

# 1800 NEWS

Volume 16

September 2007

Number 9



## Will the C30 See 30?

by Doug Gagliardi, Newsletter Editor

Word on the street is that the new C30 has begun popping up at local Volvo dealers, and American Volvo enthusiasts are finally getting the opportunity to form first-hand impressions of Volvo's "1800ES for the new millennium." Some appreciate the styling cues inspired by the ES sports wagon, others don't see the family resemblance.

Recently, on Yahoo's 1800List ([autos.groups.yahoo.com/group/1800list/](http://autos.groups.yahoo.com/group/1800list/)), list member Jon Briggs posted the photo shown above of his friend's ES posing next to Volvo's first attempt in a very long time to build something with a bit of raw sex-appeal.

Can the C30's road manners back up the promise made by its flashy shell? Kirk Bell, at [www.newcartestdrive.com](http://www.newcartestdrive.com), writes: "On the road the C30 handles well, with flat cornering and fine balance in quick changes of direction. The 1.0 model, with its standard 17-inch tires, is a bit less sharp than the 2.0 model with its 18s. Steering in both models is direct, but it could stand to be a little quicker for a car with C30's sporty aspirations."

*Edmunds.com* is less diplomatic, stating "Compared to sport hatchbacks like the Volkswagen GTI and Mini Cooper S, the 2008 Volvo C30 leaves much to be desired in the fun-to-drive category."

On the flip-side, *Motor Trend* reported: "...our test car, which had the sport suspension and 18-inch alloys, ... felt nearly perfect for its intended segment... While the C30 could use a raspier exhaust note—our tester's was virtually silent—it doesn't suffer from turbo lag, a balky shifter, or a flimsy structure. In fact, the duration from throttle tip-in to full boost is minimal; the shifter is fluid, if a tad rubbery; and the structure ... is stiffer than the S40's." They concluded: "Volvo hopes to sell roughly 10,000 C30s a year in the U.S. Based on our drive in Sweden, we'd say the Swedes are being modest. It's safe to say that demand will be high."

According to Volvo chief designer Simon Lamarre, "The C30 is not for people with kids; it's a different kind of a Volvo for a different kind of customer." Are you the different kind of customer Volvo has in mind? Have you had a chance to test-drive the C30 yet?

If so, we'd very much like to hear your impressions of the ride, style, and value (or lack thereof) offered by the car.

In 30 or 40 years, will the C30 be treasured by collectors for its unique qualities, as the ES is today? Or will it be piled high in scrapyards with decades of other long-forgotten cars that were all-too-briefly considered "cool"?

Send us your opinions at [editor@sdvsa.org](mailto:editor@sdvsa.org).

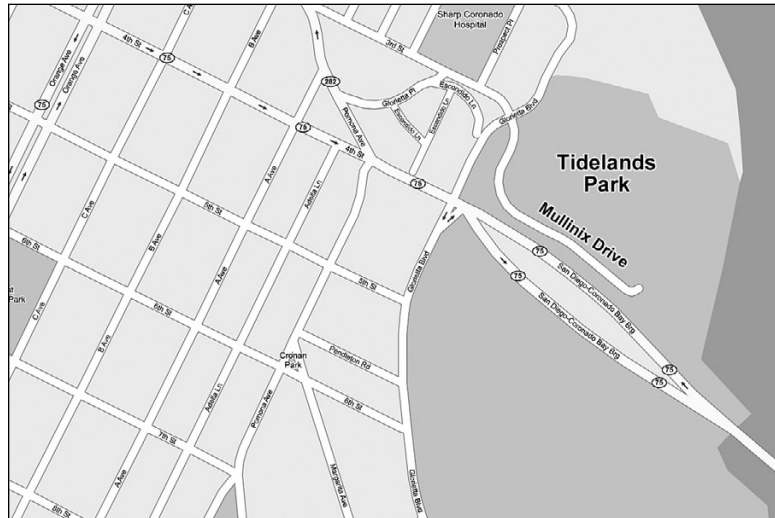


# CORONADO CLASSIC SPEED FESTIVAL



**Sunday, October 7, at the  
Naval Air Station (NAS) on Coronado**

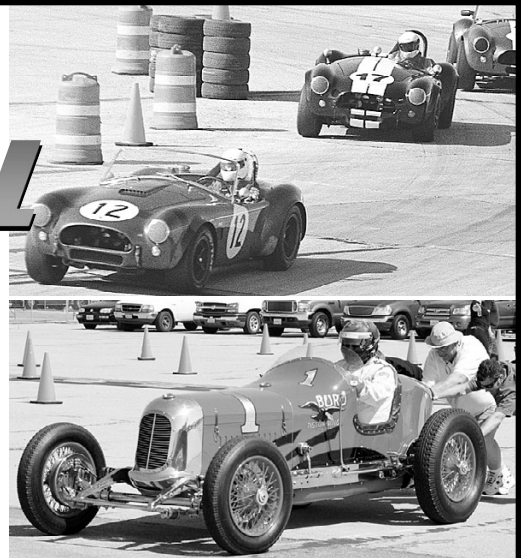
SDVSA will attend as a group on Sunday. We will meet at Tidelands Park, located just north of the Coronado Bridge on the Coronado side, at the end of Mullinix Drive, at 10:00 a.m. We want to enter NAS as a group to ensure parking together in one area, so we'll leave Tidelands Park for the short drive to the track at **10:30 a.m. SHARP!**



One-day general admission tickets are \$25/person, and the weekend pass is \$30/person when purchased in advance. At the gate, ticket prices increase to \$30 for one-day and \$40 for the weekend. Children under 12 are free with a paid adult admission. Tickets can be purchased online at <http://www.fleetweeksandiego.org/coronadospeedfestival/> or by calling **1-888-695-0888**.

## **SDVSA EXCLUSIVE:**

Contact Jeff Perry (760-471-0398, [jp41@cox.net](mailto:jp41@cox.net)) for  
FREE Car Coral Passes!



photos: Jeff Perry

# SAN DIEGO VOLVO SPORTS AMERICA SCHEDULE OF EVENTS

(Tentative schedule. Subject to Change by popular vote at Regular Meetings. **Bold type** indicates SDVSA sponsored events. Underlined means very important, please attend!)

## 2007

**Dates in [brackets] are not yet confirmed**

- |                   |   |
|-------------------|---|
| <b>September:</b> | <p><b><u>CANCELLED</u></b> ▶ VCOA National West Coast Meet, Atascadero, CA.</p> <p>Thursday 13– ▶ Route 66 Rendezvous, San Bernardino. <a href="http://www.route-66.org">http://www.route-66.org</a><br/>         Sunday 16 California's largest cruisin' classic car show!</p> <p>Sunday 16 ▶ SCVSA Petersen Auto Museum Tour, Wilshire &amp; Fairfax, Los Angeles.<br/>         RSVP to Ernie Shack (818-871-0175, <a href="mailto:eshack@adelphia.net">eshack@adelphia.net</a>) by Aug. 30.</p>  |
| <b>October:</b>   | <p>Saturday 6 ▶ <u>10th Annual Coronado Classic Speed Festival</u>, NAS Coronado, San<br/>         Sunday 7 Diego. <a href="http://www.fleetweeksandiego.org/coronadospeedfestival/">http://www.fleetweeksandiego.org/coronadospeedfestival/</a></p> <p>Saturday 13– ▶ VARA Races, Las Vegas Motor Speedway<br/>         Sunday 14</p> <p>[Sunday 28] ▶ 41st Desert Festival Classic Auto Show, Borrego Springs Mall on Palm<br/>         Canyon Drive. (760) 767-0077</p>  |
| <b>November:</b>  | <p>[Saturday 3] ▶ Annual Perris Valley Veterans Day Parade, Perris.<br/> <a href="mailto:volvodrdave@earthlink.net">volvodrdave@earthlink.net</a></p> <p>[TBA] ▶ Best of France &amp; Italy, Woodley Park, Van Nuys.<br/> <a href="http://www.franceanditaly.com/">http://www.franceanditaly.com/</a></p> <p>Saturday 10 ▶ SCVCOA 5th Annual Bozzani Volvo Car Show, Covina.<br/> <a href="http://www.scvcoa.org/page15.html">http://www.scvcoa.org/page15.html</a></p> <p>[TBA] ▶ <b>Annual SDVSA Volvo Swap Meet</b>, Mission Bay, San Diego<br/> <a href="http://www.sdvsa.org">http://www.sdvsa.org</a></p> |
| <b>December:</b>  | <p>[Saturday 8] ▶ Annual Perris Valley Holiday Parade, Perris. <a href="mailto:volvodrdave@earthlink.net">volvodrdave@earthlink.net</a></p> <p>[TBA] ▶ <b>SDVSA Holiday Party.</b></p> <p>[TBA] ▶ SCVSA Holiday Party. <a href="mailto:eshack@adelphia.net">eshack@adelphia.net</a></p>   |

If anyone of our members have any different or new ideas of what would make a nice and/or interesting event, bring your ideas to the Monthly Meeting at the Boll Weevil Restaurant on the *second Wednesday* of every month, to one of the well advertised events (above), or contact any of the characters in "The Box" below:

**1800 News** is the official newsletter of the San Diego Chapter of the National Volvo Sports America (a.k.a. SDVSA), 1800 Register. (Web site: [www.sdvsa.org](http://www.sdvsa.org)). Circulation is monthly. *Editor: Doug Gagliardi*, [editor@sdvsa.org](mailto:editor@sdvsa.org). *Editor Emeritus: Goran Freske*. Please send all materials to be published to the editor at the email address above, or bring to an event or a regular meeting on the **second Wednesday of every month** at the Boll Weevil Restaurant, 9330 Clairemont Mesa Blvd, San Diego, starting at **7:00 p.m.** (for publication the following month). Publication deadline is the Friday before that month's meeting.

Membership in SDVSA is a measly \$20/year. Contact **Kurt Sievert** (below) to receive an application, or download it from [www.sdvsa.org](http://www.sdvsa.org). Membership benefits include this monthly newsletter, parts source list, and other goodies. **Free ads for paid up members!** Chapter coordinator (President): **Peter Webb**, 3530 Collier Ave., San Diego CA 92116, (858) 414-6915, [peterjwebb@yahoo.com](mailto:peterjwebb@yahoo.com). Membership coordinator: **Kurt Sievert**, 5272 Waring Rd., San Diego, 92120, (619) 269-0245, [k.sievert@cox.net](mailto:k.sievert@cox.net). Treasurer: **Del Skoog**, 744 Golden Ln., Fallbrook, 92028, (760) 728-5328, [siskupk@sbcglobal.net](mailto:siskupk@sbcglobal.net). Historian and Webmaster: **Jeff Perry**, 831 Red Hill Lane, San Marcos, 92069. (760) 471-0398, [jp41@cox.net](mailto:jp41@cox.net).

# ORANGE COUNTY VOLVO NEWS

P1900 REGISTRY



Est. 1999

Number Nine

September 2007

Volume Nine

The *Orange County Volvo News* is the official publication of the *Orange County Volvo Club*  
The *Orange County Volvo Club* is the *Orange County Chapter* of (VCOA) *Volvo Club of America*  
The *OC Volvo Club* serves Orange County and Surrounding Southern California Communities  
OCVC is dedicated to the maintenance, preservation & restoration of all Volvos '*Volvos for life*'  
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## Northern California 1800 Adventure By Ted Brough

In August, my friend Andy Woo and I took a whirlwind trip through Northern California in my '67 1800S. As we departed on Monday, the 6th, the main objectives of the trip were to follow US Hwy 1 (El Camino Real) up the coast as much as possible, then cut across the breadth of the state to visit my land near Alturas in the Northeast corner. We also planned to drop in on Mike Dudek at *Irollmotors* in Gilroy.

These objectives were soon displaced when I got a cell phone call while driving northbound on Hwy 1 near Point Mugu. The caller was my friend Stacy, a girl I had worked with before I retired, and who now lives in San Jose. Visiting her became priority one.

We stayed the first night in Salinas, after touring along Hwy 1 through Pismo Beach, San Simeon (Hearst Castle), and the famous Big Sur area. Then, On Tuesday, we stopped at Gilroy and visited with Mike Dudek as planned. He gave us the nickel tour. Believe me, if you need a part, Mike is the guy to call.

We then headed up the road to Palo Alto, and visited Stacy at her place of work. This was the highlight of the trip for me.

After having lunch with Stacy, we were on the road again, navigating through San Francisco and over the *Golden Gate Bridge*. The second night was spent in Santa Rosa. The next day, Wednesday, we visited Bodega Bay and Fort Ross, and spent the night in Eureka.

On Thursday, we headed east on Hwy 299, through Big Foot Country, Redding and on east toward Alturas. Along the way, we stopped at a place called Burney Falls, which is north of 299 near the town of Burney. What a beautiful place, if you ever have a chance to go there don't miss it.

We then headed east to Alturas, and the California Pines development. We stayed in one of the Lodge rooms and had the best \$10.95 Filet Mignon dinner in the world.

On Friday morning, Andy and I visited my acre of land, then headed south, through Susanville, and visited Lassen Park. This is a beautiful place too, with lots of geothermal activity going on, similar to *Yellowstone*. We spent Friday night in Stockton, then headed south on Hwy 5.

On a whim, we headed west on Hwy 58 out of Bakersfield, then joined Hwy 101 and headed home to Fountain Valley. We covered 2,300 trouble free miles in my 40 year old 1800, even the A/C worked great

## COMING EVENTS

### CANCELED

*VCOA West Coast Meet*  
*Atascadero CA*  
[www.vcoa.org](http://www.vcoa.org)  
September 8 & 9

September Thu. 13 - Sun. 16 *Route 66*  
*Rendezvous, San Bernardino.*  
<http://www.route-66.org>

September Sat. 15 - Sun 16  
*VARA Races, Button Willow*

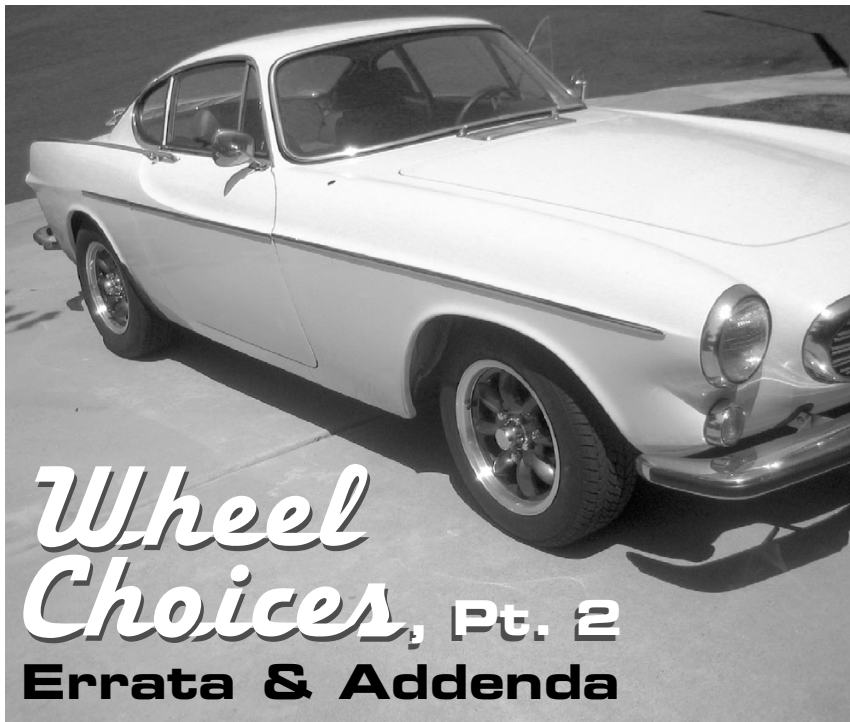
September 16th Petersen Tour, 10am  
Petersen Museum (corner Wilshire &  
Fairfax in Los Angeles)  
Contact 818-871-0175  
[eshack@adelphia.net](mailto:eshack@adelphia.net) before August 30.

October 6 & 7 *10th Annual Coronado*  
*Classic Speed Festival*  
<http://www.fleetweeksandiego.org/coronadospeedfestival/>

October Sat. 13 - Sun 14  
*VARA Races, Las Vegas Motor*  
*Speedway*

November 10, 2007 (Saturday)  
SCVCOA 5th Annual Bozzani Volvo  
Show, at Bozzani Volvo in Covina.  
9 AM to 2 PM, free BBQ Lunch  
provided by Bozzani

November Sat. 10 – Sun. 11  
*VARA Races, Willow Springs*



# Wheel Choices, Pt. 2

## Errata & Addenda

Written by Michael Gaston

### Umm... I made a couple of misstatements:

Okay, so last issue I discussed wheels, drive train and suspension details, which were a result of many hours of reading anything on the internet I could find. There is a lot of misinformation out there, as well as a lot of good information and experience, but you need to consider the sources and verify, verify, verify. I am also finding that the more I learn, the less I know about suspensions.

A car-guy friend of mine proofread the last article (after it went to print of course) and he pointed out a couple of errors I made. I asked him to review it for me because he used to work on a CART racing team for Max Pappas and the off road team he is associated with wins their class in the Baja 250/500/1000 every year, so he is the closest I have to an expert witness. So here I am, making good on my mistakes, I hope.

### Slightly Off on Offset:

I stated the stock 1800 offset incorrectly. I re-measured three of my stock wheels (which all agree with each other), and all I can imagine is that I wrote down the back space incorrectly. Here is how it should have read:

“For my stock 1800S with 165/80-15 tires, this is what I measured:

- Tire width = 6.5" (stock 4.5" wheels)
- Back space = 4.375"
- Offset =  $4.375" - (6.5"/2) = 1.125" = 28.6\text{mm}$ "

So the IPD and Pack Racing Superlite wheels with a 24mm offset are about 4.6mm (.181") different from stock, which I have found is pretty negligible (more on that later).

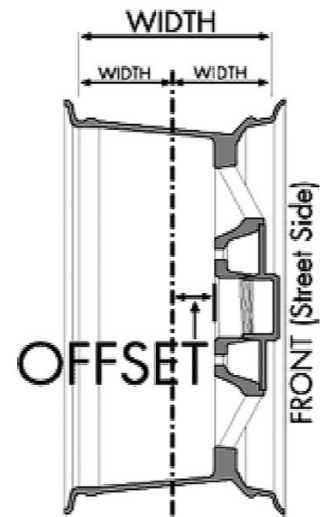


Figure 1: Offset definition, positive offset shown; negative offset is inboard of wheel centerline

### A. Flub on Scrub Radius:

Scrub radius...hmm.... I still do not have a great feel for what this means. My previous description was right on, except for the part about the kingpin inclination angle (KIA) being centered in the middle of the tire (zero scrub radius).

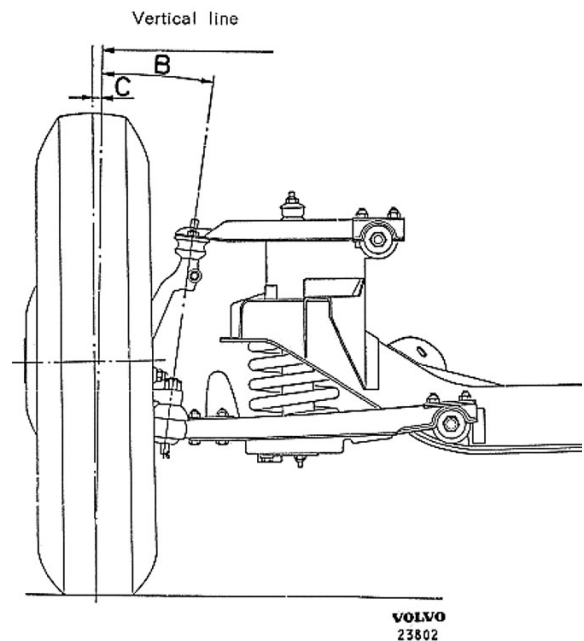


Figure 2: Kingpin inclination angle, or KIA (angle "B" above).

To clarify, most rear wheel drive cars have some positive scrub radius (wheel centerline can be outboard of the KIA-ground intersection by as much as a couple of inches), whereas front wheel drive cars tend to have zero or negative scrub radius, because a positive scrub radius with FWD can result in torque steer, where the act of hard

acceleration and/or wheel spin will try to yank the wheel out of your hand. It turns out the most important thing about scrub radius is that it be balanced on each side, which is not the case if one wheel loses traction in either braking or acceleration.

I found a very technical series of articles related to front suspension in an English publication (Racecar Engineering, Vol 13, Nos. 04 & 05, April/May 2003) which discusses scrub radius, bump steer, torque steer, trail, caster and all sorts of related forces and considerations. Here is a boiled down summary: trail contributes considerably more to self-centering than KIA. Scrub radius is not that important—in fact they recommend zero scrub radius to minimize steering feedback. This implies that the steering axis is inside the wheel, and the Citroen actually had this condition. Caster and trail are important, depending on desired dynamic effects. They recommend:

- KIA: Zero (many disadvantages, few advantages)
- Scrub Radius: Zero, for minimal steering feedback
- Trail: Zero to +5cm for dynamic stability
- Caster: Zero to +10 deg

It is a great series of articles if you are interested and can find them. Back issues may be available at [www.racecar-engineering.com](http://www.racecar-engineering.com).

### **Bum Steer on Bump Steer:**

One last misstatement I made was regarding Bump Steer (I am capitalizing it because apparently it has significance in the automotive world). I still think this is a matter of semantics, but I will do my penance anyway. I originally defined Bump Steer as the steering feedback that results when an increased scrub radius creates additional force on steering components.

It turns out that, although Bump Steer is bump-related steering feedback, not all bump-related steering feedback is Bump Steer. It seems Bump Steer is singularly related to a condition where incorrectly sized or placed steering tie rods cause an increase or decrease in “toe” as the suspension travels through its normal articulations. The tie rods and A-arms must be designed to travel cohesively in

their reciprocating journey or the changing effective length of the tie rod will change the tire’s toe-in relationship to the chassis, thereby affecting steering.

### **Review of the Superlite Wheels on My Car:**

Enough apologies, here is some actual news. As you can see from the photo at the beginning of the article, I have the Superlite wheels on my car now. All I can say is WOW! I knew it would be a good change, but this is really exceeding my expectations. All of the high speed vibrations are gone, at least up to an indicated 5000 RPM (actual 4200 RPM) in top gear, which should be approximately 95 mph with the larger, 26” O.D. tires in the rear. I imagine 100 mph is very feasible now.

I ended up with 15” diameter wheels all around, 6” wide x 24mm offset in front and 7” wide x 25mm offset in the rear without spacers. I mounted 195/60-15 (because I had them) in the front and 215/65-15 in the rear. Both fit and work well, but I may end up going with a taller profile in the front to help balance out the rear, maybe 195/65-15 (25” O.D.). The rear tires fill up the wheel well and the fronts do not. The fronts have a little rubbing at full lock, but I have not yet adjusted out the steering stops. I have about 3/8”–1/2” clearance to the rear support stay on both sides in the rear and the tires clear the wheel wells vertically. This is pretty much the largest and widest tire you can fit on this car, and the 25mm offset seems to be ideal.

To be truthful with myself, I think the rear tires are a little too large, but I was also looking to get a little less reduction out of the drive train without changing gears on the differential. I got a big 2.3%... wow. Still, it is worth about 2.5 mph at 5000 RPM in top gear, better than going the other direction I suppose.

Originally I received the front wheels only, as the rears were on back order. Of course, being obsessive as I am, I had to mount the fronts, even if they did not match the rear. This was an odd coupling. The wider tires in front made the handling a little more solid, but the thin tires in the rear caused a considerable amount of over steer, and made the car a bit nervous in the front end. After I installed the rears the steering and handling settled down and the car feels considerably more solid and very well planted.

I am amazed at how the overall feel of the car has changed, it truly is converging on a modern handling sports car. The handling out matches the power at this point, so I guess it will have to be a “momentum” car for now. Come to think of it, how much was John Parker getting for that supercharger again?

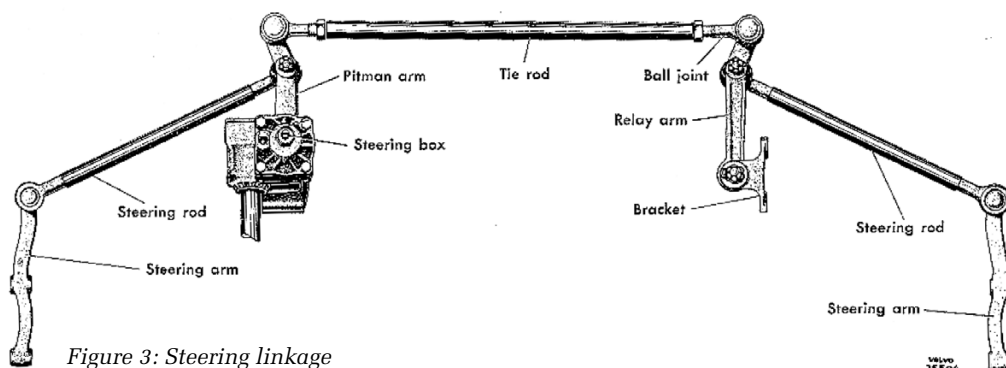


Figure 3: Steering linkage

# ANNONSER [www.sdvsa.org/annonser.htm](http://www.sdvsa.org/annonser.htm)

PLEASE ADVISE IF YOUR ITEM HAS BEEN SOLD

## Cars for Sale

**1969 142S.** Straight, rust-free body. Recent paint (matte black roof over pearl white), nice interior. Decent running B-18B with 140K miles, Weber downdraft conversion, rare electronic ignition from a '75 240, BW35 automatic. Was a daily driver 'til I got too many cars to drive it daily, now it could use a new home. The bad news: it's overdue for lower A-arm bushings and an oil change.

Located in Upland, CA. \$1,000 OBO. Doug (909) 946-5222, dgagl@gte.net (8/07)

**1962 Volvo Jensen P1800.** LOW VIN #691! Appeared in an episode of "Veronica Mars" TV show. Car is in La Mesa. \$8,000 OBO. Email P1800jensenjim@yahoo.com for details & photos (11/06)

**For Sale: 1957 Volvo PV444,** K model, original San Diego car. Documented 87,000 miles. Great little runabout, or finish restoration as a show car. Extra parts available. Contact me by e-mail for photos. Also, I have boxes of PV and 122 Amazon parts for sale. Reasonable prices for SDVSA club members, attractive trades considered. Contact me for details.

R.S. Pattee, (619) 234 4231 or rsp3flyingv@yahoo.com (11/05)

**1971 1800E.** 140,000 miles, metallic silvery-blue w/original black leather interior except driver seat has a vinyl replacement. Very good shape overall and runs well. Needs minor cosmetic work (cracked windshield, some window & trim rubber is old) overdrive and stereo not working. Will throw in extra set of wheels & owners manual/literature for an 1800S. \$9,000 OBO.

Jon Briggs, 760-433-4481 or 760-929-3164. Oceanside/Carlsbad. (9/05)

**1971 142 \$800.** White (new paint), blue interior, automatic, good overall condition, runs good.

David Hurwitz, (949) 646-7314, Costa Mesa.

## Parts for Sale

**Rebuilt 1800E 1800ES 140 Mirrors \$124.95** Plus correct core exchange. Do-It-Yourself Kits \$79.95. I am also interested in purchasing old, worn-out, 1800E, 1800ES, 140 mirrors, mirror arms and day/night mechanisms.

Greg Blake, (714) 287-9984, vtreasurehunter@verizon.net

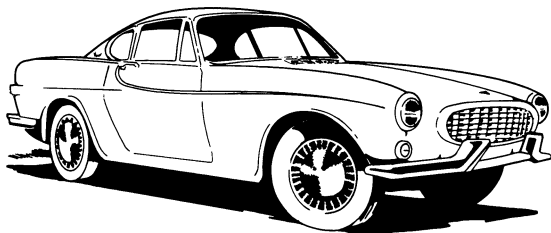
**544 Parts for sale.** Doors, hood, trunk lid, bumpers, grill, radiator, generator, distributor, exhaust manifold with pipe (split), transmission, more.

Irwin Gabel, (909) 766-2715, San Jacinto.

## Goods & Services

**Prices Reduced!! – '04 West Coast Meet Items – Prices Reduced!!**

Car badges—\$20 each: Jeff, 728-5328. Hats, T-shirts—\$11 each: Kurt, (619) 269-0245.



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NEXT REGULAR MEETING  
THE SAN DIEGO CHAPTER of VOLVO SPORTS AMERICA

**WHEN:** Wednesday, October 10, 2007, beginning at 7:00 p.m.

**WHERE:** Boll Weevil Restaurant  
9330 Clairemont Mesa Blvd, San Diego, CA 92123

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**Upcoming *Not To Miss* Events:**

- SCVSA Petersen Museum Tour.....*September 16*
- Coronado Classic Speed Festival.....*October 6 & 7*
- SCVCOA Bozzani Volvo Car Show.....*November 10*
- SDVSA Volvo Swap Meet.....*TBA*

*See the Calendar of Events on page 3 for more details on these and other great goings-on!*

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