



THE VOLVO CLUB OF B.C.

MAY 2016

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

Gregg Morris at Tel: 604-469-1216

E-Mail: grmorris@shaw.ca

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



V.C.B.C. is the

B.C. Chapter of Volvo Sports America

1800 Register

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

Email: membership@vsa.org Annual membership fee US\$35 Website www.vsa.org

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

MAY 21, 2016, Saturday IPD ANNUAL GARAGE SALE: 11744 NE Ainsworth Circle, Portland, Oregon, 97220, 1-800-444-6473 email cameron@ipdusa.com nearby accommodation Holiday Inn and Suites a block away, 1-800-992-2694

JUNE 11 & 12, 2016 VOLVO CLUB SPRING DRIVE , Vancouver to Kamloops via Hwy 1 to Hope, Coquihala (5) & Cold Water Rd. to Merritt and north on 97C to Logan Lake, then east to Kamloops past Lac le Jeune. Make your own reservations at the Hospitality Inn, 500 W. Columbia St. in Kamloops, 1-800-663-5733, mention Volvo Club for \$90 rate, 72 hr cancellation, **Ask for rooms facing the pool and view. Reserve early!!** Meet Saturday 9:00 am at the Chevron gas station (23182 72 Ave., Langley, V2Y 2K2) at the 232 St exit (south) from the Hwy 1 (the freeway). We will leave at 9:30 am. Bring a Picnic Lunch! **For info call Gregg @ 604-469-1216, grmorris@shaw.ca**

JUNE 18 & 19, 2016 SCANDINAVIAN COMMUNITY CENTER MID SUMMER FESTIVAL, Celebrate the Summer Solstice with the Scandinavians. Classic Volvos will be on display on the fair grounds. 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 . If you display your classic Volvo, admission is free. Contact Chris Ainscough 604-521-6071 .

JULY 10, 2016, SUNDAY, SHOW AND SHINE AT VOLVO OF VICTORIA, 11 TO 3, Located at Douglas and Hillside in Victoria, All Volvos welcome, BBQ and Door Prizes, but no judging, Show your car or just drop by. For info call Bob Cuthill, lbcuthill@shaw.ca or 250 658-0126 or Volvo of Victoria's Dustin Hofer at dhofer@jpautogroup.com or 250 514 4607.

JULY 16, 2016 SATURDAY, CRUISE TO BC HYDRO'S STAVE LAKE POWERHOUSE VISITOR CENTRE, PICNIC AND TOUR. Meet 9:30 am at the Chevron gas station (23182 72 Ave., Langley, V2Y 2K2) at the 232 St exit (south) from the Hwy 1 (the freeway). Leave at 10:00 taking back roads north of Hwy 1 through Glen valley to the Mission Bridge, and then winding northward to Stave Falls. Bring a picnic lunch & chairs. **Contact Allen Hiebert - 604-469-9246, Dave McAree 604-530-6097**

AUGUST 20-21, 2016 ANNUAL HISTORIC MOTOR RACE WEEKEND AT MISSION RACEWAY PARK

SEPTEMBER 24, 2016 CATES PARK PICNIC AND ANNUAL GENERAL MEETING, Last Saturday in September. 9 to 4

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST EVENTS

WINTER SUPPER

January 20, 2016

Gregg Morris

Our traditional corner of the Spaghetti Factory in New Westminster was bright, warm and welcoming on the cool and somewhat soggy January night. It is not surprising that this restaurant has been around so long and continues to be successful. It's just a nice place to be and Kevin the manager treats us well.

The official start time was 7:00 p.m., but Larry and Tina Sharp were already there when I arrived at 6. People kept coming in until about 8:00 and that made it about 30 people. I think it was almost 10 by the time we were all out of there. The room buzzed with conversation the whole time. The Cuthills came from Victoria and as usual Dennis Cowell drove all the way from Kamloops and headed back right after supper. He later told me he got home at 1:30

and was happy for the good headlights in his 850. There were at least 4 new people there and many long time friends. While food was ordered and delivered we handed out raffle tickets and gave away some prizes.

John Cripps brought his digital projector and Chris Ainscough brought our screen. Our usual Laurel and Hardy act demonstrated how not to put up a projector screen. Finally, with the screen placed at one end of the room, John cycled through a vast and varied collec-



tion of pictures as background entertainment for the evening.

At one point I welcomed everyone to the supper and talked a bit about the club year. VCBC is going strong. We have a healthy bank account and large membership. A couple of our events deserved explanation. Our Technical session which usually happens in the fall was delayed and will happen in February at Don Dockstader Motors. The other event that will change this year is the Spring Drive in June. We alternate this event with our Washington friends, organized by Steve Yabroff, and it would normally be their turn this year. In consideration of our miniature dollar we didn't think many of our members would travel to the US so this year we will keep the drive in BC. We will be going to Kamloops again, but via a totally different route.

I think everyone really enjoyed the evening. You can't beat the combination of good people, good conversation, good food and of course, Spumoni.

TECHNICAL SESSION

February 17, 2016

Gregg Morris

Don Dockstader Motors, now known as Volvo of Vancouver, kindly agreed to host this year's Technical session in their beautiful tile floored service building. Having recently read a glowing test drive report on the brand new XC90, I was keen to learn more about its Drive E 4-cylinder drivetrain and new structural platform referred to as SCA Scaleable Project Architecture. Over the next few years The Drive E 2 litre 4-cylinder engine will power all new Volvos as the straight 5-cylinder and straight 6-cylinder engines are phased out and the new platform will form the basis for all new Volvos.

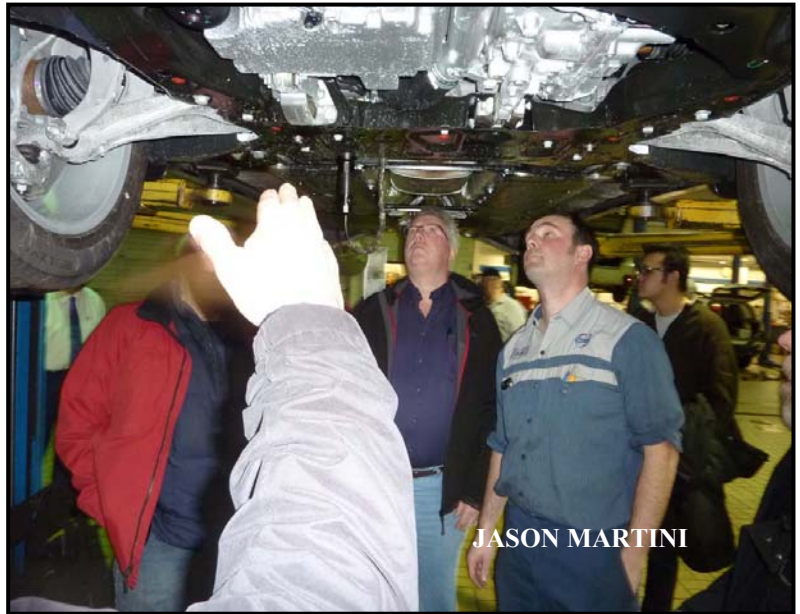
In January I asked Parts Manager, Al Walker if he thought the dealership would be willing to host the tech session. Al was very positive and arranged for the cooperation of Service Manager, Godfrey Smith who provided the

shop, and Sales Manager Sandro Mati, who provided a new XC90 T6 and XC60 T5 from the showroom. All we needed was a Technician to tell us about all the mechanical bits. Volvo Master Technician, Jason Martini kindly agreed to that chore. Besides working on some of the most sophisticated vehicles around, Jason also owns 73 1800ES and is a VCBC member.

He had just returned from Toronto where he was among the first Canadian Volvo Techs introduced to the twin engine plug in Hybrid version of the new XC90. It is referred to as the XC90 T8, because its power train will have the power of a V8. All that power (400hp/472 ft-lb of torque) will come from its Drive E turbocharged and supercharged 4 cylinder gas engine driving the front wheels and electrical motor driving the rear. The T8 will join the line up this year.

The session started early, 6 p.m. on a dark rain soaked night, with a nasty traffic jam thrown in just to test us. Not everyone made the 6 pm start time. Bert Sherlock noted the early start and volunteered to make a big tray of ham and cheese buns for the group. Mere mortals would have bought sliced ham, but Chef Bert baked a ham, and for all I know made his own cheese. Well maybe not the cheese. The buns sure tasted good and disappeared rapidly along with Kathy's famous cookies. Thanks to you both.

When we arrived in the shop a 2016 XC90 T6 and XC60 T5 were parked side by side and the hoods were up. We had asked that the subject of the session be an observation and explanation of Volvos new modular Drive E 4 cylinder 2 litre engine and 8 speed automatic transmission



JASON MARTINI

drivetrain and their brand new SPA (Scaleable Product Architecture) modular platform.

Jason was armed with a sheath of highlighted papers, full of specifications and spent the next couple of hours pointing out and explaining components of these super sophisticated drivetrains. At the same time, he answered a barrage of questions from a very interested audience, all perched over the engine bay of one vehicle or the other.

We learned that this 2016 XC90 is the first Volvo to be built on the modular Scalable Project Architecture (SPA). Volvo likes acronyms. It means that the platform of this XC90 can be scaled up or down to form the basis of the many different models of Volvo that are soon to be in production.

Up to now when Volvo drive trains were designated T5 or T6 it meant they were powered by the Straight 5-cylinder engine or straight 6-cylinder engines. Now that the Drive E 2 litre 4-cylinder engine will power many of the current models the T5 and T6 designations will remain. Instead of referring to the number of cylinders these designations will refer to the state of tune of the Drive E engine. A Drive E T5 will be a turbocharged 4 putting out 240 horsepower and 258 pound-feet of torque, and a Drive E T6 will be a turbo and supercharged 4 putting out 306 horsepower and 295 pound feet of torque. There will even be a T8 available in the 2016 XC90 that refers to a dual engine, plug in hybrid drivetrain that will combine a turbocharged, supercharged Drive E 4 cylinder engine powering the front wheels and an electric motor powering the rear wheels for a whopping 400 horsepower and 472 pound feet of torque. The 5 cylinder and 6 cylinder engines will still be used in some models for 2016.

The drive E 4 cylinder engine was introduced to Canada in the 2015 model year. We asked Jason how the new engine has been holding up after a year of service. Jason said he has not seen any of the existing Drive E engines needing anything more than routine servicing. A very good sign.



2016 XC90 T6

The Drive E engines are far more fuel efficient than the existing Volvo 5 and six cylinder engines. The fact that the Drive E engine is modular means it can be produced as a 3 cylinder 1.5 litre engine, and will be in the future.

For the real techies here are some features of the Drive E engine.

- All aluminum block
- Direct injected
- Mechanical fuel pump is driven from exhaust camshaft
- Fuel rail pressures: 1600 psi (idle) to 2900 psi.
- 4 valves per cylinder
- Variable valve timing
- Counter rotating balance shafts mounted in oil pan

- Electric driven water pump
- No oil dipstick – oil level is measured and displayed on instrument panel
- Castrol Edge synthetic oil 0 to 20W is specified by Volvo
- Oil change interval- 16K for light duty, Jason recommends 6 to 8K for peace of mind
- Integrated starter and generator with flywheel – engine stops when car stops, restarts when car has to go.
- Two batteries
- Compression ratio – T6 10.3 to 10.8

The Scaleable Project Architecture (SPA) does not just provide the ability to build different size vehicles on the same basic platform. It provides efficiencies in construction, allows electri-

fication of any model, is more rigid and even safer than existing platforms, allows better weight distribution and enhanced handling. It also allows easy integration of new technologies such as microprocessor, sensor and camera technologies enabling rapid introduction of new multimedia and connectivity options.

Even though I don't have a clue what that last sentence means, I still learned a lot from this tech session and I will be first in line for the next session. Thank you Don Dockstader Motors and particularly Jason Martini for hosting this excellent session.

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

MEMBERSHIP RENEWAL TIME

Its membership renewal time again. Our membership year always runs from July 1 to June 30. If your membership expires June 30, 2016, you will receive the membership renewal form and return envelope with our May mail out. Please return the renewal form with the \$20 membership fee. Note that the renewal notice gives the option of "No Changes". If that is the case with you, just put down your name on the form, tick the no changes box, send the money and you are finished.

CLUB EVENTS

See the events list on page 1 for time and place. Of special note is the 1st Vancouver Island event in a long time!

Dustin Hofer of Volvo of Victoria has offered to host a show and shine at the Victoria Volvo dealership **Sunday July 10, 2016**. Please remember we still need an Island Member or two to step up as VCBC's Island Chapter organizer(s). Please contact Bob Cuthill at 250-658-0126, lbscuthill@shaw.ca or Gregg Morris 604-469-1216, grmorris@shaw.ca.

Spring Drive: June 11,12, 2016. This would normally be Washington State's year to host the drive but in deference to our shrunken dollar, we have decided to stay in BC for the time being. We really enjoyed last year's drive to Kamloops so we will return this year, but by a totally different route.

Scandinavian Community Center Mid Summer Festival June 18 & 19, 2016. If you have not attended this event give it a try. It is a great family weekend. Our old Volvos on display fit right in. All the Scandinavian countries have tents with crafts and cultural information. There is great Scandinavian food served in the club house and the beer garden is right outside. The Viking encampment is right next to us and they routinely pillage our tent for coffee and Tim Bits, when they are not doing the same at the Beer

tent. Sunday's wife carrying contest is a riot. Guys carry their wife through an obstacle course and the winner wins his wife's weight in Beer. Now that's a cultural event.

Club Cruise and Picnic, July 16, 2016

Allen and Dorothy Hiebert will lead us on a scenic back

roads drive to the Stave Lake Dam visitors centre for a picnic and tour of the dam.

Vintage Race Club of BC, annual HISTORIC MOTOR RACE WEEKEND August 20, 21, 2016 at MISSION RACEWAY PARK.

This event has become an annual gathering for vintage racing fans as well as local classic car enthusiasts who display their fascinating cars in a special area, creating a show of their own. Join them and drive the track at noon.

Cates Park Picnic 25th Anniversary. September 24, 2016, Come and enjoy the fun.

BRIDGE OF SPIES

A swoopy Volvo P1800 shares the screen with Tom Hanks in movie "Bridge of Spies". In the movie Tom plays a lawyer working to free captured U.S. U-2 pilot Francis Gary Powers, who was shot down over the Soviet Union in 1960. In one scene, Hanks is a passenger in a pearly white P1800 that zips through East Berlin in early 1962 driven by an East German Lawyer played by Sebastian Koch. For reasons necessary to the plot Koch intentionally exceeds the speed limit so the police will stop the car and detain Hanks for not having the right papers. The movie gets good reviews and having an 1800 in it is just a bonus.

TAKE THAT

Dennis Cowell
December 2015

My trusty 1982 244 finally has met its end, sad to say. It served me well



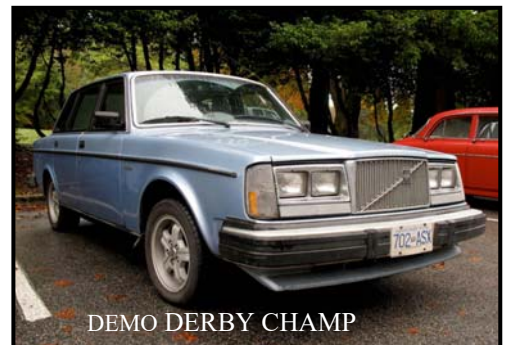
BRIDGE OF SPIES

through thick and thin, but then I had to move on and sold it to a friend, who sold it to a relative of a friend who took it to Alberta. There it ended up sitting until one day a man saw it, bought it for a purpose, but oh what a purpose. He entered it into a Demolition Derby, so now it sits all twisted and battered and stooped and bowed. But there the twist, it rose and stood in a moment of glory. My 240 had won the derby!

WEBSITES OF INTEREST

Provided by Charlie Teetzel: From the Car and Driver website Estate Planning: A Visual History of Volvo Station Wagons

A 33 picture progression of Volvo Wagons. [http://www.caranddriver.com/flipbook/estate-planning-a-visual-history-of-volvo-station-wagons?](http://www.caranddriver.com/flipbook/estate-planning-a-visual-history-of-volvo-station-wagons?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed:%20caranddriver%2Fblog%20(Car%20and%20Driver)#1) [utm_source=feedburner&utm_medium=feed&utm_campaign=Feed:%20caranddriver%2Fblog%20\(Car%20and%20Driver\)#1](http://www.caranddriver.com/flipbook/estate-planning-a-visual-history-of-volvo-station-wagons?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed:%20caranddriver%2Fblog%20(Car%20and%20Driver)#1)



DEMO DERBY CHAMP

WHATS NEW (OR OLD) AT VOLVO

NEW VOLVO XC90 T6—JUST ABOUT A PERFECT CROSSOVER

Graeme Fletcher

The Province

ALL NEW FROM END TO END: 2016 SUV has one of the segment's best interiors and most sophisticated drivetrains

Just when you think you've seen it all, the hammer drops. In this case, it's Thor's hammer and the all-new Volvo XC90.

All too often, a car that's billed as being all new really is not. The Volvo XC90 is an exception. Everything from the look to the platform and powertrain choices is totally new. No, it won't be mistaken for anything other than a Volvo, but it does mark a wholesale change in philosophy for a once conservative company. For example, the decision to give the XC90 an all-four-cylinder Drive-E engine lineup – made in 2008 – is a brazen move. Back then, Volvo admitted to being unsure how the North American, big-engine market would react. The decision has since been vindicated: most car companies are switching to smaller displacement forced-induction engines in an attempt to reduce fuel consumption and lower emissions without forsaking the quest for power.

Where Volvo's take differs is in the 2.0 litre used in either the T6 tested here or the T8 plug-in hybrid, it arrives with a supercharger (for the low-end punch) and a turbocharger (to boost the mid-range and top end). And it works. For the T6, this means a more than ample 320 horsepower and 295 pound-feet of torque that sprints to 100 kilometres an hour in 6.5 seconds. It's safe to say that more manufacturers will start blending supercharging with turbocharging for more power and better efficiency.

If the T6's performance is not quite enough, the T8 adds an 82-hp electric motor that drives the rear wheels. As well as giving it on-demand all wheel drive, it gives the XC90 plug-in 400 hp, 472 lb.-ft. of torque and a rest to 100 km/h run in 5.9 seconds. And it does it while returning an **equivalent average fuel economy** of 2.7 litres per 100 kilometres. (an incredible 87.5 US mpg or 104 Imperial mpg in hybrid mode.ed.)

The T6 is teamed with an eight-speed automatic transmission and an efficient all-wheel-drive system. The former works very effectively, willingly dropping a gear when the driver pours on the coals. The all-wheel-drive system mirrors this work ethic. It normally drives the front wheels, but can send up to 60% of the power rearward, quickly and invisibly, when needed. In spite of its size, the XC90 feels so much smaller and alive when driven with authority – this is, after all, a 2760-kilogram crossover. It features double wishbones up front and a new integral-link rear axle that features a transverse leaf spring. In the end it balances the need for comfort with the ability to tackle a corner with enthusiasm. Given its tall stance, the XC90 did a very credible job of running my favourite set of twisties, with just a bit of body roll. Likewise, the steering affords the right sort of feel and feedback. It all makes for a surprisingly

athletic drive. There are several driving modes, including Eco, Comfort, Off-road, Dynamic and Individual. Each alters the throttle response, shift pattern and the weight of the steering. Frankly, the Comfort mode is all one really needs, although I did use the individual to increase the steering's weight. By far the coolest feature of the opulently attired XC90 is the swanky Sensus infotainment system. It features an iPad-like touch screen that dominates the centre stack. Not only are the four key touch points large and easily accessed, there's a home button and it recognizes swipe, pinch and stretch gestures. Swiping the screen to the right reveals the vehicle functions while moving it to the left opens up the app page. And it works with gloves on, which is a huge plus in Canada. As for safety, well the list is too long to name all of the systems. Along with all-speed City Safe, lane-departure warning, cross-traffic alert and blind-spot monitoring comes a road edge/barrier-detection system that can steer the cart away from a potential off-road excursion. As for the rest of it, the seats are to die for on a longer drive, the middle row has a ton of space and the third row – is more usable than most. In the end, the ability to fold all of the seats individually lends a great deal of flexibility. For the record, there's 2427 litres (86 cubic ft.) of space with everything folded flat, which may be marginally larger than my first apartment. If you get the sense there's very little to dis-



like, you're right on. My only beefs were the agonizingly slow power windows and the fact it was awkward to raise the centre section of the middle row – the small tab was not accessible with the right side section folded flat.

Once the poor relation of Euro crossovers, the latest XC 90 can stand on its own considerable merits. It has space and flexibility galore, the best infotainment system money can buy and the right mix of powertrains. The fact it is very aggressively priced only adds to its desirability.

Specifications: **Type of Vehicle:** 7-seat, AWD crossover; **Engine:** 2.0-L turbocharged/supercharged in-line four; **Power:** 323 hp. at 6,700 rpm, 295 lb.-ft. of torque at 2,200 rpm; **Transmission:** 8-speed manual; **Brakes:** 4-wheel disc, ABS; **Tires:** P275/45R20 (optional); **Price:** \$60,700 base/67,425 as tested; **Fuel economy: (L/100km)** 11.5 city, 9.5 highway (in Imperial mpg 24.5 city, 29.7 highway); **Overview:** Premium crossover sets a new segment standard; **Pros:** Sophisticated drivetrain, seats, great infotainment system; **Cons:** slow power windows, small tab to raise centre seat; **Value for Money:** Excellent!! (That should translate to good news for Volvo ed.)

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VOLVO'S NEW COMPACT CAR RANGE WILL BE BUILT ON AN INNOVATIVE PLATFORM.

**Langley Times
October 2015**

Volvo Cars plans to extend its range of compact cars into new segments on its highly innovative Compact Modular Architecture (CMA), a smaller but equally advanced version of Volvo's acclaimed Scalable Product Architecture (SPA). The company's first car on CMA is expected to be launched in 2017. That means that all future Volvo cars will be built on just two fully scalable and wholly modular vehicle architectures.

The simultaneous development of SPA and CMA has formed the cornerstone of Volvo's product renewal and growth strategy, which involves the replacement of every single car in its line-up in the next 4 years and an annual sales volume of up to 800,000 cars. This process started with the launch of the 2016 XC90 and will continue shortly with the launch of the new S90 premium sedan.

CMA allows Volvo Cars to offer customers of compact cars the same type of premium engineering benefits as owners of its larger cars built on SPA. Shared technology between SPA & CMA will include powertrains (both conventional and new plug-in hybrid variants) and the infotainment, climate and data network and safety systems taking the Swedish car maker ever closer to its vision of no deaths or injuries in its new cars by 2020.

CMA will also change the way Volvo Cars builds its products in the future by allowing a wide range of cars, powertrains, electrical systems and technologies of varying complexity to be fitted on the same architecture, generating significant economies of scale and more streamlined manufacturing process.

VOLVO CARS UNVEILS GLOBAL ELECTRIFICATION STRATEGY

**Langley Times
October 2015**

Volvo Cars, the premium car maker, has announced one of the automotive industry's most comprehensive electrification strategies in which plug-in hybrids will be introduced across its entire range. It will develop an entirely new range of electrified smaller cars and build a fully electric car for sale by 2019.

As part of this new strategy, the Swedish car company said it expects electrified vehicles to account for



up to 10 per cent of total car sales in the medium term.

The first element of the new electrification strategy involves the introduction of plug-in hybrid versions of its 90 series and 60 series larger cars, based on the company's new Scalable Product Architecture. This process has already begun with the launch of the T8 Twin Engine All-Wheel Drive plug-in hybrid version of its new XC90 SUV and will continue with plug-in hybrid versions of the new S90 premium sedan and other forthcoming models.

Volvo Cars will also broaden the range of plug-in hybrid cars it offers with the introduction of a new front-wheel drive Twin Engine variant.

The Swedish Carmaker will further deepen its product offering with the introduction of an entirely new range of smaller 40 series cars based on its newly developed Compact Modular Architecture (CMA), which, like Scalable Platform Architecture (SPA), has been designed from the outset for electrification. This makes Volvo Car Group one of very few carmakers in the world with two band new vehicle architectures designed to support both plug-in and pure electric powertrain configurations.

Lastly, Volvo Cars has confirmed that it will build an all-electric car for sale by 2019. Further details of this planned model will be released at a later date.

VOLVO'S HIGH-END DRIVE PAYS OFF IN HUGE PROFITS

**From the internet
February 19, 2016**

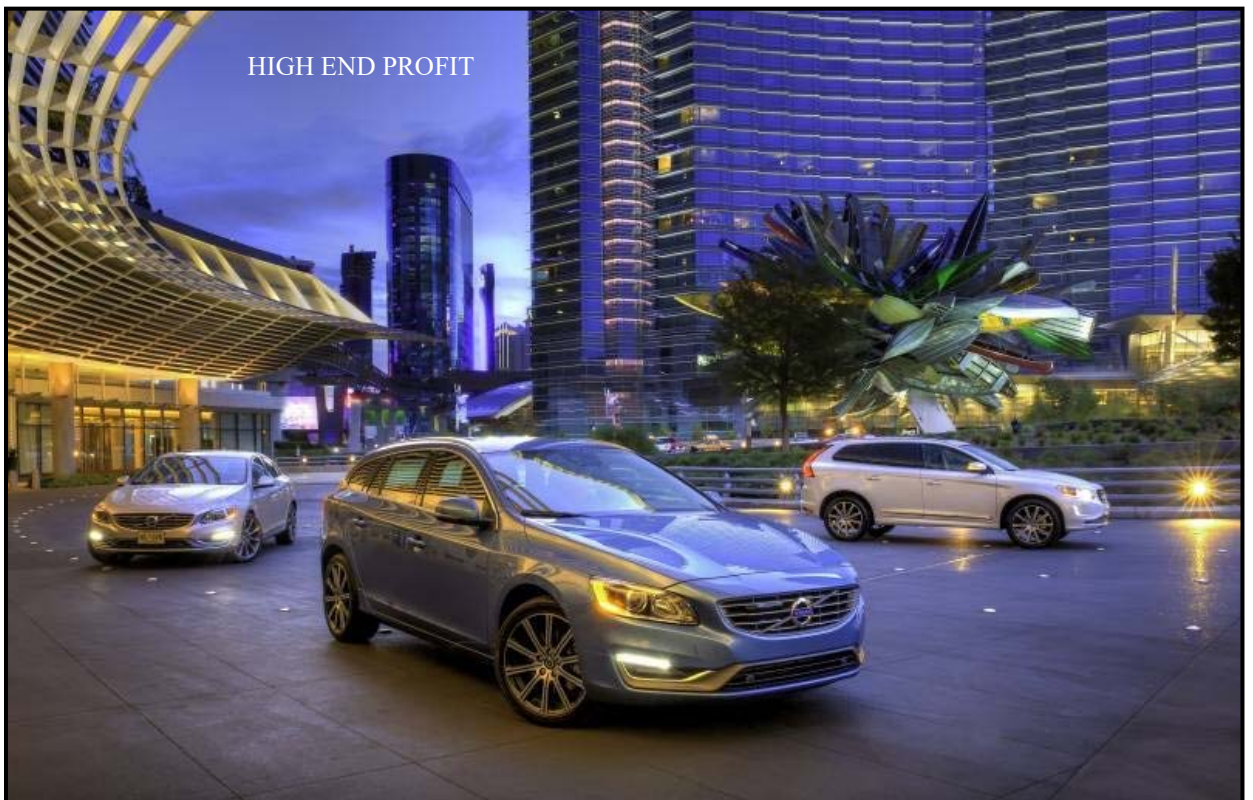
Swedish carmaker Volvo, owned by the Chinese Geely group, has said that a five-year transformation has paid off with a massive increase in profits. Net profit jumped nearly nine-fold to 4.48 Kronor (US\$537 million) in 2015. Turnover was up 19 % on the back of record vehicle sales of 503,127, up 8% from 2014.

"WE had to make bold decisions in the last few years – that was a necessity – by investing to have new vehicles, new engines, new platforms," chief executive Hakan Samuelsson told the AFP news agency of the automaker's results presentation.

"Most of these investments are behind us. Now we will grow further," he said and promised staff would be given a summer bonus as a result of the profit rise, although he declined to elaborate on exactly how much. "Everyone at Volvo has contributed and of course they should also get part of the profit, Samuelsson told the Expressen tabloid.

For 2016, Volvo said it expects a further increase in sales, despite the Chinese economic slowdown. Samuelsson said it was now "less dependent than others on the overall conditions on the automobile market".

Volvo Cars, which makes no secret of its ambition to compete head-on with leading global high-end brands Audi, BMW, Mercedes-Benz and Jaguar, said it raised its staff numbers by 8% in 2015 to 28,100.



VOLVOS IN MOTORSPORT

VOLVO AND THE "FLYING SIKH"

50TH(ish) Anniversary of the PV544'S 1965 East African Safari Rally Victory.

Mark J McCourt

Hemmings Blog

The postwar PVs were the cars that introduced Volvo to the wider world; the PV444 and PV544 of the 1950s and 1960s established this Swedish automaker's enviable reputation for durability and surprising performance. Perhaps the PV544's most prominent international motorsports victory was its domination of the 1965 East African Safari Rally, at the hands of the Singh brothers, Joginder and Jaswant.

Considered by many to be the world's toughest rally, the East African Safari Rally proved too much for Volvo's first four-car attempt, in 1964. Those cars, built by [Gunnar Andersson's](#) competition department team, were fitted with 130-hp (up from the stock 90-hp) [B18 engines](#), reinforced front suspensions with Bilstein twin-tube shock absorbers and front disc brakes, two gas tanks and skid plates under the engine, gearbox and fuel tanks. Of the 94 cars that began the race, only 21 finished, and just one of the four PVs crossed the finish line, although not in time to be counted.

Volvo Cars Heritage picks up the tale:

[Tom Trana's](#) car was left in Kenya with the importer Amazon Motors. Joginder Singh, the seasoned driver from Kenya who had competed several times in the Safari Rally, became interested in Volvo. He borrowed a PV544 from Amazon Motors in 1964 to take part in smaller rallies in Africa. Using his knowledge of engineering, Singh modified and improved the PV after each rally to make it even more suitable for the African conditions.



Five months before the thirteenth Safari Rally, in April 1965, Joginder Singh entered into a hire purchase agreement with Amazon Motors to buy the PV544 that Tom Trana had driven the previous year. The crashed car that had already completed two seasons was repaired, and then carefully tested by Joginder and his co-driver brother, Jaswant.

Although the Singh brothers had enjoyed success in the Safari Rally on previous occasions when driving other makes of car, no one thought the Sikh brothers in their turbans had much of a

chance this time. It had been a flop for Volvo the year before, and there was stiff competition from several major car stables. Joginder drove Volkswagens in subsequent rallies, and won the Safari Rally again in 1974 and in 1976, both times driving a [Mitsubishi Lancer 1600 GSR](#); he died in 2013 at age 81. The East African Safari Rally is now run as a vintage event.

The crowd went wild when the Singh brothers crossed the finish line in Nairobi on the fifth day of the Safari Rally. They also won by the largest margin ever in the rally's history. Second place was taken by Ian Jaffray who drove up to the finish line one hour and 40 minutes later. Joginder was popularly known as "The Flying Sikh" since then.

After this victory, Amazon Motors gave the winning 544 to Joginder Singh. This car, now restored and wearing period regalia, still belongs to the Singh family, and is currently on display at the [Volvo Museum in Gothenburg, Sweden](#).

Joginder drove Volkswagens in subsequent rallies, and won the Safari Rally again in 1974 and in 1976, both times driving a [Mitsubishi Lancer 1600 GSR](#); he died in 2013 at age 81. The East African Safari Rally is now run as a vintage event.

- See more at: <http://blog.hemmings.com/index.php/2015/04/28/volvo-and-the-flying-sikh-50th-anniversary-of-the-pv544s-1965-east-african-safari-rally-victory/>?refer=news#sthash.BbVIoV4Z.dpuf



140 SERIES, THE FORGOTTEN CLASSIC

Part 1

Gregg Morris

INTRODUCTION

When was the last time you saw a 140 series car on the road? Not recently I bet. I think that you have a better chance of sighting a 544 or 120 or 1800 in traffic than a 140 series. Why is that? Volvo made tons of them from 1966 to 1974. It was the first Volvo model to sell over a million copies, 1,205,111 to be exact. To put that number in perspective, the combined production of PV series, 120 Series and the 1800 Series, totals 1.24 million. To use our 330-member Volvo Club of BC as a sample, we have only 32 140 series & 5 164 series, compared to 87 1800 series, 63 120 series and 47 PVs.

Here is my theory for their low survival rate. The 140 was the first of the ubiquitous Volvo "Box" and although a nice clean design, it did not have the panache or funkiness of its round fendered brethren. As 140s aged, they just looked like obsolete predecessors of the 240 Series. Perhaps the most critical reason for their low survival rate is the dreaded rusty rear wheel arches. Even in a relatively forgiving climate like Vancouver's, rust bubbles often started forming in the rear wheel arches before the cars were 10 years old, and in harsher climates, much sooner than that. To add insult to injury, curing that rust problem was difficult, expensive and usually not permanent. Most were not restored, because you could move up to an 8 year newer 240 series for the cost of restoring the 140.

(As an aside; something I still find totally unbelievable, is that Volvo didn't bother to solve that rust problem, and it prevailed through all but the last few years of the 240 series. In most markets, Rusty and Volvo became almost synonymous.

So after all this doom and gloom why do I consider the 140 series a forgotten classic. Because a well sorted 140 is a terrific car. Drive a nice one around town today and see how much interest it derives. Lots. In addition, there is lot of variety within the 8 years of 140 production. Later in this series I will tell you which are the most desirable models and how to find them.

First let us look at how these cars came to be.

HISTORY OF THE 140 SERIES

(Taken primarily from the Story of Volvo Cars by, Graham Robson)

In the past Volvo never seemed to do anything in a hurry. It took them six years (1960-66) to produce the 140 successor to the Amazon/120 Series range, and no one was unduly surprised. But such delays did not indicate corporate sloth—they merely confirmed that Volvo was becoming quite fanatical about the detailing of its cars. In any case, this all helped to confirm Volvo's growing reputation for building longevity and safety into their vehicles.



THE FORGOTTEN CLASSIC

1971 142S OWNED BY ROB AND JANET SCHWIEGER

The designer of the 140 was Volvos Chief Stylist, Jan Wilsgaard who had already proved his skill with the design of the 120 series. In June of 1960 work began on a project named 660. Wilsgaard and one of his colleagues, Vic Hammond (an Englishman who also worked for Standard-Triumph for a time) began to produce layout drawings for a new car.

They were definitely not given a free hand at this design. 'At first,' Wilsgaard recalls, 'the specification was very, very tight. So tight that we were even told what glass angles there had to be in the doors.' They produced two models,

one that was thought to be too 'wild' and one not 'wild' enough. They carried on with a 3rd design and by 1961 Jan had produced a full size clay model now coded P1400. This clay model was approaching the final shape of the 140 series.

In Wilsgaard's own words, it was more of an industrial design than a sculpture. We had been very careful with this car,' Wilsgaard says, 'and we built two mock ups, to test entrance and exit, headroom, luggage space, everything. I remember that when the viewing of the design was arranged on the studio floor, it took only 45



minutes before Gunnar Engellau suddenly banged on the table and said: "Let's go!" The decision was taken so fast, that I was actually scared—I thought that something would go wild-wrong.'

Wilsgaard was worried, for instance that the design was so clean, that it might have lost interest over the years, but he need not have worried, in essence, the passenger box and tail of the agreed style was still being used and built in large numbers up to 30 years later in the 240 series.

There was nothing adventurous about the mechanical layout of the car. The 'chassis' of the new car took some features from the Amazons and the 1800S coupe. The engine/gearbox/back axle were all common to the existing cars. The B18 engine, the five-bearing 1,779 cc beauty was to be offered, in single carb and two carb guise. The gearbox, like that of the Amazon, retained a long but sturdy direct-action gear lever, but on this car there was the option of Laycock overdrive, or of Borg Warner three-speed automatic transmission. The independent front suspension and live axle rear suspension used the same principle as the Amazon wagon if not the same parts.

The most advanced feature of the chassis was the braking system. Not only were there discs on all four wheels, but they introduced the diagonally split hydraulic circuits such that each of the two circuits acted on both front and one rear wheel.

The styling of the new car was crisp and new, and the car was safe and protective of its occupants and more spacious than its predecessor. Considerable effort was spent on safety. The body was made very strong and used energy absorbing crumple zones in the front and rear. Also, interior safety was improved. Among oth-

er considerations, different dashboard designs were tried in efforts to reduce injuries in the event of an accident. The steering wheel was designed to absorb energy and a collapsible steering column was used.

Well before the 144 model was ready to be shown to the world, there were test cars on the road, and before the end of 1965 carefully disguised production-standard prototypes were being driven on the open road, carrying badges proclaiming their identity as 'Mazuo AT92' models. What did that name mean? Absolutely nothing—and it might have fooled a few people into thinking that something Oriental had traveled all the way to Sweden for appraisal.

The "new" Volvo model numbering system was introduced with the 140 series. The first number referred to series, the second to the number of cylinders in the engine and the 3rd the number of doors. Various subscripts such as S, GT, E, F, GL referred to mechanical and trim variations.

On the 16th of August 1966, the Volvo 144 models were introduced to the press, and in September they were given the first opportunity to test drive the car which was offered with two engine options. The 144 with the B18A engine (75 hp DIN) and the 144S with the B18B engine (100 hp DIN). The press considered the handling to be surprisingly good, despite the small number of changes that had been made in comparison to the Amazon. The body design was judged to be both modern in appearance and roomy, but some thought the grille looked rather boring. Although a number had expressed a desire to see a shorter gear lever, the M40 and M41 were judged to be as precise and easy to shift as always.



VOLVO'S CRUMPLE ZONES DOING THEIR

The production of the 144 started very slowly. It wasn't until the beginning of 1967 that it reached a higher rate. The reason for this slow start was that the company wanted the first cars to be driven for a while in order to evaluate any problems that might eventually occur.

After the four-door cars, the two-door saloon was introduced in June of 1967 and five-door wagon followed in November of 1967, thus completing the line-up planned from the beginning. Even though the 2-door design was ready, the four-door 144 car was released first, only because there was a limit to the amount of tooling and new-model shake-down" activity which Volvo could tackle at once.

If the styling of the sedans was a good job then the styling of the wagon was great job. It was such an efficient and thoughtful design that it rapidly became the wagon to which all other wagons were compared. By the end of the 240 series the wagon had reached 'icon' status.

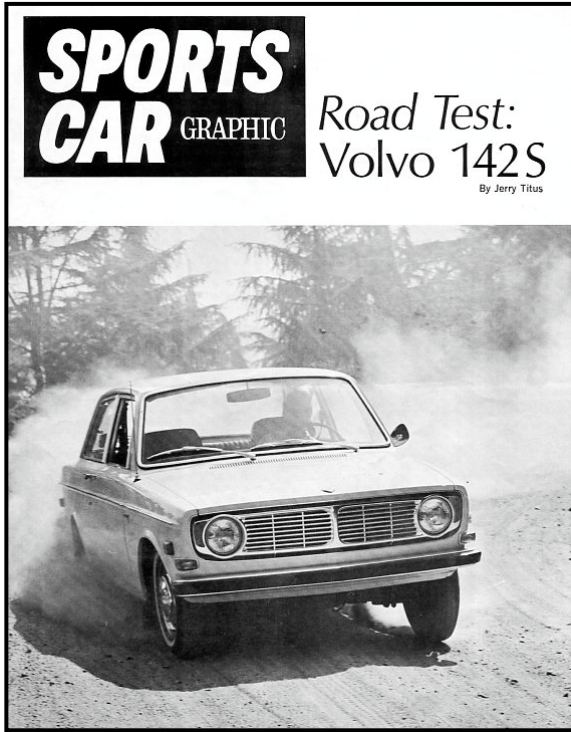
Jan Wilsgaard's instructions from Volvo for design of the wagon were that it must use the same basic 'chassis', nose, scuttle, windshield and doors as the sedans. He was encouraged to provide a really huge storage capacity. He succeeded in meeting all these imposed specifications and providing a well balanced and handsome design to boot. §

**FIRST ROAD TEST: VOLVO 142S
SPORTS CAR GRAPHIC****Jerry Titus
July 17, 1967**

Arriving in Goteborg Days after the factory had shut down for their summer vacation, we were given a tour of the new assembly plant and an orientation into Volvo's method of operation. The plant is ultra-modern and capable of producing roughly a car per minute. They were quite proud of the quality control built into each Volvo in addition to other items like painting, under-sealing, and anti-corrosion coatings. The most unique thing about the new factory was its relative lack of storage areas. Small depots at various stages of the assembly line provided drop-off points for daily supplies of parts to be installed at that juncture. Chris Lindskog, Volvo's home PR man, had earlier explained that Volvo only performed the final assembly and body fabrication of the car and that most all of its components were subcontracted from twelve main sources. All of these, of course, were designed by Volvo and subject to their inspection and quality control. Then, through an elaborate computer system, flow of these various components to the Torslanda Plant near Goteborg was governed so that their arrival, unloading, and movement into the various assembly positions coincided with the work-card on the particular car to be built that day. We asked the natural question; "What if something should go drastically wrong?" Chris replied, "as we have generally a backup source for each component, and the ordering is done far enough in advance of the car's actual construction that we could substitute or re-route in time to cover most emergencies before they reach the assembly stage."

The main purpose of our visit, of course, was to pick up the very latest Volvo, a two-door version of the 144 designated as the 142. Our plans for the car called for a journey from Goteborg down the West Coast of Sweden to Malmo, car ferry to Copenhagen, then a three-hour road journey to the Rodby-Puttgarden crossing and across Germany via various autobahns to Cologne. From there, we followed the Rhine down to Luxemburg directly across France to Paris, winding up our journey by driving from Paris to Calais and taking a car ferry directly into London via the Thames. We logged over 1500 miles in this test, including normal sight-seeing in all the cities and weekend spectating at the Brands Hatch BOAC 500 race for Group 6 cars, which the Chaparral team advised they won for us to celebrate our visit.

The two-door is an attractive styling job of the 144, and the most amazing thing about it is the amount of room provided in the rear-seat area. The front buckets are fully-adjustable, including a lumbar adjustment and a quick-release that allows the seatback to swivel forward flat for relatively easy access to the rear. We were advised initially that this would be lighter than the 144, but the weight reduction only amounted to some fifty pounds, which means that the chassis is essentially the same minus the added weight and complexity of the two addi-



tional doors. The rear quarter windows are very large and hinge at the front with a cammed latch at the rear that allows them to open about two inches providing very good ventilation. The car was extremely tight and quiet and shifted beautifully.

Driving the 142 proved it had exceptional stability, absence of wind wander, beautiful braking and good strong acceleration with gobs of mid-range torque from the 1.8-litre B18B engine. But we must admit, to reduce some of the dry weather understeer, we pumped the front tires up quite a bit above Volvo recommendations. We had an opportunity to question a Volvo engineer at length about the under steer and relatively high steering effort (at low speeds) that is characteristic of this model, and received some interesting answers. First off, Volvo is very concerned with safety. Thus they consider understeer (and this applies to all types of road conditions including ice and snow) to be the safest handling trait they can build into a car. To build a car that will understeer under such minimum adhesion conditions means that it must have very definite understeer in the dry. We thought perhaps this was accomplished by excessive castor angle, which would thus explain the relatively high steering effort at low speeds or in tight corners, but such is not the case, as their specs call for zero-to-one positive. When we nailed it down to specifics, the Volvo engineer admitted candidly that they, too, felt steering effort was a bit higher than necessary and anticipated a slight re-design to the steering mechanism sometime in the future. It is of interest to note that the Volvo meets smog control requirements without the addition of an air pump, due to their efficient intake and exhaust systems and combustion chamber design. And, from a safety standpoint, they are in considerably better shape than anyone in meeting our U.S. safety requirements since they were already including all the demands in their regular production models.

Typically, as inexperienced tourists, we tried to do too much in too little time, and this led to some panic-type excursions across Germany and France, especially the latter with its very bad secondary roads over hilly terrain. It is difficult to put in words the kind of pounding the Volvo took without any apparent effect whatsoever. When we dropped the car off at the London dealer, it was a completely rattle-free as when we picked it up, and the engine was still purring like it had never been over half-throttle in its life.

Perhaps not relevant to our test, we still would like to mention the German autobahns which, while having no maximum speed limit, are very difficult to make time on due to congested clots of traffic that make your driving pattern a three-mile sprint and a three-mile creep. Mercedes drivers in Germany seem to consider themselves king of the road, and drivers of other German cars seem to concede this as well. A flashing of lights from the Mercedes produces an immediate move over on traffic from the fast lane, so we soon learned to tuck in behind any flying Mercs when it came by, a condition several of them were not pleased with when they found us drafting them at a high rated of knots.

Our Volvo 142 had never been seen in Europe, in fact, had not been seen by anyone out of the Goteborg area, so it attracted a lot of attention, all of it quite enthusiastic.

In Germany high-speed driving, at least on the autobahn, seemed to be an accepted fact. In France, especially over the abominable route between Luxemburg an Paris, it was met by enthusiastic applause of local moppits and to our amazement, by the smiles and salutes of Gendarmes. The latter, however, are quite strict about enforcing other needed traffic restrictions like passing lines and posted limits though towns, etc.

England seems to have more than its share of slugs who block the normally fast-moving traffic but we spent more time in England than any other country so the comparison may be unfair. London is a mess from a traffic standpoint, but the average British driver charges through with exceptional skill. Parisian drivers are, in our opinion, equally exceptional. Although they may appear suicidal, most of them know exactly what they're doing. Despite a growing number of over-two-litre cars in both Europe and England, the Volvo is more than able to hold its own in traffic and in stoplight Grans Prix. We had no trouble keeping up with the best of them and its economy was a welcome bonus since the average price of gasoline was roughly seventy-five cents per gallon and you can kiss about ten bucks goodbye on each fill-up. Its \$3485 list price (FOB Toronto, Ontario) makes it some seventy-five dollars less than the 144 model, but the major reason for its existence, both here and abroad, is the ever-increasing percentage of two-door sedan sales as compared to the four-door model. In addition to the saving in purchase price, the 142 simply appears noticeably sportier than the 4 door. The 142 certainly had a positive effect on us and to prove it we just bought one.

SOMETHING DIFFERENT

CROSS COUNTRY IN A CROSS COUNTRY ROD AND CHRIS AT A ROD SHOW

Chris Ainscough

I like cars, pretty well all kinds except for those unrealistic, impractical Ital-thoroughbred types that have no reality with daily, practical driving including dancing through an occasional bit of gravel or carrying a bag or two of insulation. You know the kind I'm talking about, polymer skin, space age frame and 1500 angry horsepower that can truly only be unleashed on the Autobahn.

So there I was, the supposed Events Director for VCBC abandoning my post 2 days prior to the Midsummer Festival to drive to a car show in Minneapolis. Well my good friend and long term buddy Rod MacNeill, ever thrifty, decided to drive there to pick up some restoration parts rather than pay shipping. Rod is rebuilding a '63 Mercury half ton pick up and the closest place Dennis Carpenter Ford Reproductions was able to supply them was on the Minnesota State Fairgrounds in Minneapolis. The good news was, we were going there in Rod's black 2008 Volvo XC70.

Rod thought it was better to go there, to Minneapolis that is, to look over 1700 hot rods, rat rods and restos than to use UPS. Well he has a stubborn side and there was no way he could be convinced from a rational perspective, so I thought I should go along to spell him off at the wheel every 2 hours.

We hit the border at 5:30AM and a very nice American border guard allowed me in despite the fact that I'd left my passport at home on the dresser. The day one route was basically I-5 to the 405 then a west heading on I-90 all the way to Billings Montana. I am always in awe at the 6 lanes of divided highway through Stevens Pass which allows quick passage if you want to. I've driven most of the Swiss mountain passes and this road through Stevens Pass really is an impressive feat of engineering.

Once over the summit we descended into the rolling foothills around Ellensburg and then blitzed through all those small towns scattered along the rl-5. Then came George and Martha Washington, Moses Lake and Ritzville, all looking better in wet spring green instead of the more usual late June brown. A gas up, a couple of driver changes and rest stop or two later found us in the lineup at Dick's Bagfull of Burgers in downtown Spokane at high noon, staring at a couple of chocolate shakes.

I was starting to get used to the feel of the car. I still needed to work on some of the controls a bit, but that's me being "gifted" in that respect. The XC 70 did have some really nice features. You can set the seats and mirrors for drivers 1, 2 and 3 which resulted in quick driver

switches. I was driver 2 of course. As well when you remove the ignition key reader, the mirrors fold in automatically and pop back out when you start up. All of this technology verges on blasphemy considering the vehicles I own.

We also had Sirius radio, a GPS tracking device called SPOT that sent a signal to satellites in the ionosphere every 15 seconds allowing loved ones left behind to view our every turn. And we did get calls, one from Rod's brother who was monitoring us as we cruised along the proposed route to which I was thinking "Come on Tim...I know it was a side road that's not programmed into the GPS Too bad already!!!"

It doesn't take long to blast through the Idaho panhandle when the speed limit is 75 MPH and we were doing 10 over except in tornado alley but more about that later. It had been remarkably green in Eastern Washington and it continued to be so as we drove through rolling farmland and Ponderosa pine clad hill and mountain sides.

The I-90 reveals endless beautiful scenery and it is a safe and relaxing road to speed on. The fuel economy may have suffered but we had a lot of fun keeping the needle up as we left Idaho for Montana, seamlessly. Missoula Montana is a beautiful little city, a college town full of great little cafes, brick buildings, funky little restaurants, outdoor stores and outdoor guiding companies. I could live in Missoula.

We gassed up, had a custom latte and ginger cookie at a one-off coffee bar where we were served by a nice young woman who asked where we were from and where we were going. "Vancouver," I said, followed "...big big car show in Minneapolis." Right away she started talking about her dad's 1969 Chevelle which she

hopes to be gifted sooner than later.

We climbed to nearly 7000 feet outside of Missoula and there were interesting basalt columns and rock formations scattered about, threatening to be hoodoos one day. Soon we were winding along a green valley bottom and it was drizzling again like it had been doing on and off all day. We climbed again to high flat plain only to descend once again with a full windshield vista of the Big Belt Mountains. And what a sight they were, high, snow-capped, and maybe not as majestic as the Grand Tetons of Wyoming but a gorgeous sight none the less.

Just at dusk we pulled into Boseman and the late afternoon light turned the hills a limey green colour so that the deer stood out in stark contrast. Even with the animal control fences alongside the roads, night driving would come with certain risk and on the return trip in the same area we saw a highways pick up truck with what looked like about 8 carcasses in the back, headed to the incinerator. The Circle of Life was obviously complete for the deer but auto body guys were smiling somewhere in the state.

We saw Butte only fleetingly since we were pressed to get to Billings for the night and crossed the Continental Divide somewhere outside of Livingstone. Long black shadows leaked from the trees and farm buildings. Increasing numbers of deer began to pock mark the long grass fields, so many that I had to take off my socks to keep the count. Glad I wasn't the wheelman right then.

Here we were just north of Yellowstone Park crossing world famous fly fishing rivers raging with runoff. The Gallatin, Yellowstone and the Madison all run north from the Park then hook



**CHRIS
AINSCOUGH**

**ROD
MacNEILL**

east to eventually drain into the Missouri and Mississippi systems. The road straightened and flattened a bit as we drove silently along in the XC70, tired of tunes, tired from driving and wanting to walk a bit. The steering feel anchored us to the road and it had been like that all day long. Great car, great day.

We saw the backside of the Big Belt Mountains and even in the fading light their tops glistened like jewels raised by the light. The Ponderosa pines began to thin out and leaned over like Bonsai, students of the relentless westerly wind. Sage brush reappeared, gone since eastern Washington and a sea of tall grass blew in waves to the highways' edge, flashing silver then green against the blacktop shore.

We arrived in Billings in the dark and made our way to the motel then hit the rack after 17 hours of effortless driving, tired eyes ready to be shut. And then it was morning and we were on the road by 6:00AM, headed to the Little Bighorn Battlefield National Monument south of Billings on Highway 212, outside of Hardin Montana. We got there at 7:30AM an hour before opening so we decided to peel back down the 212, convinced that we would hit it on the return trip, which we did.

Instead of backtracking and going north on Highway 94, we stayed on 212 and drove east through beautiful rolling country. It was almost a straight line drive through North Dakota interrupted by Belle Fourche, Dupree, Gettysburg, Redfield and Watertown until we crossed the border into Minnesota at Montevideo where we had a bite to eat before pressing on to Minneapolis where we pulled into the hotel about 10:00PM, late because of a rather untoward detour.

A rejuvenating beer at the lounge finished us off for the evening and our rather luxurious digs were all conducive to a good solid sleep. By 9:30 AM the next morning we were on the state fair grounds ogling vehicles, staring at some fantastic restorations and casting our eyes over vendors, looking for the Dennis Carpenter banners. We meandered about until we found the information centre, found the site map and despite incorrect directions spotted our Dennis Carpenter tent. Dennis wasn't there but Rod's stuff was so we wandered around for another couple of hours then drove in close, loaded the goods and drove off at 1:30 having barely dented the show.

We drove north on highway 94 headed for Fargo North Dakota after passing through St. Cloud and Fergus Falls. It was a bit congested for the first hundred miles but it opened up eventually so we could speed once again. The country was green flat and slightly rolling and it rained off and on, off and on. We skirted all the small towns anxious to make Billings by the evening because it would mean a shorter final day to get home.

Just outside of Dickinson North Dakota the skies got grey then black then angry and the rain pelted down like I have never seen before. Then, on the horizon and slightly to our left a monstrous grey black cloud was hanging like an inverted whirlpool with long wisps of obvious rain falling from it in sheets. It did not really dawn on us immediately but what we were driving beside and looking at was a forming tornado cell. There

was no way to judge its scale. It could have been 5 or 10 miles across and it might have been 3 miles away or 10, but the depth perception had us fooled. And then it started to rain hard, harder than I have ever experienced in my life. The freeway became deserted except for fools like us and some long haul truckers. Sheet lightning lit up the horizon and the entire sky darkened. Shafts of light penetrated to the ground like searchlights and patches of blue were interspersed above layer over layer of cumulous clouds. The wipers barely cleared the windshield and most of the rubes on the road neglected to turn their lights on making it even more dangerous. It was ugly but fascinating, and beautiful at the same time. Bolts of lightning arced intermittently to earth in the western foreground and to the north. Were we driving away from the storm or into it? We could not tell but no funnel yet meant good news.

At one point traffic slowed when the divided four lanes narrowed to a lane going each way as a reservoir encroached onto the highway from both sides. A week later the Souris River in Minot North Dakota crested causing devastating damage to the entire area south of Winnipeg. And finally we were through it. The ubiquitous rainbow appeared, then another and suddenly the sun shone brightly as if nothing had happened. The gravel roads were curiously red against the green fields and the next day the mystery of that red gravel became clear.

Dickinson was a sight for sore eyes but a wedding or two in that oil field supply town meant we were scrambling for a room. We got one far more beaten room than the rate deserved and we were the only Volvo in a parking lot dominated by service trucks, rigs and tall pickups. No sushi meant a possibility of BBQ and we found such a place near the university where you fired peanut shells on the floor and were served portions of deep fried vegetables with slow cooked animal parts all chased by tall draft beers.

In the morning we soon crossed back into speedy Montana and lingered at Theodore Roosevelt National Park, a badlands area and starkly beautiful with mesas and scrubbed layers of rock stretching out for miles. For millennia, lightning has struck surface coal seams igniting them to burn for years at times resulting in a partially burned layer of red cinder which has been harvested for local road building.

We doubled back to Hardin Montana and drove south to the Little Bighorn Battlefield National Monument and it was fascinating. There was a beautiful interpretive centre just inside the gates and a self guided tour was an easy way to see the site. You can't imagine what Custer and the seven hundred men of the Seventh Cavalry Army were thinking as they faced thousands of deservedly hostile Indians who were facing potential genocide. It was no contest. Over several days

the Indians over ran pockets of fractured groups of the Seventh and the survivors eventually found Custer surrounded by the bodies of his men, dressed in his buckskins wearing an arrow shirt.

This site needs a full day however we were not able to give it that. We had to hustle home so we headed back north, rejoined the I-90 and blasted west covering the same route that had brought us there, arriving back in Vancouver either very very late Monday evening or was it very very early Tuesday morning.

We had logged 5600 kilometers in 5 days topping out 17 hours at the wheel on day one. Overall, the car was an absolute dream to drive and like an ideal child, it was quick, responsive and quiet. Quick quiet wipers were essential since it rained on all 5 days, sometimes blindingly. Fresh Toyos performed well and glued the car to the road even though at times the rain was striking so hard the road took on that silver/whitish hue which seems to rise like a shiny cloud a foot above the blacktop.

Surprisingly, by the end of the trip I found that the seats were a bit hard and not sumptuously comfortable. It might be my ass though. The stock stereo system was a bit underwhelming and that is an easy fix. In all, the negatives are few.

On the plus side, the sight lines were all very good without obstruction. The palomino interior was gorgeous and the dash was well laid out with easy to read gauges. The car got great gas mileage scoring between 28 and 32 miles to the Imperial gallon depending on windage, other weather events, time of day, foot weight and fatigue levels. I loved the driver seat and mirror pre-sets. Over all, the Volvo XC 70 is a very good ride and I am a convert.

As far as the drive itself went, Southern Montana was gorgeous and the Theodore Roosevelt National Park Badlands will definitely get a re-visit from me. The Dakotas will get some future attention and Wyoming beckons. Driving alongside a festering tornado cell in Minnesota in the pounding rain was a bit frightening and thrilling all at the same time and really, beyond description. That, Montana, Wyoming, Minnesota, Dakotas area is a great corner of the world and the next time I visit it will likely be in a dark green, noisy 122 S though.

Get out and drive.



TECHNICAL TIPS

RADIO DELETE PLATE FOR 1800S

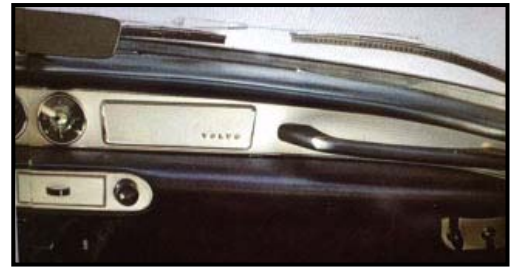
Jamie Graham

I wanted to obtain the factory "radio delete plate" for the dash of my 1800S. The face of the dashboard in the 1800S series is quite unique. It is an "engine turned aluminum". And I wanted a delete plate in the factory finish as seen in a photo from a period sales brochure.

I bought two delete plates from internet sources. One was scratched, the other painted a light blue to match an old car exterior. Unable to obtain a good original I decided to find a decal or water transfer process to match the original diamond pattern of the dash. A former colleague of mine, Sharmini Tiagarajah, a graphic artist with the Vancouver Police went the extra mile and finally found a 12"x12" silver diamond patterned sheet from a Michaels craft store. To my eyes it was a perfect match. I cut a sample to match the inner flat part of the plate and I thought I'd just cut out around the VOLVO letters. It turned out that because the paper was fairly soft I could carefully push the paper down

in the letters until the paper stretched around the letters without tearing. At that point I could have carefully cut out the letters, but I decided it looked fine as it was. With the letter pattern in

place I spread adhesive over the sheet and positioned it on the plate. It is important that the adhesive is spread liberally rather than a dab here and there or air pockets are visible under the transfer. I am very pleased with the result. It is a cheap, but effective fix.



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 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 5th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.

Dents Unlimited 15% w VCBC card 604-469-9545

Lordco Part Stores up to 30% with Lordco card.

Oceanside Auto Appraisers Ltd 10%: appraise cars but drive Volvos 250-927-4634

Polar Batteries 1258 boundary Rd. Burnaby BC, 604-294-1891

Fibrenew mobile leather & vinyl repair, Vancouver, 604 313-4703, 20%

CLUB DIRECTORS: Chris Ainscough, John Cripps, 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

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

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

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CLASSIFIED ADS (pictures on website)

67-123GT-\$17,500, Restored to better than new. No rust, repainted Eng. rebuilt, custom walnut dash. New American Racing wheels & tires. Pictures on Kijiji Vancouver under classic cars. pauljer9@gmail.com

67-123GT-two complete 123 GT parts cars, both dark green/tan, either could be restorable depending on how badly someone wants it to happen. Both are to be sold whole. Both have keys but do not run, and might roll. Buy one or both. Price best offer above \$800 each. Photographs available mid-May. Located just north of Kaslo, BC. Gordon. gandjb@netidea.com

71-1800E-\$6500, turquoise blue, original wheels, clean and runs great, As is. Where is. Bill Karr, 250-553-2318, G.D. Crescent Spur, BC, V0J 3E0 (100 miles east of Prince George off Hwy 16)

4 @ 164'S and parts for \$4000, 72 Teal, 4sp od & sunroof, running; 75 gold auto running; 1 parts car with rebuilt automatic and another with a good 4sp & od, plus lots of parts, good engine, manuals etc. William, 250-285-3468, Heriot Bay.

78-262C BERTONE, \$18,000, V6 auto, 54K km Silver w.black vinyl roof, 2nd owner, Mint original cond., New Michelins. Collector plated. Greta, 604-930-8121

79-242GT-\$2800 obo, silver, Completely rebuilt B23E engine, new clutch, and brake pads; like new radiator, galvanized front struts and exhaust. Includes two sets of wheels and tires. Vehicle is solid but in need of paint. Glenn 604-876-6131

83-242Turbo-\$9200 obo, Restored to new condition, Met Blue w blue interior, 4 sp + OD, Rebuilt B21T w intercooler, ipd bars and braces, all records and manuals., Gary 250-897-3678 Courtenay

88-780 Bertone-\$4000, met. Beige paint, tan leather, V6, 3rd owner, garaged, rust free, excellent cond. in and out, Michelin tires, Bilstein shocks, new front bushings w.pump hoses, ac pump and condenser and more, recent tune up, comes with extra parts and factory manuals, Flemming 250-516-0108, fandersen@me.com Victoria

SANDY WILL'S PARTS COLLECTION: Tons of pre 75 Volvo parts, all models (544/122/1800/140/160) sorted and accessible, give us a call or John Cripps 604-466-9110 or volvoridge@hotmail.com or Gregg Morris 604-469-1216 or grmorris@moody.bc.ca

122S parts, from 5 cars 64 and up. Mechanical, body, trim etc. Bob Armstrong, Lac LaHache, 250-396-4456

73 1800ES for parts. (2 cars), Gregg 604-469-1216 grmorris@moody.bc.ca

83-760GLE parts car, all parts available John 604-466-9110

83 242 GLT Parts, Body, suspension, mechanical, electrical, interior. Cam & **B18/B20:** water pumps for B18/B20/B30 , 604-931-3729, 1980gt@telus.net.

240 and 740 series parts up to 1990, lots of, body , mechanical interior and trim. Mike 604-582-2837

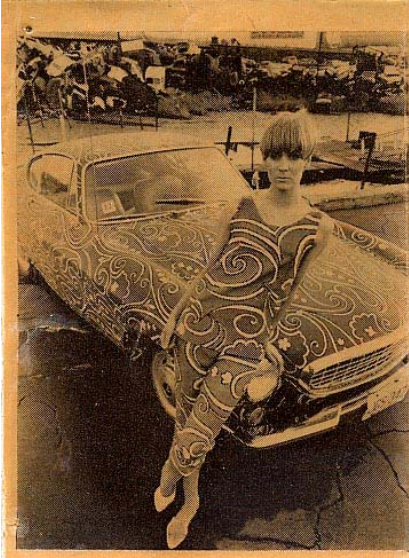
Parts for 544-122-140, interior, trim, mechanical, . Glenn 604-876-6131

Good Selection of used Volvo parts for cheap. Send requests to , volvolady@yahoo.com , 604-807-7675

VINTAGE IMPORT PARTS, Contact me for all your vintage Volvo parts needs. 444/544/122/1800/140, Olof, 604-992-9664 or olofgmalm-berg@gmail.com website www.vintageimportparts.com

ISLAND AUTOMOTION LTD - SU Carburetor Rebuilding, www.sucarburetors.com Rhys Kent, 1-250-479-5192 Victoria or islandautomotion@shaw.ca

122 fibreglass right and left front fenders and nose panel. Unused. bought years ago from IMPACT. Fenders \$150 each, nose \$100, plus shipping. Gordon. gandjb@netidea.com



POP ART VOLVO: She made this suit, see, and she just had a little material left over, so she decided to run something up on the old sewing machine. The lady is model Sarah Dawson of Mary Quant fame (in real life, Jane Gavin, wife of *C/D's* European Editor), the car is Volvo's 1800, the place is England, and, for the ladies, the material is basically a wild blue. We wouldn't recommend that the ladies try this on the family VW—for one thing, it's hell to wax.

Volvo assures us that they have absolutely no plans to make any 1800s like this one. They're sitting over there in Rockleigh, New Jersey right now, barricading themselves against an onslaught of pleading 22-year-old girls. . . .



DRIVE e

