



# THE VOLVO CLUB OF B.C.

## SEPTEMBER 2019

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



V.C.B.C. is the

## B.C. Chapter of Volvo Sports America

### 1800 Register

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

Email: [membership@vsa.org](mailto:membership@vsa.org) Annual membership fee US\$40 Website [www.vsa.org](http://www.vsa.org)

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

SEPTEMBER 18-23, 2019, VOLVO CLUB OF AMERICA NATIONAL MEET SAN LUIS OBISPO. California. [2019 National Meet Week - Member Registration](http://2019.NationalMeetWeek-MemberRegistration) This is the first national meet on the west coast for a long time. See [www.vcoa.org](http://www.vcoa.org)

SEPTEMBER 28, 2019, (SATURDAY) V.C.B.C. 28th ANNUAL CATES PARK PICNIC AND AGM Rain or Shine, 4141 Doltartton Highway, North Vancouver, B.C. 9 a.m. to 2 p.m. **Bring a picnic lunch! No BBQ this year!** Shine up the Volvo and bring the family. There will be lots of raffle prizes, as well as 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 the VCBC website or contact John Cripps 604-466-9110.

JANUARY 23, 2019 (Wednesday) VOLVO CLUB WINTER SUPPER, 7:00 pm at the New Westminster Spaghetti Factory located at 50 - 8<sup>th</sup> St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

VANCOUVER ISLAND EVENTS: Watch the website. [www.volvoclubofbc.com](http://www.volvoclubofbc.com)

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

JULY 23-27, 2020 VOLVO NATIONALS VINTAGE RACE AT THE PORTLAND OREGON VINTAGE RACE FESTIVAL, PIR

## REPORT OF PAST EVENTS

### ANNUAL ALL-SWEDISH CRUISE IN

XXX Root Beer Drive In

Issaquah, Washington

March 24, 2019

Bert and Kathy Sherlock

I had planned to travel to this event with Gregg Morris on its originally scheduled date of February 10, 2019. As you may recall, that was the week that Winter in the Pacific Northwest was giving its all. Gregg and I decided to cancel earlier in that week which was a good thing, because Sunday February 10 experienced blizzard conditions in Issaquah and the entire event was called off.

Subsequently the meet was rescheduled by word of mouth for March 24, 2019 and the weather, while not hot and dusty, was a lot more amenable. This time around, John Cripps agreed to caravan down to Washington with me as Gregg was down in the south. John had put some new rubber on his beautiful grey 544 for the trip. All seemed to be going well that morning, we met at the Blaine Chevron just before 7 am having crossed the border with no delays. It was decided that the 544 would lead and we headed south at the posted speed limit which coordinated beautifully with our classic speedometers.

About 70 miles south of the border John

pulled in at the Smokey Point rest stop just north of Marysville. As we were approaching the parking area he slowed and pulled to the side, dead in the water. It didn't take long to figure out that the old Volvo had a serious problem. The rotor wasn't turning and neither was the cam shaft. We deduced between us that the timing gear must have packed it in. I felt sorry to leave John standing there but given that he has both AAA in the US, and BCAA in Canada, he would not be stranded for long. Between the two services on both sides of the border, he managed to get towed all the way home to Maple Ridge.

It was just an hour later that I joined a line of cars being assigned parking at the XXX Root Beer Drive In. The turnout was good considering this event was renamed "13.5", with about 60 Volvos





SWEDISH CRUISE IN - XXX DRIVE IN



and 20-25 Saabs.

Some of our American VCBC members were there, Dick Libbey and Walt Tartar, along with a few Canadians. A new VCBC member Andrew was there with a very nice low mileage 1992 940 Turbo that he had just acquired. He had purchased it from the original owner's family; displayed on the windshield was the Dockstader purchase details. Apparently the gentleman had bought the car from his nephew, who at the time was a new salesman at Dockstader.

Also at the meet were a number of Polestars, with another Canadian Rob claiming

he had the fastest Polestar in North America with 450 HP and 23:1 PSI.

One of the more interesting cars at the XXX Root Beer meet was a Volvo 66. The chap that owned the odd duck said that there was only four of them in America, two of which he owned. The other one he kept as a parts car. He said that they were all right-hand drive having come from Britain. According to Wikipedia, of the 106,000 units built, only 14,000 were sold in the United Kingdom. The Volvo 66 sprang directly from the Daf 66 and was introduced in August 1975, a year after Volvo bought Daf and before produc-

tion of the 300 series.

The Volvo 66 was known for its CVT, or continuously variable transmission that was called the Variomatic, quite common in some of today's cars but was not easily accepted when it first came out. The gentleman showed me the rubber belt that powered the little car with a 1300 cc 50 HP Renault engine. I suppose it is a lot easier to drive an underpowered right-hand drive when you have no need to pass anyone. I passed the little car heading north near Bellevue in the slow lane. But much credit to the fellow for having it out on the road.

Also to look at were the Saabs and the varied selection of 240's, from stock to highly modified, and lots of other models of Volvos.

Time for lunch in the historic XXX Root Beer Drive In. On previous occasions I had only purchased coffee in the memorabilia-packed restaurant but this time I sat at the bar watching the action as I downed a '58 Impala burger and a double chocolate milkshake – YUM!

At about 1:30, as the rain started sprinkling, a good number of trophies were handed out, one of which I guiltily collected thinking it would have gone to John Cripps had he been able to complete the journey. I then pointed my 122S north and headed home.

**SPRING DRIVE TO KAMLOOPS**

**June 15, 16, 2019**

**Gregg Morris**

The Spring Drive is my favourite VCBC event of the year. It is a chance to get out on the country roads and enjoy the beautiful scenery in Southern BC. The destination needs to be a reasonable 1-day drive from the lower mainland. Typically, the choices have been Lillooet, Merritt or Kamloops. They never get boring because there are so many interesting ways to get to each of these places.

For a few years we alternated hosting of the drive with our friends in Washington State. Steve Yabroff of Woodinville Washington did a great job of organized the US drives and still offers to do so. We would love to take him up on his offer, but the room rates in the Seattle area and the exchange rate make it very expensive for Canadians. Consequently, for the last 5 years or so we have stayed North of the Border. I am sure we will go to the US again one year and I will keep looking for an interesting and somewhat economical destination, with

entertaining roads. Steve and Jean Yabroff are great people and attend most of our Spring Drives.

This year we decided the Spring drive would go to Kamloops on Saturday, June 15<sup>th</sup>. The official plan was to leave from the 232<sup>nd</sup> St. Chevron in Aldergrove, but the Cripps, Schwiegers and Rose and I decided to get a head start and headed for Osoyoos on June 12<sup>th</sup>. Its was a good excuse to enjoy the Okanagan for a few days prior to the official drive.

I decided to take my red 73 1800ES, which was a bit of a gamble. Its last long trip was in 2017 and it ran very poorly. It had a perplexing and very annoying fuel injection problem leading to missing, back-firing and stalling. I thought I had finally cured the problem recently, and took two test drives, one to Squamish and another to Abbotsford just to make sure. It ran fine on both drives so we packed and headed to John and Celine's place in Maple Ridge the morning of June 12<sup>th</sup>. They were waiting for us in their gold 1972 1800E and we headed for Hope via the Lougheed Highway. It was a beautiful spring day and the traffic was light. In Hope we made our first Chevron stop of the trip before turning onto the Hope Princeton Highway No. 3. Traffic continued to be light and we didn't even see any of the Area 27 exotic car yahoos.

By the time we reached Manning Park it was time to stop for a picnic lunch. Lunch there is always entertaining because the picnic tables are set in a field that is home to a large colony of Columbia ground squirrels (i.e. gophers). We could not resist feeding the cute little characters. After lunch we walked back to the cars only to

find that John's car had rolled forward off the pavement and had stopped only a couple of feet from a very large tree. Man was he lucky, because those 1800 front grills cost a fortune. Back on the road we stayed on Highway 3 except for a scenic detour on Old Hedley Road west from Princeton. Old Hedley Road parallels Highway 3 on the north side of the Similkameen River. It is 14 miles long and curves its way through farm land, light forest, band land and river front until it reconnects with highway 3 near Hedley. After a brief stop for fruit in Keromeos we continued to a very warm Osoyoos and checked into the Poplars Motel. I gave the ES the once over and although it was still running fine it was leaking oil like a sieve. The transmission took almost a litre and the engine half a litre. It was embarrassing dripping oil all over the Poplars new pavement.

It wasn't long before the Schwiegers arrived from their home in Grey Creek on the east shore of Kootenay lake. A few glasses of wine led to fajitas at the Sage pub across the street and finally a hot night thanks to an overtaxed air conditioner.

Thursday we crossed the US Border to take a circle tour west from Oroville along the Similkameen River and then south through Loomis and back east to Tonasket for lunch. The border guard was pure nasty, but the drive was quick and quite beautiful. As I slowed for the bridge entering Tonasket my ES exhaust started popping and then a big back fire. OH Shoot! So much for the relaxing trip. The popping and back-firing was the same as it had been in 2017. It is a sign the engine had gone very lean, so for lack of a better idea I richened the mix-



**JOHN AND CELINE'S 1800 CLOSE CALL WITH TREE**

ture by increasing the fuel pressure by adjusting the pressure sensor. This was done in the sun at the side of the road at an air temperature of 98 degrees F. Not fun. I knew this was not a cure, but hopefully would get us back to Osoyoos where I could continue repairs.

We filled up on Pizza and ice water at a Tonasket restaurant and headed straight north on Highway 97 to Oroville and the border. The car wasn't particularly happy but at least made it back to Canada. When driving it would run normally and then lose power for a while and repeat that cycle. It felt like maybe one of the plugs was not firing or perhaps an injector quitting intermittently.

I knew the injectors were good as I had replaced them all before the trip, but I still checked continuity in the two fine wires to each injector. They were all fine. The only thing I could think to do was put in my spare distributor. I didn't know if that was actually the problem but the engine seemed to run better. It was time to stop messing with the car and start enjoying the sunshine in Osoyoos. After a refreshing swim in the lake we joined the Cripps and Schwiegers for a walk and an Indian food supper at the Ambrosia Restaurant.

Friday we drove north to Penticton, stopping for a while at the Area 27 private racetrack. They provide an excellent free viewing area where we watched lots of mega-buck cars lapping the track. From there we travelled through Penticton to Na-

ramata on the east side of Okanagan Lake. Janet Schwieger wanted to visit her favorite potters. There seems to be a zillion wineries on the Naramata Bench and we stopped at the Red Rooster winery. Their facility is pretty but their wine has become very expensive and they want \$7 for tasting. We will give them a miss next trip. The ES ran decently but the idle did drop 400 rpm for a while and the engine ran roughly. Another familiar symptom. There was nothing more I could think to do.

Saturday was the official Spring Drive and we had arranged to meet in Princeton with the rest of the participants, who were driving from the lower mainland. We arrived a little early and had time to find a nice shady spot beside the river and near the Chevron so everyone could have their picnic lunch fill their gas tanks. Dave and Louise McAree drove their 98 S70 because their one owner 1973 142 had a brake issue. Bert and Cathy pattered along in their trusty 1970 122. Rohan Soulsby and his friend Robert drove Rohan's red 123GT and Ernie Hildebrandt his white 63 544. Dennis Cowell came down from Kamloops in his 940. John and Jennifer Cave-Brown-Cave drove their Subaru WRX because John had not taken their 65 1800S on a long trip in quite a while and didn't trust it for this meet. Herb and Marg Hamlyn came over from Victoria to join us. They are among the growing group of Ex Volvo owners who have turned to Subaru. Steve and Jean Yabroff our perennial friends from Washington, drove their

specially ordered ferociously powerful Corvette.

The next leg of the trip was north from Princeton on Highway 5a. It is 40 miles of scenic winding road past lakes, farms, forest and rangeland. It meets the Okanagan Connector at Aspen Grove and we headed west to Merritt and yet another Chevron. Maybe in celebration of Father's day they had put gas down to \$1.15 a litre so the station was a gong show of vehicles lined up for cheap gas. I didn't need gas so I did a little more roadside work on the 1800. It was running steadily worse since Princeton and if I could not make it improve we would be going home from Merritt on a deck truck. On the drive from Princeton I thought about the symptoms of periodic loss of power that felt like fuel starvation. I remembered that one of the functions of the throttle switch is to send impulses to the control unit to shut off the fuel supply on engine braking. In my experience a faulty throttle switch just resulted in momentary cut out of the engine causing the car to lurch. Maybe my switch had learned a new trick. In any event I had nothing to lose so I installed a brand new throttle switch. To my amazement, and relief, the problem disappeared and the car was finally running well.

Just to celebrate I chased John Cave in his 325hp Subaru WRX STI all the way from Merritt to Kamloops on challenging 5a. I thought I was doing pretty well keeping up to his all wheel drive rocket ship, only to find out later that he was just taking

it easy and didn't use his brakes once during the trip. Oh Well, I had fun.

If you have not driven this road you certainly should. Highway 5a is beautiful all the way from Princeton to Kamloops. The pavement is very good. The scenery is varied and beautiful. Ironically the best time to drive it is on a weekend, because during the week there is a lot of commercial traffic, Logging trucks on the southern half and transport trucks on the northern half.

I think everyone enjoyed their drive, and I was the only one with any car troubles. Our destination in Kamloops was the Hospitality Inn. It is quite a large, but old, motel. Its main claim to fame is its location on Columbia Boulevard. The lawn on the west side of the motel has picnic tables, a pool and an unobstructed view to the west. It over-



KAMLOOPS SUNSET



**SUPPER ON THE GRASS IN KAMLOOPS**

deliver it to the festival grounds. Bert and I arrive at the event about 9am and set everything up. Bert has already picked up the big Coffee dispenser and Tim Bits from Tim Hortons and we barely have enough time to get out the cream and sugar before the first of the Vikings stalk out of their compound, well armed, and in search of coffee. Around the same time our show cars begin arriving. Fred de Boer had delivered his 1800ES and a 780 the night before. Nice of him to make the effort to provide us cars even though he is attending the French/Italian car show in North Vancouver the same weekend with his SM Maserati-Citroen. By the time the public are allowed into the festival (10 o'clock) we have our cars lined up, shined up and ready for Scandinavian inspection.

looks the city and the Thompson River and enjoys beautiful sunsets.

Unfortunately, there was a screw up with the reservations. We had all reserved rooms beside the lawn but only about half of us actually got them. The others were not pleased with their alternate rooms and some moved to another hotel nearby. To add insult to injury the pool was empty. Once that drama was over, we enjoyed our potluck supper on the picnic tables and talked with our friends throughout the evening.

We had four visitors from the Kamloops area. Dennis Cowell is a regular at all our events and for a change he didn't have to drive all day to get there. Dennis brought along Yukio Ozawa. Yukio joined our club in 2004 but this was the first time I had met him. He likes rear wheel drive Volvo wagons and drives a 745 turbo and a 245. He brought a beautiful picture his wife and his brand new 1969 122 posing in front of the Banff Springs Hotel. Yukio told us about a company he visited in Vietnam that makes stainless steel bumpers for the PV, 120 and 1800 series cars. I have seen a set of the PV variety and they are very nice. He also told us about a Volvo restoration company in Japan that restores the old Volvos to as-new condition.

Dean Mackley lived in Kamloops for decades until moving an hour north to Barrier. I think I first met him in 1992 when he joined VCBC. He lived near Highway 1

and I remember seeing his 445 and 544, both of which he still owns. Dean brought along a big box of Volvo literature that he offered for sale at very fair prices. By the end of the evening there were still a small number unsold so we bought them for the club and they will be given away at Cates Park.

Martin Gertsmer joined our club in 1999 has driven lots of old Volvos. He still has a 122 and a 242GT and an 850. He recently was hired by an Edmonton Volvo Dealership to help restore a customer's 544. He must have given his son the Volvo bug, because he is now a Volvo Master Tech.

We must be getting old as Bert pointed out. There was no one left at the picnic table when the sun finally set.

Sunday everybody headed home at different times and via different routes. We were going to go via Lillooet and the famed Duffey Lake Road but in the end we retraced 5a to Merritt then took Cold water Road to the Coquihalla and Highway 1. Another nice VCBC Spring drive completed.

**SCANDINAVIAN MIDSUMMER**

**FESTIVAL**

**June 22, 23, 2019**

**Gregg Morris**

The festival for me starts with sending out emails to folks asking them to show their cars. The day before the event I load up our tent, tables, display stands, chairs, club information all into my 120 wagon and

The Mid summer festival is quite a heart warming event. All 5 Scandinavian country's have show tents filled with historical information, modern and traditional crafts, and displays from their respective countries. Most of the people are dressed in colourful traditional clothing and conversations can be in Swedish, Norwegian, Finnish, Danish or Icelandic and even English for the throngs of visitors. This is a show for families. The Scandinavian peoples are a hardy bunch so there are many elderly folk visiting and participating in the festivities. Equally there are babies and kids all over the place. There is a cleverly constructed compound in the center of the show field where kids armed with plastic hockey sticks chase perforated plastic balls with all the energy of youth.

A show stage and a smaller performance tent provides musical entertainment much of the day. The Viking encampment demonstrate the life skills, tools, housing and clothing of the Vikings and they round up herds of kids and go pillaging for candy in the various tents. Just next to the Vikings is the strawberry Waffle tent which is a must for mid morning. By lunch time the crowds of happy visitor's is at a record level. 2000 entrance fees were collected. Food is a big part of the celebration. The cafeteria serves Swedish Meatball dinners and Danish meatball dinners. Rumour has it that the Danish versions are hand made and the Swedish variety comes from Ikea. I



SCANDINAVIAN MID SUMMER FESTIVAL

bypass both and head for the Danish open face sandwiches, Salmon, Shrimp, Herring and you can even top off your meal with a Danish danish.

Outside there is a salmon barbeque and a hot dog shop that sold 700 hot dogs on Saturday. This food can be taken to the well stocked beer garden where you can enjoy an ale, lager or pilsner.

Back at our Saturday display of old Volvos, we had 11 of them on hand. (3 1800s, 1 240, 5 amazons, a 780 and a 960.) On Sunday there were six. (2 1800s, 2 amazons, 1 444 and a 780). Lots of people dropped by to share their Volvo stories. One lovely Swedish lady in traditional dress, pointed at Larry Sharpe's 1957 PV444, the oldest car in our club, and said, "my first car was an old PV much older than that one". She was not kidding and explained that it had a split rear window so must have been from the early '50s. We fielded questions, listened to people's stories about there Volvos current or historic. We encouraged young people to sit in the cars and watched the looks on their faces as they studied the dash boards and looked at the world through windshields decades older than they are.

One Danish fellow came over to show us his Electric Cargo Bike called appropriately the Copenhagen. It is a three wheeled electrically supplemented bike with a large



cargo box between the two front wheels. It would be perfect for the downtown food delivery businesses. Apparently there are thousands of these in Denmark.

We signed up some new members and really made one fellows day. He had purchased a 64 544 in need of reassembly and had been struggling to make sense of a car he knew nothing about. We were able to provide him with advice, sources of parts and service and provide him with manuals and probably help in the future. He was so happy you would think he had won the lottery.

Across from us were a trio of Nimbus motorcycles manufactured in Denmark, the oldest a 1936 and the newest 1957 and they all looked the same to me. An interesting combination of modern (overhead cam, Shaft drive) and archaic (exposed valve springs). Even more interesting that the design remained largely unchanged for over 20 years. They even ran, or at least one of them ran.

On Sunday afternoon the famous wife carrying contest was held on a demanding circuit. Apparently this is a Scandinavian traditional competition. There were a cou-



DANISH "NIMBUS" MOTORCYCLES

ple of dozen couples who competed two couples at a time, ran the course and were timed. The fastest two raced in a final and the winner got his wife's weight in Carlsberg Beer. It was a riot to watch. You would not believe the number of ways to carry a wife.

By 4 pm on Sunday we were ready to call it a day and packed up our travelling circus, said good bye to our Viking friends and clattered off.

The participants deserve to be mentioned. Bert Sherlock, 70 122 dark green, Don Voegelé 1968 122 wagon White (from Washington), Dennis Cowell 76 242GL (from Kamloops), Fred de Boer 72 1800ES light blue metallic and dark blue 780, Ed Lay 1967 123GT red, Paul Hendrickson 72 1800E yellow, Mark Fraser 1965 122 sand, Bill Buholzer 1964 1800S white, Bob & May Taylor 1996 960 burgundy, Larry Sharpe 1957 PV444 dark blue, Gregg Morris 1967 122 wagon light blue.

**SUMMER CRUISE AND PICNIC MCDONALDS PARK ABBOTSFORD**

**July 20, 2019**

**Gregg Morris**

Allen and Dorothy Hiebert chose the best summer cruise yet. It started at the usual 232 St. Chevron. By the time the 10am start time arrived, we had 2 electric cars (Allen's Chev Volt, and Darcy Bullocks 1 series BMW I 3 and 6 old Volvos. (Dave McAree green 73 142S, Dennis Cowell light met blue 76 242GL, Ernie Hildebrandt 63 white PV544, John and Celine Cripps 72 gold 1800E, Gregg and Rose Morris red 70 1800E and Ed and Edith

Lay red 67 123GT)

Allen made a 4-page map for each of us and led us on an 85 km drive through farm roads starting from 232 St. and ending at the McDonald Park south east of Sumas Mountain. The route was beautiful through farm land North and South of the freeway. I don't know how Allen and Dorothy found all these roads but it was worth the effort. Many of them I had never been on. It took us from rural Langley through Aldergrove and Abbotsford. To make the route even more interesting it seemed to be a similar route to that of the huge Valley Granfonzo cycling tour. We were continually either crossing their route or driving it.

There are an amazing number of rural mansions on these out of the way roads and they sit on manicured acreage. Our first stop at about the

70 km mark was Lepps Farmer's Market on highway 11. You could not have found a more complicated route to get there. It is an interesting and very busy farmers market with all manner of local produce, meats, baked goods, restaurant and the all important washrooms, after all that driving. Leaving Lepps Allen led us over Sumas Mountain and down to a road that parallels the north edge of the freeway. We followed it east to No. # 3 road and the McDonald Park located beside the Sumas River. A very pleasant spot for our picnic lunch.

If anyone would like the route map of this drive give Allen a call. I think he had quite a few spares.

Thanks for your work, Allen and Dorothy.



**SUMMER DRIVE IN THE FRASER VALLEY**

**EDITORIALS AND LETTERS**

**CLUB STUFF**

**Gregg Morris**

Our Volvo club is ticking over just fine. We still have 4 directors, Bert Sherlock, John Cripps, Dave MacAree and Gregg Morris. Our bank account is healthy. Barry Gordon and Cam Finigan keep our website running. Ted Clarke organizes our telephone tree volunteers Jim Tennant, Glenn Little, Trevor Glave, Gabriel Goulay, Doug Hewitt, Bert Sherlock, Terry Walton, Don Prociuk. Alan and Dorothy Hiebert do the newsletter mail out and organize the summer drive.

Our Membership renewals are coming in as normal.

Remember that Cates Park Picnic and AGM

is Saturday, Sept.28, 2019

**2020 VOLVOS NATIONALS VINTAGE RACE.**

July 23-27, 2020 Volvo will be the featured marquee at the Portland Vintage Racing Festival at PIR

**LETTER FROM OLOF MALMBERG.**

Last week as I was going through White Rock on King George Highway when I saw what I thought was a Volvo Valp. On my way back I slowed down where it was parked and stopped and sure enough it was a 1975 Volvo military



**VOLVO VALP**

vehicle the ones called Valp. I inquired who owned it and was directed to a store where the proud owner happily showed it to me. The Owner is Ryan Oliver, he runs owns a shop called Modula Racks [www.modularacks.com](http://www.modularacks.com) which sells a variety of racks for hauling anything you can think of.

Ryan bought the truck in Quebec 2 years ago and drove it back to B.C. Apparently the Canadian army bought a number of these from the Swedish army and sold them to the public after a number of years as surplus. It is all original with the B30 straight 6 cylinder engine as used in Volvo's 164.

**CANADA'S FASTEST POLESTAR**

**Gregg Morris**

Ray Anthony, a long time member of our club, met Robert Milacic at the annual Poppy Car Show. This year the show was May 5, 2019 at the D.W. Poppy High School in Langley, BC, and there were about 700 cars on show. Robert was there to show his very unique 2017 V60 Polestar, at a car show populated primarily by Muscle Cars and Hot Rods. It seems Ray was about the only person at the show that knew what Roberts Polestar was all about. Robert was happy telling the car's story to someone who understood.

At Ray's suggestion I got in touch with Robert and asked him if he would let me do an article about him and his car for our Volvo Club newsletter. Robert turned out to be a very amiable and knowledgeable guy and seemed happy to be the subject of an article. We arranged to meet at Marks Autobody and Auto Performance shop, 2031 Lougheed Hwy, Port Coquitlam, BC V3B 4Z9. Marks is a family business started by Roberts Dad and now Robert and his brother Dino run the thriving business.

I arrived on a Friday afternoon and noticed the Polestar Blue V60 wagon parked in front of the performance shop office. I parked my Powder Blue 122 Wagon beside the Polestar and went into the spotless shop in search of Robert. I asked the first fellow I ran into if he could make my wagon as fast as the bright blue one out there. That took him back a bit, then he said he couldn't do it, but figured Travis and Robert could. I told him I was just kidding and that I was to meet the fellow who owned the Polestar. He said Robert was out for 30 minutes so that gave me some time to look over the Polestar. It struck me that there were actually some similarities between my 122 wagon and the Polestar. They were about the same size, they were both wagons, they both wore fancy wheels, they were both Volvos and they both sported prancing moose decals. That is pretty much where the similarity ends.

I walked around the V60 and noted the features. The unique Polestar blue was striking. It wore some neat decals like a prancing Moose in subtle blue, a Turbo Bricks decal on the rear hatch and BLUEBEASTV60 on the side window. It was sitting on unique wheels with slender black spokes which gave a great view of the big Polestar 6 piston calipers and vented rotors front and Rotor 4 piston calipers in the rear. The rear wheel arches were flared and the rear tires were really wide, how about 295/30 x 20" Michelins and they seemed to sit impossibly close to the flare. It made me wonder if there was any suspension travel in the rear at all. I was to learn that there was lots of suspension travel



ROBERT MILACIC WITH HIS V60 POLESTAR

and the arc of the wheels keeps the tires away from the flares. All in all, this car looked hot.

About that time Robert returned and he seemed genuinely pleased to see me and more than happy to tell me about his car. I asked him why he chose a Polestar. He explained that his folks had a 240 GL and he had learned to drive in that. Forward to 2013 and the birth of his son and he wanted a safe car for his family and bought a XC60 and it impressed him. The XC60 took them all

the way across Canada and a return trip across the States in comfort and without incident. In 2015 he got the itch to get himself a performance car. He has taken some performance driving courses and thought he could do some track days. He looked at BMW, Mercedes, and Audis, and then thought why not the safety of a hot Volvo. He learned about Polestar, the company that started out as

Volvo's "Performance Tuner" and has become a marque unto themselves based on Volvo models. The high performance cars Polestar sells are very rare and sell out almost as soon as they are released. Robert knew he wanted a wagon and one that still used the turbo 3 litre inline six-cylinder engine rather than the 2 litre 4-cylinder engine that would power polestars after the 2016 model year. Now that he knew exactly what he wanted he planned the purchase carefully. He knew they would go on sale May 1, 2015, so at 5:00 a.m. he was sitting at his computer, armed with an instant refresh feature that allowed him to successfully get his deposit down. He bought himself a 2016 V60 Polestar, sight unseen, and sure enough they were all sold that day.

In July 2015 he took delivery of his 2016

Polestar. This is a fast car. It is delivered in a very high level of tune. How about 345 horsepower at the flywheel at 5250 rpm and 370 ft-lb of torque from the twin turbo 3 litre engine, Big Brakes, Ohlins suspension, paddle shift.

Robert is in the performance car business and he started looking into even higher performance for the wagon. There are not a lot of sources of engineered go-fast pieces for this V60 Polestar. He found a special intake, bigger turbo



downpipe and titanium exhaust, strong light 3 piece wheels, and bigger rear brake calipers. Somewhere in this process he decided he wanted to build the fastest Polestar in Canada. Each step made the car either more powerful, handle better or stop better. To that end, what he could not buy, or was ridiculously expensive, he had his own performance shop engineer and fabricate. They fabricated a beautiful multi mitred, tig welded air intake plenum that is a work of art. He fabricated a larger intercooler, and added bigger turbos. Now the state of tune of the engine needed 100 octane gas and the highest pump gas octane is 94 Chevron. The solution was to add water-methanol injection to cool the intake charge and allows 25 PSI boost when wanted. That required a custom made tank for the metha-

nol in the trunk and very special armored piping to the engine.

The day I visited his shop to look at the car, he had paid a visit to the local dyno shop to see how his engine modifications were working. How about almost 400 horsepower and 495 ft-lb of torque at the rear wheels. Richard had forgotten his engine cover at the dyno shop so he gave me a ride over there to pick it up. For a short part of the drive he engaged warp speed and the acceleration was awesome. I'd be surprised if he hasn't reached his goal of the fastest Polestar in Canada. Of course all this power is not for the road, but for track days. He has an almost flawless driving record and wants to keep it that way. Surprisingly with all this available power the car is perfectly docile in city traffic.

I now know why they call Warp Speed, Warp Speed, because it warps your senses. As I was driving my normally peppy 120 wagon home after my ride in the Polecat, I could swear someone must have hitched a heavy trailer to the back of my little wagon. It will feel peppy again tomorrow.

Hopefully we will get to see Robert and his Polestar at Cates Park.

### **A VOLVO PILGRIMAGE**

#### **Terry Walton**

In September 2018 Terry Walton fulfilled his dream to visit the home of Volvo in Gothenburg, Sweden.

A Volvo owner since 1969 and subsequent owner of nine different Volvos meant excitement grew as planning began. A planned cruise around the British Isles, put us in place to arrange a trip to Sweden. Early attempts at booking a factory tour were rebuffed and we were told to apply about three months ahead. Success, we secured a place for the factory tour in English on Tuesday, September 11th.

We flew from Vancouver to Heathrow on August 27<sup>th</sup>. After one night in London we were bussed to Southampton to board our ship for a 12-day cruise. After stopping in one port in the Channel Islands, three in Ireland, four in Scotland and the last in France to visit the D-Day beaches we arrived back in Southampton and a bus back to Heathrow. After several hours waiting in the airport we flew to Gothenburg via British Airways. Shuttle bus into the city with a driver who had been to British Columbia, to Harrison Lake no less and was sure he saw a Sasquatch. We humoured the first Swede we encountered, must have been the BC craft brew that gave him visions!

Our hotel was centrally located across from the train station and a major transit loop and so we purchased 3-day passes which worked for buses, trams, and ferries in the harbour.

Excitement mounted as the next day was Tuesday! So much excitement that we arrived

for our 3 o'clock factory tour at 1pm! Terry was starry-eyed obviously! The time passed easily as there was an interesting rain and wind storm happening outside, pleasant surroundings inside with new Volvos on display, a café and a Volvo gift shop. Three o'clock, safety glasses on, safety rules explained and a reminder that we could not take any photos. Breathe deep, here we go. A small wooden sided train with plastic curtains that rolled up took us inside the factory. Our tour guide was sweet, knowledgeable and added to the ambience that you were on a "religious" pilgrimage to a highly valued, well-run, safety conscious, worker friendly place with giant robots as well to give the super hero feel. We saw the process where a car evolves from a huge roll of steel to a finished Volvo. All models of Volvo are made and more than one type at a time. Happy, friendly workers gave us a wave as we passed up and down the assembly lines. A little intrigue with the paint shop, no admittance, as it is a sterile atmosphere. After an hour or so, our tour was over and one felt like a better person having learned a lot and determined to value a Volvo. We departed for Gothenburg in better weather thoroughly happy with the day.

The next day, we took public transit to the Volvo museum. Along the way we passed many aspects of Volvo – Volvo Busses, Volvo Trucks, even rode part of the way to Volvo Torstrandia in a Volvo Hybrid Bus! As we approached the Volvo Museum, we passed the Volvo University where staff are trained. Finally, we got off the bus and walk towards the Museum, definitely a shrine! The whole history is there with virtually every model of Volvo shown in excellent displays. Who knew what a civil engineer and an economist could dream up together all those years ago! And then bring in a golf trainer to help with ideas to keep the factory workers happy. We didn't bow down before their statues but we could

have! Good thing we had charged the camera up that morning as Terry took pictures of nearly every car as well as the Volvo Ocean Race display with mock ups of the deck of a racing yacht and interior cut outs to show the below deck areas. Production cars from the first model made right up to the first C-70 series were on display. There was a motor sport display with rally cars from the sixties and some track cars as well. These were followed by a display of concept cars some of which evolved into production cars and others that thankfully died on the drawing board. Then a display of Volvo Penta marine engines and some construction equipment and highway trucks and we were done.

When we weren't doing Volvo stuff, we were touring the City. The transit system is great with lots of trams and busses and ferries across the harbour. We stopped in an old shopping area called Haga for a massive cinnamon bun called Hagabullen at Café Hussaren and had our last evening meal of Swedish meatballs at Smaka restaurant near the university.

We had a wonderful four days in Sweden in a lovely city with kind people, interesting sites and best of all seeing the birthplace of Volvo. Terry has always thought about travelling to Sweden to pick up a new Volvo and now his dream is complete, even though his new car is a tiny boxed model of a 544.



**CANADA'S FASTEST POLESTAR**



# TECHNICAL TIPS

## AMAZON SEDAN – TRUNK CARGO RACK

**Gregg Morris**

We do a lot of travelling in our 122 sedan. On these trips I bring a carefully chosen assortment of spare parts. They are awkward to carry and get in the way of packing normal suitcases, cooler etc. While staring into the trunk looking for solution to this problem I looked at the elevated portion of the trunk floor that climbs over the rear axle. This space is particularly useless because anything you put there promptly falls off. This tech tip explains how I solved that problem.

Take a look at the pictures to see what is to be done. The idea is that a section of wire shelf is going to retain the parts on the elevated part of the trunk floor. The wire shelf will be secured to the wooden dowel which can rotate to a horizontal position for loading or unloading parts and rotate vertical to retain the parts.

The materials and fasteners are all available at any Home Depot or equivalent: 1. wooden coat hanger rod 1 ¼ or 1 5/16 diameter and 40 ¼” long, painted flat black. 2. A coat hanger rod mounting kit which consists of 2 cylindrical receptacles, one to hold each end of the rod and 2 screws. 3. A piece of wire rack shelving 33 ½” long and 12” wide. 4. Some 1” screws to hold the wire shelf to the rod. 5. A piece of thin rope or cord about 3 feet long.

Cut the rod to 40 ¼” long and paint it flat black. Screw the rod retainers to each rear wheel housing. Position the retainers so that the rod does not rub on the spare tire and low enough so that when the wire rack is rotated to vertical it clears the parcel shelf behind the rear seat back. One of the rod retainers is a full circle. Mount that one to the driver’s side. The other retainer is semi circular and is to be mounted to the passenger’s side.

Cut the wire shelf to 33 ½” long and secure it to the rod. The wire shelf will have one edge bent at 90 degrees for an inch or so for the length of the shelf. That is edge you secure it to the rod. Bias the shelf to the passenger end of the rod so that when the shelf rotates it clears the spare tire. Insert the rod c/w wire shelf into the rod re-



tainers and you can rotate the shelf from horizontal to vertical to allow loading parts then holding parts behind the wire shelf. To secure the wire shelf in the vertical position, tie one end of the rope or cord, high under the parcel shelf and route the cord over the top of the wire shelf in its vertical position and tie it off to the bottom of the shelf.



**122S INTERIOR DOOR HANDLE OR WINDOW WINDER REMOVAL**

**Recommended tool:**  
**Gregg Morris**

If you don't know how to do it, removing the door handle or window winder from a 122S door panel is a pain and often leads to breaking the black plastic spacer between the handle and the door panel. A small spring steel "omega" clip holds the window winder handle and the spacer to the winder stem that protrudes from the door panel. Look at the pictures accompanying this tech tip to see where the omega clip goes, and a very handy tool for removing it. This tool is made by Lisle and it is model 35200 Windshield Molding/Door Handle Clip Plier. Google, Lisle 35200 and you will find it on Amazon.ca for \$15.

To remove handle, push the black plastic spacer against the door panel providing a little space to insert the very thin plier between the door handle and the black plastic spacer. The points on the plier will find the legs of the omega clip and out comes the omega clip and off comes the window winder. Be careful not to lose the omega clip.

To reinstall, wind the window all the way up. Insert the omega clip in the handle. Hold it in place with the black plastic spacer. Orient the handle with the knob facing forward and press

the assembly onto the winder actuating stem. The omega clip will click around the stem and the handle is on.



There is one thing that I do to make the job even easier. Volvo put a conical spring behind the door panel for the purpose of pushing the panel against the handle. This spring is pushing against you when removing the handle. I delete the spring.



**THE COOLEST VOLVO IS ALSO THE BEST NEW BEETLE**

**From Swedespeed  
Posted by Evan Williams  
July 15, 2019**

You've probably never heard of it, but one of the coolest branches of the Volvo group is this one. Arquus. Formerly Renault Trucks Defense, they build crazy armored military vehicles. With names like Fortress, Dagger, Bastion, and Torpedo. This is their latest. The Scarabée, French for Beetle.

It's smaller and lighter than a Humvee, but then again, what isn't. It's a diesel-powered, electrified armored vehicle that comes with a 12.7mm machine gun, a 30mm anti-tank weapon, and all sorts of radar systems. You can even toss it out of a plane should the need arise. With a parachute, of course.

The real party trick is the all-wheel drive and steer system. That's

right, all-wheel steering. And unlike supercar AWS systems, where the rear wheels turn just a few degrees, these rears turn almost as much as the fronts. It can crab sideways, it can maneuver quickly, and it can almost spin on a dime. We

had better not hear any quick 180 jokes here, merci beaucoup.

The Scarabée was shown off in May at the company's tech days demonstration event, and last month at the Paris Air Show.



**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 Kelowna**, 839 Finns Rd. Kelowna, BC 250-491-9348, New Parts 15%

**Volvo of North Vancouver**, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 15%

**Volvo of Surrey**, North Surrey Automall, 15383

Guilford Drive, 604-588-6088 New Parts 15%

**Volvo of Victoria**, 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 New parts: 15%

**Courtenay Car Center**, #12 5<sup>th</sup> St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.

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

**Lorco Part Stores** up to 30% with Lorco 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

**CLASSIFIED ADS (pictures on website)**

*NOTE: Send us your ads and pictures and we will post them on the website and newsletter for you!*

**62-PV544 Sport - B18, us\$25,500, (22,700 euro)** Black exterior Red interior, Museum quality unrestored original condition. It includes all records from new, original bill of sale from Pete Dockstead's in Vancouver, complete history, every service record from new, owners manual, Volvo service manual, brochure, accessories including pulmanizing kit, tools and gas can. It has won multiple awards. Always garaged and covered. Excellent driving condition. With original lady owner 28 years, with me for 29 years. For written history of car, written condition report with pictures **Gregg Morris, 604-469-1216, grmmorris@shaw.ca** See picture on VCBC website.

**PROJECT CARS IN ABBOTSFORD:** 1964 PV544 \$1000 rolling, white/red apart but complete with registration **1958 PV445 DUETT, \$1500** rolling, blue, complete with registration. **1962 PV544 \$1000** rolling, blue, was running, complete with registration **Brian Kerr, 604-866-8328 or amx1969bkerr@gmail.com** Powell River **67-123GT-\$12,500**, Restored to better than new. No rust, repainted, Engine re-built, custom walnut dash, custom interior, new American Racing wheels & tires, sunroof, remote shifter from 140.. Always stored indoors. **pauljer9@gmail.com**

**71-164-\$300 obo**, White w red leather, auto, in storage 1.5 years, ran when stored, dual carburetors, decent rubber. A good restoration candidate. Should not be too difficult to get back on the road. Hunter, **huntermayer@gmail.com** 604-603-4964.

**74-164E-Fuel injected, gold, 80430 miles, auto, weak in reverse, exc tires, black leather, AM-FM cassette!**, offers ! Art 604-984-3494 **artclendenan@shaw.ca**

**80-260 GLE diesel-\$9495 obo**, 123000 km, 4 SP and overdrive. Hunter Green with Light brown interior, AM radio, Lady driven. Runs like a dream. Very clean. Collector plated Mike 778-834-5225 or **jacksonology@gmail.com**

**PARTS CONTINUED**

**FREE** - early '70s 140 series gauge cluster. **Ted 604-785-1647**

**WANTED:** The large size flange (3.75" OD) on the front of the differential found on 1970/71 1800E, 1971 142E, 164s, 240s & 740s. In Wood will pay \$45 per flange. 778-988-6815, **ianwoodesq@gmail.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 **grmmorris@shaw.ca**

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

**73 1800ES for parts.** Gregg 604-469-1216 **grmmorris@shaw.ca**

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

**83 242 GLT Parts**, Free hood and trunk lid, suspension, mechanical, elec, interior.late 960 16" wheels \$200 for set, 960 trailer hitch, , 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

**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

**71-1800E-parts, \$1200 grill ring, doors, wheels, recaro recliner etc.** See VCBC website for pictures of parts Bert (250) 838-6580, **bertswede@gmail.com**.

**FOR SALE: 3 COMPLETE PV544 INTERIORS.** 1965 original interior in dark red with cloth inserts. The cloth will need replacing on drivers and passenger's seats. 1965 original interior in black vinyl with cloth inserts. The cloth will need replacing on drivers and passenger's seats. 1962 interior in light blue with lighter blue perforated vinyl inserts. This interior is rare, original & very good. Needs only very minor repairs. Gregg **grmmorris@shaw.ca** 604-469-1216



MANNING PARK



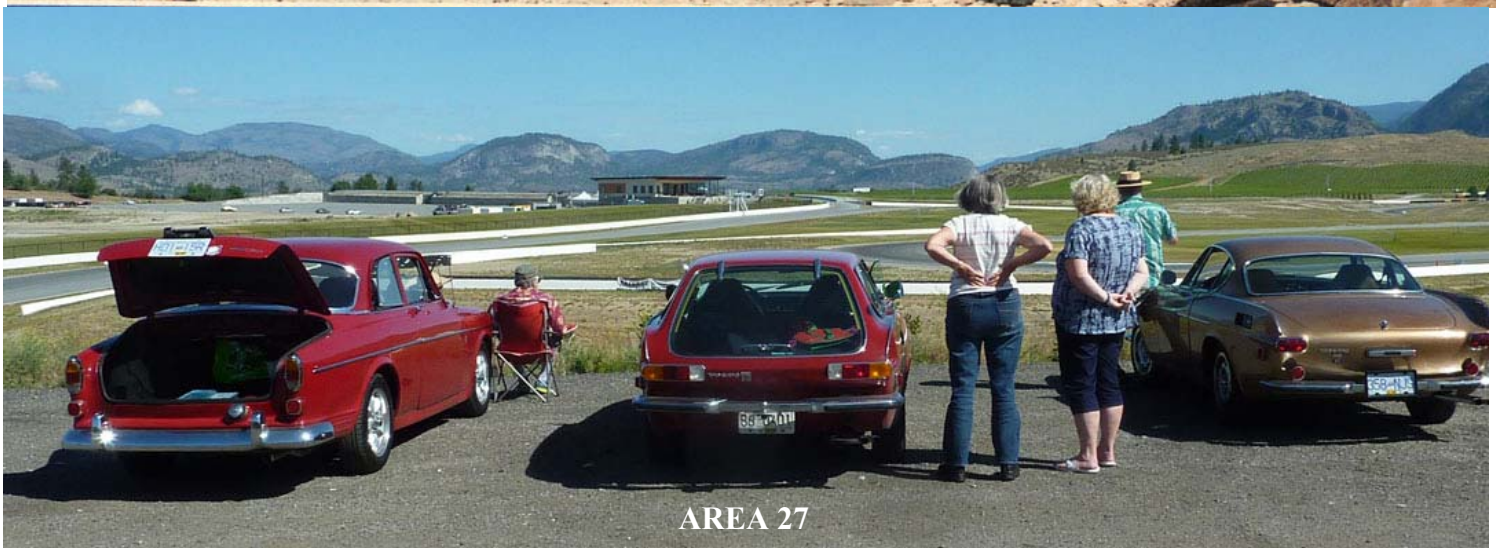
HMR MISSION RACEWAY



SUMMER CRUISE

## Wow! What a railroad crossing

Talk about your car getting stuck at a train crossing! This 1972 Volvo is definitely on the wrong side of the tracks . . . but it's all for the sake of art. The display is part of a public art project set up on unused railroad tracks in Marin County, Calif.



AREA 27

