



# THE VOLVO CLUB OF B.C.

MAY 2012

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

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Annual membership fee \$20, To join: Call or write Gregg Morris. See above.  
or view our Website [www.volvoclubofbc.com](http://www.volvoclubofbc.com)



V.C.B.C. is the

**B.C. Chapter of Volvo Sports America**

**1800 Register**

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352

Email: [membership@vsa.org](mailto:membership@vsa.org) Annual membership fee US\$35 Website [www.vsa.org](http://www.vsa.org)

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

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

**MAY 6, 2012 (SUNDAY)** Island Mystery tour, details call Bob Cuthill, 250-658-0126, [lbcscuthill@shaw.ca](mailto:lbcscuthill@shaw.ca) or [www.volvoclubofbc.com](http://www.volvoclubofbc.com).

**!!!CANCELLED!!!! VOLVO OF COQUITLAM SPRING SALE AND CLASSIC VOLVO DISPLAY:**

**JUNE 22,23& 24, 2012 SPRING DRIVE** from Mount Vernon Washington, Make hotel reservations at Best Western Cotton Tree Inn, 2300 Market St., Mt. Vernon, WA, 98273 (360-428-5678) reservation # 103798, Volvo Club, (\$120 + tax, 48 hour cancellation policy ) small block of rooms reserved **so book early!!!!**. Saturday back road drive starts 10 am from hotel to Skagit Aero Education Museum in Concrete WA, and back to Mt. Vernon for supper, Sunday to King Volvo in Bellingham. Details at [www.psvcoa.org](http://www.psvcoa.org) or [www.volvoclubofbc.com](http://www.volvoclubofbc.com) To caravan from BC, meet at the parking lot on US side of the Aldergrove Border Crossing (Highway 13) at 10:30 am Friday June 22, 2012. **Call Gregg Morris 604-469-1216**

**JUNE 23,24, 2012 SCANDINAVIAN COMMUNITY CENTER MID SUMMER FESTIVAL**, Classic Volvos will be on display on the fair grounds. This event will substitute for our Spring Show & Shine,. General Admission is \$8 per day. The center is at 6540 Thomas Street in Burnaby (just north of the Hwy 1 using the Kensington Ave. Exit). for more details see the website . [www.scandinavianmidsummerfestival.org](http://www.scandinavianmidsummerfestival.org) If you would like to display your classic Volvo contact Chris Ainscough 604-521-6071 .

**JULY 8, 2012 (SUNDAY)** Island Show & Shine, 10-3, (Olssons's) 1790 Cultra, Saanich, Bob Cuthill, 250-658-0126, [lbcscuthill@shaw.ca](mailto:lbcscuthill@shaw.ca)

**AUGUST 4-5, 2012, Vintage Racing Club of BC**, Historic Race weekend and River's Edge Raceway in Mission, See details at [www.vrcbc.ca](http://www.vrcbc.ca)

**SEPTEMBER 29, 2012 -CATES PARK PICNIC AND VCBC AGM**, Last Sstursday in September info Chris Ainscough 604-521-6071

**VANCOUVER ISLAND EVENTS: Monitor [www.volvoclubofbc.com](http://www.volvoclubofbc.com) for dates as they are confirmed or call , Bob Cuthill 250-658-0126**

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

## REPORT OF PAST EVENTS

### WINTER SUPPER

January 18, 2012

Gregg Morris

As usual we enjoyed an economical and cheerful supper at the New West Spaghetti factory. The weather forecast had been ominous all week and I wondered whether anyone would show up. I needn't have worried. We filled the room that they traditionally save for us. I spoke to the restaurant Manager Kevin for a while before people started to arrive. We were trying to remember how long we have been enjoying these winter suppers at the Spaghetti Factory. While I was writing this, I looked it up and was surprised to find we have been doing this for 13 years except for one year when we strayed to a restaurant further down Columbia St. Dave McAree did his normal excellent job of organizing this year's supper and brought along some raffle prizes to give away. John Cripps brought his shiny new digital projector and we showed some of our collection of picture slideshows



while everyone chatted and ate.

This year we had a guest speaker, Nigel Matthews. We know Nigel from his days with ICBC as the person instrumental in developing the Collector Plate Program. I knew he was well connected in the car world in Vancouver, (see the article on the Classic and Supercar show elsewhere in this newsletter). What I didn't know is that he is connected all over the continent and maybe other continents for all I know. He is a concours judge at Pebble Beach and several other venues. Nigel also is the president of the Specialty Vehicle Association and a weekly writer of the Driving section of the Vancouver Province newspaper.

Nigel came to Canada from Britain in the 60s or early 70s and was hired by CPAir as a purser. He decided to return to his former job as an autobody technician and showed us a picture of a severely crunched Ferrari that he repaired, so he sure knew his stuff. He worked for ICBC for years as Manager of Specialty Vehicles (Licensing and Insurance) and now is the Director of Sales and Marketing for Hagerty Insurance in Canada, who specialize in insurance for specialty cars. Apparently Hagerty started by insuring wooden lake boats and when people asked if he insured cars the fledgling company expanded to include them. They are

continually improving and expanding their insurance offerings. For instance they will insure new super cars and specialty muscle cars and they operate on agreed value. Ironically Nigel indicated that BC is the hardest sell for Hagerty. Although he did not say so, I bet it is because of the exceptional job Nigel did in producing the collector car program at ICBC when he was there. He suggests BC owners of collector vehicles maintain their liability insurance with ICBC, and consider Hagerty for collision and comprehensive coverage. Hagerty insurance in Canada is underwritten by the Aviva Insurance Company so to access them go to an insurance broker or sign up with Hagerty directly online.

After he described his company he treated us to a guided tour of Jay Leno's incredible car collection at his bad dog garage in Los Angeles. The collection is housed in 3 huge buildings near Burbank Airport and contains millions of dollars of cars, motorcycles and automobilia. This is a very private collection, and definitely not open to the public. Nigel is a personal friend of Jay's and we were lucky to have him give us a detailed description of many of the cars and bikes (106 cars and 99 motorcycles) in the museum. This is not a museum full of 59 Chevs. It has a huge collection of Packard's,

Bugatti, Lamborghini, and a many, many other very special marques. Nigel also gave us an insight into Jay Leno himself. He is far more serious than he comes across; he doesn't suffer fools, he is an accomplished mechanic, and he is both wealthy and generous. He and his staff do not just collect, but restore and build cars there. The cars have to run at a moments notice because he drives a different one each day and may decide which one he will use based on a magazine he happened to read that day.

If there is a theme to the museum it is big engines and big power. How about a motorcycle powered by a Bell jet ranger helicopter motor. He usually has to be rescued from his rides on this rocket as it only has a 7 mile fuel range.

Back to Nigel. He was very generous with his time, and stayed after supper to answer questions even though he had a 6:30 flight to Scottsdale the next morning to participate as a representative of Hagerty at the Barrett- Jackson Auto Auction in Arizona. Nigel indicated that this fall's Luxury and Supercar event held at VanDusen Gardens will become an annual event. You can read about this year's show in this newsletter.

With the spumoni consumed, and the conversations slowing down, we made our way to the door. See you there next year. §

## EDITORIALS AND LETTERS

If your membership is about to expire you will receive a renewal notice and a return envelope with this newsletter. The membership fee is still \$20 Canadian for our Canadian Members and \$20 US for our American Members. Feel free to renew for more than one year. If you do not get a renewal notice then your membership is still valid.

Note the minor change in the renewal notice. If your contact information has not changed just enter your name and check the "no changes" line and we will leave the rest as it is in the membership list. §

### HELP VCBC GET MORE MEMBERS!!

Word of mouth is our best way of gaining new members, so please tell others about our Volvo club. The simplest way is just tell anyone who is interested to "Google" Volvo Club of BC and the link to the membership application form is right on our Home Page. We will also be making some business cards so if you want some to hand out they will be available at the next VCBC event. Thanks for your help. §

**MEMBERSHIP POSTER**                      **RECRUITING**

**We also have a new recruiting poster that we have put up in most Volvo Dealerships and Repair Centers. Thanks to Gil Graham for the Design Graphics and Printing and Bert**

### **Sherlock for Framing and Mounting. A YOUNG GUY BUYING A NEWER CAR John Cripps**

On one fine Saturday morning day in January my son Spencer asked me if I was interested in test driving some cars with him. I immediately said yes of course, without even asking why. He volunteered that he wanted to replace his 2009 Honda Fit with a car that was more suitable on the highway. He was moving to a new job which entailed a 45 minute commute on the freeway. His Sport Fit was just one gear short of being perfect and as I suspected it wasn't going to be an easy act to follow. Our test circuit consisted of a stretch of Highway 99 in Richmond, the uneven and patchy surface of Oak Street Bridge and the back lanes around industries in Marpole. I'll digress from the test report and mention that Spencer is a quick study on driving different cars; he grew up with driving whatever car happened to be left in the driveway. On his first day of driving, he mastered the clutch at the second stop sign he drove up to. He mentioned casually one day he would like an assigned car, rather than driving random leftovers. I somehow convinced him, at least temporarily, that few people can drive such a diversity of relics and daily drivers and this was what made great drivers out of good drivers. He's driven various Volvo models: 140, 240, 740, 760, and Mazdas, Toyotas, Nissan and a Passat.



SPENCER CRIPPS

Needless to say I feel comfortable with Spencer's driving.

First up was the Mini with a six speed manual transmission which offered a surprising bigger car ride - not choppy, and no pitching. The manual shifter proved to be the balkiest of the cars we drove that day, especially compared to the Fit which can be snicked through gears with a pinky finger. The controls on the Mini are placed for looks more than intuitive grasp. The engine power was moderate, requiring some gear stirring to straighten our hair. The legendary handling of the original Mini is no longer just a trait of Minis, but generally all modern cars turn and handle better than the peers of the first Minis such as Vauxhalls, Cortinas and Gremlins to name a few I've owned.

Next up was a 2009 Volvo S40. The most outstanding feature was the front seats, perfect geometry for me. With the 2.5 liter engine and automatic transmission, driving was effortless. Spencer called it a serene experience.

Another 2.5 liter powered car, a 2010 Subaru gave the best controlled ride on the most uneven pavement. It made us search for potholes, which it soaked up without a murmur or ruffle of hair. It may have been the particular tires on the car but a stretch of pavement on the Oak Street Bridge caused considerable road noise.

We finished up the testing by driving two more Volvos, a C30 coupe with manual shifter and a V50 wagon with automatic transmission.

They both drove like the S40 with poise, and supported by the wonderful seats. The C30 shifted easier than the Mini. The V50 transmitted a little more road noise from the back wheels than the sedan.

Well have you guessed which car Spencer picked? As a reminder we drove his Honda Fit between these other cars so we were subconsciously comparing each car to the Fit. I kept thinking the only thing making me want to leave the Fit was the Volvo seat. I'll give you a hint: Spencer had a huge collection of matchbox toys when he was growing up to his 6'4" height, with a particular fondness for the Minis with a Union Jack Flag on the roof. I knew the answer before he told me. It was the Mini. He simply had to get it out of his system. I shouldn't have understood this decision because I tend to select my vehicles based on function and practicality. Where did Spencer rate the other cars? His conclusions: although the Subaru can take you to the outback without a peep of complaint it looks are a little dated and the Volvos were to be sampled and enjoyed later in life, which by chance I am doing. §

**CLUB STUFF**  
**NEWSLETTER MAIL-OUTS.**

Ritchie Wong has been doing our mailouts for many years and due to a hugely busy work schedule he has retired from this volunteer chore. Thanks very much Ritchie for all your work.

Fortunately for us Allen Hiebert , long time member, has volunteered to take over this task starting with this May 2012 mail-out.

**UPDATE YOUR EMAIL ADDRESS**

Make sure to let the club know if your email address changes. Just send a message to [grmorris@shaw.ca](mailto:grmorris@shaw.ca).

**VOLVO RELATED WEBSITES**

This may turn into a continuing article. I will list interesting and useful Volvo related websites for the websurfers out there.

Here are a few:

<http://www.youtube.com/watch?v=dauf3MEyt6k&feature=related> bunch of utube Volvo videos including a 1971 sales video and drifting 164 turbo

[www.Matthewsvolvosite.com](http://www.Matthewsvolvosite.com) A Volvo repair database with free free electrical diagrams from 94 and newer Volvos. These are the actual Volvo electrical diagram books.

[Ferrari 458 vs Volvo Amazon '67 "Vöcks" exteriour race and in detail](#) Utube video of a 122 wagon racing a Ferrari. Amazing amazon

[www.sw-em.com](http://www.sw-em.com) Swedish Embassy, Volvo enthusiasts home page. Welcome! This site is dedicated to Vintage Volvo cars...mostly the models 122, and 1800 & 544 , lots of tech tips.

**VCBC WEBSITE**

Cam Finnigan and Barry Gordon are doing the hyper-important job of maintaining and developing our website. These days an effective website is critical to the health of any club. For instance the majority of our new memberships come via the website. Barry and Cam have initiated a self help system of placing and maintaining classified ads on our site. The explanation is below. For those who want to use the old system email your ads to the club contact email address. Our classified ads are becoming a very effective way to market your cars or parts, as more and more people visit the site.

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

**Newsletter (HELP!!)**

**Gregg Morris**

In the January 2012 newsletter I asked for help in learning to use MS PUBLISHER software so that I would have an easier time preparing the VCBC newsletter.

Thank you Steve Hutchens for donating a day to tutor me, and thanks also to Janet Schwieger and Ray Shutrop for their offers of assistance. §

**FREE DASH PLAQUES**



We have spare dash plaques for the Cates Park Fall Picnics and Spring Show and Shine events. They are free, just tell me what you which ones you want and I will save them for you or you can come and get them or send postage and we will mail them to you. If you want one of each no problem, we want to give them away. Here is what we have What do not get claimed will be disposed of so don't be bashful.

CATES PARK PICNIC:, 1996, 1002M 2004, 2005, 2006, 2007, 2008

SPRING SHOW AND SHINE DON DOC-STEADERS: 1993, 1995 TO 2005 inclusive, JIM PATISSON: 2007 TO 2010 inclusive §

**B.C. DEALER DISCOUNT LISTING**

(Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.)

- Don Docksteaders Motors**, 8530 Cambie St, Van, 604-325-2999, or 1-800-663-3359, New pts: 15%,
- Ed Schram Motors**, 112-13375 76th Ave., Surrey, Ph. 604-599-6081, New & Used 15%
- Chapman Motors**, Cobble Hill, B.C., . 1-800-663-

- 7208, New parts 10%, Used parts 20% **Chapmans of Victoria** 751 Cloverdale St., Victoria, Ph. 250 -475-2213, parts and service: 10%
- Chapmans of Nanaimo** 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10%
- Volvo of Coquitlam**, ---2385 Ottawa St., Port Coquitlam, B.C. Ph.604- 942-8500, New parts:15%
- Volvo of North Vancouver**, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 15%

- Volvo of Surrey**, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 15%
- Volvo of Victoria**, 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 New parts: 15%
- Courtenay Car Center**, #12 5<sup>th</sup> St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.
- Lordco Auto Stores** up to 30% with Lordco card.
- Oceanside Auto Appraisers Ltd** 10% : appraise cars but drive Volvos 250-927-4634

# WHATS NEW (OR OLD) AT VOLVO

Thanks to Vince Bubica for the news item

## INTERVIEW WITH JOHN MALONEY

By John McElroy

Detroit Public Television.

Volvo has promoted John Maloney to CEO of Volvo Cars, U.S. Maloney, 50, has been with Volvo Cars of North America since 2000 and was most recently vice president of marketing and planning. He has more than 28 years of experience in the automotive industry, all of them with Volvo and [Ford Motor Co.](#) Maloney replaces Doug Speck who moved to Sweden earlier this year to become senior vice president of marketing, sales and customer service at parent company Volvo Car Corp. Maloney will oversee only the U.S. market as of January 1, 2012 when the parent company will spin off Canada into a separate sales region. The change will allow Volvo to focus more attention and resources on the U.S. market, Volvo's biggest in the world. said in an interview today.

Maloney said Volvo is going places. Sales in North America are up 25% in 2011 which lead the premium car brands. The increase is due to 3 cars. The newly introduced S60 has had great customer acceptance, The XC60 selling so well that production cannot keep up with demand and the XC90 is still selling very well. In 2012 we expect the same 3 to continue the growth. The XC90 will be slightly freshened; the S60 will gain an all-wheel-drive T5 variant mid year and the availability of XC60 will in-



crease to meet demand. The global goal is for Volvo to sell 800K cars annually by 2020 and they are at 450K now.

Volvo's intention is to move up-scale, as is the wish of Li Shufu, manager of Volvos parent

company Geely of China. That won't be instant but is a goal by 2020 we want a top tier perception in image if not sheer volume. Arguably with the new S60 and the XC60 we are already there. Small cars are not are main marketing focus. The C30 which is a great car but is also a niche market car and not driving our future.

Volvo will meet the stringent 2015 mileage standards with their 4-cylinder-only strategy in the next couple of years. The 4 cylinder engines combined with electrification will meet the standards. The new S60 hybrid is the first example of that new 4 cylinder engine at 280 hp supplemented by 70 hp electric motor providing exceptional performance.

Even though other car brands are becoming increasingly safe, Volvo will never give up the safety leadership. It is the DNA of the Brand. Volvos passive safety measures are renowned and the active safety systems are leading the way. Systems like City Safe which will keep a Volvo from running into a car in front, or Pedestrian Detection which will take action to avoid hitting a pedestrian

Maloney say 16 months into Geely ownership Volvo is thriving. Sales are up in the US and globally, we have investment stability, new leadership and the independence for Volvo to be Volvo. [§](#)

## NEW HOME NEEDED FOR OUR TRUSTY 145 EXPRESS

Gregg Morris

If you have attended any of our local meets you have probably seen our good old Volvo Blue 145 Express with its custom Volvo Club of BC decals. We kind of take it for granted because we have it, but it is probably the rarest Volvo in Canada and one of the nicest examples of the Express anywhere. The reason for including this article is to see if any individual or group in the Club would like to take over ownership of this neat van and keep it in BC otherwise it will probably be sold to the US. Here is its story.

In 1969 Volvo ceased production of the PV445/210/Duett series; a full 4 years after the last PV544 rolled off the assembly line in 1965. The Duett was an incredibly versatile vehicle and had seen duty as a family wagon, farmers utility vehicle, ambulance, undertaker's hearse and commercial van. It was available as a panel van (with metal sides or a window van, retaining the side windows) Without the Duett, Volvo had nothing to offer the commercial van market and the 145 Express was introduced to continue the tradition.

The Express was constructed on the same body as the 145 station wagon, but was factory modified by installing a raised fiberglass roof from the back of the drivers position to the rear of the wagon. The portion of roof over the front seat position was standard steel and carried a



short roof rack. The tall rear cargo door was also constructed of fiberglass but carried the standard rear window glass and opened upwards like all 145 wagons, only much higher. Inside there were no rear seats and a cargo screen was fitted just behind the front seat line. Wooden slats protected the sides and deck of the cargo area. The rear passenger doors were fitted and functional but had sheet metal in place of windows. The cargo area also had sheet metal instead of

side windows. Mechanically the Express is identical to the standard 145S.

The Express was not marketed in North America so the example owned by Volvo Club Directors Gregg Morris, Dave McAree and Bob Cuthill. is an extremely rare bird. It is believed to be one of 2 in Canada and perhaps 4 in North America. The story of our Express starts with Clarke Simpkins Motors Volvo Dealership, located on Kingsway near Fraser in the '70s.



In 1971 the owner of Clarke Simpkin Motors was talking to the Volvo Canada Rep and mentioned that the Express would make an interesting parts truck for the dealership. The Volvo Rep must have agreed because a "Volvo Blue" Express was soon delivered to the Clarke Simpkins dealership. How long it continued in service there we do not know.

Its next owner was the old Richmond Imports Volvo Dealership, the predecessor of Ben Jacobson Motors. About 30 years ago when Richmond Imports stopped selling Volvos, Ed Schram Motors the famous Volvo-only wrecking yard, bought all their parts inventory and that included the Express. In Ed and Brian Schram's ownership the van has served as a delivery vehicle, mobile bill board, and Len Lee's part time commuter vehicle. Some years ago it was treated to vacation at the Ed Schram Motors body shop and spa. There the various dents and bangs of years of service were repaired along with some rust removal and it received the nice coat of its original



Swedish Blue paint. It still wears that paint job today. After the restoration it seemed a shame to put it back in harness again so Brian Schram decided it would be best to sell it to an enthusiast who would finish the restoration and use it as the specialty vehicle it is.

At that time we considered buying the Express as our "Volvo club vehicle" but a check with ICBC informed us that it could not be owned by a Club but had to be owned by an

individual or individuals.

In the meantime Brian sold the car to Mike Handfield, then a VCBC Director, who in turn sold it to the 4 other directors, namely Gregg Morris, Bob Cuthill, Dave McAree and Glenn Little in March 2001. We decided to continue the restoration that Brian Schram had started and bring the Express up to Collector Plate quality and that just what happened. The Express received its collector plates November 2002. In April 2004 Glenn sold his share to the remaining 3 director. Since then the car has been used as a runabout for club activities in Vancouver and Vancouver Island and even as a motor home at the Vintage Races in Mission. It never fails to draw attention both due to its uniqueness and its exceptional condition.

The car is not being used enough so after 10 years of ownership it is time to pass it on. If you are interested in this rare and very useful piece of Volvo History call Bob Cuthill in Victoria at 658-0126, Dave McAree at 604-530-6097 or Gregg Morris at 604-469-1216. **WE would love to see the Express stay in BC.**

## SOMETHING DIFFERENT

### LUXURY AND SUPERCAR WEEKEND

September 10-11, 2011

Gregg Morris

In Mid August I got a call from Craig Stowe who was organizing an "elite" car show at the VanDusen Gardens on Oak St. in Vancouver. The show was news to me and he sent a brochure which read:

*"Luxury and Supercar Weekend: James Bond would be in his element at this turbocharged weekend event. Whether you love classic or state-of-the-art luxury super cars, the people who drive them (or wish they did) or just a good event, this automotive show at the prestigious VanDusen Garden celebrates all three. This event is no just for auto aficionados – Luxury + Supercar Weekend is a garden party where the allure centres on beautiful cars. It's one of the rare chances for Vancouverites to*



*socialize and network against the backdrop of the greatest collection of automotive design the world has ever produced, while surrounded by the lush beauty of Shaughnessy's most famous VanDusen Gardens.*

*Invited to display are luxury and elite super cars from the world's most famous manufacturers, including: Ferrari, Maserati, Mercedes-*

*Benz, Maybach, BMW, Rolls-Royce, Bentley, Aston Martin, McLaren, Alfa Romeo, Jaguar, Lamborghini, Spyker, Cadillac, Lotus, Porsche, Tesla, Lexus, Corvette, Morgan, Saleen, Range Rover, Audi and Fisker.*

*Luxury + Supercar weekend is pleased to announce that a number of private collectors have chosen to display vehicles that have never been seen before in Vancouver.*

*Single day admission tickets which include lunch and beverages start at \$125."*

OK, this sounds pretty up-town to me. Why is Craig calling the Volvo Club. The answer was the cachet of the "Saint" and his famous car the Volvo P1800. What the press release above didn't say, is that they invited local car collectors to display spe-



for spectators would lead to low attendance. I knew that the huge Langley Cruise In was on the same weekend. Happily my doubts were unfounded and it was an event to be remembered.

Craig told me that they had 125 members of the press at the Friday pre-show and that resulted in a multipage spread in the Vancouver Sun. The organizers even suggested

cific classic cars as a supplement to the new luxury and supercars on display. Craig is a very personable fellow and he explained the event and asked if I knew of any nice 1800 series cars, preferably white like the Saint's car, he could invite to the event. I gave him a couple of names and attached pictures of my red 1800E and ES for his interest. In the end he asked us to display 3 cars and these were Bill Buholzer's white 64 1800S, John "Cripps" gold 72 1800E and my red 73 1800ES. Despite the high quality, exclusivity and value of the many cars on display, our Volvos looked just fine in this company and received lots of positive attention.

I knew the venue was terrific and the quality of cars on display would be spectacular, but I wondered if the relatively high admission fee

a dress code for the event and although I wondered about it at first, it was a brilliant touch. Can't you just picture a car guy, rich or not, asking his wife or girlfriend if she wants to spend the day at a car show. The usual answer is no. But, when he adds that you have to get dressed up, and there will be a high class fashion show, it makes the cars show a lot more attractive. So besides all the high class iron there were lots of spectacularly dressed ladies in attendance and it really did lend a Luxury air to the whole weekend.

All the really high-end marques had big presence. For example every currently available model of Ferarri was on site and the same went for Maserati and Lamborghini. Even the new Bugatti 1200 hp, 415 km/hr Veyron was

parked on the grass and the brand new McLaren supercar was making its debut. There was a row of Rolls Royce and Bentleys and even the Tesla Electric sports car and of course the German contingent was there in a big way.

As spectacular as these new supercars were the supporting cast of private classics were equally interesting. Craig and Nigel managed a terrific selection. How about 3 Mercedes 300SL Gullwings to set the tone. There were nice examples of almost every luxury and sports car you can think of and the cars were not the only draw. There were vendor tents of liquors, wines, spas, real estate, and even fashion. The folks that showed their cars were treated particularly well. We were provided with VIP tags



that led to free food and drink. There were lounge chairs in the shade and even a yacht to tour.

As the event drew to a close on Sunday afternoon John Cripps and I were sitting on a nice leather sofa, sipping on a glass of wine while watching the end of the concours award presentation, and contemplating how long it would take to get the cars out of there once everything was over. It had taken a long time on Friday to get all the cars positioned on the ground and it was bound to take a while to reverse the process. As we were discussing this, an ancient Rolls Royce drove silently by us and out the exit road. That seemed like a good idea so we jumped in our cars and did the same thing and I suspect by doing so we avoided a couple of hours of waiting in line.

Good on Craig Stowe and Nigel Matthews for putting on such a first class event. §



**STEPHAN JACOBY SELLING VOLVO TECHNOLOGY TO VW?**

Rumour has it that Stefan Jacoby, president and chief executive officer of Volvo Cars and former CEO of Volkswagen has been passing some of Volvos high-tech equipment to his old employer. See the accompanying photograph.

**NO MORE SNOWPLOWS OR ICY ROADS???**

Neil Reynolds  
Globe and Mail, January 2, 2012

Canada paved its first highway, from Toronto to Hamilton, a century ago. Film footage shows gangs of workers dumping wheelbarrows filled with gravel or cement onto the roadbed, then, on their knees, working elbow to elbow, using trowels to make a smooth and level surface. Google "First Paved Highway 1912" for a two-minute documentary glimpse of this historic event. You can count 20 or 30 workers in a single gang, showing why this kind of shovel-ready work became such a favourite of governments. In the beginning, at any rate, paved roads employed a lot of people.

Canada now has something approaching 900,000 km of paved roads, the U.S. 6.4 million km – taken together, a vast expanse of heat absorbing surfaces. Yes, road building has changed. Work crews are smaller, paving machines bigger; and highways are faster and safer than ever. But highways fill essentially the same single, simple function they filled a hundred years ago – roads without bumps.

This could soon change. This year, U.S. inventor Scott Brusaw will build a small prototype of the world's first solar-powered, electronically controlled, glass-surfaced highway on a parking lot near his lab in the small community of Sagle, Idaho.

The U.S. government will fund the experiment, which will cost a mere \$750,000 – less than the cost of paving one kilometre of road. Mr. Brusaw, an electrical engineer, will seek to demonstrate that his smart solar road panels have the capacity to convert the U.S. highway system (and, by extension, Canada's) into a huge power generator theoretically capable of producing three times as much electricity as the U.S. now consumes – and almost as much as the entire world now consumes. By Mr. Brusaw's calculations, this highway based power generator would produce so much electricity that highways could be heated, all winter long, to 40 degrees F.

Could solar-powered highways really mean an end to snow plows and icy roads? Mr. Brusaw says they could. He cites the rear window



in cars: A glass plate is embedded with a heating element that can “crank up to 86 degrees F” to clear the window of snow or ice. His solar-heated highway would be permanently heating (during winter months) at 40 degrees F., meaning snow wouldn't accumulate in the first place.

Mr. Brusaw's solar panels measure 12 feet by 36 feet. Mimicking the rear window in a car, the surface level is made of translucent glass, textured for traction. (Glass is 75% sand, a common enough raw material.) Beneath the surface are heating elements and an array of LEDs, light devices that move electronic data and activate sensors. At the bottom of the panel, a “base plate” distributes power as required – to road-surface information systems, to the pavement-warming systems and to transfer of surplus electricity energy storage tanks and to the continental grid.

For the motorist, the sensor devices inside the glass panel would “paint” illuminated lane passing lines to guide traffic and would “print”

warning messages – stop, slow down – on the roadway ahead as conditions required. The messages would be calculated and confirmed every 12 feet of distance travelled. This isn't as improbable as it sounds. IBM has already shown the use of roadway sensors to deliver road condition reports.

Based on an assumption of only four hours of sunlight a day and only 15% efficiency in the capture of solar energy, Mr. Brusaw says a continental installation of smart roadway panels would generate enough electricity to power the U.S. 24 hours a day. Much of the country's highway system is massed on the East Coast and the West Coast. Thus the “lit” (day) portion of the continent would generate enough excess electricity to power the “dark” (night) part.

Mr. Brusaw's vision is intriguing. The technical credibility of the concept itself has been demonstrated. The 2012 prototype will assess the economics of “commercializing” it. Mr. Brusaw thinks a solar-powered kilometre of highway could pay for itself in 6 years – but, deeply in debt, governments can't afford the up-front investment. Governments will need to take highways private – or quasi-private – to produce super-smart, solar-powered roadways. The real barrier, after all, is neither scientific nor for financial. It's institutional - and, lamentably, ideological.

## TECHNICAL TIPS

### TIMING GEAR REPLACEMENT ON A B20F ENGINE

Gregg Morris

This tech article gives details of the timing gear replacement procedure for a B18/20 engine and provides a good example of why you should leave an engine rebuild to a Volvo-knowledgeable shop rather than a generic engine rebuilder.

Among my fleet of old Volvos is a nice 65 122S which transported me and Dave McAree, all the way to southern California. This reliable old beast not only braved the wilds of Interstate 5 from Vancouver to San Diego, but has made an excursion from San Diego once to San Francisco and another to Tucson Az. Not insignificant drives.

It has not let Rose and I down even once, and the only significant repair up until now has been a U-joint replacement in Bakersfield, in Art Banks Garage Mahal on our original trip south with Dave. I have to admit that the engine has displayed a few other worrisome symptoms.



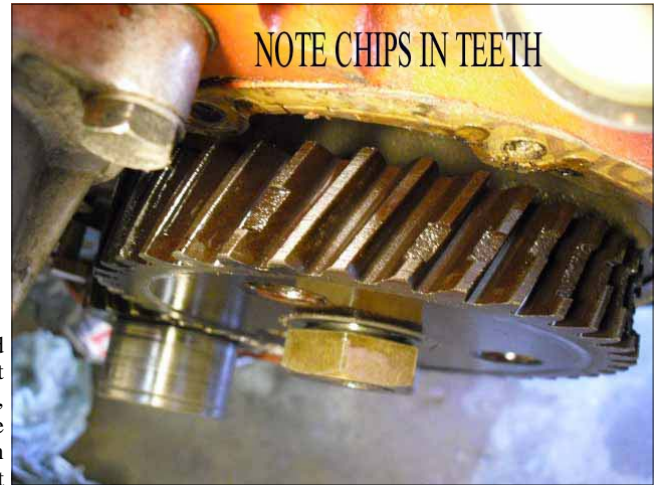
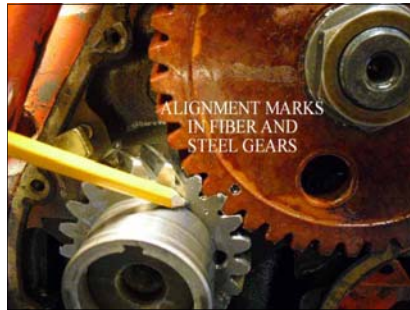
For instance, after each of the long high speed drives described above, a check of

the valve clearances showed that they had all tightened up, particularly the exhaust valves. The only thing that explains this phenomenon is recession of the valve seats. That was a concern in engines built before the loss of lead in our fuels. I have been aware of the problem but I have not experienced it, and I have driven lots of miles in different vintage Volvos. So far with this engine I have just been checking the valve clearances regularly, and feeding the engine lead substitute via the gasoline, in hopes of arresting the erosion. The verdict is still out on how successful this will be. If it doesn't

work I will have to have the head rebuilt with hardened (Stellite) exhaust valve seats.

The other concern has been an increasing clatter in the engine, particularly after a fast freeway drive. I suspected the fibre timing





gear and was also a little worried about bearing clearances. The second concern comes because the oil light stays on just a fraction too long on start-up.

The engine in the 122 is a 1972 B20F (fuel injected) engine converted to SU carburetors. It came from a 72-1800E and among the records that came with the car are the details of an engine rebuild done many years, but not many miles, ago. The engine was built at a general mechanics shop, and judging by the invoice and the size of the bill, it was a complete rebuild, with an over-bore and new pistons, cam, all bearings, valve grind (with no mention of new seats) and finally a new timing gear set. With less than 20,000 miles on the engine, the fibre timing gear should not be worn, but with all that rattling coming from the engine it sure sounds like the gear is shot. It was time to find out.

Replacing the timing gear on these engines is quite straight forward, but there are practices that help the job go well. First clean the engine,

“crankshaft” pulley. It is secured with a 13/16” hex headed bolt and it’s tight. 55 ft-lbs of tight, and when you try to loosen it, the engine will turn over rather than the bolt loosening. You must stop the engine rotation. I do this by removing the starter motor and sticking a big flat headed screw driver blade into the flywheel teeth, and wedged against a piece of the engine block, which stops the engine from rotating and allows the crank bolt (and later the cam nut) to be loosened and removed.

With the crank pulley gone, you have an unobstructed view of the timing gear cover and access to the front engine seal. If the engine is pre-1974 it will probably have a felt engine seal retained by a circlip and thin washer. Remove these, but don’t worry about the felt seal itself yet. Now remove the timing gear cover by removing all 7/16 bolts and the 6 front bolts from the oil pan. (Only two of the oil pan bolts



enter the timing gear cover, but removing the other four bolts makes it easier to remove the timing gear cover without damaging the oil pan gasket.) Next take a hammer and gently bang sideways on the cover to try and loosen it from its gasket and the pan gasket. Now take a razor blade type knife and gently cut between the bottom of the timing gear cover and the oil pan gasket. If you are lucky, as I was this time, the cover will come off the engine and neither of the gaskets will be damaged. If you are not so

particularly the timing gear casing and surrounding area. You don’t want yuck falling into the slippery bits of the engine. On the 122S I remove the twin front grills to get a good view of the front of the engine. I drain and remove the radiator and disconnect the battery. Next I remove the spark plugs and using the fan, turn the engine until O on the crank pulley matches the timing indicator of the timing gear cover and the number one piston is at the top of its travel.

lucky you will have to replace the timing gear cover gasket and repair the pan gasket. With the cover removed you see the steel gear on the crank shaft, and the large fibre gear on the crank shaft. You will also see a little square brass oil squirter located to the left of the crankshaft gear. At this point thread the 13/16” headed bolt with thick washer back into the end of the crankshaft and tighten it a little bit. This will allow you to rotate the engine to align the special marks on the crankshaft gear and cam shaft gear.

It was time to examine the fibre gear for wear or physical damage. If the timing gear is

old, i.e. has been in the engine for a lot of miles it could display a variety of wear. When the fibre gears are new the ends of the teeth are relatively thick and become more pointed with wear. Sometimes there may be one or more chipped gear teeth, usually chipping off a corner. In severe cases the fibre gear may be broken from its central steel hub and is just rattling around.

What I found when I inspected the gear in this engine was really odd. It was certainly quite new as the teeth were still thick, but probably 75% of the teeth had chunks missing, and all from the middle of the teeth. When I went to touch the fibre gear I found it was loose and the big nut that retains the gear, (that should be tightened to 108 ft-lb), was totally loose. The timing gear was just wandering back and forth on the cam, resulting in the tooth damage. In a way I was relieved to see this definitive damage because it indicated that the rattle coming from the engine was the timing gear and not some engine bearing.

It was time to remove the fibre gear. Before removing it line up the alignment marks on the crank gear (a centre punch mark) and the fibre gear (a scored line or a round indent). Do this by rotating the engine with a wrench on the bolt you have replaced on the end of the crank shaft. Now remove the 1 7/16” nut retaining the fibre timing gear. Usually you have to use a large flex bar on the nut and a screw driver jammed in the flywheel teeth to loosen the cam nut, and a three jawed puller (using the 3 holes in the timing gear) to draw off the fibre gear. In my case the nut was loose and I could pull the gear off by hand, simply by rotating the engine a little bit (using a wrench on the 13/16 bolt on the crank shaft) as I pulled on the gear. Behind the gear is a brass (or sometimes steel) thrust flange held on by 2 small bolts. Inspect the flange to make sure it is not cracked at the bolting locations. Replace it if broken. If it is badly scored on its face remove it and turn it back to front and reinstall it if the new face is smoother. Also take off the little brass oil squirter nozzle and make sure the oilway is clean. Use a fine piece of wire to clean the hole and blow it out with compressed air. Scribe a line on the front face of the nozzle to indicate where the squirter hole is so when you screw it

back into the engine block you can accurately point the nozzle in at the teeth of the steel crankshaft gear.

Now install the new fibre gear. I replace only the fibre gear even though the cam gear and crank gear are supposedly matched sets. The fibre gear can be purchased separately and I don't think that there will be any significant wear on the steel gear.

Before installing the new gear, I coat all the gear teeth on both steel and fibre gears with engine oil and also oil the center steel hub of the fibre gear and the cam shaft. This makes the new gear slip on easier. Start the fibre gear on the cam shaft making sure correct teeth engage so the alignment marks on the crank gear and the cam gear line up. As you push the fibre gear on it meshes with the crank gear. Turn the engine a little clockwise using a wrench on the crank bolt and the fibre gear will move in easier. Don't bang on the gear. Gentle taps if necessary. As soon as some threads are exposed use the cam nut to draw the gear on the rest of the way. Continue to rotate the crank gear a bit clockwise to ease installation.

With the new gear installed tighten the 1 7/16" cam nut to 80 ft-lb, (rather than the 94-108 ft-lb noted in the Volvo specifications) and then use the crank bolt to rotate the engine to make sure the two gears mesh properly. When



I went to rotate the engine it was locked up and would not move. Very odd. I loosened the cam nut again the engine was free again. I called Ken Witala of Scandia for some advice and he immediately suggested that the engine rebuilder had forgotten to install the thrust washer on the cam shaft. It is easy to do because looks like part of the cam sitting behind the woodruff key and a new washer does not come with a replacement cam. This is a perfect example of why you should use a Volvo specialist like Ken at Scandia or similar Volvo specialists throughout the Province to do engine rebuilds rather than trusting it to generic mechanic shops.

So now what do I do? I am 1600 miles from home. Where do you find an obscure part like that. Well it took all of 15 minutes thanks to the Volvo fraternity that exists all over North America. I owe a great deal of thanks to Mark Jankowski, a friend in San Diego, who dodged a whole battalion of Black Widow spiders in his garden shed to get me the thrust washer from a spare camshaft he had stored. I thought that risking a black widow spider bite was beyond the call of duty, but Mark didn't seem too concerned. Better him than me. He even took me back to the shed to show me how he knew they were Black Widows. He plucked at a web, demonstrating how strong it was. Apparently black widows have the strongest web of all



spiders, so strong in fact that single strands were used as cross hairs in armament.

With the part in hand I removed the timing gear again, and the woodruff key from the top of the cam shaft, slipped on the thrust ring that slipped inside the brass thrust plate and replaced the woodruff key. After reinstalling the timing gear and, retightening the cam nut, everything turned as designed.

I put the timing gear cover back on with a new felt seal. I actually prefer the old style felt seal to the rubber lipped "slinger" seal used from 1974 and up. The rubber lip seems to be too aggressive to the shaft and wears a groove in the shaft it is sealing. Felt seals work just fine assuming you install them correctly. Here is how. With the timing gear cover centered on the crank shaft, (confirm this by looking at the shaft as it exits the cover and keep the space between the shaft and the hole in cover even) now put in the felt seal being careful to press it in fully and evenly into its recess in the timing gear cover then with an oil can saturate the felt with oil, then put on the retaining washer and circlip.

After all the rest of the accessories were back on I fired up the engine and Eureka!, it was quiet, or at least as quiet as these overhead valve engines ever are.

I had been very, very lucky. With the cam nut loose and the gear moving in and out and chipping its teeth it could have broken completely and left me stranded anytime the last, and very fast, 3500 miles.

p.s. Charlie Teetzel, a mechanical engineer friend of mine insists that the 108 ft-lb tightening torque specified for the cam nut is a mistake. Apparently it is only supposed to be 70 to 80 ft-lb, but of course once the figure is printed in the manuals it is never corrected. I know I have seen two instances where the front of the cam shaft brakes off right behind the nut. So has Charlie. Perhaps the breakage was caused by the excessive tightening torque. §

## MEMBER PROFILE

### MEET MITCH DUNCAN

Gregg Morris  
Volvo Club of British Columbia

While I was in San Diego, a friend of mine, Mitch Duncan, came to visit all the way from Maine. He was visiting friends and relatives across the country but was also in search of a complete rear axle for his 1959 PV544. Specifically he wanted the 4:10 gear ratio found in the B18 era 544s and also he wanted a rust free differential case. The latter requirement is really only easily found in the Sun Belt and Kurt Stoney kindly provided an extra one from his 64 544S. We convinced the differential to leap off my driveway and into the back of Mitch's truck and then we went and sat in the back garden and talked for while. This is what I learned.

Mitch is a very interesting fellow. He combines a 37 year career with Volvo in the USA with a lifetime interest in cars



and motorsports. The racing interest developed as he grew up in Southern California in the heyday of the hot rods, dry lake racing and pre-freeway car culture. His dad was a drag racer and interested in motorsports in general, so Mitch visited all the famed historical race tracks in Southern California; road courses at Torrey Pines, Palm Springs, Riverside and crazy dry lakes racing, in what now is Edwards Air Force Base south of LA and others.

He still belongs to the Southern California Timing Association which is the sanctioning organization for dry lakes and Bonneville speed trials. That association is what put a partial end to the mayhem at the dry lakes; such as multiple races in multiple directions that sometimes intersected with bad results.

By sheer chance, Mitch was in at literally the very beginning of Volvo's presence in the United States. During and after high school in Los Angeles, Mitch took several summer jobs at car dealerships and interesting ones at that. One such dealership was Ed Barbari Studebaker in east Los Angeles. Mitch spent the summer of 1956 detailing used cars and running pickup and delivery.

One day in 1956 he and a couple other lads were told to come and drive some cars to the dealership. This was way before the time of deck trucks and readily available multiple car haulers, so the new cars were relocated by driving one at a time. They travelled to a lot east of LA and when they arrived he found these funny new foreign cars called Volvos. He had to drive one of them back to LA and the route took an early freeway and some curvy canyon secondary roads. He was used to driving American cars of the era, with big lazy engines and poor handling. This little Volvo was a revelation. It was fast for the day, and made all the right noises, including the famous raspberry exhaust note on deceleration. And it handled. He was only 16 and liked cars, so he drove the heck out of the little Volvo and it made a life long impression on him.

Mitch later learned the Volvo PV444's they picked up that summer day were being imported by Auto Imports. Auto Imports was started by Leo Hirsh and his long time friend Gene Klein. Hirsh was in the hardware business in Los Angeles and made annual buying trips to Europe. The story goes that he was in Sweden in 1955 to buy nails and by chance was driven around in Volvo taxis. He was quite impressed by them and thought Volvo cars might just do well in the States. Not being bashful, he telephoned Volvo's CEO of the time, Gunnar Engellau, and asked him if he had any plans to export Volvos to North America. He explained that he was in the hardware business and his good friend Gene Klein, had a Kaiser-Frazer dealership, and might be interested in handling Volvo. As it happened, Gunnar had been considering just that, and after the requisite negotiations Mr. Hirsh bought three 444's of 1956 vintage and sent them to Los Angeles where they were sold off Klein's used car lot. These were the cars Mitch drove.

This new company had the Volvo rights for the west coast's 13 states and started opening dealerships. At the peak there were over 200 of them. Mitch likened them to the El Camino Real missions in early California, where the Padres established the missions within a day's walk of one another. So it was the same with Volvo, only a few hours drive from one Volvo dealership to the next. Back in those days a frequent refrain from domestic dealers was "you can't get service or parts for those foreign cars", but they were wrong, at least in the case of Volvo.

Mitch stayed in the early car business. One dealership he worked for was Noll-Baldwin located in Pasadena. They handled an amazing variety of cars, Jaguar, Hillman, Sunbeam, Triumph, Simca, Alfa Romeo, Lancia, Gogomobile, Borgward, Wartburg, Volvo and even Isetta. These early dealerships had all the trades on hand. It was before the days of specialty shops, so the dealership had a fully equipped body shop, electrical department, mechanical shop of course and even a dedicated radio expert. Consequently Mitch got a lot of experience in his summer job filling in for people on vacation. One of the jobs was in the parts department where he learned inventory management. That was to serve him well. He next got hired by a Volvo-Triumph dealership that didn't even have a parts department. Mechanics just ordered what they needed and sometimes it was the wrong thing and eventually they had a giant pile of miscellaneous unneeded parts, and a bad need for a parts manager. Mitch got the job and began learning what was to become his lifelong profession.

In the mean time the import car industry was booming. Everyone in Southern California wanted to be driving one of these new import cars and they couldn't get them fast enough. This included Volvo which had expanded and had many small dealerships scattered around the western states. The cars were selling like hotcakes until the fateful 1960 model year, when the US Automakers decided to enter the compact field with the likes of the Ford Falcon, Chevy Corvair, and Plymouth Valiant. The

Fortunately his father-in-law worked for Volvo as Western Division Service Manager. He learned of a parts management position with Volvo Penta which Mitch did for about a year until Penta was handed over to an American company. In mid-1962 Mitch became a Volvo Parts Representative, calling on Volvo dealers in California, Arizona and Nevada. This large territory required lots of travel through very hot countryside, without air conditioning in the summertime. His company car: what else - a PV444.

Mitch recalled that he placed a white enameled wash tub on the passenger side floor. Each morning he would place a 25 lb. block of ice in the tub. With the heater fan on high it would blast air across the ice, humidifying and cooling the little car's interior.

Apparently it worked quite well and it kept Mitch from melting in the desert.

Not too long after that his boss became severely ill and had to quit, leaving Mitch in the deep end. He handled the challenge and from that job, worked his way up the Volvo ladder.

Mitch ran Volvos west coast parts operation from 1966 to 1972, then drove east in his 1959 PV544 to the position of US Parts Distribution Manager at Volvo Headquarters in Rockleigh, NJ.

From his position as U.S. Parts Distribution Manager in 1977, he was promoted to V.P. of U.S. Parts Operations and by 1986 Parts Operations covered all of North America (including Canada) and encompassed car, truck, marine and construction equipment parts and recrea-



import boom went bust and imports were literally stacked at the ports of entry and no one would buy them. Volvo was not immune. There were 200 cars on the LA docks and Mr. Hirsh and Klein were anxious to get out of the Volvo business. In what proved to be a wise move on Volvo's part, they bought out the two privateers in CA and started Volvo Western Distributing, Inc.

In the mean time, Mitch was still working as Parts Manager for the Studio City Volvo dealer owned by Gene Klein. When Hirsh and Klein sold their distributorship to Volvo they closed the dealership and left Mitch, with a wife, two kids, and no job.

tional products. In recognition of the large and diverse responsibilities, it became a separate division of Volvo North America, headed up by Mitch as president.

In fact it was Mitch that closed the Vancouver and Montreal parts warehouses. He took advantage of improving efficient transportation means such as the coming of UPS and deregulation of air freight rates that made it more economical to transport parts efficiently and maintaining fewer parts inventories. (I guess what he started has reached its peak now as the whole west coast including Canada is supplied parts from California. Even Toronto is closed now.)

By 1993 he had been managing parts for 32

years and was looking for another challenge. Volvo's organization was changing again, this time back to four regional divisions; Irvine CA, Rockleigh, New Jersey, Washington, DC and Atlanta, Georgia. Each region had quite a bit of autonomy. Mitch took the job of Vice President for the Western Region. When he arrived in the summer of '93 the line-up of cars was unexciting. The east coast was still selling 240 series like hot cakes, but they weren't selling in California. In CA cars needed style and panache. West coasters pretty much viewed Volvos as safe but boxy and boring. Mitch felt there was a big opportunity to turn this image around, and therefore reverse the declining sales, with the introduction of the Volvo 850.

Mitch and his marketing manager worked with the Ad guys to create some excitement around the 850. Mitch was a racer and California car guy and he knew what was needed to promote cars to Californians. The 850 was an excellent performance platform but it needed to be demonstrated to the public.

There is a unique race run in Nevada called the Silver State Open Road Race. This runs twice annually where 98 miles of highway between Reno and Las Vegas is closed to public and contestants run the distance at the speed they choose. For instance, if you want to run in the 130 mph class you try to have your average speed for the whole route be as close to 130mph as possible. The winner is the one who gets it closest. Car preparation rules vary with speed. Up to 130 mph you can use a stock car with seat belts. 140 mph means helmets, 150 racing shoulder belts roll bar helmet, fire suppression, 160 mph class requires roll cage etc. There is an unlimited class in which with all-out fastest car wins. Now that record is over 200 mph.

Remember at this point Mitch is the Vice President in charge of Volvo's whole western region and he is a car guy so he wasn't about to delegate this chore; he drove the race himself. I bet there aren't too many Volvo managers who could do that.

The first time Mitch drove a normally aspirated stock 850 in the Silver State Open Road Race and averaged 126 mph over 98 miles of Nevada State highway. Later when the 850 Turbo was introduced Mitch entered the race in the 150 mph class. He averaged 150 mph with a top speed of 163 mph. This garnered the interest of several automotive magazines which ran feature articles and was shown on the Speed Channel. The publicity, along with a perform-

ance oriented ad campaign demonstrated Volvo's superior performance to BMW. It began to change Volvo's image. Along with an enthusiastic group of dealers it resulted in significant sales increases.

With the introduction of the 850R Mitch decided that the "Post-It-Note" Yellow cars would make a statement. At least they would evoke emotion. Either people like them or they don't. Very few were without an opinion, and the cars were noticed. His dealers did not like the color. The feeling was unanimous in the rest of the country. They all said the yellow cars would not sell. Still Mitch made each of them have one in every showroom. He launched a billboard campaign with these yellow 850R's on billboards all the way from San Diego to San Francisco. Now he was getting somewhere. Mitch prepared two 850R wagons with 5 speed manual transmissions from Europe as only automatics were available in the US. Also from Europe came higher boost engines, roll cages, rally suspension and back he went to the good-old Silver State speed trails.

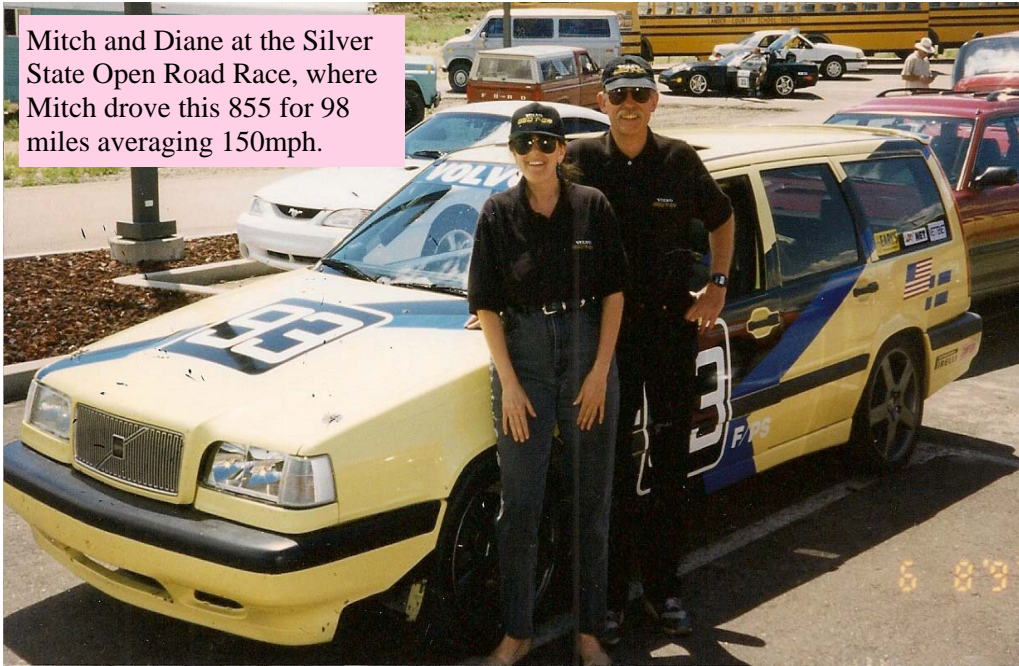
This time Mitch and his Volvo 855 R entered the 160 mph class. Mitch drove and he drove real fast and it was good for business. The speed record provided cache and the yellow R cars started selling well. So well that now that the other parts of the country wanted them too, and ironically he couldn't get the numbers he was promised. There were only about 2000 produced.

From '93 to '97 sales of Volvo's doubled in the Western Region and turbo sales reached 40% of total sales compared to 10% for the rest

working on the transition to the new company (which would become Genuine Classic Parts). They met with Mitch to discuss what the setup would be in the U.S. and Canada. At the same time, Volvo clubs around the world were expressing their concern about a non-Volvo company handling the vintage parts business. The clubs needed reassurance; particularly here in Canada and the U.S., that parts availability would be as good or better than it was under Volvo. This sparked the idea that Genuine Classic Parts would need someone to oversee the business in North America and represent Volvo and GCP to Volvo owners, the enthusiasts, clubs and dealers. AB Volvo Parts and GCP management decided the role would be a good fit for Mitch, particularly since he was retiring.

Mitch and his wife Diane spent the next three years making sure the parts were available, prices were in line and providing information back to GCP on which parts that had been discontinued should be manufactured again.

They also traveled Canada and the U.S. to participate in Volvo club events by providing information on GCP, door prizes and hosting club activities. During this time he used his historic, P1800 Holman-Moody prepared race car sponsored by GCP to promote the vintage parts business. There were upward of ten races a season run on northeast tracks, such as Watkins Glen, Pocono, PA, Lime Rock, Conn., including participation in Volvo Grand Prix's at Road America, Watkins Glen, Virginia International and Mosport. Mitch said this was a very rewarding time as he and Diane not only enjoyed the work and meeting so many dedicated Volvo owners and made many new friends. It was during Mitch and Diane's participation at the Volvo Sports America National West Coast Meets that I first met Mitch. Of course at that time I knew nothing of his career with Volvo. All I knew was that I was one of the sceptics that worried about future parts availability problems for my fleet of old Volvos. It was Mitch's good nature, enthusiasm and obvious knowledge that convinced me otherwise. As usual



Mitch and Diane at the Silver State Open Road Race, where Mitch drove this 855 for 98 miles averaging 150mph.

of the country.

Mitch retired in the spring of 1998. At about the same time, Volvo was turning over its vintage parts business to an independent company. This would enable Volvo to increase focus on its current and future car models. Several of Mitch's colleagues in Sweden were

Mitch was right.

So this brings us back to my driveway in San Diego with Mitch and the poor old 544 axle waiting for him in the back of his Fjord truck. Mitch is still keen to this day. He still has his 1800 vintage racer although he has decided to quit racing and the car is for sale. And it is time



Mitch's PV544 Project

this company and when it was time to do the metalwork on the 544 he took it to them. Mitch rebuilt the mechanical components himself, including adapting 1800 disk brakes. A shop which specialized in Ferrari's did the paint color code 43 cherry red. Interior, NOS black 780 seats left over from the Italian factory when the 780 production ended. What about the engine. To look at it you might think it was a B21, say from an early 240 series. Nothing particularly unique about that, right? Well it isn't a B21 it is an engine used in the 340 series European rally cross cars. It has a



16 valve DOHC B23 race engine

to get his project 544 on the go. Fittingly, it is not your ordinary 544 restoration.

Mitch told me about a Pennsylvania company that used to actually remanufacture old Volvos back in the '80s. They had an assembly line and they would renovate used (i.e. rusty) Volvos back to new. Mitch was impressed with

B23 block and a very special Volvo double overhead camshaft head which is rated at 230 hp din. How's that for unique? Parts manager-ship had its perks.

Mitch is one of those rare guys that have been lucky enough and smart enough to combine his lifelong motoring interest with his career. He bubbles with enthusiasm even to this

day. His eyes sparkle as he sits in my back yard telling me the story of that first drive through the California Canyon in that amazing little PV444, and he talks of yet another cross continent drive in this latest 544. And why not? Where is that white enamel ice tub anyway?

**CLUB DIRECTORS:** Chris Ainscough, John Cripps, Bob Cuthill, Dave McAree, Gregg Morris, Bert Sherlock  
**MEMBERSHIP FEES:** Annual fee: \$20 From July 1 to June 30 each year, non-prorated.  
**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](http://www.volvoclubofbc.com)  
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**58-444**, its all there including a little rust, lots of extra parts; Bill 206-361 3719 or 206-372-3878, Lake Forest Washington  
**64-1800 \$20,000 firm**, 62,000 original miles. Original show room condition. This is probably the finest example of an original P-1800 anywhere. Same owner since 1965 and the vehicle has been in dry protected storage for 35 years. It is in "pristine condition" inside and out. This is truly a rare offering. \$20,000 firm. Bob 780-983-2500, [avaero@telus.net](mailto:avaero@telus.net)  
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