our first climate-controlled V70 after a long summer of horribly hot traffic jams, the older car has been much less busy; but it has never been out of use for more than a couple of weeks. It was never garaged except for repairs, so its overall condition after 31 years in the open is a remarkable testament to Volvo's build quality and anticorrosion measures. The powertrain (petrol, 4 normally-aspirated cylinders, 2318 cc, manual), is all original, too, and the most reliable we've ever owned, serviced regularly by Volvo main dealers (Hunters of Cuffley, Pillings of Hemel Hempstead, Marshalls of Welwyn). A bonnet hinge rusted and fractured, the wiper motor failed, and a few minor welding jobs were needed to pass MoTs, particularly when a tiny crack in the windscreen required its replacement and Autoglass refused to do the job until the metal surround had been rebuilt. The tailgate, too, did corrode and I replaced it in 2009 with one from a scrapped 240SE after a respray and rebuild.

After such a long association (our children, now in their thirties, remember no earlier car) we grew quite sentimental about our Red Beast – as you, too, must be about such machines if you have read this far – and we prevaricated for years about selling it, hoping to find a buyer who would have the interest, resources and skills to keep it in preservation; so we were mightily relieved when the VEC & Kevin agreed to take it over.

8/ Volvo V70 T5 2002 – Ex Leicestershire Constabulary

Volvo V70 T5 'FL02 XFN' started service with Leicestershire Constabulary in July 2002.

Her primary use was a Traffic Unit based at Oakham and saw service mainly on the M1 Motorway.

After being decommissioned she was sold and had 7 more private owners before I purchased the vehicle in February 2017, with the intention of returning the car to its full original Police operational specification for use as an exhibition vehicle at Car Shows.

Since purchase I have been trying to locate all the items require to transform a standard looking Volvo V70 back to its original operational specification.

As a private individual I am able to use the car on public roads providing the Light Bar and all 'POLICE' signs are covered.

9/ Volvo OV-4 'Jakob' Pedal Car 1927 – Owned by Treena & Kerris Price

Volvo's first car, an open tourer, came off the production line on 14th April, 1927 and was named 'Jakob', a Volvo OV4.

It was the brainchild of Gustaf Larson, an engineer, and Assar Gabrielsson a Bachelor of Science in Economics, who founded, with the financial help of SKF Bearings the car company 'Volvo' – a name given to the company by SKF, which in Latin means 'I roll'