



THE VOLVO CLUB OF B.C.

SEPTEMBER 2017

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)

SEPTEMBER 30, 2017, (SATURDAY) V.C.B.C. 26th ANNUAL CATES PARK PICNIC AND AGM Rain or Shine, 4141 Dol-larton Highway, North Vancouver, B.C. 9 to 3. **Bring a picnic lunch! No BBQ this year!** Shine up the Volvo and bring the family.

There will be lots of raffle prizes. There will be dash plaques and trophies for the Peoples Choice, Runner Up & Modified. We will also hold our Annual General Meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. **Come and see the nicest display of Volvos in BC.** For info call **Gregg Morris 604-469-1216** or **Dave McAree 604-530-6097**

VCBC TECHNICAL SESSION Date, Time, Subject and Location to be announced. Watch VCBC website or contact Gregg John Cripps **604-466-9110**.

JANUARY 24, 2017 (Wednesday) VOLVO CLUB WINTER SUPPER, 7:00 pm at the New Westminster Spaghetti Factory lo-cated at 50 - 8th St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

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

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST EVENTS

SCANDINAVIAN MID

SUMMER FESTIVAL

June 17, 18, 2017

Gregg Morris

It often rains at the mid summer festival held at the Scandinavian cultural center in Burnaby just north of the Free-way at the Kensington exit. We know because we have been displaying an assortment of old Volvos at this event for the past 7 years. We come prepared with a big tent for cover, a large table to hold our club info and a large tank of Tim Hortons Coffee and boxes of Tim Bits. The coffee and Tim bits are our gift to the visitors and the partici-pants at the festival. The Vi-kings from the encampment next door sure liked them.

The mid summer festival spans 2 days and is held in a large grassed field surrounded by display tents for each of the Scandinavian nations Sweden, Norway, Finland, Denmark. and of course the Viking en-campment and "us". There is



TROLLS AT THE SCANDINAVIAN FESTIVAL



Very classy looking car and it can be yours for \$75,000. Our VCBC display attracts lots of attention from all ages. The young people want to know how old the cars are and the older people usually have a story to tell from Scandinavia about the old Volvos they grew up with. They really appreciate having the cars at the festival and I appreciated the club members who take the time to display their cars. We were even visited by the trio of cute trolls. One Swedish couple were looking at Dennis Cowells 940, which I found interesting as most of our visitors spend their time looking at the older cars. It turns out this couple has a house here and an apartment in Sweden. They have a Volvo 940 in both places and find them to be ideal safe, reliable and economical cars to own and service. Besides that, they

also a large and small show stage, a beer garden, food vendors, and a kitchen in the Scandinavian Association building, serving Swedish and Finnish meat balls and Danish open faced sandwiches and lots of pastries.

The display tent of each country has current and historical information, vendors of arts and crafts, clothes and foods of the country. It is very interesting to wander the tents to see the similarities and differences between these Scandinavian nations. Many participants sport their traditional clothing and so do the kids. Its really is a nice family event. The show stages host choirs, traditional dances, bands and even poets.

There are hundreds of people who visit this event rain or shine and this year's sunny Saturday brought out a record attendance. Sunday it was raining much of the day but there were still lots of visitors. There are unique activities all over the place. A trio of trolls rollicked around the site, entertaining kids and generally being goofy. The Vikings give displays of the ancient lives and skills and they involve the children that come to the festival. Just hearing people conversing in their Scandinavian languages is fascinating.

Jim Pattison Volvo of Surrey is a sponsor of the event and this year they displayed a new S90.

like the way 940s drive. Here they service their car at Ed Schram Motors and in Sweden they found a young guy that loves old Volvos and owns a repair shop. A problem common to the 940 series is failure of the electronic speedometer. It seems their Swedish mechanic knows how to fix them so they put the speedo from their Canadian 940 in their luggage and took it Sweden with them for repair and put it back in the car when they came home.

Here is what we had on display. Larry Sharp with the oldest car in our club, a 57 PV444, Bert Sherlock 1970 122, my 67 122 wagon, John & Celine Cripps 63 PV544, Fred de Boer 72 1800ES & 79 262 Bertone, John and Jennifer Cave-Brown-Cave 66 1800S, Ed and Edith Lay 67 123GT, Tony Dean 72 1800ES, Ernie Hildebrandt 63 PV544, Rose Morris 92 244GL, Dennis Cowell (all the way from Kamloops) 92 940.

The unofficial end of the event is the wife carrying contest, where the husband carries the wife through an obstacle course. There were about 8 couples competing and two couples run the course at a time. The fastest two race in a final and the fastest wins the wife's weight in Carlsberg beer. The competition is intense and hilarious. Usually it's the big guy with the small wife that wins but this year a small guy won buy 4/100 of a second and dived through the finish line for the win.

If you haven't attended this festival you should try it, and if you display your car entrance for the carload is free. See you next year.



RAINBOW AUTO SERVICE

FIRE SALE

May 20, 2017

Gregg Morris

Rainbow Auto Service, more commonly known as Rainbow Larry's, is located in a rural area just north of Whatcom Lake in Bellingham, Washington. Owner Larry Watson has lived and developed a business there since the early '80s. In the mid 70s Larry lived in New York and in 1974 he got a job in a body shop where he was trained in body repair. He recognized that bodywork wasn't the healthiest of occupations and he looked for an alternative.

At the same time his brother was working at the Volvoville USA Volvo dealership. That dealership is famous for the run of 1800S convertibles they created and marketed in the '60s. Larry's brother did lots of things at the dealership including sales and mechanics. In his spare time he raced a PV544. Larry bought a 1968 145 from his boss at the bodyshop and his brother taught him how to fix it. By 1978 he was ready to make his escape from New York, driving the 145 west all the way across the US and settled in Bellingham.

In Bellingham he worked at various jobs and by 1982 he was married and had purchased the property that would become Rainbow Auto Service. At first he did general auto service on his property. He would fix anything that drove or was towed in. At one point he specialized in servicing VW buses. He soon tired of that. Larry said it was typical that someone would come in for some service on their bus and then head for Nevada or California and eventually make it back to Bellingham and come to complain that they had to do repairs on route. The VW busses were simply not that dependable and neither were many of their owners. He had accumulated something like 25 busses and sold them all to one fellow.

He noticed that he was getting more and more people with Volvos coming in for service. The cars were better and so were the people. By the early 90s he had decided to work exclusively on Volvos and the word got around without him ever having to advertise. Typical of many college towns, there were tons of Volvos in the Bellingham area, and there was never a shortage



RAINBOW AUTO

of customers. He started buying Volvo wrecks and cars that he could repair and resell. The wrecks helped the business by providing additional income from parts sales and provided a handy source of parts for his service work. The business grew steadily and he expanded his service garages, as he puts it, half a garage at a time. He also took on staff both as mechanics and parts strippers. The business was happily clattered along, but things were changing. Bellingham was growing and his rural setting was changing from the stump ranches of the 80s to the Estate lots and hobby farms of the present.

Perhaps it was inevitable, but a rich Californian built a huge house on an adjoining property and thought it crass that he should have to look at old cars in his neighbor's property. He apparently made complaints to as many government agencies as he could think of in order to scuttle Larry's business of 27 years. Larry had business licence and right to do mechanical repair, but he did not have a wrecking licence and the Whatcom County bylaw enforcement folks reluctantly had to enforce the "good neighbors" complaint. Larry was ordered to cease selling of used parts and to get rid of the majority of his parts cars by the end of July 2017.

This is where we come in. Larry invited our club to his place for a picnic and sale of parts on a sunny Saturday in May. He would like to save some of the cars and parts from the crusher. Given the exchange rate and the difficulty of bringing parts and or cars from Washington to BC it was unlikely that we could be of much help. Dave McAree and I and Fred de Boer were the only Canadians to show up but fortunately, we do have quite a few Washington Members and they turned up as well as other of his customers. Larry seemed satisfied with the day and

we certainly enjoyed his hospitality, and touring the wrecking yard, probably for the last time. It is a shame this has happened to him. He is a good guy who has helped the Volvo Community for a long time. Fortunately for his many loyal customers, Rainbow Auto Service will continue to fix their old and not so old Volvos and keep them on the roads of Bellingham.

To his credit, Larry does not seem to harbour much resentment for his un-neighborly neighbor. I'm afraid I would probably not be so charitable. Maybe Larry's acreage needs some yard art. Something tasteful like a picture of the wrecking yard, enlarged and mounted on a highway sized billboard installed near the property line, pointing at his neighbor. Ya, that would do it.

In a recent chat with Larry indicated that he received an extension to October to remove the cars from the property and his service business carries on as usual. He still wants to sell or give cars away. If you are interested give him a call at 360-734-6117, visit him at 2729 Jensen Rd., Bellingham, WA, 98228. Email rainbowlarry321@gmail.com or see his website www.rainbowautoservice.com.

RAINBOW
AUTO SERVICE & SALES
Your VOLVO is my specialty!

OFFICE ←

OPEN
 Monday - Thursday
 8:00-6:00
 CLOSED
 Friday - Sunday

SPRING DRIVE TO KAM-LOOPS

June 24, 25, 2017

Gregg Morris

This was exactly the spring drive we had planned to do last year. It was to be on the June 11, 12, 2016, but multiple conditions conspired to cancel it. The big fire in Fort McMurray had caused a temporary crude oil shortage and an extended maintenance shutdown at the Edmonton's Suncor Refinery had caused gas shortages in the BC Interior, particularly Merritt and Kamloops. Our drive would require gassing up at both those locations. Add to that the weather was predicted to be crappy for the weekend. OK, OK we concede.

This year was perfect. At Bert and Cathy Sherlock's suggestion we moved the dates to later in June to capture some better weather and that worked a treat. It was sunny and warm for our weekend and the whole week to follow. On Saturday morning we met at the 232nd Ave. Chevron as usual. Come to think of it, we should approach Chevron for some club sponsorship. We certainly give them enough business as our drives tend to be Chevron tours of southern BC.

By 9:30 we had a group of 8 cars, Morris's 544, McAree's 142, Sherlocks 122, Huntley's 245, Schwieger's 745, Hettema's 855, Prociuks V70XC and Yabroff's Subaru. A special thanks to our friends from Washington for joining us. Ben Huntley had come from Port Angeles and Steve and Jean Yabroff from Woodinville. We headed east on the Freeway with a brief stop at Hope and then took Hwy 5 the Coquihala to the Coldwater Road exit. We arrived at the Cold Water road just in time to watch the Cops for Cancer Bicycle tour pass by c/w police escort, enroute to Vancouver. They had started in the Okanagan that morning and still had a long way to go. These people are fit.

Now that we knew where all the police



SPRING DRIVE

were it allowed for a spirited 15 mile drive to Merritt on the ever-curvy Coldwater Road.

We stopped at the Lions Memorial Park in Merritt for a picnic lunch. Dennis Cowell and his shiny old 242 was waiting for us there and joined us for the rest of the trip. Having fueled ourselves with sandwiches and such, it was time to fuel some of the cars. The worst culprit is my 544 which has a small gas tank with a dent in it and a thirsty engine. Our route took us a few miles west of Merritt and then north on Hwy 97C to Logan Lake. That stretch of highway is a very nice drive. The pavement is great and there are fast straights and long sweeping turns through forests and fields and along the shore of Mamit Lake. When we got to the quiet town of Logan Lake we stopped at the town park, where the travel info center is housed in a HUGE Bucyrus Erie open pit mining shovel with a 13 cubic metre bucket sitting beside an equally huge dump truck. Both are retired from the Highland Valley giant open pit copper mine east of Logan Lake. We didn't go that direction but it is worth seeing the mine and its other-worldly silver coloured tailings pond.

After taking pictures of our fleet in front of the dump truck, we continued east on 97C towards Kamloops. Our route took us over the Coquihala Highway and along Lac Le Jeune Rd. which is fairly narrow and windy as it passes numerous lakes and finally deposits us in the back door of Kamloops and our destination the

Hospitality Inn on Columbia St. Barry and Donna Gordon of Kelowna were already there waiting for us. This motel is not new nor is it 5 star, but the manager Charlene is very welcoming in spite of us having to cancel a ton of rooms last year. What is really special about Charlene's motel is the spectacular view from the lawn around back. We took over the picnic tables next to the pool and enjoyed an impromptu pot luck dinner while overlooking the North Thompson river and much of the city of Kamloops. Everyone provide something to dinner but Bert and Cathy contribution was special. They served us wonderful appetizers on what looked like cricket bats that Bert crafted just for the occasion. Thanks also to Steve Yabroff who gener-





usual at the Chevron just south of Hwy 1 at 232nd St. By the 10 am departure time there were 7 cars ready for the drive. The first part of the route headed more or less south toward 0 avenue. When I say more or less it was more like the route house robbers would take when looking for potential break ins. We certainly saw many roads I had never driven, as we wound are way along rural roads and through innocent subdivisions. Once we had made our way to 0 avenue we turned east and paralleled the US border a mere stones throw away from a similar road on the Washington side. . No Trump fences here. This northern boundary of Washington is sort of the back and beyond for the US and the farms structures looked rather humble in condi-

interesting roads, just not the roads the others were on.

We stopped at a small farm to buy some fresh eggs and asked the way to Yarrow. I was prepared for a detailed route. She looked at me pityingly and pointed across the street to a pole-with a big sign announcing downtown Yarrow this way. We made one more stop at a Church benefit sale selling fresh Jubilee corn from an overflowing trailer. The corn turned out to be excellent. We finally found the group enjoying their picnic lunches under a large shelter in Pioneer Park. After Lunch we wandered the main street looking in shops and enjoying a medicinal ice cream cone. With the drive officially over we went our separate ways. I asked Allen to backtrack on the roads Rose and I had missed. The Cripps came along too and Allen took us to an unique antique (junk) store called Grandmas and Grumpas on Wells Line Road. It is an old dairy farm where the cow barns have been filled with Grumpas monumental collection of everything. It was overwhelming to visit, let alone

ously brought a variety of exceptional wines from the Woodinville area for us to taste and envy. We sat there all evening chatting with our friends and the view just got better and better with an amazing sunset followed by the lights of the city.

In the morning people literally headed off in all directions. Look at a map. We left to the east on 1 with the Schwiegers and then south through the Okanagan Valley to Osoyoos. The Sherlocks headed west to Savona and then to Lillooet and the Duffy Lake Road home, Prociuks headed west and north to Horse Lake near 100 mile house, and I think the rest headed south on 5 to Vancouver.

If you have not tried one of these drives do your self a favour and come along next time.

SATURDAY CRUISE TO YARROW

July 22, 2017

Gregg Morris

Dorothy and Allen Hiebert chose the route for this year's drive in the Fraser Valley. Dorothy grew up in Yarrow and Allen in Abbotsford so they know the area well. The drive started as

tion and proportion. In contrast, our side is festooned with huge houses surrounded by blueberry fields. There are so many blueberry farms in the Fraser Valley it borders on monoculture.

We left 0 Ave. at Townline Road travelled north a bit to Huntingdon Road. From there the drive route headed east but Rose and I headed west buy blueberries from a favourite spot near the Abbotsford Airport. We spent the rest of the drive to Yarrow trying to catch up with the tour. couple of wrong turns.



It didn't help that I took a No matter, we were on

own. You name it and it was there, in quantity. Old bikes, art, tools, outboards, chainsaws, beer cans, tractors, dentist equipment, lamps, ball caps, brick-a brack, furniture and in one corner a tribute to the owners John and Marion Schwiebert with a large scale picture of their wedding in 1952. As you can imagine they must be in their mid '80s now and its time to sell the farm. September 10, 2017 will be an auction in an effort to sell some of this stuff, but not to me.

An interesting day. Many thanks to Dorothy and Allen Hiebert for organizing the drive.

(Here is who participated: Dorothy and Allen Hiebert XC70, Gregg and Rose and 73 1800ES, Dave McAree- 73 142S, Dennis Cowell 92 940T, Terry and Joanne Walton XC 60, , John and Celine Cripps pv544, Ed and Edith Lay 123GT)



YARROW PARK

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

Briefly: Memberships are going well. Our bank balance is healthy. Our AGM will be held at the Cates Park Picnic Sept. 30th. We still need a Vancouver Island rep and we need suggestions for technical sessions.

HANDS ACROSS THE WATER AMAZONS ACROSS THE SEA.

Gregg Morris

One sunny day last summer I was trolling for a free parking spot south of Broadway near Oak. They are not easy to find. Half the street parking is for residents only and the rest are usually full. It took quite a while to find a spot and there seemed to be a car following me up and down the streets. When I had finally parked a gentleman jumped out of the other car and seemed keen to talk to me, and to inspect the 122S wagon I was driving. He had a British accent and introduced himself as David Hannam-Clark. He and his wife Pat were holidaying in

Vancouver from Yorkshire and visiting his daughter Stephanie, who came to Vancouver on a working holiday with some university friends and decided to stay. She now works as a project manager for the BC Cancer Foundation.

It turns out that David loves Amazons and has a white 1965 4 door in Britain that he and his son are restoring. David said that over the years he has had many others. I am always happy to chat with people keen about old Volvos and we talked for quite a while. I told him about our Volvo Club and he bemoaned the fact that the Volvo club in Britain is just too stuck-up. Unless your car is pristine you are not allowed to park with the 'in crowd'. I ensured him our club is as inclusive as you can get and anyone is welcome at our meets even if not driving a Volvo. We exchanged email addresses and I added him to my complimentary newsletter list and started emailing him our VCBC newsletter.

This past winter I got an email from David

telling me that his daughter was married in Vancouver this July 8th and her Brides maids came out to inspect the car and the bride seemed genuinely pleased with car and the decorations. She confided that when she was younger, an old Volvo would have been her last choice for her wedding car, but now it seemed a nostalgic and happy thing to do.

After a flurry of pictures, it was decided that I would chauffeur Dad, Mom and the Bride to the Greek Orthodox Church on Arbutus. I dropped them off right at the front doors and was asked to stay there until after the ceremony so more photos could be taken of the family with the car. Apparently lots of the Hannam-Clark family and I were driving at the time.

The doors to the church were left open so I could hear the service which was about an hour long. Half of it spoken in English and the other half chanted in Greek. When the Bride and Groom emerged from the church they certainly were a fine looking couple. Stephanie is very beautiful and her husband Peter suitably handsome. What amazed me was how many people followed them out of that church. There must have been over 200 people and the Hannam-Clarks were hugely outnumbered. I hope the father of the bride didn't have to pay for that reception.

Tons of pictures were taken of the new couple and their family by the old Volvo and when the crowd finally thinned, I hopped in the Amazon and clattered off to Port Moody and the Bride and Groom left for their wedding reception followed by a 7-week honeymoon in Greece and Britain.



VOLVOS IN MOTORSPORT

AREA 27

Gregg Morris

Have you seen an Area 27 decal on the back of a hot car lately? Do you know what that signifies? I didn't until I was encouraged by a friend and Vintage racer Peter Valkenburg to come to Osoyoos for the grand opening of a private racetrack built on Osoyoos Indian Band land just south of Oliver in the south Okanagan. The Vintage Racing Club of BC had been invited to try out the track and participate in the grand opening. As a bonus we discovered it was Car show weekend in Osoyoos.

Peter, who for years raced a fast black Volvo 544, now races a Porsche 911 which he literally built from scratch. Scratch meaning, he started with three heaping trailer loads of ragged old Porsche parts and single handedly turned them into a beautifully built and very quick 911 racecar.

Any excuse to spend some time in Osoyoos is welcome, and this was to be an outstanding weekend. Rose and I often get together with Rob and Janet Schwieger from the Grey Creek on the east Shore of Kootenay lake and drive our old Volvos on the secondary roads of Beautiful BC. We've been known to do the same thing in California and Arizona in the winter. The plan was to meet in Osoyoos Friday June 2, 2017 and stay a few days at our favourite Poplars Motel.

The drive from Vancouver to Osoyoos was unique. We were definitely not doddling, but every half hour or so our 122 wagon was passed at roughly the speed of light by bright coloured Lamborghinis, Ferraris, Porsches, Vipers, Mercedes and I think a McLaren. This was definitely not everyday traffic on Highway 3. At one point we were passed by an Audi R8 supercar followed by a hot looking Nissan GTR sporting a big decal on the trunk announcing Area 27. I guess we know where all these guys are going.



**OSOYOOS
CAR
SHOW**

By late afternoon we were in Osoyoos and there were classic cars and street rods everywhere. We arrived at the Poplars shortly before Rob and Janet Schwieger drove up in their 61 B16 544. Both cars had run well for the trip and after unpacking and a bit of brake tinkering with the 544 we were ready for a glass of wine, overlooking Osoyoos Lake. Every motel and hotel in town had old cars in their parking lots and the Poplars was no exception.

We talked to a fellow from Port Coquitlam who had driven his family to Osoyoos in a well

preserved 61 Chrysler Saratoga. Man those cars are big. He told us how the car show worked. You pay \$20 to enter your car and you are expected to show up at the show site around 8 a.m. and leave the car there until the show ended



MEGA-BUCK CARS

around 3 p.m. He told us they were expecting as many as 300 cars in the show and that would be a record attendance. As a bonus the Area 27 racetrack had invited the show cars to drive to the track for a couple of parade laps. We decided against entering our cars in the show because we needed to be at the Area 27 racetrack by midday to watch Peter and the rest of the Vintage Racers lap the track.

By early Saturday morning the show grounds were already filling up with an amazing number of cars. It was a spectacular site right on the lakeshore at the foot of Main St. After breakfast we took a couple of hours to enjoy the cars before heading north to the track. There are two routes to Oliver. One is via Hwy 97 and the other a much more scenic route via Black Sage Road. If you didn't now where the track was you would have a hard time finding it. We



AREA 27



AREA 27 RACETRACK OLIVER, BC

turned east off Black Sage Road near the Vieux Pan Winery and drove about a half mile up a narrow paved road until we were greeted by a security guard who directed us up an even narrower road to the track.

The track is in a shallow bowl with a rise between it and Black Sage Road to the west and mountains to the east. This is a big track a full 1.5 times longer than the venerated Westwood Race Track. It is 5.4 km long and its designer, formula 1 driver, Jacques Villeneuve used the undulating topography of the site to great advantage. There are umpteen turns some of them blind, long straights and lots of elevation change. I was warned that this is a "driver's" track and much of it is not visible to spectators. As you watch the race cars or motorcycles from the paddock area you see them scream past dive into a hard sloped turn and promptly disappear only to pop up 10 seconds later heading the other direction. With a bunch of motorcycles on the track it is like watching a field full of gophers diving in and out of their holes. Besides making it a blast to drive the varied topography also helps to contain the racing noise so it should not bother the people living in the vicinity.

Ask the drivers or riders what they think and they are all smiles. The track is very challenging and if you get it wrong, it's off the track you go, and you had better remember which way the track heads as you power up the hill to one of the blind turns.

The track has been open and selling memberships since last fall but today was the grand opening. Osoyoos Band Chief Clarence Louis is a very astute business man and he recognizes a good enterprise when he sees it. Seventy percent of the labour hired to construct the track were Band members and the property is under a 99

year lease. Here are some approximate figures. A membership costs \$45,000 and there is a \$4500 annual fee to use the track. The plan was to attract 300 members and apparently there are only 50 memberships left. Wealthy race enthusiasts from every province in Canada and many countries in the world have joined Area 27. The enterprise will benefit the south Okanagan area in many ways. Members will likely buy vacation homes in the area or plan to retire to communities near the track, such as Oliver or Osoyoos. They predict \$500,000 in hotel bookings for the up coming year. I have heard that people are planning to build storage facilities and garages in the vicinity to store and service the members track cars.

This is only the first stage of development. There will be buildings and garages built at the track and at some stage, residential lots or completed houses will be sold on the property.

The track will be available for rent for track days to car companies testing cars. Performance car sales companies like Weissach of Vancouver have already rented the track to give their customers a chance to drive their megabuck cars on the circuit. At the moment this means lapping not racing and there are very strict rules about where and when it is allowable to pass another car. In future they hope to have the track sanctioned to host races. All in all, it seems this private race track will be real success for its owners and the community.

Angle parked in the hot pits was a long line up of exotic cars, including many of those that passed us on the way from Vancouver to Osoyoos. By my rough calculation about \$6,000,000 worth in the row and surprisingly not a Volvo to be seen, at least not in that row. There actually was a 122 race car among the

Vintage crew.

At about 4 p.m. as we were helping Peter load his car on the trailer and pack the tow vehicle I saw a slow line of classic cars and hot rods moving up the access road to the track. Rob and I hustled back to the parking lot to get my 122 wagon and edged into the line for the parade laps. We picked up Rose and Janet and went for a tour of the track. It was great to see the track from the inside. Even at our sedate pace we could see how much fun it must be at high speeds. The parade laps must have been quite a site because there were so many cars they filled the whole 5.4 kms and there were as many again waiting to get on. What a great way to end the day and the weekend. Rather than fight the traffic returning to Vancouver we stayed another day and spent Sunday touring Naramata. On Monday the Schwiegers headed back to the Kootenays and we headed to Vancouver via a route that gave us a taste of the flood waters plaguing the province. Instead of staying on Hwy 3 to Hope we turned north at Princeton on 5a up to Aspen Grove and then west through Merritt to Hwy 8 towards Spences Bridge. The Nicola River was black and high and not far below the road level at a couple of spots. In Spences Bridge it joined the South Thompson and the picnic area along the river was under water. At Lytton where the Thompson meets the Fraser it was spectacular. The Fraser was dirty and just huge and churning with whirlpools and standing waves. No rubber rafts on the River that day.

Very interesting weekend. We booked with the Poplars for the same weekend next year. Why not! Maybe we will get another parade lap of the soon to be famous Area 27.

SOMETHING DIFFERENT

SKF (AND I ROLL)

**Hemmings Sports and Exotic Car
February 2015**

The Swedish company has been keeping many things rolling around the world for more than a century now.

Svenska Kullagerfabriken – the name says it all. Translated from its native tongue, it means the Swedish Ball Bearing Company, or what has been more commonly known as SKF since its 1907 founding, its mark stamped in millions upon millions of bearing races the would over.

Born the son of a railroad inspector in 1876 in Kumla, Sweden, Sven Wingqvist, the founder of SKF, studied at a textile college before immigrating to the US in 1896 in search of more efficient manufacturing processes and techniques. He returned soon after to Sweden, eventually taking a job at a fabric plant in Gothenburg, in charge of maintaining the machinery.

Unfortunately for the factory’s owners, the plant was situated on loose soil and as the building and floor would shift, the drive shafts on the weaving equipment would skew out of alignment, overheating them, causing damage to the shafts and posing a very real fire risk. Wingqvist initially used ball bearings from Germany, but the poor quality and long shipping times left the company no better off.

Wingqvist, ever the inquisitive engineer and still upbeat on the prospect of ball bearings, set up a small workshop inside the textile factory. In 1906, he revealed what was not only the solution to his drive shaft problem, but also the product that fueled the growth of one of Sweden’s most prosperous industrial companies. With precision manufacturing, Wingqvist’s double row, self-aligning ball bearing proved to have a far greater capacity to handle axial and radial loads than a standard, single-row ball-bearing of the same diameter.

The broad utility of Wingqvist’s invention immediately attracted investors, so that after easily finding a few takers for his first wares, SKF was founded in 1907 with plenty of capital. With a patent granted in Sweden within an incredible two weeks of filing his application and 10 other countries soon after, the double-row bearings proved so effective, orders began pouring in, and demand outstripped factory capacity. Growth for SKF was exponential in the early years.

Almost immediately, offices and workshops sprang up in other nations: Outposts in Germany, France, Finland, Demark, Belgium, Austria and Australia opened in 1908, with the US, Italy, Argentina and Japan following a year later. SKF was well on its way to becoming the biggest ball bearing manufacturer in the world. By 1912, the company had a presence on all six inhabited continents. By 1915, SKF was making bearings or had offices in 27 different countries, making Wingqvist very wealthy. Although he stepped down as president of the company after 1919, he remained chairman until his death in 1953

Factories in other countries followed, with a U.K. site from 1910 and a U.S. operation in Hart-



ford, Connecticut, from 1915, among other locations. After its initial listing on the Stockholm stock exchange in 1916, the cash-flush company went on a buying spree, beginning a long tradition of acquiring companies in its field, including a mining and smelting operator in Sweden and a steel ball maker from Philadelphia, among many others.

Automotive uses for ball bearings proved a booming market for SKF, which made them for many different uses for Passenger cars, trucks, aircraft, rail cars and essentially any other vehicle or application with anything that rotated. Even textile machinery makers – Wingqvist’s original application for the bearings-continued to represent part of their business.

But SKF went well beyond acting as a supplier to the auto industry. The Volvo car and truck company started as a subsidiary in 1926 when an SKF sales manager and a former engineer, who had spent their spare time developing and building a car to present to SKF’s board, were given the green light to begin production, with the first series-built the OV4, rolling off the line in 1927.

The Volvo name, which literally means “I roll” in Latin, had originated earlier, in 1915, as a separate subsidiary intended to sell ball bearings in the US. That plan was scrapped almost immediately when the company decided to keep the SKF name when it opened its first offices in Hartford. In 1935, Volvo was spun off as its own company, with SKF reaping a profit when it divested its interest in the enterprise.

Today, SKF operates as the largest bearing manufacturer in the world with some 47,000 employees, factories on every continent and sales operations in roughly 140 countries.

Wingqvist’s invention seems so common-place, pervasive and ubiquitous in both transportation and industrial applications today, it almost seems forgotten. But no less a distinguished institution as New York’s Museum of Modern

Art keeps in its collections an American-made example of the SKF double-row bearing, with credit to Sven Wingqvist.

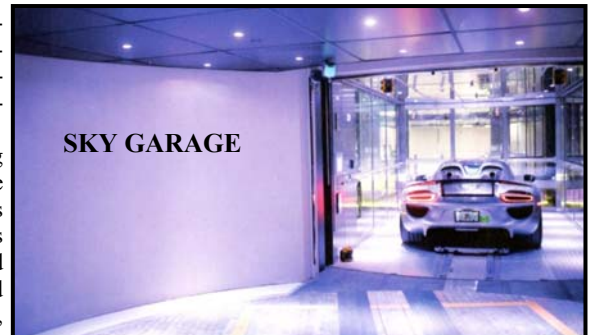
THE ULTIMATE CAR GUY CONDO

SKY GARAGE

From an article in the June/July edition of Living Magazine

In Maimi Florida is a 56 storey, luxurious apartment tower that holds 132 units from one bedrooms to 2-floor duplexes and a 32 million dollar penthouse. The opulence of this tower may not be unique but the 800 feet per minute, three-car elevator is. You drive into glass fronted elevator and you and your Lamborghini (or Volvo) are whisked up to your apartment where the car lives in its glass lined garage right in your suite so the owner can admire his work of art vehicle from the comfort of his living room.

The Sky Garage is the work of Porsche Design an extension of the Porsche vehicle brand. The building has attracted buyers from South America, Europe, the U.S. and Canada who are generally people seeking a unique level of exclusivity. With Miami’s tower proving to be a successful design, Porsche Design has a 240 -unit Sky Garage Tower starting in Frankfurt in 2018 and another in another is in the works in Brazil.



WHATS NEW (OR OLD) AT VOLVO

POLESTAR A WAGON WORTH TRACKING DOWN

Peter Bleakney
Vancouver Sun
Mar 17, 2017

Cult of Volvo has new wagon to worship. It was compared to two older V70Rs and it held its own

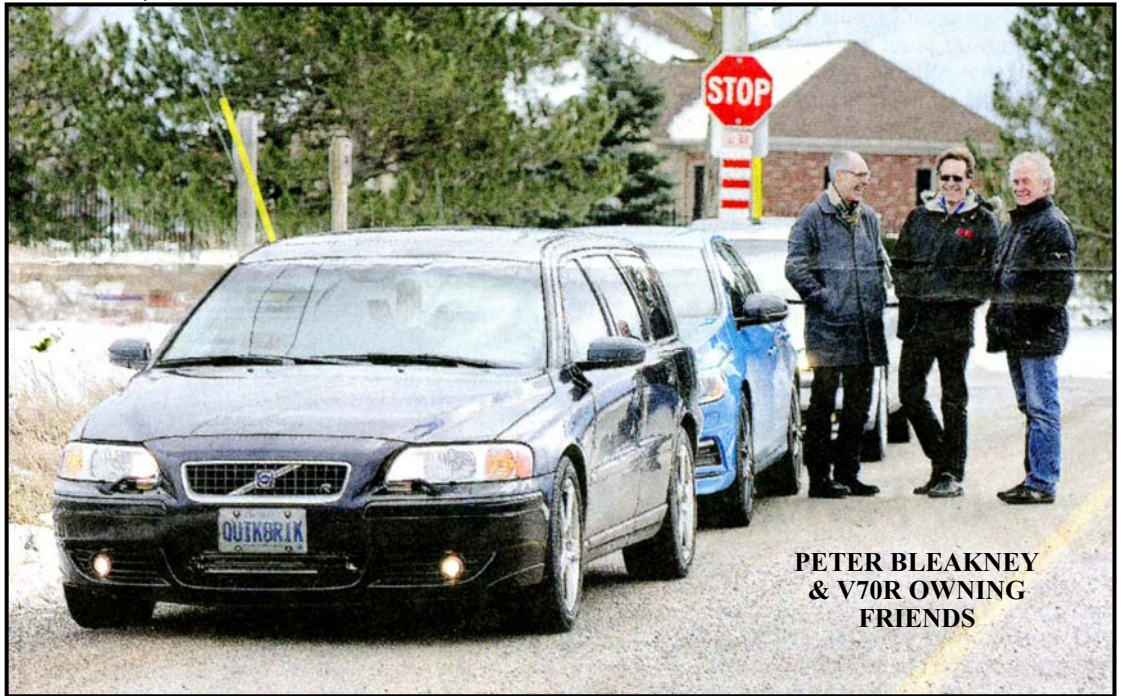
Say “Volvo station wagon” and most people think safety, staid upright practicality, dogs in the back, family outings and ... boredom.

Unbeknownst to most, there is a lunatic fringe of enthusiasts who get all hot and bothered when musing on the classic Swedish box with a wheel at each corner. Huh?

Turns out Volvo has quite a history of performance wagons – there’s been a slew of them going back to the 200 series Turbo of 1981. As if to prove the point, Volvo campaigned a TWR-prepped 850 Wagon in the 1994 BTCC

(British Touring Car Championship) which proved both nutty and brilliant: the wagon had better aero than the sedan. It also allowed the team to put a big stuffed collie in the back for the odd parade lap.

Flash forward 23 years and I’m at the wheel of Volvo’s latest cubist Q-ship – the 2017 V60 Polestar – blasting along some sinuous roads. I’m in pursuit of the past: a pair of exceedingly rare Volvo V70R 6MTs that are setting a pretty decent pace ahead. The silver specimen is a 2004 owned by Paul Novotny and the Safire Black 2006 is Will Jarvis’s pride and joy.



**PETER BLEAKNEY
& V70R OWNING
FRIENDS**

Between 2004 and 2007, about 160 six-speed manual V70R wagons (2.5-litre turbo five-cylinder, with 300 horsepower and 295 pound-feet of torque) made it to Canada. The fact I have two buddies who each own one of these unicorns is fairly amazing. They both happen to be professional bass players, too, which seems a perfect fit. Bass players are quirky, a bit understated and ultra cool (at least, we like to think so), and we need vehicles that can haul around big upright basses, speaker cabinets and the like.

Paul and Will took their V70R obsessions one step further by upping the ante with RICA

Stage 2 tuning (adding 46-50 hp and 64-67 lb-ft of torque), Eurosport three-inch high-flow exhaust, and other mods. These cars may be more than a decade old, but British designer Peter Horbury’s lines remain timeless and alluring.

Does this Rebel Blue 2017 V60 Polestar have what it takes to show the pumped-up elder statesmen a thing or two?

With fewer than 200 of them coming to Canada (that includes both sedans and wagons), our \$69,000 Polestar also boasts exclusivity. Volvo’s Polestar skunk works has engineered some real bona fides into the V60. It’s far more

than a chip and badge job. This may be an aging chassis, but the Polestar is chewing up these roads with glee. It’s smaller than the V70s, the steering is marvellously direct and there is not a millimetre of slack in the chassis. With rear-bias Borg Warner all-wheel drive and (externally) adjustable Ohlins shocks at each corner, the V60 immediately wraps itself around

IF YOU ARE PART OF THE LUNATIC FRINGE THAT LOVES VOLVO WAGONS YOU WILL BE HAPPY TO HEAR THE 2017 V60 POLESTAR FITS RIGHT IN WITH ITS OLDER V70R BROTHEREN



2017 V60 POLESTAR

you and inspires confidence. The six piston Brembo brakes feel like they could stop a freight train.

Frankly, I'm amazed at how good the Polestar is. You expect this level of mechanical harmony and focus from a Porche, but a Volvo? The ride is plenty stiff, though.

My buddy Jarvis jumps into the driver's seat of the Polestar and I ride shotgun. I give him a rundown: Last year this car had a 3.0-L six—cylinder turbo, but for 2017 it's running with Volvo's 2.0-L twin-charged modular four. A supercharger provides boost up to about 4,000 rpm and from there a turbocharger takes over; it makes 367 hp at 6,000 rpm and 347 lb-ft of torque from 3,100 rpm. Tap the shift lever to the left for Sport, which opens up the exhaust, sharpens the eight-speed automatic transmission and produces more cool supercharger whine and whaps on upshifts.

Jarvis's grin says it all. He's never driven a car with shift paddles, so this proves to be an eye opening experience. The little four-cylinder rasps and launches us forward, and the eight-speed transmission shifts with alacrity, although it should be noted this transmission is a beat behind the ZF unit (Jaguar, Maserati, BMW) when it comes to paddle response. Still, it's the rapid cog-swapping that impresses both Novotny and Jarvis. That and the V60's slot-car handling.

Now it's my turn to drive Jarvis's V70R. These bigger wagons are all grand touring to the Polestar's apex-strafting mojo. Even with their adaptive dampers set in the stiffest Advanced mode, the Rs glide over the road with the Polecat jitters and jives. Of course, the Polestar will leave its ancestors for dead in turns and corner exits, but straight-line speed is almost a wash. And driving a big wagon with a six-speed shifter is just so cool.

One thing that hasn't changed: spectacularly comfortable and supportive front seats.

Only a handful of Canadians will get to own the very specialized 2017 V60 Polestar. It's like no other performance car on the market, and it surely count's as another fascinating love letter from Volvo to the wagon cognoscenti.

So how deep does the V70R devotion go for these brothers in arms? This is Jarvis's second R; his first was totalled in a rear-ender. While between cars, Novotny spotted the black six speed R at Volvo of Toronto, he immediately alerted Jarvis and fate took it from there.

Novotny's story is equally obsessive...er, heartwarming. When his V70R suffered catastrophic engine failure a couple of years back, he

electd to order (at considerable expense) a brand new mill from Sweden just so he could keep his beloved on the road.

Oh, and he also made his own Swedish flag badge that parks next to the R. Lunatic fringe, remember.

VOLVO TO GO ELECTRIC AND HYBRID-ONLY STARTING IN 2019
CBC NEWS July 5, 2017

"This announcement marks the end of the solely combustion engine-powered car," Volvo Cars CEO Hakan Samuelsson said. All Volvo car models launched after 2019 will be electric or hybrids, the Chinese-owned company said on Wednesday, making it the first major traditional automaker to set a date for phasing out vehicles powered solely by the internal combustion engine.

The Sweden-based company will continue to produce pure combustion-engine Volvos from models launched before that date, but its move signals the eventual end of nearly a century of Volvos powered solely that way. While electric and hybrid vehicles are still only a small fraction of new cars sales, they are gaining ground at the premium end of the market, where Volvo operates and where Elon Musk's Tesla Motors has been a pure-play battery carmaker from day one. As technology improves and prices fall, many in the industry expect mass-market adoption to follow.

The company, owned by Zhejiang Geely Holding Group, said five new models set to be launched in 2019 through 2021 — three of them Volvos and two Polestar-branded — would all be fully electric. "These five cars will be supplemented by a range of petrol and diesel plug-in hybrid and mild hybrid 48-volt options on all models," Volvo said. "This means that there will in future be no Volvo cars without an electric motor."

The electric models will be produced at Volvo plants worldwide — it has factories in Europe and China and is building one in the United States — while development costs will be met from within its existing budget, Samuelsson told Reuters. "This also means we won't be doing other things. We of course will not be developing completely new generations of combustion engines," he said about future investment needs.

Volvo has invested heavily in new models and plants since being bought by Geely from Ford in 2010, establishing a niche in a premium auto market dominated by larger rivals such as Daimler's Mercedes-Benz and BMW. Part of its strategy has also been to embrace emerging technologies that allow higher performance electric vehicles as well as, eventually, self-driving cars.

Only last month, Volvo said it would re-shape its Polestar business into a standalone brand, focused on high-performance electric cars aimed at competing with Tesla and the Mercedes AMG division. Volvo has also said it will build its first fully electric car in China based on its architecture for smaller cars which will be available for sale in 2019 and exported globally.

Still, Volvo is not alone among traditional carmakers in pushing strongly into electrics and plug-ins; or among premium brands in resorting to 48V mild hybrid systems to lower fuel consumption and carbon dioxide emissions from their combustion-engine cars. Among them, BMW plans to introduce an electric version of its popular 3 series in September to meet the challenge from Tesla, Handelsblatt reported last month.

Volvo has also taken steps towards an eventual listing, raising five billion crowns from Swedish institutional investors through the sale of newly issued preference shares last year, though the company has said no decision on an IPO (initial public offering) has been made. "It is still an option and a question for our owner," Samuelsson said.



TECHNICAL TIPS

SOME WORDS OF WISDOM FROM SANDY WILL:

A POINT TO PONDER

The average car is said to be driven about 15000 miles a year. This represents 300 hours of use if the average speed is 50 mph or 500 hours if the average speed is 30 mph. The truth lies somewhere in between, say 365 hours. This is an average of 1 hour per day, 1 in 24 or about 5%. This means that most cars spend 95% or more of

their lives doing absolutely nothing! Well, not quite nothing, they manage to depreciate, rust away, and consume insurance dollars while standing still. This is not the acme of efficiency!

The bright side of this is that for 95% or so of its life the car emits no pollutants or greenhouse gases.

EXTRA WIRES

Wiring harnesses which have to go through metal panels e.g. firewall are usually a close fit in the rubber grommet so that adding extra wires

through the grommet may not be easy. This is facilitated by using a piece of 3/16" steel brake line 3" to 6" long. Spray harness and grommet with WD 40 and remove burrs from the end of the steel brake line then jiggle the brake line through between harness and grommet. Then feed the extra wire through the brake line and pull both through from the other side. Slide tube off the wire and save for next time.

ODD OCCURANCE 23

A lady with a 544 had a chronic problem

where by the fuse for the horn kept blowing although no cause could be found. Eventually when working on something unrelated requiring removal of the left front wheel I noticed that one of the steel brake lines had been replaced. The new line was much too long so the mechanic bent it in a loop to make it fit. One part of the loop ran just above the lower control arm. Under heavy braking, the control arm rising up relative to the body of the car was lifting the loop causing the diametrically opposite part of the loop to rise and come up against one contact on the brake light switch, thus blowing the fuse. Of course the horn was on the same fuse as the brake lights so that problem was finally solved.

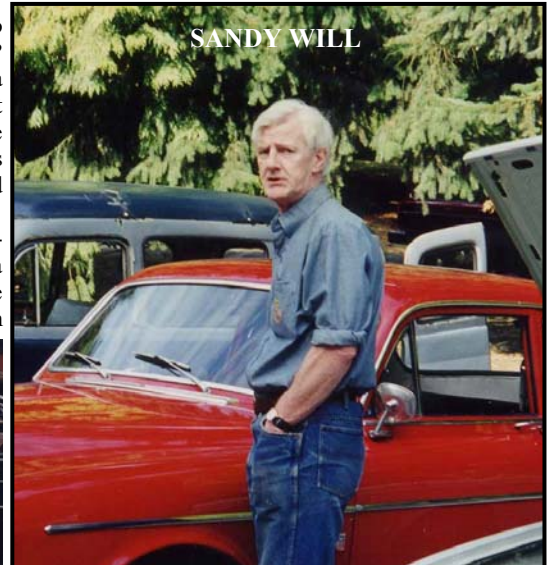
The moral here is that since most fuses protect more than one function, all the functions must be checked.

DISCONNECTING BATTERIES

Many operations on a car require the bat-

tery to be disconnected. It is a good idea to disconnect the -ve terminal first. Why? Because, if you attack the clamp with a wrench and the nut comes loose suddenly it is possible that the wrench may hit some metal part which is grounded causing sparks and alarm. If the -ve terminal is removed first this cannot happen.

If working in the area of the live terminal of the starter solenoid do not wear a watch with an expanding metal strap. If the strap happens to hit both the large studs on the solenoid your wrist will be "well done" in nanoseconds.



SANDY WILL

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.

CLUB DIRECTORS: 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

DISCLAIMER: VCBC cannot be held responsible for technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or members offered for sale.

CLASSIFIED ADS (pictures on website)

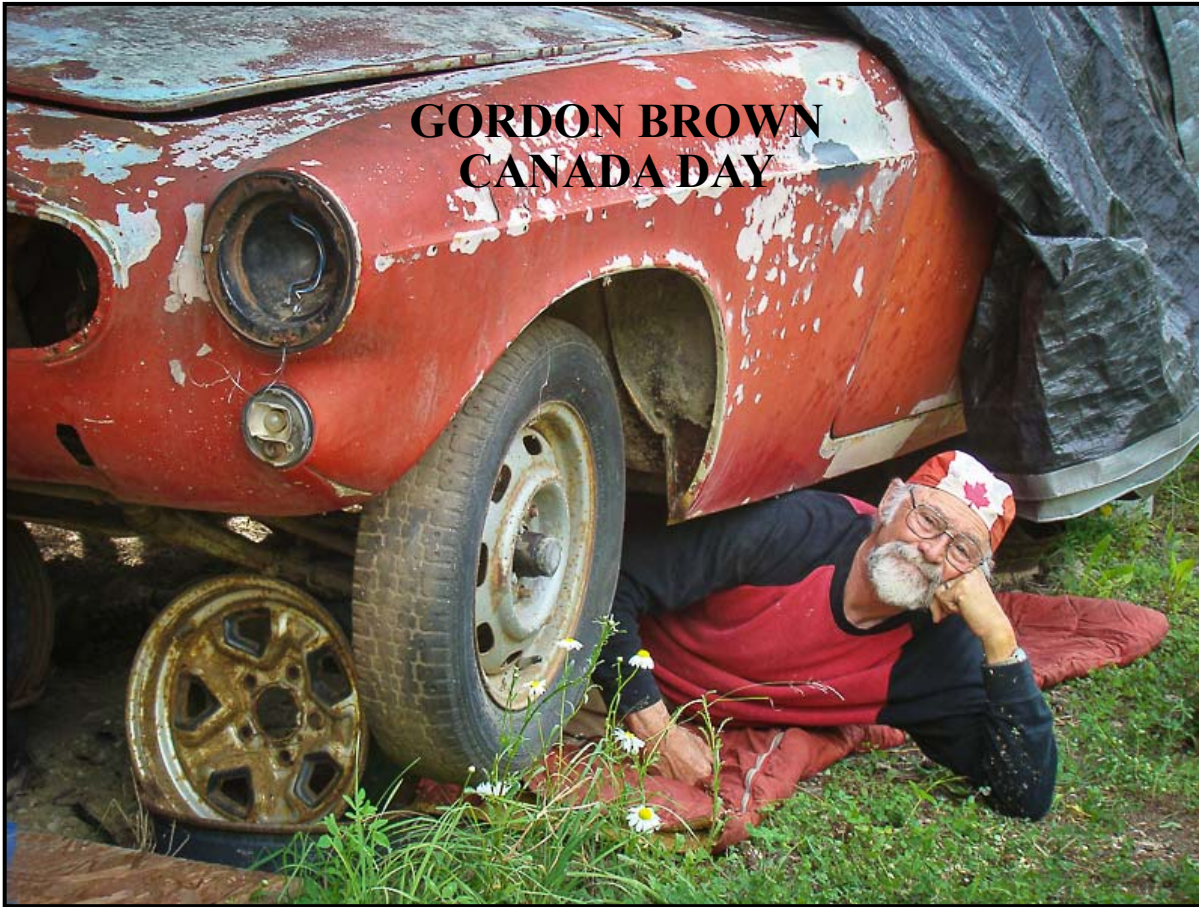
NOTE: Send us your ads and pictures and we will post them on the website and newsletter for you!
infovcbc@volvoclubofbc.com

- 1959 PV445 project for sale, \$6500** garaged for decades, runs and drives, B20 engine, overdrive, front disc brakes, rebuilt SUs., Needs some bodywork (from BC so not too bad), many dents, brush paint, poor interior, but still - one of the greatest old Volvos, with original roof rack. perry.rv@gmail.com Saskatchewan
- 65-PV544-\$500**, black, complete and runs, but rusty, all chrome intact, Richard at perry.rv@gmail.com Saskatchewan.
- 67-123GT-\$17,500**, Restored to better than new. No rust, repainted, Engine rebuilt, custom walnut dash, custom interior, new American Racing wheels & tires, sunroof, remote shifter from 140., Always stored indoors. pauljer9@gmail.com
- 71-1800E**, turquoise blue, original wheels, runs great, As is. Where is. Bill Karr, 250-553-2318, G.D. Crescent Spur, BC, V0J 3E0 (100 mi. E of Prince George hwy 16
- 69-122-\$9000**, red, off white interior, collector plates, Sechel, BC 604-886-4679
- 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.
- 79 262 C Bertone-\$5900**, Silver, black top, all original and, A/C & all power options operationa. Exc. Condition, Katherine, 250-544-8019, ktrock49@hotmail.com
- 97-850 wagon-\$2500**, Green/Grey, 360K, automatic, Nice exterior, some maintenance needed, Snow tires on rims included, partial service history, Siovhan, 604-219-5308, shivoshi@gmail.com
- 04-V70Turbo-\$6500**, silver, black leather interior, original owner, cosmetically mint, carefully serviced, new Volvo transmission at 200K, Service records from new, excellent condition in all ways, Brian 604-929-7761

WANTED

WANTED: 1965 to 1968 122S automatic, 2 or 4 door or wagon. Must be in excellent to near mint condition. Neville Britto nev_britto@hotmail.com

- 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 gmmorris@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 gmmorris@moody.bc.ca
- 83-760GLE parts car**, all parts available John 604-466-9110
- 83 242 GLT Parts**, Body, suspension, mechanical, elec, interior., new cam, new 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
- LARGE PARTS COLLECTION IN SASKATCHEWAN**, PV, 120, 140, 240, many rare parts, 123 steering wheel, 140 rally dash, used ipd pars, see bigger list on the VCBC Website, Richard, email for pictures and prices, Richard, email for pictures and prices perry.rv@gmail.com.
- VINTAGE IMPORT PARTS**, Contact me for all your vintage Volvo parts needs. 444/544/122/1800/140, Olof, 604-992-9664 or olofgmalmberg@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
- PARTS CLEAROUT FROM GLENN LITTLE'S GARAGE;** 120/544/140/240 PARTS, 604-876-6131
- Rainbow Auto Wreckers, has to remove 150 parts cars.** 2729 Jensen Road, Bellingham WA, Larry 360-734-6117, rainbowlarry321@gmail.com
- OTHER: HELP FIND MARTIN'S 72 142**
- Martin is trying to find his 72 dark blue 1972 142S, vin 1423368276773 that he traded in at Fenner Motors, Richmond, Mid 1983. It is a 4spd & had a trailer hitch. Contact mgcherry@hotmail.com



**GORDON BROWN
CANADA DAY**



THE WEDDING STORY



PV'S TO LILLOOET AUGUST 2017