



THE VOLVO CLUB OF B.C.

JANUARY 2019

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

Gregg Morris at Tel: 604-469-1216

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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)

JANUARY 16, 2019 (Wednesday) VOLVO CLUB WINTER SUPPER, 6:30 pm at the New Westminster Spaghetti Factory located at 50 - 8th St., just up from the Sky Train Station, The spumoni is calling, see you there. **Dave McAree 604-530-6097**

FEBRUARY 12, 2018, (Sunday) SWEDISH CAR CRUISE-IN, 9am to 3pm at the XXX Root Beer Drive-In, 98 NE Gilman Blvd Issaquah, WA Website: www.triplexrootbeer.com. This is the 11th annual event open to all Volvos and Saabs. Contact Ingvar Carlson at 206-434-9482

VCBC TECHNICAL SESSION SUBJECT—LOCATION & TIME TO BE DETERMINED, WATCH THE EVENTS PAGE OF WEBSITE FOR DETAILS Gregg Morris 604-469-1216

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

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST EVENTS

VOLVOS IN OSOYOOS 2018 September 13-16, 2018

Gregg Morris

For many years now Rose and I have been inviting our Volvo friends to an annual get-together in Osoyoos. It has come to be known as Volvos in Osoyoos and takes place the first or second weekend after Labour day. We enjoy a 3-day weekend that includes interesting drives, a winery tour, pot luck dinners and generally enjoying the attractions of the south Okanagan. This is the 2018 edition.

In the spring I talk to Cindy at the Poplars Motel in Osoyoos, confirming dates and reserving a block of rooms at very friendly rates. The Poplars is perfect for our needs. The



POPLARS MOTEL OSOYOOS

managers treat us very well. Parking is right outside the rooms. The rooms are big and all have cooking facilities. The Poplars is right on Osoyoos Lake and has a private sandy beach and a lawn overlooking the lake. There are barbeques for our use and lots of picnic tables. Its is a short walk to nice restaurants and right across the street from a pub with good grub. What more could you ask.

Most people turn up on a Thursday and leave on Sunday. The Wednesday before the event John and Celine Cripps and Rose and I left Vancouver and headed for Osoyoos via the Lougheed Hwy 7 to Hope and Highway 3 to Osoyoos. The freeway is so crowded these days that it takes nothing to turn it into a parking lot. The Lougheed Highway is less travelled, more reliable and much more enjoyable. The weather forecast called for lots of rain. Who cares, the forecast is usually wrong anyway.

As it turned out we had sun, some clouds and some rain squalls and no smoke. Rose and I were traveling in our red 123GT and John and

Celine in their gold 1800E. We have done lots of travelling together and it is always fun to be with them.

There is a serious hill a few miles east of Hope on 3. In the 123GT I usually climb it in 4th gear at 4000 rpm. These are tough engines and



NOBLE RIDGE WINERY



QUINTA FERREIRA TASTING ROOM

don't mind the climb, or so I thought. Three quarters of the way up the hill there was a "pop" from the engine bay and engine bay and then silence. The engine had just quit running. Fortunately, it was on a 4 lane stretch and vehicles could get by, but the verge was narrow and the drop off from there was loose gravel at the angle of repose. The bottom was a long way down. John had stopped to help and we had the hood open and in a few minutes we had discovered there was gas but no spark to the plugs. Off

came the distributor cap and for the first time in my experience we found the rubbing block on the Bosch points had fallen off. This plastic block is what rides against the distributor shaft cams opening and closing the points. At least we had discovered the problem. I am famous for carrying lots of spares and I had a set of points with me. I put them in and hooked everything back up and turned the key and it still wouldn't start. Nuts! Back to the parts box, and I grabbed the complete distributor I also carry

along. It is meant for a fuel injected engine but it will work on a carburetted engine. I installed it, rough adjusted the timing and thankfully the engine started and ran. It was down on power but that was probably just the timing being out. We stopped at Manning Park for lunch and I re-adjusted the timing and it was back up to power and ran flawlessly for the rest of the trip. I take a bit of teasing for carrying so many parts but they sure saved me this time.

After lunch we continued east on Highway



GREEN LAKE ROAD

MARIE (CENTER) WITH HER MANY ADMIRERS



3. It really is a beautiful highway and traffic was light on this Wednesday. We made one stop at the Chevron in Princeton and reached sunny, welcoming Osoyoos by mid afternoon and joined the Schwiegers at the Poplars.

Thursday morning, we headed out to choose the wineries and route for Friday's Winery tour. We enjoyed the day and came up with a couple of nice new destinations. Back at the Poplars the other guests were arriving. There were 37 people and 21 cars, almost double last year.

Thursday as we sat on the driveway sipping wine we heard the unmistakable sound of a healthy B20 heading our way and to my great delight there was Gordon Brown from Kaslo cruising into the parking lot is his 73 1800ES. This may not seem like such a significant event but get this. In 2016 Gord's ES quit right at the top of Anarchist Mountain and he coasted all the way down the hill and managed to coast right up to the Poplars in total silence. With the help of the mechanics in attendance we got the ES running, but not well. 2017 the ES refused to make the trip. From 2016 on, Gord fought to get the car running correctly and reliably. This past year

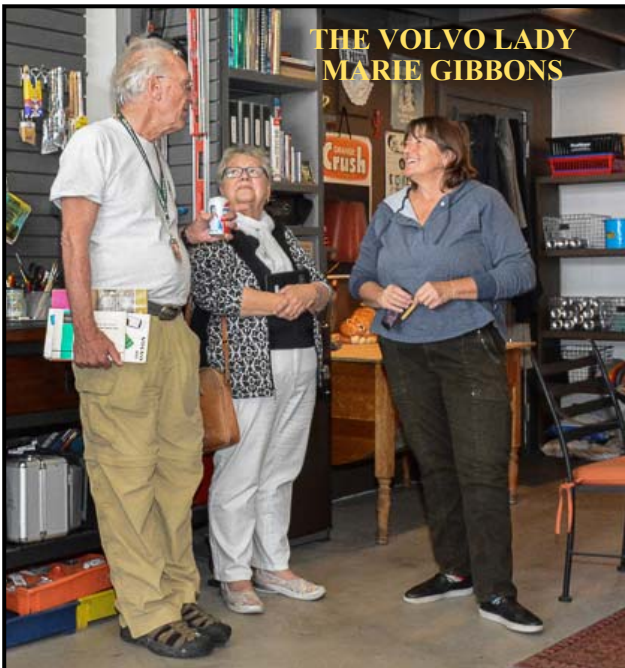
work included a reconditioned head, new lifters, new cam shaft (the old cam had one completely flat lobe), and a new timing gear. This engine work was all a new experience for Gord, but he persevered and finally got it running the day before he left for Osoyoos. It never missed a beat the whole weekend.

After celebrating Gord's arrival we walked to the Ambrosia Indian Restaurant for supper. This family-run restaurant is really welcoming the food is fine. Our server Tracey is the best. She has a kind word and a smile for everyone, and somehow makes serving a full restaurant single handed look easy. Tracy is a full time Pharmacist and comes to serve tables for her mom (the cook) after work and on weekends.

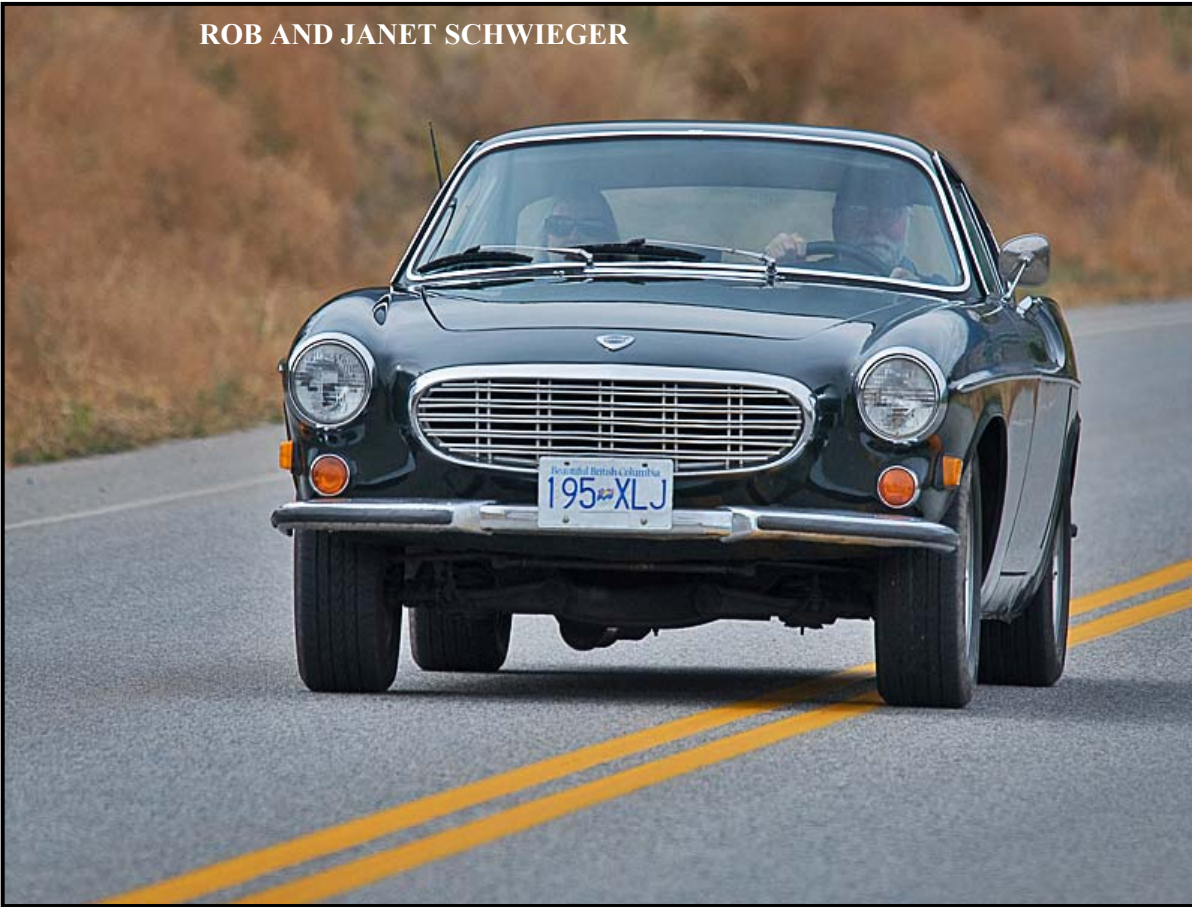
Our Friday winery tour was a little different this year. Thanks to Rob and Janet Schwieger for organizing and leading the tour. We started out by visiting Area 27, a private racetrack designed by Canadian Race hero Jacques Villeneuve and located on Osoyoos band land near Oliver. The track is 3 miles long, has 16 turns and 357 ft. of elevation change and a half mile straight. It is already famous with racers around

the world and the memberships are sold out. (To put that in perspective, Westwood, our long gone but still revered racetrack in Vancouver, was only 1.8 miles long.) We drove to their free public viewing area that gives an excellent view and watched a variety of fast cars lapping the track.

Our next stop was Quinta Ferreira on Black Sage Road. John Ferreira, the colourful owner, was not able to be there but he arranged for a "barrel" tasting in the cave where they age their wine. We all got to sample the red wine from a barrel and I would not have minded taking that particular barrel home. From there we drove to the Noble Ridge winery. We have not been there for years and the facility has matured well. They welcomed us with champagne and smiling faces. We enjoyed tasting at the counter and out on the outdoor covered patio with an amazing view of the Okanagan Valley. Best of all, they let us use their garden for our picnic lunch. We sat at table cloth covered picnic tables on a flawless lawn end enjoyed lunch with a view. I will be writing the owners to compliment them on their facility and their wonderful staff.



ROB AND JANET SCHWIEGER



do other things in the South Okanagan. Most people went to Penticton to their weekly farmer's market and craft show. Others visited the museums in Osoyoos. Some just enjoyed some shopping and the quiet of the Poplars. Once everyone had returned home we indulged in another evening of Pot Luck supper and easy conversation into the evening. This was a gentle and enjoyable Volvos in Osoyoos. There were no rules other than to do as you please. I think everyone enjoyed themselves. Sunday morning, we said our goodbyes and headed off to all points of the compass. Rose and I, and the Schwiegers headed east and spent a night in Nakusp. Rob and Janet returned home to Kootenay Lake on Monday and we went north to Revelstoke and west to stay in Lillooet. Tuesday it was home via the Duffey Lake Road and the Sea to Sky

Our winery tour would not be complete without a drive home on Green Lake and White Lake Road. From OK Falls we climb a steep twisty road up to an elevated valley west of Highway 97. This sparsely travelled route winds its way past vineyards, small lakes and farms, finally depositing us back on Hwy 97 right at winery row. There must be 10 wineries within a mile of this spot. We chose to stop at Gehringers and Hester Creek and home to the Poplars Motel.

At the Poplars we had another treat in store. Marie Gibbons "The Volvo Lady" has retired to Osoyoos and she invited us to see her unique townhouse/shop. From the front this townhouse complex looked like any other, with each unit having a single garage, front door and balcony. From the back it looked like a small commercial warehouse building with double high garage door and man door for each unit. What a great car-guy concept. The top floor is a nicely designed one bedroom apartment. In front the single garage leads into a two story high and very long shop, that could hold a lift and many cars. At the fore end of the shop was a mezzanine that Marie had fitted out as a guest suite. Very cool. Marie even had a box of old Volvo manuals and brochures that she gave away to our crew. Marie is a very kind and classy lady.

Back at the Poplars it was happy hour in the parking lot, which proceeded an evening of pot luck supper. The food is always tasty and plentiful and the com-

pany a pleasure. We considered what to do on Saturday. In the past it was traditional to do a drive east or west from Oroville Washington, just south of Osoyoos. There are many miles of beautiful and lightly travelled roads to enjoy. In the last few years of Volvos in Osoyoos, more people have chosen pass on the drive and instead

highway.

If this weekend sounds of interest to you give me a call and I will send you an invitation next year.

Until next year, Cheers from Gregg and Rose.



DUFFEY LAKE ROAD

CATES PARK PICNIC AND AGM

September 29, 2018

Gregg Morris

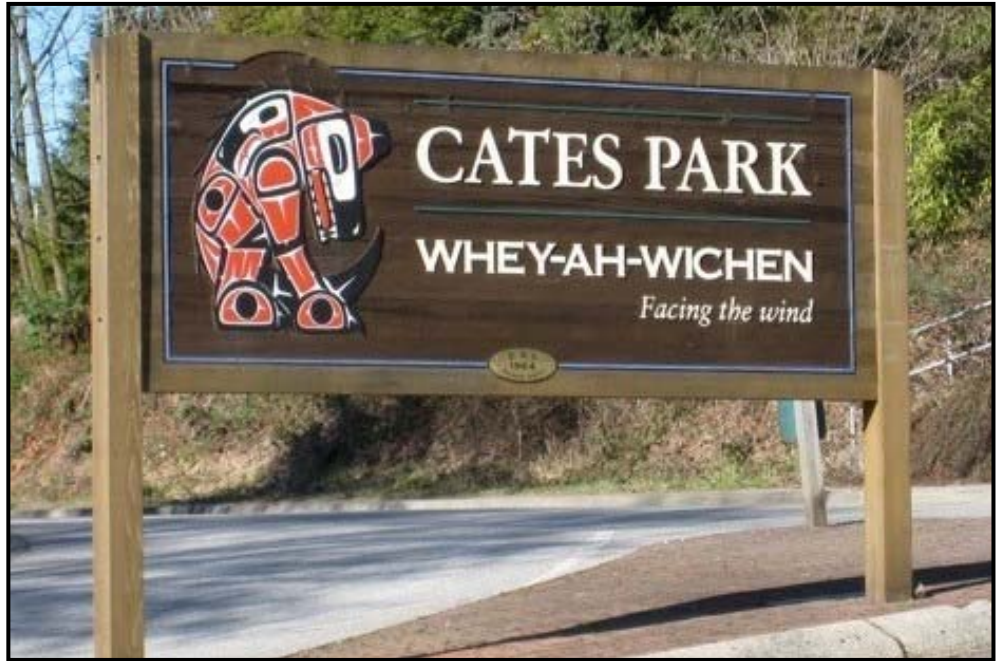
We have been using Cates Park as our picnic site for the last 27 years, but it dawned on me that I do not know much of the History of this park. Time to learn. Cates Park is the largest waterfront park in North Vancouver. It's ancestral name is Whey-ah-Wichen, which is a Tsleil-Waututh word that means "faces the wind". Cates park has been home to the Tsleil-Waututh nation for centuries and in 1950 it became a North Vancouver Park and was named in memory of Charles H. Cates, founder of the historic Cates Towing Company.

Cates Park is a great place to spend the day. You can explore the 6 km waterfront walking trail that winds past sandy beaches and coastal rainforest. At low tide there is a perfect beach for beachcombing. You can search for starfish and crabs or just enjoy the beautiful scenery. There is also a sandy beach in front of the concession stand. Guided Cultural tours of the park can be arranged through the Band at Takaya Tours. 604-904-7410 They offer hiking tours and canoe tours.

There's a ton of history spread over the six kilometres of waterfront park. Eve Lazarus a local author and writer has a small blog titled, "A short History of Cates Park". She kindly provided permission to use some of her words and pictures.

In 1916 a San Francisco-based lumber baron named Robert Dollar bought 100 acres and built a huge mill at the bottom of what's now Dollar Road. There were no roads leading into Dollarton, no bridge spanning the Second Narrows, and no regular ferry service. Dollar built a wharf for his ships and a town for his employees with a post office, gardens, community hall, church and school. He rented houses to his employees for \$15 a month. The Dollar Mill operated until 1942 at the start of the war in the Pacific.

Squatter shacks started to pop up around Roche Point in the 1930s, and by the 1950s there were close to a hundred along the waterfront, many built on pilings and erected from wood and other materials scavenged from the beach. There was no running water, no electricity and no heat. The most famous of the squatters was English



poet and novelist Malcolm Lowry and his wife Margerite. They lived in a series of shacks in the Cates Park area in the 1940s, where he finished the third and fourth drafts of his famous novel 'Under the Volcano'. He was always described as a colourful personality and sometimes as a paranoid alcoholic. In any case his presence in the Dollarton area's history is celebrated in the annual "Under The Volcano" music and poetry festival, named after his most famous novel and held in Cates Park. His shack was one of the last holdouts—all traces of the shacks were destroyed by 1957.

BACK TO THE CATES PARK PICNIC 2018.

We sometimes question whether the Cates Park Picnic should be the last Saturday or the last Sunday in September. At least for this year, Saturday was the spectacularly correct choice. It just poured rain on Sunday.

I was determined this year to drive a different car to the event. Every year for the last many, I have driven the 122 wagon simply because of the volume of stuff I have to transport to and from the meet. Tents, tables, boxes of clothes and raffle prizes, banners, tarps, supplies. This year Allen Hiebert kindly carried much of the stuff in his XC70. We were up early and got to the park by 7:30 am, in hopes of reserving the parking lot for our meet. The lot is right next to the boat launch and people park there after launching their boats. Even at that early hour there were 4 vehi-

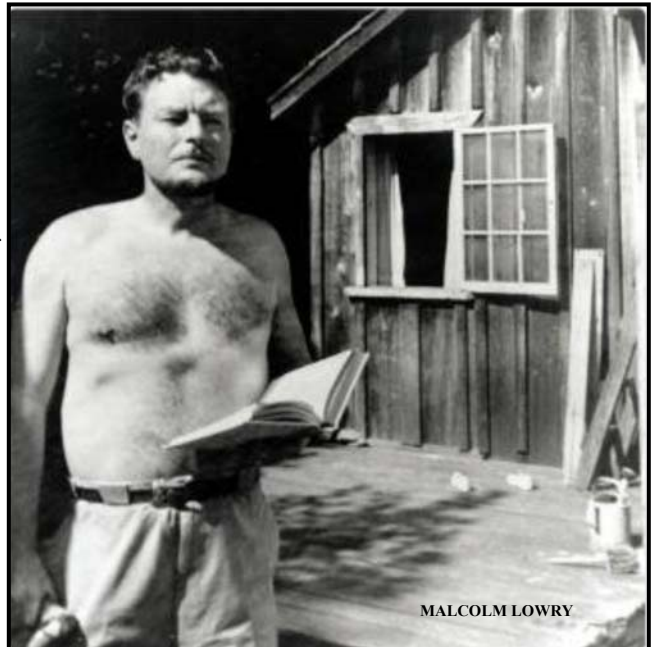
cles in our lot and I parked at the entrance fending off any more. Once I explain the situation most people don't mind parking elsewhere.

Once Allen arrived with the supplies we set up the two tables and got out the renewal and membership info and put up the clothes line to display our Club clothes. What clothes sell depends on the weather. It was a bit nippy so hoodies and sweatshirts were popular.

Bert came via Tim Hortons with lots of hot coffee, donuts and water. This was popular addition to the table. All the while clattery, and unclattery Volvos came rolling in. In Jamie Graham's case roll was all he could do because the actuating rod from the clutch pedal to the clutch master cylinder had come free and he had no clutch. Fortunately, that is a pretty easy fix and his very nice 63 1800S was mobile again. There must have been 6 or 7 cars from the island. I should have written their names down but I got distracted. Those I remember are Carl Selden from the Comox Valley, Gil Stuart, Greg Cline



DOLLAR SAWMILL 1918



MALCOLM LOWRY



CATES PARK PICNIC 2018

and Bill Paitson from Nanaimo, and Bruce Kennedy from Salt Spring Island and Jamie Graham from Victoria. Thank you all very much for making the early morning ferry ride. It was also good to see some folks from Washington State. Jay Holland brought our friends Don Johnston and Ric Tartar from Seattle and Don Voegel came from Bellingham and Gene Dvorak from

Covington south of Seattle. The long distance award must go to Barry and Donna Gordon who drove from Kelowna and of course none of our events would be the same without Dennis Cowell coming down from Kamloops.

Thanks to Louissette Tennant for selling the raffle tickets and Vince Bubica for giving out the dash plaques and Brian Kerr for handing out

people's choice ballots.

The Volvos that turn up at Cates are some of the nicest around. Of the first three cars to arrive 2 were 200 series and even the same dark blue-green metallic colour. That trend was to continue as there were more 240 cars there than any other model. Cars came and went and I think there were 50 overall. By my count there were 2



CATES PARK PICNIC 2018



PHIL MOUL'S 242GT V8

AGM

PVs, 7 Amazons, 6 1800s, 1 140, 15 200 series, 4 700/900, and 17 FWD. The most "out there" car in the lot was Phil Moul's 282 Beast. Take a look at the picture. Phil isn't too hung up on "stock". His car started as an innocent 78 242GT. The innocent part didn't last long. Phil's previous car had been a 68 1800S with many serious performance upgrades from coil over shocks to a B230Turbo engine. It became so powerful it simply ripped itself apart. The engine was transplanted into the 242 and it was plenty powerful. The car slowly received some of Phil's signature body mods, such as exposed channel-iron rockers and angular fender flares. This year his modifications were a combination of primitive and sophisticated. How about multiple tubular steel pipe bumpers in the "Roo Bar" fashion and a 2014 5-liter V8 with a 6 speed manual transmission. Pity the kangaroo or deer that gets in front of this car.

The VIP of this event was Don Johnston of Seattle. Don and his wife Mary Lou have been special friends of Rose and I for the past 30 years. We met at one of the 1990s Volvo Sports America West Coast National Meets master minded by Bill Webb. These early national meets were spectacular. Every event was held at an interesting location, with great accommodations, lots of attendees and concours quality judging for the cars. Don became a regular judge and Mary Lou had a pristine 1966 white

1800S that consistently won first place in the 1800S class. She won so many times that I think it was her car that necessitated a Masters Class for cars that had been multiple first place winners. Don and Mary Lou were always fun, competitive, gracious and very hospitable to their Canadian friends. At one event Rose, Kim and I were late registering for the VSA event at the Kah-Nee-Ta Resort in the High Desert east of Portland. All the rooms were booked and we had to stay in a rowdy tent camp full of dome tents with very little light other than the moon. It wasn't easy finding your tent if you had to leave it at night. Every Morning Don and Mary Lou would drive us from the camp to the lodge as our car was already parked at the show.

It was very special to have Don attend Cates Park. It was a major effort for him as he now walks with his two canes. He was on his feet most of the day and never complained. Mary Lou could not come because her Alzheimer's was at an advanced stage. She died one week later with Don and their daughter Susan Freeman at her side. We will miss Mary Lou's infectious laugh and quick wit and the twinkle in her eyes. All the best to Don and Susan who will have only happy memories of Mary Lou.

In the early afternoon we convened our Annual General Meeting. I thanked our visitors, identified our directors and volunteers, summarized our Club activities for the past year and

provided our financial statement. Those in attendance gave us their support to carry on for another year.

With that over we held a bountiful raffle and I think everyone left with something. The raffle prizes were thanks to Ed Schram Motors, Scandia Motors, Don Dockstader Motors, Volvo of North Vancouver, Volvo of Surrey, KMS tools, and our Club.

We donated to the food bank, non perishable food donations, cash donations and 1/2 the proceeds of our raffle.

Once the People's Choice ballots were counted the Peoples Choice Award went to Gregg Morris, 1967 123GT (That's me!!! for the first time in 27 years.) Runner up went to Jamie Graham for his red 63 1800S and the People's choice modified was won by Par Noren's metallic Red 65 1800S. The colour of choice this year was definitely red.

If you want to view some pictures of the picnic, Photographer NELSON MOUELLIC posted some excellent pictures at <https://gallery.mouellic.com/cates2018/> and invites us all of us to enjoy them. Thanks Nelson.

That's it for this year.



CATES PARK PICNIC

EDITORIALS AND LETTERS

IRV GORDON

The Volvo world has lost a great ambassador. Irv Gordon passed away on a trip to China November 15, 2018. He was 77. Irv was famous for having driven his 66 1800S over 3 million miles, a Guinness Book of World Records feat that is unlikely ever to be repeated. More importantly he was a good man and he will be missed. See the last page of this newsletter for pictures of Irv.

CLUB STUFF

Gregg Morris

Our Volvo club is ticking over just fine. Our membership is at 267. We still have 4 directors, Bert Sherlock, John Cripps, Dave MacAree and Gregg Morris. Our bank account is healthy. Barry Gordon and Cam Finnigan keep our website running. Barry will post classified ads on the website. Please send me your ad with asking price, and I will forward it to him. The club email address is

infovcbc@volvoclubofbc.com

Ted Clarke organizes our telephone tree. Volunteers Jim Tennant, Glenn Little, Trevor Glave, Gabriel Goilav, Doug Hewitt, Bert Sherlock, Terry Walton, Don Prociuk phone or email notifications of our events. Also keep an eye on the event schedule on our website for event details. Alan and Dorothy Hiebert do the newsletter mail out and organize the summer drive and picnic.

The companies that provide us discounts are listed on the 12th page of the newsletter. It does not take long to save the cost of membership in discounts.

JANET SCHWIEGER



V.C.B.C. Non Profit Society

Gregg Morris

Our Volvo Club of BC is a non-profit society, incorporated December 4, 1995.

The provincial government, BC Registries, in its infinite wisdom, decided to rewrite the

Societies Act and did so in May of 2015. This Act governs how societies (not-for-profit corporations) are created and run in B.C. The new act came into effect November 28, 2016 and all existing societies, like ours, had to file a transition application moving their current bylaws and constitution onto the new electronic filing system. All societies were given until November 28, 2018 to do the transition.

I started the procedure sometime in 2017 by logging into the Societies Registry and obtaining a new electronic ID for the Club. That is as far as I got. I had been busy procrastinating as the Nov 28/18 date for transitioning got ever nearer. I just didn't feel like doing this chore and none of our other directors were putting their hand up either.

In a fit of inspiration, I remembered that our good friend Janet Schwieger of Grey Creek, on the East shore of Kootenay Lake, looks after numerous small societies like ours, and maybe she had some insight. It turned out Janet had already transitioned the various societies she was involved with.

I asked her if she would consider doing the transition of our Club and she kindly agreed even before I had to start begging. I provided her with the

information and within a couple of days we were a shiny new on-line connected Society. Janet you are my hero. Thanks you very much for your efforts.

WHATS NEW (OR OLD) AT VOLVO

VOLVO COMES IN AT 29 OF 29 AUTOMAKERS IN CONSUMER REPORTS' RELIABILITY SURVEY

SEBASTIEN BELL

SWEDESPEED

OCTOBER 25, 2018

Volvo suffered mightily in the latest Consumer Reports reliability survey, coming in dead last of all the brands included in the survey. The non-profit announced its results earlier this week and relies on data compiled from 500,000 Consumer Reports members who bought or leased a new vehicle between 2000 and 2018. Their least reliable model the S90 and the most reliable the XC60.

And while Volvo's results are nothing to boast about, they're hardly surprising to Consumer Report's Director of Auto Testing, Jake Fisher. "It's somewhat of an easy story," he said. "So, Volvo, until they got the new ownership, had a very old fleet, some very old product." According to Fisher, these cars may not have been flying off dealer lots, but their lack of new technology meant they were reliable.

When Geely came in and started pumping money into the brand, "they just wound up getting just everything they wanted," explains Fisher. And that's been the case across all brands.

American brands, who are also in the process of updating their portfolios, slid in the rankings and wound up last, while brands with older fleets rose up the charts. In fact, of the 10 least reliable cars on the survey, five were new for 2018. Of the 10 most reliable vehicles, meanwhile, seven had launched in 2015 or earlier. "The moral of the story is... the early adopters get penalized in terms of reliability," said Fisher. "I feel like a broken record, [but if you want reliability] don't buy a car in its first year."

NO 240 FATALITIES

1995 edition of Volvo Owner Newsletter

From a 1995 comes an interesting study. The Insurance Institute for Highway Safety, an insurance industry research group in the United States, announced in late 1994 the findings of a four-year study of traffic accident death rates in the U. S. Vehicles studied were 1988 through 1992 models of all brands.

A U.S. accident study shows that the Volvo 240 series had lowest fatality rate. In the study, which looked at accidents occurring between 1989 and 1993, IIHSS found that there were no fatalities among drivers of '88 through '92 Volvo 240's involved in accidents during the 4 year study period.

The institute ranked the 240 as having the lowest fatality rate of all cars studied. The second position was taken by Volvo 740/760 sedans.



T5 AND T8 TWIN-ENGINE: HOW DOES IT WORK?

Evan Williams
Swedespeed Website
October 22, 2018

Volvo's latest Twin-Engine T8 powertrain offers up impressive performance. Up to 415 hp in the Polestar Engineered S60, with massive swaths of torque to go with it. We said that "it pulls you back into your seat in a way that makes drivers giggle and passengers clutch any available handles." Even better, it offers up a 21-mile or so electric-only range. Though with a touch less power on the EV side. So how does Volvo do it? And what are the twin engines at play?

The Twin Engine T8 setup launched in the XC90 back in 2015. It gave that big seven-seat crossover a 14-mile electric range in the EPA cycle. More impressively it gave it a 53 mpg fuel economy figure. Massive for an SUV, and even more impressive for one that offered up 400 hp and 472 lb-ft of torque.

So how exactly does having twin engines make this more fuel efficient? Well, there aren't actually two engines, for a start. There is actually one engine and two motors.

The first is Volvo's 2.0L twin-charged four-cylinder. We've already detailed how that one uses a turbo and an electrically-coupled supercharger to make an impressive 318 hp from such a small engine. Between that engine and the gearbox is a small electric motor. That one works as a motor to send 46 hp to the gearbox along with 110 lb-ft of torque. It also helps start the engine, power the accessories, and provide regenerative braking.

The second electric motor is the twin part. It's mounted in the rear and provides all of the drive to the rear wheels. It adds 82 hp and 177 lb-ft to the thrust equation. It also handles the back portion of the all-wheel drive. So since there's not a physical connection between the front and rear, it can never send all the power back there. But that's not a bad thing. The lack of driveshaft makes it simpler and cheaper to adapt the powertrain between sedan, SUV, and whatever other body styles (or wheelbase) they want to put it in.

With a conventional AWD system, you need to mount a transfer case and a rear differential. Plus, a center driveshaft. Put them into a different car, even on the same platform, and you need to find new places to mount those parts. Plus, if the car is shorter you need a shorter driveshaft. With the T8's rear electric motor



driving the rear wheels directly, none of those components are needed. Just mount the motor, add stub, and run some wire. Want to make the car 2-inches longer next week? Run two more inches of wire. Easy as pie.

So it's not really twin-engine, but Twin Engine makes for better branding than "Two Electric Motors and a Gas Engine." Or "Två Elmotorer och en Gasmotor" if Google Translator has sent me in the right direction. We'll just count the front driveline as one engine and the rear motor as the second. And call them paternal twins.

If you're doing the math on those power figures, you've probably noticed they don't quite add up. That's because peak power from each source arrives at a different RPM. But that's good for performance too. When one power source isn't at its peak, another one is. More area under the power curve on the dyno means more acceleration.

Volvo has taken advantage of the lack of driveshaft in other ways. While many plug-in hybrids lose a big chunk of their trunk to batteries, Volvo has taken a different path. Where a driveshaft might go in a conventional AWD vehicle, they've installed batteries; 9.2 kWh worth of them. Mounted low they don't hurt handling and they stay out of the cargo area.

Since the batteries can be charged from the wall, and not just the gas engine and regeneration, Volvo has added a few ways to control the system. Pure keeps the vehicle in electric-only mode. It can drive at speeds up to 74 mph without using any gasoline. The range varies depending on if you're in an SUV or a car, since the vehicle weight can change massively. Hybrid mode drives much like any other hybrid. The computer figures out how much gas and how much electric to use for optimal efficiency.

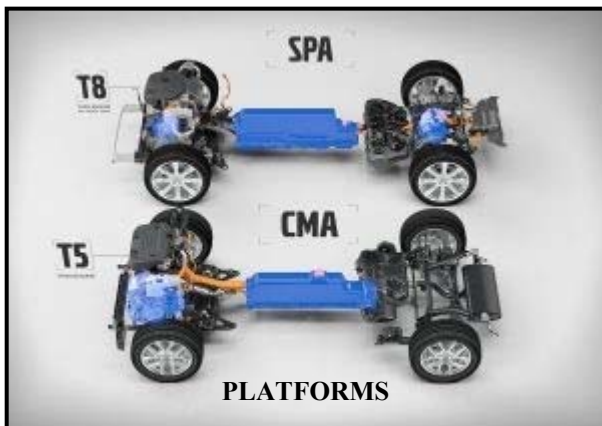
Then there's the fun mode. Power. All systems are go and damn the torpedoes. It will give you all the power available from all three drive

systems, whenever you ask for it.

So what about the T5 Twin Engine? That's the one destined for the XC40 and other 40-series vehicles. It's got some innovative differences. For a start, there's only one gas engine and one electric motor. No rear-drive. And the electric motor doesn't go between the engine and gearbox. Instead, it makes use of a quirk of the dual-clutch gearbox. See, dual-clutch gearboxes have two input shafts. One operated by each clutch. Gears 1,3,5, and 7 are mounted to one shaft, 2, 4, and 6 the other. We won't get into how it all works this time, so for now, just call it magic.

Volvo connects the electric motor to the 2,4, and 6 shaft. So when the gas engine is off, the T5 drivetrain really only uses those three gears. It can't power the others. But the gas engine can either power the odd-numbered gears at the same time as the electric motor turns the other ones (they all connect again at the back of the transmission) or they can both power the same even-gear shaft. It's a very innovative solution that's probably less complicated in operation than it sounds. That one uses a 1.5L turbo four and gets a total of 247 hp and 295 lb-ft. Impressive for a 1.5.

So that's how Volvo's two motors, and engine, and a lithium-ion battery work together to give more power and more efficiency in the same package. And how that package can fit in multiple vehicles.



REAR ELECTRIC MOTOR

VOLVOS IN MOTORSPORT

TOM TRANA – FAST FLYER From Volvo in Motorsports

Tom Trana, 1937-1991, from the province of Varmland was born with a technical interest – his father was an engineer with marine engine manufacturers Albin Motor – and through motocross young Tom entered the world of competition. His first car was a PV444, not very surprising considering he worked for a small garage called the “PV Specialist” which helped him build and maintain the car. Together with childhood friend Gunnar Palm, (later on a rally champion himself) Tom practiced on the narrow twisting roads surrounding his home town in order to sort out his car and improve his driving abilities. His debut was at the Kanonloppet (The Cannon Race) in 1957 on the Gellerasen circuit, and he also took part in the Swedish Car Orienteering Championship in the same year. In 1958 he won the big regional rally – Arvikanata with his PV444.

Tom was both a skilled mechanic and a very good driver. Very soon the crowds learned that the black PV with its “cuckoo” on the roof (direction indicator) and a white crane painted across the bonnet (trana is Swedish for crane) was always spectacularly driven to the limit, sometimes even over it.

After frequent visits to the surrounding greenery, he learned the limiting effects of the laws of physics! His driving philosophy was one for sliding through the curves, going sideways and by that closing the road for the ones behind.

Tom Trana was a genuine all-rounder and competed in all sorts of events and was successful in all of them. In 1959 he was runner-up in the Swedish saloon car racing championship, behind Volvo’s Gunnar Andersson and he almost won the Midnight Sun Rally, overdoing things slightly at the end by ending up in a ditch whilst in the lead.

In 1960 he won the Swedish saloon car racing championship, in the 1300-1600cc category, with a Volvo PV544 and he repeated this victory in 1961, whilst at the same time becoming a respected name in rallying. The economic support improved through new sponsors and Tom moved to Stockholm to pick up a new job and build a new car. In the workshop of his new employer, the large Volvo dealer Ernst Nilson Bil AB, Tom modified a Volvo P1800 in order to enter it for the Midnight Sun Rally together with his pal Gunnar Palm. However, the 1800 had not yet been homologated for competition

work, but Tom was granted an exemption to enter in Category 3. The couple in the very much lightened and modified 1800 were among the top contenders for most of the distance and were close behind the leader, Carl-Magnus Skogh who was then a Saab driver, but shortly before the finish the clutch seized and all chances of winning disappeared.

For the 1962 season Tom was hired by BMC but Volvo team manager Gunnar Andersson brought him “home” again in 1963 by offering him a works contract. Tom showed his gratitude by winning the RAC rally the same year. Tom Trana, white Volvos and victories became synonymous terms. This, however, did not apply for the Safari Rally in 1964 which turned out a failure for the Volvo team. None of the four cars in the Volvo team reached the finish inside the stipulated time. Tom’s crashed Volvo was left in Nairobi, was repaired and won the 1965 Safari Rally in the capable hands of the Singh brothers.

1964 was still Tom’s best season and his fast flying white PV544 was again the first car to cross the finishing line in the RAC rally. He won the Rally Acropolis, the Swedish Rally and finished 2nd in the Finnish 1000 Lakes Rally which altogether made him European Champion that year. All these successes were achieved in part-

nership with reliable co-driver Gunnar Thermanius. Trana’s meticulous care of both himself and his cars paid off well. He was always well prepared; he never drank but chewed frenetically at carrots in order to improve his already very good night-vision.

During the 1965 season his biggest achievement was winning the Swedish Rally again, but unfortunately the season was marred by a tragic accident during the transport section in the British Gulf in which Tom’s co-driver was killed. This shook both Tom and the team severely, and when a Volvo service car crashed into a lorry during the Rally Acropolis in 1966, and two Volvo mechanics were killed, Volvo decided to officially withdraw from motorsports once the season was over.

All of a sudden unemployed, Tom decided to run his own racing team and bought two Amazons from his former employer. However, life as a team manager was not an easy one and to be able to catch up with the fastest works drivers as a private entrant was not as easy either. A works driver off from another Swedish car manufacturer was happily accepted by Tom. And he stopped racing Volvos again.

New successes were added to the old ones and the years went by, and all of a sudden Tom

Trana was back behind a Volvo wheel again. When the Swedish Motorsport Federation celebrated its 50th anniversary in 1986, a rally for classics was arranged. Tom built a white PV544 for this event and after having taken part, he and many other elderly rally colleagues wanted to continue competing with the old cars. Thus the Classic Rally Cup was born in 1987. In 1988 he won the cup together with another very fast Ex-Volvo driver, Sylvia Osterberg, in the white PV and thereby closed his rally career circle. The car can be seen today at Volvo Museum.

The name Trana lives on in fast-moving circles. The Tom Trana Trophy is a go-kart race that is held annually at the internationally approved circuit in Goteborg and Tom’s son Claes Trana is an endurance racing driver in Volvos who has teamed up with Magnus Skogh, the son of his father’s old team mate Car-Magnus Skogh.



Volvo entered both Amazons and PV544s in the 1964 Rallye Acropolis. Sylvia Osterberg in a moment of rest with her Amazon while Gunnar Thermanius and Tom Trana pose for the photographer. Note how totally relaxed this winning crew looks, both gentlemen wearing comfortable slippers.

TECHNICAL TIPS

S.U. CARB TIPS HIF6 140 SERIES 1971-74 AND HS6 earlier.

Sandy Will

The fuel hose which interconnects the HIF6 carbs is secured with hose clamps which are tightened by a screw and captive nut. The screw is quite long and if the clamp is oriented in a certain position it can interfere with the fast idle cam operated by the choke. When this happens cold start enrichment may be nonexistent or insufficient to achieve a start. The hose clamps can easily be repositioned clear of fast idle cam. Alternatively, the clamps can be replaced by the springy type commonly supplied with plastic fuel filters.

A similar problem has been encountered on HS6 carbs in instances where the bolts securing the pancake filters are too long and the pinch

bolt on the choke cable hits it long before full choke application is achieved. Here the only solution is to use a bolt of the right length.

When investigation cold start problems it is essential to check the security of the choke cables under the dash. If the clamp screw becomes loose, pulling the choke causes both inner and outer parts of the cable to be pulled thru the clamp while at the carb end nothing happens. The clamp is held by a 10NC24 Phillips, head screw threaded into the metal choke assembly. A better way is to use a slightly longer screw threaded in from the opposite direction. The screw now becomes a stud and a nut and spring washer can be tightened more securely with a socket than a screw with a screwdriver.



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