



THE VOLVO CLUB OF B.C.

MAY 2020

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

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



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\$40 Website www.vsa.org

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

Due to Covid 19 all our spring and summer events are cancelled. For now, Cates Park Picnic will remain on the events list. If it has to be cancelled that notification will be made in the September 2020 newsletter.

MEMBERSHIP RENEWAL HOLIDAY

This has been a tough year for many people and no doubt our members have suffered as well. In light of that, the Club Directors have decided to give all our club members a years free membership. We will explain our plan to the companies that provide us with discounts, so that they will honor your existing membership card. Likewise the current username and password for the website will be retained until June 30, 2021.

Tentative: SEPTEMBER 26, 2020, (SATURDAY) V.C.B.C. 29th ANNUAL CATES PARK PICNIC AND AGM Rain or Shine, 4141 Dollarton 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**

REPORT OF PAST EVENTS

WINTER SUPPER 2020

January 15, 2020

Gregg Morris

This has to be the most wintery Winter supper we have ever had. I had a no clue who was coming so I could not postpone it. Besides, we had Ian Wood as a guest speaker and nothing holds him back. For those of you reading this, who are not familiar with Vancouver, winter is usually grey and wet, not cold and white. Some drivers know what they are doing in the snow, but there are an awful lot who don't. The latter bunch would be entertaining to watch if they weren't running into others cars and terminally screwing up traffic in the process.

My neighbor Allen Hiebert and I decided

to drive his XC70 to the nearest "Sky Train" station in Port Moody and take the light rapid transit to within a hundred yards of the New Westminster Spaghetti Factory Restaurant. That worked pretty well except that the train platforms were windy, snowy and freezing cold and the trains were late due to icy tracks and train doors freezing open or shut. By 6 pm we were happy to be sitting in the nice warm restaurant sipping Moose Hair Lager, or some such, and eating a baguette with garlic butter. If we couldn't get home, and had to stay there for the night it wouldn't be so bad. I can eat spaghetti for breakfast.

In the end there were six of us who braved the snow; Ian Wood, Bert Sherlock, Rohan and Veronica Soulsby, Allen Hiebert, and me.

Usually we bring a digital projector and a big screen and project slide shows from past Club events to give people something to look at as they chat with their friends. When I asked Ian Wood if he needed the projector he said, "I am not a slide show kind of guy. All I need is a few props and my charm." I've known Ian for a long time and he is right. I hadn't a clue what Ian would talk about but he had asked if I wanted it to be Volvo-esque, and I said "Nope, talk about whatever you want."

I found his talk to be fascinating. So much so that I forgot to take his picture and luckily Veronica Soulsby provided a good one. Ian has been an auto racer, mechanic and business owner for a good long time and he has a lot of fine stories. At the moment his racing is



Rohan Soulsby, Ian Wood, Allen Hiebert

Bert Sherlock & Me

the eighties. Early in the race weekend they blew up the engine badly. Ken Witala told me they were boring out the engines to 2.2 litres so they definitely had a finite life span. They trailered the disabled race car to a gas station in Clinton and convinced the owner to let them use the hoist. They dropped the pan and it weighed a ton because it was full of pistons bits, water jacket and connecting rods for cylinders 2 and 3. That should have been the end of the race weekend, but the ice race rules state you get a point for starting a race and another point for finishing. So they took the main bearing shells and used hose clamps to secure them to the crank journals blocking the oil ways for the two vacant bores. They put the pan

focused on a 1970 McLaren race car. This beast is even raunchier and faster than the Ford GT40 the car-star of the excellent movie Ford vs. Ferrari. This summer he took the Maclaren on a tour of US race tracks. At Road America he hit 160 mph twice on each lap.

In the '70s Ian worked as a mechanic at Vancouver's famous Volvo dealership, Don Dockstader Motors along with Geoff Silcock of Swedish Service and Scandia Motors fame. After Dockstader's he worked at Berts Automotive that specialized in Transmission, Differential and Clutch repairs. In the mid '80s he started his own business IWE Rear Ends Only, which is now the premier differential repair shop in Van-

couver. Ian has always been active in auto Racing. He along with Geoff Silcock and Ken Witala (owner of Scandia Motors) ice raced a Swedish Service 544 and 140 series for years. They also competed in Hill Climbs at Knox Mountain in Kelowna and road racing at Westwood and Mission. Ian is very involved in the Vintage Racing Club of BC (VRCBC) and is often the Race Marshall at the Historic Motor Race Weekend at Mission Raceway Park. His other vintage race car is a white Volvo 142 named Sven that is very fast in Ian's hands.

In one of Ian's stories he talks about racing the Swedish Service 142 at an interior ice race in

back on and headed back to the ice race. Come the start of the next race all the cars would storm past the start/finish line and Ian would fire up the 2-cylinder Volvo and it would phut phut phut it's way across the start/finish line and then he would park it and go watch the race. Near the end of the race Ian would head back to the Volvo fire it up again and phut phut phut his way over the finish line earning his last place finish and collecting his all-important 2 series points.

We all enjoyed Ian's stories and his great sense of humour and sincerely thanked him for his time. We also enjoyed lots of pasta and the all important Spumoni. See you next year.



IAN WOOD'S McLAREN



IAN WOOD AT KNOX MOUNTAIN HILLCLIMB

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

MEMBERSHIP RENEWAL HOLIDAY

The VCBC directors have decided that as an act of kindness in this terrible Covid time, we will forgo membership renewals this year. All current members will have a year added to their membership. We will notify those companies that provide us with discounts so they will honor your existing membership card. Likewise the username and password for the website will also be retained until June 30, 2021. Please stay safe.

EVENTS:

Due to Covid 19 all our spring and summer events are cancelled. For now, Cates Park Picnic will remain on the events list. If it has to be cancelled that notification will be made in the September 2020 newsletter.

MADE IN CANADA

Was your classic Volvo 544, 122 or 140 assembled in Canada?? You probably need a nice new "Made In Canada" plate to replace the faded old original under the



hood. Rohan Soulsby has 12 genuine aluminum replicas from a batch he had made.

\$25 each. Rohan 604-839-4133, rohansoulsby(at)gmail.com.

Letters

This letter came from Kamloops club member Yukio Ozawa. Yukio spends part of his year in Ho Chi Minh City, Viet Nam. He thought the following 2 stories may interest our club.

KLASSIK VOLVOS IN JAPAN

Yukio Ozawa

Volvo Cars is the official importer of Volvos in Japan. Due to aging, finding mechanics who can repair/maintain old Volvos, such as 544,120,140 and so on, is getting very difficult throughout Japan. So the 'Klassik Garage' was opened in Yokohama in 2016 to service venerable old Volvos. Interestingly the garage also started restoring old Volvos in 2017 and they have sold 13 restored Volvos to date. The price of the restored Volvos vary depending on model and the work involved. For example, the Red 1993 240 Wagon in the photo gallery sells for US\$35,000. They will also restore customer cars.

I thought about buying the restored 240 wagon https://autoc-one.jp/volvo/240_estate/report-5004036/ and have it shipped to Canada. The only catch is that most Volvos sold in Japan



1993 245 RESTORED IN JAPAN

are right hand drive! I also realized I may be too old to get a hand on an almost new Volvo!

PHAM TAN TAI CO LTD

Yukio Ozawa

Mr.Dennis Cowell asked me to look into the stainless Steel bumper factory named Pham Tam Tai (PTT) in Saigon, Viet Nam. I visited the factory last week. Their web site, <http://sgbumperscar.com> will tell you more about the factory so I listed what not on the website. The manufacturer is split into 4 separate locations throughout Saigon employing a total of around 100 workers.

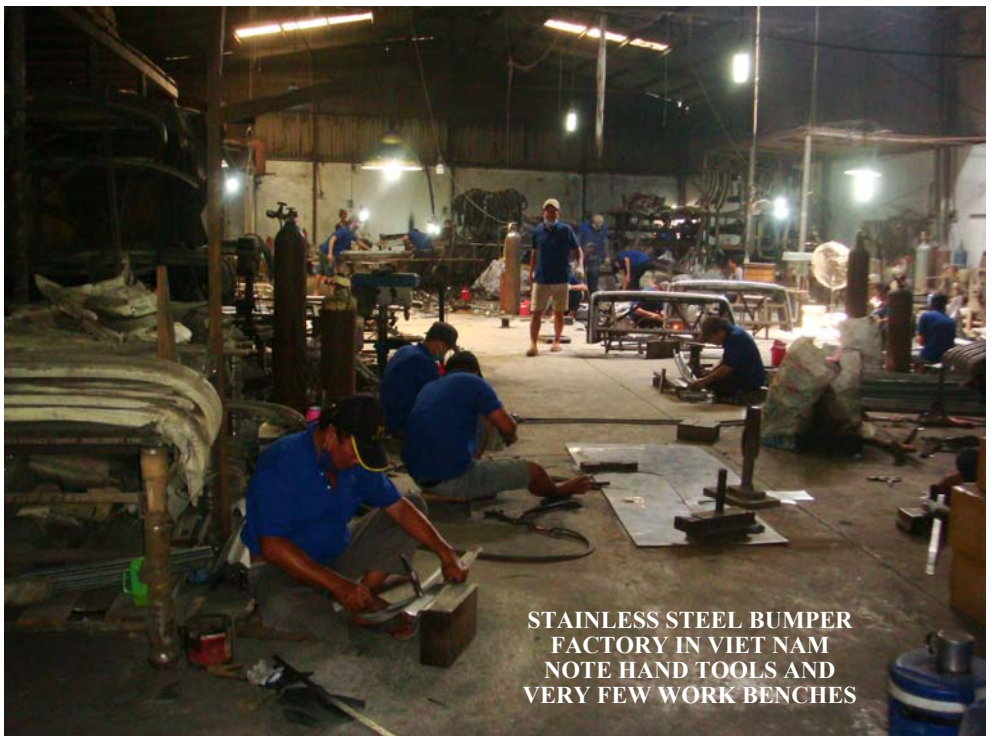
They export the stainless bumpers to mainly to Europe such countries as Sweden, Germany, Holland, France and the USA. The average

amount of export is about 20 sets(front and back) every month. The price of Volvo bumpers (PV444, PV544, P1800 and Amazon) range from US\$450 to \$600 per set (front and back). I have attached some photos of the factory.

WEBSITES OF INTEREST:

From John Cripps: A Car and Driver link with a series of articles about cool Volvos <https://www.caranddriver.com/flipbook/thinking-outside-the-box-the-sportiest-coolest-volvos-of-all-time#1>

From Dennis Cowell, Classic Volvos: PV thru 850 all kinds of history, specifications, manuals and more <http://www.volvotips.com/>



STAINLESS STEEL BUMPER FACTORY IN VIET NAM
NOTE HAND TOOLS AND VERY FEW WORK BENCHES

SOMETHING DIFFERENT

VÖX

Gregg Morris

Thanks to Glenn Little for suggesting this topic.

Have you ever heard of Christian von Koenigsegg?

He is a very smart Swede. As a boy, he was fascinated by machinery. Christian was only 5 years old when he first saw a stop-motion film from Norway about a bicycle repairman who builds his own racing car. The film must have made an impression, because young Christian grew up dreaming of creating the perfect sports car. Christian showed an early interest in design and enjoyed the challenges posed by discovering new technical solutions. As a young boy, he dismantled video recorders and toasters, just to see how they worked and whether they could be improved.

As a teenager, he was known as the best moped tuner in town and in the early 1990's, around his 18th birthday, Christian began to work more seriously with technical innovation and came up with some interesting ideas.

One of the innovations was called the Chip Player. He believed that one day, computer memory chips would be able to store an entire CD's worth of data and that it would probably be a cheaper way to buy and store music. He con-

ducted some patent searches for a musical device that would play chips instead of discs. In the end, however, no one seemed interested in the idea, so Christian moved on, not realizing that a few years later his idea would become the norm.

In 1991, he invented a new solution for joining floor planks together without adhesive or nails. He called it Click, as the profile enabled the planks to simply click together. Christian presented this technology to his father-in-law in



CHRISTIAN



swedespeed.com

Volvo Amazon Custom by VÖX



breaking at the time because the sportscar industry did not at all focus on the “green” aspect.

Today, Koenigsegg continues to set new records. In September 2019 the current model, the Regara, set the 0 to 250 mph record of 31.49 seconds.

The company has grown to 220 full time staff and everyone works under Christian’s direct guidance. Each and every Koenigsegg is created and meticulously assembled by a tight-knit group of automotive artisans to the highest possible standards. The Koenigsegg Jesko, the all-new megacar shown at the 2019 Geneva Motor Show, is named in honour of Christian’s dad, a special person in the history of Koenigsegg Automotive.

The Koenigsegg philosophy does not tolerate compromise and that must rub off on his staff.

Have you ever heard of Mattias Vöcks.

He is another Swede. His day job is with Koenigsegg as an engineer and mechanic, hand assembling supercars. That sure provides him some automotive credibility. Do you know what Mattias does in his spare time? He creates his own super custom cars - from Volvos.

Belgium, who ran a flooring factory. He rejected the idea, saying that if it was viable, someone would have come up with it a long time ago. Christian then showed the concept to a few other floor manufacturers who also dismissed it. In 1995, a Belgian and a Swedish company patented the exact same solution as Christian’s Click floor – they even called it Click! This innovation has now turned into a multi-billion dollar industry...

After the Chip Player and Click disappointments, and amidst the general boredom of running his import/export company, Christian decided that instead of chasing after the perfect business idea, he would follow his heart. He would build his dream car. Christian understood that it was virtually impossible and that many had failed before him.

In 1994 at the age of 22, Christian launched a company called Koenigsegg with the sole a mission to create the perfect Supercar for which no technical solution was deemed too difficult. In those early days, Christian was his own R&D department. He made do with self-belief, imagination and determination in order to create the first working prototype. Christian sketched the initial technical layout of the car himself and together with a small team working for meager wages, hand-modeled all components for the vehicle. The prototype was completed in 1996 – just two years after the project began.

Christian’s dad Jesko was a successful entrepreneur and when he sold his company in 1995 he came to help Christian with the business

portion of his business. He planned to stay for 6 weeks, but that turned into 5 years. Jesko’s business acumen produced a strong structure for the company leaving Christian to concentrate on the car.

The Koenigsegg CC prototype boasted a unique carbon body with a detachable roof. Despite very limited resources, the chassis, suspension, brakes, wishbones uprights and many other items were all custom designed for the car by Christian and his small team. The car was completely original and received a lot of attention as a result.

From that time on, Koenigsegg has become an thriving business with many amazing milestones.

Christian took the Koenigsegg CC prototype to the Cannes Film Festival in 1997 in order to assess interest in the vehicle concept. The reaction to the car was overwhelming and the first international contacts were established. Christian felt reassured as he pushed towards commercial production.

In 2002, Koenigsegg began series production of the CC8S model, a car that was fully homologated and crash tested for the European market. An amazing feat for a small company.

In 2005, the Koenigsegg CCR became the fastest production car in the world, beating the nine-year-old Guinness World Record set by the McLaren F1. The Koenigsegg CCXR was the first ‘green’ Hypercar in the world, designed and calibrated to run on E85 and E100 biofuel, as well as normal gasoline. This was truly ground

breaking at the time because the sportscar industry did not at all focus on the “green” aspect. Today, Koenigsegg continues to set new records. In September 2019 the current model, the Regara, set the 0 to 250 mph record of 31.49 seconds. The company has grown to 220 full time staff and everyone works under Christian’s direct guidance. Each and every Koenigsegg is created and meticulously assembled by a tight-knit group of automotive artisans to the highest possible standards. The Koenigsegg Jesko, the all-new megacar shown at the 2019 Geneva Motor Show, is named in honour of Christian’s dad, a special person in the history of Koenigsegg Automotive. The Koenigsegg philosophy does not tolerate compromise and that must rub off on his staff. **Have you ever heard of Mattias Vöcks.** He is another Swede. His day job is with Koenigsegg as an engineer and mechanic, hand assembling supercars. That sure provides him some automotive credibility. Do you know what Mattias does in his spare time? He creates his own super custom cars - from Volvos. His first project is a 1967 Amazon Combi, not like any other 122 station wagon you will ever see. He started the project when he was 20 and worked every night and weekend until he was 26 to complete it. The quality of the engineering and the finish is simply perfect, and Mattias did it all personally. An abbreviated list of the modifications starts with the body. It is now a 3 door wagon rather than a 5 door. He did this by removing the rear side doors and adjusting the frame and body to use doors from a 122 2 door. The engine is the all aluminum straight 6 from a 960 bored to 2.8 liters with modified pistons, crank and rods and breathing through a huge turbocharger. The engine bay is pure mechanical art. The 5 speed manual transmission is from a Supra and the clutch from a BMW M5 driving custom drive shaft and axles. Stuffing that drive train into the old amazon was a piece of cake, it just required relocating the firewall 8” back. Wheels and suspension are similarly performance modified. Brakes are from a Koenigsegg supercar. The exterior is Volvo grey-blue and the interior is bright red leather with race seats and a customized 1800 dash, all exquisitely fabricated and detailed. He named his masterpiece Vöx with a plaque on the firewall.

The result in 2006 was a 600 hp, Amazon shaped rocket ship. The 122 Amazon was selected as ‘Sweden’s hottest Volvo’. The prize? A round trip ticket for the owner and his car to display in the Volvo booth and the 2006 SEMA automotive trade show in Los Vegas. Thousands of people were stunned by the car. They had never seen a project done as flawlessly as this, let





alone an old Volvo.

During the years that followed Mattias continued with some modifications. Vox's horsepower increased to 788bhp and 723 lb ft of torque and it's fame increased dramatically, as youtube videos showed the old Amazon out dragging numerous modern Ferraris on race tracks.

Take the time to 'Google' "Volvo wagon beats Ferrari" and watch the videos, you will be amazed.

In October 2014 Mattias put his masterpiece up for sale. It sold to for well above \$100,000.

Have you ever heard of Guy Martin?

He is a 39 year old truck mechanic who also happens to be a famous British TT Superbike racer. He first raced the Isle of Man TT road circuit in 2004 and continued to race super-fast bikes for more than a decade. During his racing career he made his debut television appearance on a documentary related to TT racing and followed that with hosting several television programmes about engineering and racing such as

'Speed with Guy'. He is warmly described as a likeable motor mouth and he is the author of 3 acclaimed autobiographies. He is also one tough guy. In 2010 he crashed at 170mph in an Isle of Man TT race. He survived the fireball but suffered a broken back and ribs. He continued to race for 5 more years.

In 2014 it was Guy Martin who bought Vöx from Mattias. Guy states it is the fastest car in Britain, and Guy Martin knows fast!

Here is what Guy has to say:

"People are surprised when I tell them that I have only two cars. They expect me to have a garage filled with supercars. They are even more surprised when I tell them that one is a 13-reg Ford Transit van, which I use almost every day, and the other is a Volvo estate, which I use only on special occasions. This is fine by me — I don't see the point of boasting about my cars.

Don't get me wrong: I've had my fair share of supercars. But none of them has been a patch on the Volvo Vöx. It is a 1967 Amazon estate, in beautiful battleship grey, and every time I get in it, it just twists my mind — and it would do the same to you too. Although it looks like a stand-

ard Volvo, I reckon it is about the fastest car in Britain — quicker than any Ferrari, Porsche or even Bugatti. That's not me boasting — I don't want to come across as big-headed. It is just a fact.

The truth is, this is the quickest machine I have ever driven or ridden. My GSXR Suzuki superbike is about 220bhp and probably a bit quicker to 100mph, but if you put them on the road together the Volvo would leave it for dust between 100mph and 200mph.

I can still remember the first time I saw it. I was competing in a TT race two years ago, and one of the other riders called me over to show me something on his phone. It was a picture of a grey 1967 Volvo Amazon wagon. Even at the time it looked beautiful; then he explained what had been done to it and I was hooked. I had to buy it.

It probably helped that at the time I was driving an Aston Martin Vantage V12, which I was fed up with. When I was 21 I owned a BMW E46 M3 CSL and then a Porsche GT3 RS but I always wanted an Aston. It is the sort of car you grow up dreaming of owning. But I had nothing



but bother with it. The windows seemed to jam, the seats seemed to seize up and I couldn't get the claimed top speed out of it on a track — not big things, but I was disappointed. But the worst thing about it was the lights.

Whenever I saw an Aston on the road, the thing I always noticed was the sidelights glowing in the gloom, giving the car that classic Aston look. I always loved that. But when I bought the Vantage I discovered that those lights didn't come on automatically: the driver had to switch them on.

I find it funny that people feel if they spend a fortune on a car they are somehow more important than their peers who don't. Someone once told me: "I've got a 458 Ferrari. Vinyl stripes on the bonnet are £7,000 extra, but you have to have them, don't you?" I thought to my-

made it clear that he didn't want me to drive it, so I sat in the passenger seat while he took the wheel. As soon as he floored the throttle, it blew me away.

Obviously it is not a standard Volvo Amazon. It is powered by a heavily modified 2.8-litre turbocharged inline-six made by Volvo. It produces 788bhp and peak torque of 723 lb ft and it runs on E85 biofuel. The fastest I have driven it is 205mph on a racetrack, but I think it will go faster and I reckon it does 0-60mph in less than three seconds.

It is not just the engine that has been modified in the Volvo Vöx — the entire car has been re-engineered. It's mega. Aside from transforming it from a five-door estate to a three-door model, Vöcks added a six-speed transmission — a proper manual gearbox; none of this fancy

beyond theirs.

The thing is, my Volvo Vöx is probably worth nothing, in that it isn't an original car, doesn't have a race pedigree and doesn't come from a flash brand such as Ferrari. It is not a classic, so it has no monetary value. But if you tot up the cost of all the parts that have been used to make it and the man hours that have been put into building it, then I reckon I nicked it.

And that's not all: for the price of a BMW M3, it will outstrip anything on the road. It won't lose anything in depreciation or become outdated. More important, you won't see another one anywhere in the world.

And I can look any Aston owner in the eye, whereas he'd probably fumble for his lights. That makes it the ultimate supercar, doesn't it?"

Guy still does work on TV but his "real"



self: "I've got a mate in Ireland who does vinyl stripes for my Tranny for around £50."

It may sound a small thing, but to me it was massive. What? You have to put the lights on manually? That seemed a bit close to posing — ostentatious. I can't really explain why it put me off, but it did. It was as though the whole Aston look was a fake.

I sort of feel the same about supercars in general now. When I see someone in a Ferrari, I think: "They have bought a Ferrari because they don't know anything about cars."

That is why the Volvo appealed. It was like the anti-supercar. It had been built by a guy called Mattias Vöcks, an engineer from Sweden who works for the supercar maker Koenigsegg. I did the deal in two phone calls, finished the TT race, got in my van and drove to Sweden.

Vöcks speaks better English than I do, and

steering-wheel-paddles stuff — a new rear differential, brakes from the Koenigsegg CC8S and adjustable front and rear suspension. As an engineer, I can see the work he has done on the car. It is perfect — the best-built, most beautifully finished car in the world.

As soon as I got it back to the UK, I took it for a spin down to Grimsby, near where I live. My God, it is frightening. You have to keep it pointing in a straight line. Once I was at traffic light and a young guy in a pimped-up Mitsubishi Evo pulled up and revved his engine a bit. I just laughed. This car is like turning up to a knife fight with an AK-47 — there's nothing to prove.

I don't drive it fast on the road — why would I? Tracks and closed roads are where you can stretch its legs. The way I see it, anyone who says they drive their supercar fast on the road is still nowhere near its limits but no doubt

occupation is fixing trucks like his dad and his brother and sister. Guy says "The TV people are lovely but they are arty-farty. I'd do a day's filming, but it's not work, is it? I come home from working on trucks and I'm knackered and covered in crap, and that's satisfaction."

And what of **Mattias Vöcks**? He is still engineering at Koenestegg and has two more Volvo supercars to his credit. A beautifully crafted sleeper 242 with 750 hp 960 engine. The 240 was actually built up along with the Vöx to test out components. Another proposed creation was an awe inspiring modern take on the Volvo 1800. Pictures abound on the internet but I could not determine if it was actually built.

WHATS NEW (OR OLD) AT VOLVO

POLESTAR SHOWS NEW PRECEPT CONCEPT WITH SUSTAINABLE INSIDES, AND NEW ANDROID INFOTAINMENT

Evan Williams

Feb 25, 2020

From Swedespeed

Polestar has just shown its latest concept. The company calls it a manifesto, showing the electric automaker's hopes, dreams, and plans. The Precept is an electric sedan with the future car styling we crave and the high-tech add-ons to go with it.

This one starts on the inside, where it showcases the efforts of Polestar and parent Volvo to develop cars that are more sustainable. The interior panels and seatbacks are made from a flax-based composite that Polestar says is 50 percent lighter and reduces plastic waste by 80 percent. Covering the seats are polyester fibres made from recycled plastic bottles, and the carpeting is made from reclaimed fishing nets.

Polestar says that using these advanced composites and reclaimed and recycled materials doesn't take away from the luxury offered by the car. "If anything, they enable even more premium, cutting-edge, modern and stylish executions which elevate our design-led products," states Polestar Head of Design Maximilian Missoni. "We were able to derive new aesthetics from new contexts and technologies, allowing society to move on."

Infotainment in the Precept is a new system that's Android-based in partnership with Google. Polestar says that the two recognized how apps in-car are "pale shadows" of phone apps, and "the less said about speech recognition, the better." So they've worked to develop a better Google Assistant with more language capability and improved operation. Streaming video services will be available during charging, and even in-car lighting and seating preferences will adjust to you automatically.

Finally, it will be loaded with a new human-



VOLVO'S XC 40 Recharge

machine interface. The new HMI will track your eyes and adjust in-car displays accordingly. It will also track your hands to allow improved gesture recognition and highlighting of desired features.

Polestar isn't talking much about the styling, or the powertrain, but it's a safe bet this one is all-electric. As for the four-door coupe shape, with rear-opening back doors? We definitely hope that more Polestars look like this one.

TESLA'S LONG-RANGE MODE. 3 MAKE VOLVO RE-THINK XC40 RECHARGE

Evan Williams

Automotive News Europe/SWEDESPEED
December 2019

Tesla's Model 3 played a late-stage part in

the development of Volvo's XC40 Recharge, one that's likely made it better for those planning on taking the Swedish EV for long-range drives.

"We increased the battery size," Volvo CTO Henrik Green told Automotive News Europe, speaking about the company's thoughts when the 322-mile Tesla Model 3 Long Range launched. "We thought we had a good balance between cost and size before, but when we saw that come out we said, 'Maybe they have a point here'."

That's why the top pack for the XC40 Recharge is now 78 kWh. The company was originally planning a pack in the 60s, allowing for a range probably in the low 200s.

"We put in some extra modules," the CTO said. "It moves the price point up a bit but it adds



POLESTAR

range so we would be in the same area” as the Model 3. The WLTP expected range for the XC40 is 249 miles.

Green also revealed that he wasn’t always fully sold on the electric XC40 idea. “I wasn’t as confident when we made this decision three years ago,” to make the XC40 Recharge Volvo’s first battery-electric vehicle. “I thought it was much more of a gamble, but now I think it’s in the perfect position,” he said.

It’s helped by the fact that it’ll sit largely alone in its market segment when it arrives. Expected in the \$55-60,000 range, far less than the other BEV luxury crossovers like the Jaguar I-Pace, Mercedes EQC, and Tesla Model X.

LUXURIOUS LAND YACHT BOUND FOR VOLVO STABLE

Steph Willems

March 2, 2020

From Swedespeed

Volvo’s not whispering in anyone’s ear, but Volvo dealers surely are. That’s how we’ve

learned that Volvo Cars plans to insert two new vehicles at the top and near the bottom of its current lineup.

According to dealers, a range-topping XC100 will soon take its place atop the model ladder, with a coupe-like crossover slotted well below. How else is Volvo supposed to keep its sales momentum?

This tidbit comes by way of Automotive News. It seems that U.S. dealers informed about the XC100 are salivating at the thought, with one describing it as an “absolute home run.” Currently, the long-running XC90 wears the flagship hat.

Why so much Volvo in one vehicle? You already know the answer. Big sells, and Volvo’s Germanic rivals have big in spades. The arrival of an updated Mercedes Benz GLS and altogether new BMW X7 left Volvo with little choice but to pursue the plus-sized import SUV crowd.

Another dealer referenced Range Rover and the Rolls-Royce Cullinan as potential rivals. Clearly, Volvo is loading up on lux. Not only

will the vehicle, slated to arrive in electrified form of various sorts, be plush, it will also be suitably big. Automotive News reports that the vehicle will stretch 7 inches longer and 5 inches wider than the XC90 a model the future XC100 will borrow its platform from.

Before this Scandinavian behemoth starts production in South Carolina in late 2023, American buyers will have a taste of the C40, a coupe-like version of the compact XC40 crossover. Sporting reduced cargo volume and a more svelte profile, the C40 is said to be priced to sell. Like its sibling, it will also offer a battery-electric powertrain when it arrives in late 2021.

For Volvo, going smaller and larger in the light truck field, using as many existing components as possible, is a play for boosted volume and margins, especially on the upper end.

Volvo’s U.S. sales nearly doubled in the past half-decade; flush with Chinese cash and with a growing stable of vehicles with which to tempt buyers, 2019 saw the brand top the six-figure mark for the first time since 2007.

ROAD TRIP

SEEING DOUBLE

A classic Volvo Road trip to Idaho

August 13-20, 2019

Janet Schwieger and Gregg Morris

Take a look at a map and you will see that a narrow peninsula of Idaho makes it up to the BC border directly below Kootenay Lake.

Rob and Janet Schwieger had been plotting a route for a Schwieger-Morris Kootenay/Idaho road trip that was long overdue. The trip had one false start. A month earlier Gregg and Rose set out for the Kootenays, but the 123GT had other plans. The car set up a nasty growl and vibration just as we entered Osoyoos. I crawled around underneath and could see nothing obvious, so I feared a bearing in the transmission was unhappy and we decided to head back to Vancouver. It turned out that the rubber transmission mount had sheared off and the transmission was resting metal on metal against the transmission cross member. This sent an amazing amount of vibration and scary noises into the car. Thankfully it was an easy fix, but we no longer had time to make the road trip so it would have to wait.

Now it was a mid-August Wednesday and we were ready to take another crack at this road trip. This time the drive to Osoyoos was both beautiful and uneventful. We drove Highway 3 to Princeton and then detoured onto the idyllic Old Hedley Road. This nicely paved and untraveled road hugs the north shore of the Similkameen River through farm land, forest, and moun-

tainscape for 20 miles, before depositing us back on Highway 3.

A couple more hours and we were in Osoyoos welcomed by Frank and Cindy at our favorite Poplars Motel. An evening walk along the Osoyoos Lake and Chicken Fajitas from the Sage Pub finished a flawless day.

Thursday was brilliant. Look to the east where we are headed, and you get a postcard view of Anarchist Mountain climbing out of the Okanagan Valley. The car sure warms up fast when it has to climb 2700 ft. in 10 miles. I am

always amazed by the cyclists who ride up this grade, and no electric assist for these folks. Our destination for the day was the Schwieger’s deck overlooking Kootenay Lake. There was no particular rush so we stopped in the mining town without a mine, Greenwood, to visit with our cousins. If you have read Ghost towns of BC you would know that Greenwood and more importantly Phoenix up the hill was a big deal in the gold rush days. Phoenix was one of the many towns that claimed to be the biggest city north of San Francisco. The significance of these towns



HIGHWAY 27—TEKOA, IDAHO



was usually measured by the number of bars and brothels they supported. Phoenix would have made a great ghost town but someone discovered a little gold right in the town and the industrious, but not too bright, miners destroyed the whole town looking for more.

From Greenwood we continued east through Castlegar and north up the Slocan Valley to New Denver, home to a large Japanese internment camp during WW2. They have preserved some of the original camp and it is now a living museum. My favorite feature of New Denver is the road that heads east to Kaslo. The road itself is a mini Duffey Lake Road, nicely paved winding past scenic lakes and finally a roaring stream leading the way down to Kaslo on the west shore of Kootenay Lake. A stop to see more friends was in order. Kaslo is home to VCBC member and good friend Gordon Brown and his wife Jeanie. They live perched on a slope overlooking the lake in a house designed and built by Gordon. Gord is a professional photographer and his website www.f8at125.com displays his excellent work. Gordon's collection of Kaslo photo negatives has recently been acquired by the federal archives in Ottawa. Gord is also a long time Volvo guy and has an impressive assortment of Swedish Treasures on his property. From PVs 1800s and 123s thru to 240s. Their numbers are decreasing as they are purchased by restorer/collectors. Gord's house is a treasure of interesting artifacts and striking

architecture. A feast for the eye. After our visit we headed south to the Balfour ferry across Kootenay lake to Grey Creek and the Schwiegers house. Pretty nice trip and this was only the start of the official road trip.

Janet Schwieger takes it from here.

The dog days of summer were upon us early in August 2019. Always chilly Kootenay Lake warmed up just enough that the teeth did not chatter after jumping in, while we said the 'R' word, which stands for 'refreshing'.

Batches of our summer company came and went, and we were in a lull between the next expected guests. With no smoke in the air and pleasant 80 degree F weather, a road trip seemed to be in order. Gregg and Rose Morris drove one of their 50 plus year old Volvos from Port Moody to Gray Creek, stopping in at Osoyoos for a night. They landed at our heritage apple orchard property, also known as a fat bear and deer playground; where the men washed and groomed their nearly identical 1967 red 123 GTs. We chatted awhile over a few glasses of wine, dined on barbecue chicken and the next morning pulled out to cross the US border at Porthill, northernmost spot on the panhandle of Idaho State.

Our goal was to follow winding roads through the wheat fields of the Palouse, ending up at Moscow, Idaho. Rob and I had taken this trip two times before, the first time we were stopped by 106 degrees F in the shade along the

Snake River – cold Kootenay Lake seemed like a dream after that. Our next trip was to escape the smoky summer of 2018, which almost worked until the smoke caught up to us. Those two previous trips imprinted us with the pleasures of the winding hilly country with the never-ending wheat fields, which provide a good deal of the nation's wheat, as well as chick peas and lentils.

First day from Gray Creek: We crossed the border, drove through Bonners Ferry, Sandpoint, and Coeur d'Alene on a rather boring Hwy #95. 15 miles south of Coeur d'Alene we used Elder Rd west towards Washington state and state highway #27 south – the scenic byway to the Palouse. How do you fall in love with a back road? You will find out on #27 – it is all there. The photos here will say a thousand words and the cars were the stars. Everywhere we stopped people took a second look at the two shiny red 123GTs, thinking they were seeing double. Many came over to ask questions or tell us Volvo stories of their own.

We wound around fields and through small farming towns filled with photo ops with neat backdrops, ending up in Moscow, Idaho. We checked into the Idaho Inn by a friendly reception fellow who was actually from Moscow, Russia.

Moscow, Idaho and Pullman, Washington straddle the border between the two states. Each have a university, so both towns are full of coffee shops, entertainment places, and excited



young people. At this time in August many of them had their parents in tow to drop them off at school. Hotels were full, restaurants full of parents sporting proud but apprehensive looks towards their loved young ones – amid goodbyes from home. People had signs everywhere welcoming back the students and football teams ‘Coug(ar)s’ from Pullman and the ‘Vandals’ of Moscow.

We planned two nights at Moscow, and on

the second day of the road trip we drove to the nearby Snake River Canyon. If the undulating wheat fields weren’t showy enough, the Snake River canyon provided yet another layer of scenic splendor. From the top to the bottom was an elevation change of around 1500 feet, taking us from wheat fields down to desert and a river, complete with white pelicans.

The third day we took our favourite #27, which showed us new views heading north to-

wards Spokane, I 90 and home via a few back roads and #95. After more visiting with the Morris’s in the Kootenays, they headed for home next morning via Osoyoos.

Total miles travelled: Schwieger - ~680 miles (1100 Km) Morris –(1100 miles 1800 Km)

How did the vintage Volvos fare? Rob’s 123 brake lights worked sporadically, but otherwise both cars took the roads in splendor.

TECHNICAL TIPS

HOT HOT HOT!

Gregg Morris

In January 2010, Dave McAree and I drove my white 65 122S from Vancouver to its new home in San Diego California. Extended freeway drives readily expose any weaknesses in cars and we experienced two on our trip. The first day we noticed a speed related vibration in the car that we put up with all the way to Bakersfield where Art Banks and Bill Webb were waiting for us. Art kindly offered the use of his lift equipped shop where I soon confirmed that I had used up 99.0% of the center universal joint’s life. I carried a spare U joint so an hour or so of wrenching and hammering and had the new U-joint installed and confirmed that the other two U joints and the center support bearing were all good.

After a day or so of seeing the sights of Bakersfield we continued south towards our destination of Jim MacIndoe’s house in La Mesa, an eastern suburb of San Diego. On that leg of the trip, the Southern Californian sunshine decided to welcome us properly and it got hot, and so did the 120 engine. It was percolating above the red on a long hill into San Diego and I was glad for the tough old cast iron engine labouring away in that heat. An aluminum headed engine would have eaten a head gasket. Once at Jim’s a change of thermostat helped, but the limiting factor was still the radiator. It was a good Pacific North West rad, but this fast driving on a very hot freeway was another story and ultimately a rebuilt rad was the solution.

Dave and I spent an enjoyable week with Jim and Lesley MacIndoe meeting the Volvo folk in San Diego and finding a place to store the 122. We left it under a car cover in Mike Schrieber’s home based Volvo Repair shop on acreage in Jamul. There the car sat until Rose, I and Tiny the Chihuahua flew down to San Diego in March 2010 to try out the snowbird lifestyle. We rescued the 120 from its car cover and took up residence in the “cell block”, alias Extended Stay Hotel in the Motel Circle area of San Diego. It was magic. There were, palm trees, bougainvillea and birds of paradise everywhere. The weather was beautiful and there were tons of things to see and do. That was 10 years ago now, and the car has enjoyed the luxury of an enclosed garage for its long summers rest. Our travels in the intervening years have taken us to interesting spots in Southern California, Arizona and New Mexico, all in our trusty 122. I kept up with



the car’s maintenance just like I would at home. It has received regular oil changes, coolant changes, tune ups, brake rebuilds and bleeding, and a suspension rebuild.

I figured I was doing a pretty good job of keeping it healthy and reliable. The one thing I hadn’t really respected was the heat. Sure it got a super good radiator and I fed all the vinyl with vinyl conditioner at the end of every trip, but I didn’t really appreciate how brutal this hot climate could be. Particularly the six or more months it sits baking in the garage. When the car is in use it is common for it to be tearing across the desert on freeways as hot as barbecues.

On March 31, 2015 I was taught an important lesson about the dangers of heat. Rose and I were on a solo trip to visit friends Mark and Diane Jankowski who had a beautiful house in the observatory themed community of Sky Village near Portal, in south eastern Arizona. The trip from San Diego was about 600 miles and all but 25 miles of that was on Interstate 8 through Tucson and Interstate 10 a little past the New Mexico border. The last 30 miles were south on secondary Highway 80 south to Portal at the eastern foot of the Chiricahua Mountains. When

we finally arrived at Sky Village it dawned on me that I didn’t have enough gas to get back to the last filling station.

Everyone in Sky Village is an astronomy enthusiast and each residence has a big domed observatory. Why locate an astronomical community near Portal, AZ? There is no light pollution. It is said to have the darkest sky in America. Besides having the whole night sky to view, there are some beautiful earthly views of the Chiricahua mountains as well. We enjoyed a few days there and took one short trip into New Mexico to fill up with gas. We left for home very early on March 31, 2015. It was a beautiful sunny day but that meant it would be really hot in the desert. On our way to Tucson the car developed a vibration on the freeway. I could speed up and it would go away, but I didn’t like it. I stopped at a gas station, dragged out my coveralls and a small floor jack and spun the wheels and carefully inspected each tire. Sure enough one tire had a bulge due to a tread separation. I was kind of mad because these Kumho Solus tires had been new in 2011 and were still pretty young, at least by Pacific North West standards. There was the flaw in my thinking, this was definitely not the Pacific North West. I should have known that driving on the barbecue would age tires rapidly. I found a tire store in Tucson and replaced the tire and we headed back on the road. It was now midday and hot. The 122 had a distinct lack of air conditioning so we squirted ourselves with a bottle of cold water to keep cool. You could saturate your shirt and in 15 minutes it would be dry.

It was hot but we were making good time towards Yuma our destination for the night. A little past the town of Gila Bend, about half way between Tucson and Yuma the car quit on the freeway, luckily just at a turnoff to a rest stop and we coasted in. I got out of the car opened the



hood, ready to fix whatever was wrong and get us back on the highway. I had tools and all the parts I would need. I just had not counted on the heat. It was over 100 F and I simply could not think straight. I took the top off one float bowl to see if there was gas and it was empty. It should have been easy from there, but I dropped the needle from the needle and seat valve onto the coarse pavement and I could not find it. My brain was boiling and I had to give up and for the first time ever, I called AAA and asked for a tow. We were dropped at the motel in Yuma and after a good nights sleep I got up early and in the cool of the morning had the fuel pump replaced and a new needle and seat valve installed in an hour, then we carried on to San Diego. So the heat had not gotten to the car this time, it had gotten to me. I would remember this for the future.

Since then I thoroughly inspect the car for any heat damage before each season of use. In the past few years I have found cracked boots on ball joints, a perished center support bearing boot, a cracked steering coupler, cracked heater and rad hoses and one that really scared me this year, a rubber front brake hose oozing brake fluid and it had been new when I left Vancouver in 2010. Still needed are the rear rubber brake hose, clutch hydraulic hose and both front motor mounts. Two of my finds made me laugh. I took old Michelin ZX spare tire from the trunk and bounced it against the driveway and a big chunk of the tread fell off. I took the rubber waffle type floor mats out and when I picked up the drivers mat it left a bunch of little black chicklets behind. The mat



was disintegrating from heat. So what is the tech tip? Respect the heat!

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07-C30-\$7000, 203K, black, dk. grey cloth interior, 2.4 engine, 5 speed manual, minor damage right front, small tear in driver's seat, new snows, + summers. Well maintained, service records, repairs 2019 rear bearings, front elbow, battery, clutch. Intermittent starting problem: A few days after the clutch was replaced, the car would sometimes not start. I had to wait for a bit, shift the gears and then it would work. Annemarie, 250-801-5134, annemarieufx@gmail.com, Terrace, BC

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