



THE VOLVO CLUB OF B.C.

JANUARY 2021

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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 our winter supper is cancelled. Spring and summer events will be considered in the May 2021 newsletter. Keep an eye on our website events page for future activities.

ARTICLE CONTRIBUTIONS BY MEMBERS

(Jamie Graham of Victoria sent this report from the Hagerty newsletter featured Jamie's restoration of his 64 1800S.)

64 1800S RESTORATION

Jamie Graham

I was standing next to my restored '68 1800S Volvo at a Victoria (BC) car gathering in October 2015 when another 'car guy' showed me a Google Maps page on his tablet with the same model car as mine parked in a residential driveway not far away. He said he walks his dog by the house every night and car has been sitting in the residential carport "forever." It has never moved for as long as he lived nearby which was at least a decade. I was curious so a buddy and I went over that night and I "cold-knocked" on the door. The owner allowed us to look the car over - it was rough. She agreed that I could come back the next day so I, and another P1800 fanatic parked our own P1800s in front of the lady's house just to show I was serious. Her husband had passed recently and you could tell she loved the car. She said those lovely words, "I just want the car to go to a good home" and made me promise as part of the transfer, not to sell the car for parts.

The car was rusty and rough, but it was complete. It was an early 1964 1800S and through the expired license plates, the car had been sitting for nearly 26 years, un-driven and open to the elements. Rust,



mold and local wildlife had taken over. When it was being towed, I swear I could hear the local critter population booing me for taking away their home! The car originally came west to Victoria from Montreal but with one owner and only 72K miles, this was a car worth saving.

Bob Cuthill (ex RCAF & Vancouver Helijet pilot), a Volvo 1800 expert and I

spent many hours on the re-birth of this classic back in my tiny bay & 1/2 garage. The car was gutted; lots of interior pieces went straight into the bin. Everything, and I mean everything was removed, photographed, logged, sorted, categorized (you get it) and stored away.

It took a few years but the car's first start up brought over several friends to



RESTORED 1964 1800S



enjoy the moment. What a thrill.

It wasn't a barn find, more of a driveway find, but I couldn't be prouder of the transformation. With new black leather seats, a re-built motor, new carpets, new fuel tank, new brake and clutch master cylinders and lines, rebuilt door cards, new exhaust just for starters. On holidays at my brother's place in South Carolina I sourced upper and lower dash pads, then brought them back as carry on luggage on the plane. The airlines lost them for a day or two but once found and installed ... just beautiful. I recently sold a beautiful BRG '68 1800S to a German buyer and I am now 1/2 way through a '73 1800ES restoration. I recently picked up a rare '62 'Jensen' P1800 which had been sitting in a North Saanich carport for 14 years and this beauty will have to wait a year in storage until space and time is available.

Working on this and other old Volvos have brought countless hours of joy. My wife even uttered those wonderful words the other day, rarely heard ... "Honey, you need a bigger garage."

**(Road trip submitted by Rohan Soulsby)
SPIRIT OF THE CLUB**

**Rohan Soulsby
September 12, 2020**

"So there we were, at the start line for the 2020 Classic Car Adventures Fall Classic Alternate event, when I heard an unfamiliar and unwanted sound coming from the under the hood of my 1967 123GT."

But first, some context.

Classic Car Adventures (CCA) <http://classiccaradventures.com/> is a BC-based company that organizes classic car driving events in BC, Washington, Alberta, Ontario and Colorado for classic car owners. You may have heard of their events such as the Spring Thaw, the Fall Classic and the Rush to Goldbridge. This year's COVID pandemic has made it a challenge for many activities, including running classic car driving events. With health and safety front of mind CCA wisely cancelled this years Spring Thaw event. However, as guidance from Dr. Bonnie became available and as the province cautiously moved into Phase 3 of the COVID response, the CCA team set about finding ways to safely run a modified event that conformed to all regulations and guidelines. This gave rise to the Fall Classic Alternate event. The number of participants was limited and social distancing requirements were strict. The route for these events is always kept confidential until the start of the event. We knew only that it would last 3 days, would cover about 1,300 km and start in Vernon.

My wife, Veronica, and I set out from North Vancouver on Thursday afternoon. It was a beautiful, sunny, warm day and we had an unexpectedly pleasant, traffic-free drive out the Fraser Valley to Hope. Against my better judgement we headed up the Coquihalla Hwy for expediency rather than going via the more scenic Fraser canyon as we had some time pressure to be in Vernon for dinner. Expediency, ha! As we ap-

proached the snow shed near the summit, traffic came to a grinding halt. One hour of stop and go traffic, on a hill, with a manual transmission, sitting over hot tarmac. Oh, joy. None-the-less, we eventually cleared the paving project at the summit which had 3 lanes reduced to 1 (!!!) and we were on our way again. We made it to the hotel in Vernon for a late dinner and a chance to catch up with friends from previous CCA events.

The next morning, we registered for the event where we discovered that Day 1 would take us from Vernon to Rossland via the Westside Rd, Hwy #33 to Rock Creek, and Hwy 3 to Christina Lake, with a few minor detours along the way. Day2 would take us to Fernie via Castlegar, Slocan, Kaslo, Salmo, Creston and Cranbrook. And Day 3 would have the event finishing in at Kicking Horse Ski Resort in Golden, BC.

Before breakfast, I fired up the trusty old GT and set off to get a full tank of Chevron's finest....but something didn't sound right. It wasn't a pronounced sound, but it wasn't right. It was similar to the "auto-rough" mode that my airplane engine goes into whenever I'm flying over remote areas with no place to land! That auto-rough mode is just in my mind, of course, and I was hoping this noise was too. Anyway, we're in Vernon now so might as well start the event as planned and see what happens!

It was another gorgeous day, 20 Classic cars set out to enjoy all of the beautiful scenery that this part of BC has to of-

fer.....including a newly resurfaced Hwy #33 all the way from Big White to Beaverdale – what a treat. By the time we got to Woodstock.....er, Greenwood.....it had become apparent that the noise I was hearing was not in my head. Something was amiss. It sounded like a bad bearing but (happily) it didn't sound like it was coming from the engine but rather from the water pump or alternator. In Grand Forks (the next available Lordco), I stopped to remove the fan belt to set if/how this affected the noise. It disappeared! So, confirmation that problem was either the water pump or the alternator. The alternator felt fine to turn by hand and the water pump gave a small squeak when it was moved so we suspected that the (relatively new!) water pump might be failing. Liberal quantities of penetrating oil were applied to the shaft. With the assistance of Robert Maynard, master mechanic extraordinaire (<http://rwmandco.com/>), we were able to reduce the tension on the alternator belt to the point that the noise stayed away but the belt was still driving the water pump and alternator....barely!

In spite of our remediation efforts, the squealing bearing noise returned a few kilo-

meters miles down the road. We decided to cut short part of the planned route and head straight to Rossland for the night. This afforded us the consolation of an opportunity to stop for a much-appreciated swim in the warm, warm waters of Christina Lake.

The parking lot of the hotel in Rossland gradually filled up with an array of interesting classic cars as they completed their days drive. With a cold beer in hand, I contemplated what to do about my cacophonous conundrum. At risk of stating the obvious, I knew it would be highly unlikely that a remote autoparts company would have either an alternator bearing or a water pump for a '67 Volvo. I was resigning myself to the prospect of pressing on regardless. The route plan for the following day would take us through Kaslo, BC.....Hmmm, I know a VCBC member in Kaslo – Gordon “Finger Tight” Brown (some of you may know him by another nick name). Gordon and I had never met but we had mutual friends in Kaslo and I'd had been in contact with him via email a year or so ago.

I fired off an email to Gordon explain-



ROHAN AND VERONICA



ROHAN'S 123GT

ing the situation and quickly had a response from him saying that I was welcome to stop by and that in the meantime he'd check his parts bins to see if he had an old water pump lying around. (At this point, we still suspected the pump was the culprit). The next day we rendezvoused in “downtown” Kaslo as planned. Unfortunately, the news was not good – Gordon couldn't find anything that would be of help. However, Gordon suggested that Rob Schwieger, another VCBC member might be able to help. I had the pleasure of meeting Rob and his wife, Janet, on a VCBC drive last year. They live in Crawford Bay on the opposite side of Kootenay Lake. I contacted Rob. He wasn't sure if he could help but he welcomed me to drop by. This would require modifying the event route plan and taking the Balfour ferry which was fine by Veronica as it reduced the overall amount of driving on the event.

It turns out that Rob always travels with a water pump in his kit of spare parts (smart!) so he had a brand-new water pump that he was willing to loan me as insurance against mine failing before I got home. He also had an old alternator that he was willing to part with; he claimed it had a squealing diode noise but could be used in a pinch. Wow! What a great guy! Armed with these spares, I now had the confidence to finish the event and return to Vancouver.

We finished the 2nd Day at the Fernie Ski Resort. Over dinner, I had to suffer the good-natured ridicule of other participants who claimed that they could “hear me coming” by the noise my car was making. I had

to remind them that it was still me passing them, and not visa versa.

Day 3 was a lovely drive up the Columbia Valley to Golden where the event finished with a luncheon at the incredibly scenic restaurant at the top of Kicking Horse ski resort. That afternoon we continued on to Revelstoke where we spent the night before returning to North Vancouver the next day (this time via the Lillooet and the Duffy Lake Road – no more Coquihalla for us!).

Overall, it was a great trip – just under 2500 km including getting to the start line and getting home from the finish line. The old Volvo was outperformed only by my dear wife, Veronica, who didn't once complain about long days of driving (at least not until after we got home!). My thanks again to VCBC members Rob and Gordon who, together, provided us with the confidence to press-on knowing that we could always "self-rescue" if the water pump or alternator failed catastrophically.

Once back in my own shop, the problem was quickly diagnosed to be a bad alternator bearing (by this time noticeably failing when turned by hand). It was remedied in a few minutes with the purchase of a replacement bearing. New bearing: \$5.50, postage to get Rob's water pump back to him: \$16.26, experience of driving around our beautiful province in a classic Volvo and being a member of VCBC: priceless. Club spirit is alive and well!

If you ever find yourself in North Vancouver and in need of an alternator to get you home, you're welcome to borrow the one I got from Rob (it works!); I ask only that you pay it forward and return it to him if you're ever passing his way. □

Here's hoping that we can all get back to enjoying traditional VCBC events and activities again in 2021.

(Submitted by Sebastion Temple)
UNIVERSITY OF CALGARY STUDENTS WANT TO CONVERT OLD CARS INTO ELECTRICS WITHOUT BREAKING THE BANK

Pamela Fieber
CBC News Oct. 16, 2020

A group of University of Calgary students is working to come up with new technologies to convert gas powered vehicles to electric ones, affordably. There are about 50 students working on the project, with different groups focused on mechanical, electrical and software. Ratik Kapoor, an electrical and computer engineering student at the University of Calgary, is the founder of the Relectric Car Team. "A lot of my



UNIVERSITY OF CALGARY STUDENTS WITH ELECTRIC 122 WAGON PROJECT

friends, we got together and we're thinking, hey, these electric cars are awesome, but we really can't afford one at the moment, so what can we do to bring electric cars to us, and to everybody?" said Kapoor.

The group is currently working on converting a 1966 Volvo P220 (122S station wagon), donated by Jim Steil of Go Electric. Kapoor said an older, manual car is easier to convert than the newer, computer driven models. "With newer cars, it's difficult because they have so many sensors and it's all tech," he said. "So we want to take the 'easiness' of converting an old car, and make it applicable to converting a new car as well. So we're building our own sensors, our own computers, and we're tying everything together in a custom infotainment system."

He said there are a few steps to converting a gas-powered vehicle into an electric one. The first is to remove the old engine and the gas tank. Then, make an adapter from the electric motor that will plug into the original transmission of a manual car. "It will let you take electric power or the motor power, and then bring it to your wheels through your original transmission, which works really nicely," Kapoor said. The Volvo now has batteries stored in the former gas tank area and spare tire area.

Kapoor said the cost of converting their current project is between \$30,000 and \$40,000, and that their goal is to get that cost down to \$10,000. "I think what's holding a lot of us back is just the cost of batteries," he said. "We're looking more at the motor control, like all these parts that cost many thousands of dollars, for a good one — how can we scale it down in price, but still keep that same quality?"

Of the 50 students working on the project, Kapoor says roughly 10 people are on the mechanical team, 10 people on the electrical team, 10 on software, as well as a business and geomatics team. "We're trying

to make all of the stuff we do open-source to the world," Kapoor said. "Taking whatever technology we make, whatever developments we make and putting it out there for the public to use. So it's easier and more accessible for anybody to take their old car and use our designs to make the gas to electric conversion."

The group plans to get back to work soon after being halted by the pandemic. "We dropped in the motor right before school went online ... so things have been kind of stagnant since then," Kapoor said. "But we're hoping to get back in pretty soon and then I think by the end of the school year or probably around April-ish, we'll have it running under its own power."

There is a you tube video of their project URL of the video is <https://youtube/74A6VDPKJZI>

(Sent to us by Nigel Matthews, Sales and Marketing director for Hagerty Insurance)

KNOW A STUDENT PASSIONATE ABOUT CARS?

Commemorating the life of Irv Gordon and his Guinness World Record achievement of driving his 1966 Volvo P1800S for 53 years accumulating over 3,320,000 miles, the [Volvo Club of America](#) has established this scholarship to educate and encourage students to pursue a career in the automotive industry. To name this in Mr. Gordon's honor reinforces the importance of vehicle maintenance and adhering to routine, recommended maintenance practices and insisting on the use of premium (Castrol) lubricants and OEM parts.

Endowed by [Castrol®](#) and administered through [Driving Young America](#), the winning applicant will receive a **\$5,000** scholarship presented by the Volvo Club of America to an accredited, post-secondary school of the winner's choice to study for a career in automotive technology.

SOMETHING DIFFERENT

VOLVO P 1800 CYAN

September 2, 2020

The following press release from Cyan Racing, the reigning triple World Touring Car Champions, has revealed the Volvo P1800 Cyan, an interpretation of the iconic Volvo sports car from the sixties. The car is engineered by the team behind the first world title-winning Volvo race car and the Volvo C30 Polestar Concept Prototype. **Highlights: High-strength steel and carbon fibre body; Bespoke and independent fully adjustable chassis; 420hp and 990kg**



“Our company was founded in 1996 to race Volvo cars in Sweden and the

Volvo P1800 Cyan is closing the circle for us,” said Christian Dahl, CEO and founder of Cyan Racing. “We claimed our first world title with Volvo in 2017 and have since then won two further world titles with two other manufacturers. The first world title was a milestone for us, and we felt it was a good time to reconnect with the past and to those before us racing Volvos. The first Volvo P1800 Cyan carries our blue and yellow racing colours to mark our heritage.”

What could have been

The original Volvo P1800 was unveiled in 1960, a year before the Jaguar E-Type, two years before the Ferrari 250 GTO and three years before the Porsche 911.

“The Jaguar, the Ferrari and the Porsche are all cars with a continuation,” said Christian Dahl. “That left us with inspiration to create what could have been if we as

a race team had been there during the sixties, racing the P1800, and got to design a road version of our race car.”

“We have done that before with three of our race cars, the Volvo C30, the Volvo S60, when we were known as Polestar, and last year the Lynk & Co 03 Cyan. The Volvo P1800 Cyan is our interpretation of what could have been.”

Looking back in the midst of a paradigm shift

In the age of autonomous driving, electrification and connectivity, Cyan Racing decided it was time to capture what has been and to make it timeless.

“Obviously we could have built an electric Volvo P1800 filled with all the latest technology, comfort and luxury. But that was not what we wanted,” said Christian Dahl. “Amid this paradigm shift we decided to slow down time

and freeze a part of it in our own time capsule. To take the best from the golden sixties and combine it with our capabilities of today, keeping a pure yet refined driving experience.”

Tailored to deliver genuine driving pleasure

While creating the Volvo P1800 Cyan, the team behind it decided to treat the design and engineering of the sixties with care, moving it forward in a delicate way.

“We decided to apply our expertise in engine, aero and chassis design for a car that delivers on the Cyan engineering philosophy in terms of predictability and intuitive driver control, yet keeping the lightweight, analogue driving experience of the sixties,” said Mattias Evensson, Project Manager and Head of Engineering at Cyan Racing. There are no driver aids to distort the driving experience, meaning no stability



control, ABS or brake booster. "The Volvo P1800 Cyan is about clearing away anything disturbing the direct connection between driver, tyres and the road. Our objective has been to keep that undisturbed sensation whilst refining it with the best technology of today," said Mattias Evensson.

Light-weight carbon fibre and high-strength steel body

The Volvo P1800 body has been altered to accommodate a wider track, larger wheels and repositioned greenhouse, among a long list of redesigns.

"To put together an interpretation of an iconic design is a challenge. I think we succeeded in merging new technology without losing the character of the original Volvo P1800," said Ola Granlund, Head of Design at Cyan Racing.

The Volvo P1800 Cyan started life as a 1964 Volvo P1800 that has been refined and reinforced utilising high-strength steel and carbon fibre. "The basis for a precise and intuitive driving experience is a solid body structure. Cars from the sixties are far from ideal when it comes to this due to weak points and steel quality that allow for flex," said Mattias Evensson. "We have redesigned the structure of the original shape and strengthened weak points in the chassis through triangulation, using high-strength steel and integrated the carbon fibre body with the chassis structure. "The carbon fibre is not just a fine shell of separate panels, but rather structural components joined with high-strength adhesive to the steel. All parts of the carbon fibre are adding to the structural rigidity." This process is a key part to enable low weight and high responsiveness, with the car weighing just 990 kilos.

Engine and transmission design

The two-litre turbocharged four-cylinder engine is based on the same engine as used in the world title-winning Volvo S60 TC1 race car, producing 420 horsepower and 455Nm of torque, with a redline at 7700 rpm. Although the engine is turbocharged, it is developed to deliver a linear power and torque curve with the characteristics of a normally aspirated engine. The engine character is designed to deliver a driving experience as in the sixties but with increased performance and precision.

"While evaluating engines for the Volvo P1800 Cyan, we considered a wide range of Volvo engines, including the original B18, the 'Red Block' B230, the 5-cylinder 'White Block', the short inline 6-cylinder and the 4-cylinder VEA engine that power Volvos of today," said Mattias Evensson. "The efficient and lightweight VEA (Volvo Engine Architecture) gave us the best base, also allowing us to transfer our experience from the different versions of the VEA that we have designed for our race and performance cars of the past decade."

The engine made its debut in the 2011 Volvo C30 world touring race car and was a key part in claiming the 2017 world title. "It is an engine that provides us with a strong mechanical base and a very efficient combustion system. We have adapted it to suit the Volvo P1800 Cyan with the power output increasing through the entire powerband," said Mattias Evensson. "The power peaks late. It is designed for high revs a lot, with the torque intuitively linear to the pedal. We have learnt from racing where the drivers want perfect control of the torque, increasing precision and driving pleasure at the same time."

A five-speed bespoke Holinger gearbox has been selected to carry the mechanical feeling of the original Volvo P1800, but with greater gear change precision and capability of handling the increased torque.

The original Volvo P1800 live rear axle is replaced with a Cyan-designed independent rear suspension.

A key part to the engaging rear-wheel drive experience is the torque-biasing limited slip differential. The differential is mounted in a Holinger housing with unique gears in order to combine capable performance on a circuit with civilized behavior for road use.

A pure driver focused chassis

The fully adjustable front and rear suspension features bespoke lightweight components, including aluminium uprights, double wishbones and two-way adjustable dampers with Cyan hydraulics.

"We are really satisfied with the level of grip and precision that we have achieved from the chassis in combination with a responsive steering," said Thed Björk, development driver and 2017 touring car world champion for Cyan Racing. "The car goes where you point it. You can be brutal going into a corner and still find your apex and exit within millimetres. "The settings of the car are not aimed at fast lap times but rather to deliver an enjoyable and exciting driving experience. I feel my smile widening each time that I control the drift angle of the car through a long turn."

The carbon fibre-reinforced chassis is connected to the road with 18" forged rims with Pirelli P Zero 235/40 tyres at the front and 265/35 at the rear. The car is controlled by 4-piston calipers with 36x32mm steel discs with genuine feeling as no brake booster or ABS is there to interfere.

World Title engineering team

Cyan Racing's engineering team originates from more than two decades of developing racing cars and over a decade of developing performance road cars. The engi-



neering team involved competences from Cyan’s design, aero, engine, chassis and electronics departments.

“The Volvo P1800 Cyan is the result of an advanced engineering process, involving many of the same talents who designed, built and developed our world title winning Volvo S60 TC1 Cyan,” said Christian Dahl.

The Volvo C30 Polestar Performance Prototype, the first road car of Cyan Racing, was used for benchmarking throughout the development process. “A vital part of the project was to reconnect with our first road car,” said Mattias Evensson. “We wanted to carry over some of the driving feeling and performance availability from that car and it has been thoroughly useful

throughout the development process.”

Please note that the Volvo P1800 Cyan will be marketed independently by Cyan Racing. Furthermore, it should be noted that there is no collaboration between Cyan Rac-

ing and Volvo Cars in relation to this car project, as well as that the trademarks “Volvo” and “P1800” are owned by Volvo Cars. Pricing and individual specification is available for prospective clients.



WHATS NEW (OR OLD) AT VOLVO

HOW TWO MARITIMERS (AND ONE VOLVO) BECAME THE FASTEST MEN AROUND THE WORLD

Jon Tattrie, CBC News

Nov. 07, 2020

It’s been 40 years since Garry Sowerby and Ken Langley set a Guinness record for circumnavigating the world by car in

74 days in a Volvo 245 donated by Volvo Canada. They met with the CBC at Maritime Motorsports Hall of Fame museum in Petitcodiac, New Brunswick where the venerable old Volvo now resides.



On a dull day in October 1872, a rich, fictitious, British character named Phileas Fogg read a newspaper article about a new railway opening in India. Now, the newspaper claimed, it was possible to travel around the entire world in just 80 days. Fogg decided to wager half his fortune that he could become the fastest person to travel around the world. He left London on Oct. 2 and promised to return by Dec. 21 to claim his winnings. His epic adventure, created by French author Jules Verne in the novel **Around the World in 80 Days**, saw him traverse the globe by railway, steamer, elephant and wind-powered sledge. He made it to London with moments to spare.

Navigating a world without internet or GPS

A century later, two Maritimers named Garry Sowerby and Ken Langley got to thinking about the legendary challenge on a bleary-eyed road trip from Ottawa to Halifax in 1977. "There was nothing to entertain yourself with in the car except



an eight-track tape and yourself, so we got talking about road trips," Sowerby says. "And by the time we got halfway through New Brunswick, in the middle of the night, I remember Ken saying, 'What's the greatest road trip there ever could be?'" After kicking around a few ideas, they realized there was only one: they would race to be the fastest men around the world.

They set out in the fall of 1980. CBC met up recently with the adventurers, on the 40th anniversary of their epic attempt.

Both men were university students. Langley would go on to become a lawyer in his native Cape Breton, while Halifax-based

Sowerby, who had grown up in New Brunswick, had recently left the Canadian military and later [made a career out of organizing international driving adventures](#).

They named their expedition Odyssey 77. But first they had to plan to navigate the globe in an era with no internet or GPS. "We want to figure out, OK, how long's it going to take to get from Bombay to Calcutta?" Sowerby says. "So we write the bus company in India —write them a letter, mail it. It takes two months to figure out how long it takes a bus to go from Bombay to Calcutta. That's how we put our timing together." They drove taxis to raise money and landed a few major corporate sponsors who bet big that the boys could set a new Guinness world record. Volvo supplied

the line. And some people expected them to fail. "Just when we were leaving, I heard the president of Volvo Canada say to his PR man, 'If this thing f--ks up, we'll be driving pogo sticks.'" Sowerby says with a laugh. The boys sported matching racing suits. With a huge media contingent watching, Sowerby shifted into first and Langley guided them west.

The drive to the Pacific was straightforward and they paid an excess baggage fee to fly Red Cloud, as the Volvo became known, to Australia. Australia was hard driving, especially hot, dusty and deserted Alice Springs. The car had no air conditioning, so the windows were always down, and no power steering or cruise control, so Sowerby's arms and legs were always working.

Occasionally they were shaken by a passing "road train," a tractor-trailer hauling three or four full-sized trailers. We witnessed one horse wander a little too close to a road train. "They just roared through," Langley says.

them with a brand-new 245 station wagon, which they watched come off the assembly line at the old Halifax plant.

The goal was simple and nearly impossible: start in Toronto, drive west to the Pacific Ocean, fly themselves and the Volvo to Australia, drive across it, fly again to India, drive right through the Middle East and across Europe, grab one last plane to the U.S. and then drive all the way back to the starting line in Toronto.

The Guinness record stood at 102 days and required one driver and one navigator to drive the same vehicle 26,738 miles (the circumference of the Earth), travelling in both the northern and southern hemispheres. Time spent flying between roads would count, but they wouldn't get credit for those air miles.

From the CN Tower to the CN Tower

As they reached the start line near the CN Tower in Toronto on Sept. 6, 1980, it hit them that there was a lot of money on

"They wouldn't stop. The horse looked like it had been turned inside out. I'll never forget that."

Unfortunately, the duo put their "roo bar" to good use as one kangaroo bounced in front of them before they could stop. "If we hadn't put that "roo bar" on, that car probably wouldn't be here. We were going about 80 miles an hour. That kangaroo would have come right through the grill. That would have been the end of the trip," Langley says.

After Australia, they boarded a plane bound for Bombay, as Mumbai was then known. Sowerby felt India reaching up for him as the plane entered its air space in the middle of the night. Ascent, and waves of heat, rose through the aircraft. It was unlike anything he'd experienced.

After getting their car off the plane and onto the road, the shock increased. From dawn, rickshaws and snake charmers jostled with taxis and trucks in the hot, dusty heat.



The road signs were foot-high stones with the road name handwritten on it. "If you miss one of those, the whole trip takes a big hit in the time. Time was our enemy," Langley says.

"When you're driving in Canada, there might be once a year where you require immediate evasive action to avoid an accident," Sowerby says. "But in India, that would happen 25 times a day." At the end of one long day, they stopped in a city of two million that they'd never heard of before. Most buildings stood one storey tall and were lit with kerosene or fires. Dark, strange, packed roads made it hard to navigate, so Langley hired a rickshaw driver to escort them to their accommodation: it turned out to be a millionaire's mansion. Gatekeepers let them in and they feasted that night. Early the next morning, they rolled through the mist, speeding through remote villages, surprising people doing their morning toilet. Langley never once got them lost, nor forced them to back-track. "We didn't have the time for it," he says.

They ended each 12-hour day looking like coal miners, painted with exhaust, dirt and soot. They reached Pakistan just as Iraq invaded Iran, wrecking their route to Europe. After some frantic work on the phones, they found a cargo 707 willing to take the guys and the car to Athens — for \$18,000. So much for making any money on the trip. Sowerby, a pilot himself, sat in the cockpit with the two pilots while Langley sat in the back and tried not to stare at the emergency door. The idea that he would fling it open and kill them all took over his exhausted brain.

"So I went up [to Garry] and I said, 'How are you doing?' He says, 'Not bad. How are you?' I said, 'Not so good. You might have to knock me out.'" Sowerby says he'd never seen his friend afraid before. "What am I going to do? Tap the captain on the shoulder and say, 'Hey, have you got a monkey wrench? Ken wants me to club him so he doesn't open that door that you showed us how to work.' We couldn't do that," he says. "We tied him to the seat and we're breaking out laughing about it. I covered him up with a blanket." "Thank God I finally went to sleep," Langley says. "That

was a long, hard night."

Grim Eastern Bloc

In Europe, Langley bounced back, and Sowerby had to be dragged back into the car. It started as they skirted the Eastern Bloc and passed through German Democratic Republic, better known as East Germany. The communist official who let them through the East German border gave them 12 hours to get out. They floored the Volvo and headed across the country. "Of every-

and here's me tipping a can of fuel into this thing."

After the homecoming, the boys got back on the road for the relatively short drive to Toronto. After a few bumps in the road, they zoomed toward the finish line at the CN Tower. "We rolled in on the Don Valley and they played *I've Been Everywhere* by Hank Snow," Langley says. The iconic road trip song, by the iconic Nova Scotian singer, was the perfect note on which to cross the finish line on Nov. 19, 1980.

They'd driven 26,738 miles — more than 43,000 kilometres — in just 74 days, zero hours and 11 minutes, smashing the old record. Guinness later changed the criteria for the category, allowing for multiple drivers and not counting transit time on planes or ships, meaning no one will ever break their record.

"Once we crossed that finish line we knew no one could take it from us. We did it. But it was sad to see it end because we created a world in that car that we were completely focused on. We didn't really know what was going on in the rest of the world and that was going to be over," Sowerby says. "And that still happens to me sometimes. I'll drive from

Toronto to Halifax and I almost hate to get home in a way. Because then you're back to your real life," Langley says.

During the 40th anniversary of their world-beating global race, they reunited at the Maritime Motorsports Hall of Fame in Petitcodiac, N.B., where Red Cloud lives these days. On the same day in 1980, [they were driving through Eastern Europe](#). At the reunion, they fired up the engine and took Red Cloud for a celebratory spin. "You know the old Volkswagens got a few aches and pains, but it is still working well," Sowerby says. Langley agrees. "So do we. We're doing OK."

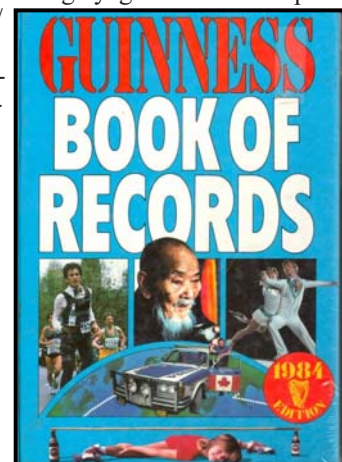
To see a CBC video interview with Sowerby and Langley go to link <https://www.cbc.ca/news/canada/nova-scotia/volvo-around-the-world-maritimers-odyssey-1.5785959>



thing I saw on that trip, East Germany was the saddest. No one was smiling. There was no colour, no paint everywhere. We'd drive that car down a street and people would glance and look away, afraid to look at it," Sowerby says.

Sowerby had been shifting gears for 65 days by the time they reached Paris and got an honour guard leading them down the Champs-Élysées. He could barely walk, let alone drive. "My knee was throbbing and I couldn't sleep. Then we drove to London the next day and I stayed awake all that night. Then we flew to Houston, Texas, and I still hadn't been asleep. I'd been awake for maybe close to 100 hours and that's when I thought, maybe I'm going crazy. I thought, this is what happens when people lose their minds," he says. He found a doctor who found a pill that helped him sleep. They forced themselves back into Red Cloud and drove through New Orleans, Georgia and Boston, caught the Yarmouth ferry to Nova Scotia, and hit the highway home to Halifax.

And then, for the very first time on the trip, the unthinkable happened. The car started making funny noises and then spluttered to a stop. "We ran out of fuel because I was so excited about being in Nova Scotia I forgot to check the fuel gauge," Sowerby says. "One of the wire services was there and they got the picture. The boys are back



EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

It has been a very long year for the Club and the planet. Covid led to the cancellation of all our events after the January 2020 Winter Supper. It will be a welcome day when the pandemic is over, or at least controlled enough to resume safe socialization. It is interesting how different people have reacted to the Covid threat. In my small family we have been very conservative, no trips, no motel rooms, no indoor restaurant meals. Other friends of ours have been more adventuresome and travelled quite a bit in southern BC.

I found it ironic, but perhaps predictable, that interior resort towns such as Osoyoos were pretty much overrun with tourists escaping the city. Sales of RVs, boats, bikes and any outdoor sport equipment has been booming everywhere. Even properties in the interior that may have been

for sale for years have all been sold.

I belong to the Volvo Club of San Diego and they have resumed their monthly club meetings at the (unfortunately named) Weevil Burger restaurant and headed out on a 4-day jaunt through Arizona in early November 2020, even as Covid rates soared. As far as our Volvo Club of BC activities go, we will have to wait for spring and reassess our events at that time.

Our club has joined the National Association of Automobile Clubs of Canada ("NAACC"). They have been operating since the 1970s and successfully lobby for the car hobby nationally. Take a look at their website by googling NAACC. It is largely thanks to them that we enjoy the use of our old cars on the public roads.

Membership

We have almost 300 members at the moment. That is partly due to the Club directors (Gregg Morris, Bert Sherlock, Dave

McAree and John Cripps) decision to give all our members a free year's membership ending June 30, 2021. We will resume sending out renewal notices with our May 2021 newsletter.

Newsletter

Thanks to all of you who have sent in newsletter articles or leads to articles. Please keep them coming. That has really helped me to provide content for the newsletter in this year of no events.

Interesting Sites

If you are fan of the 122 wagon take a look at psvsa.org website for a detailed look at Rolf Alstrom's wagon. There are other interesting articles as well. (provided by Rolf)

Google **Touring Sweden's Police Museum historic vehicles...** | Hemmings for some interesting police cars including a 210 and 122. (provided by Peter Landsman)

TECHNICAL TIPS

DEBRIS COLLECTING IN FRONT INNER FENDERS OF NEWER VOLVOS

Provided by John Cripps

I came across this you tube video clip <https://youtu.be/CXNz1oa7ITs> that shows how leaves and debris can find their way under the engine hood and then inside the inner fenders eventually causing rust. This is applicable to S and V 70, S40, C30, V50, XC60 and probably more. The video shows debris entering the inner fender and shows how to remove the inner fenders to remove. Don't park under trees that drop leaves.

FOLLOW UP TO THE 700,900 SERIES HEATER CONTROL VALVE FAILURE.

Gregg Morris

In the September 2020 newsletter I warned that the heater control valves in the 700 and 900 series Volvos fail and when they fail the engine coolant very rapidly leaves the engine. I experienced that failure in my 940 and the repair was to delete the heater control valve and replace it with a short piece of 1/2" copper water line.

Dennis Cowell sent the following article which describes a more sophisticated repair.

Gregg, as you said in the newsletter the 700/900 heater control valve will fail, and it did just that on my 93 940 turbo wagon a few months ago. I was told a couple of years before by John Dymond that he had lost a motor on his 92 940 turbo wagon as he had overheated the engine, I don't remember the reason for the overheat, but he said by the time he saw the heat gauge at the top, the engine was damaged and had to be replaced. He told me to get the water level sensor from the radiator overflow bottle on a later Volvo 960. I took the entire bottle as-

sembly from a 960 in a junkyard and had my friend and retired master Volvo mechanic Karl Janssen from Pritchard (near Chase BC) and Volvo Club member, make the modification.

Karl installed the 960 radiator overflow bottle c/w level sensor then used the electrical plug from the nearby windshield washer bottle level indicator. Now when the washer bottle light comes on I know the engine coolant in the radiator overflow bottle is low.

When my heater valve failed I was driving full speed on the Coquihalla Highway, the low washer bottle light came on immediately warning me of low antifreeze and I pulled over before any damage was done.

REPLACING THE REAR SIDE WINDOW IN A 122s WAGON

Gregg Morris

Why would anyone possibly want to replace the rear side window in a 122s wagon. I can think of two reasons, one stupid and one smart. I will start with the stupid version. I have quite a nice 122 wagon and I like its looks and handling, but what is really great about it is its utility. It is a very nicely designed wagon from the classy way the tailgate opens to the way the rear seat folds out of the way to make a very big space in the back for hauling stuff. You can even haul

really long stuff with the tailgate glass up and the tailgate down. The licence plate swings down with the tailgate so it is still visible when driving.

Well it was the utility bit that got me in trouble. My good old Sears compressor got sick and I decided to take it to KMS Tools for repair. I hooked my utility trailer to my 142E and pulled the compressor into the trailer, tied it down well and headed for KMS. A week later it was time to pick it up. I was too lazy to hook up the trailer so I decided to take the 122 wagon, which worked slick up to a point. I used a ramp and with the help of the KMS mechanic rolled the compressor into the back of the wagon. I wedged some scrap wood into place so the compressor would not move around, and headed home. Once home I drove up my (very steep) driveway and into the garage. On the way up the driveway I



heard a thump from the rear which gave me a kind of sinking feeling. When I got up the courage to look back there, I saw that the wood had kept the compressor from moving around but not from leaning over sideways right into the left rear side window that promptly crazed into a thousand pieces. Oh jeppers I said.

I removed the compressor, parked the car in the garage and couldn't bring myself to look at it again for a couple of weeks. Besides, I had been busy kicking myself around the block a few times a day.

Now it was time to replace the window. It was still in the opening but just shattered. The window was embedded in a rubber seal similar to the front windshield and there was a Stainless steel trim at the base of the window on the outside of the car. That trim would have to be removed before I tried to get the shattered window out. I removed the interior upholstery under the side window and found that the piece of SS trim was secured with about 7 metal push clips that were pushed through holes in the body, similar to but much bigger than the clips holding on the side trim on the car. Each clip had a huge gob of dum-dum preventing water from coming in through the clip holes. This was really good stuff and well installed. After 56 years it was still supple and still sticking to the bodywork. I removed each gob, pushed up on the clips and off came the SS trim. I was even able to keep and reuse the dum-dum.

The next trick was to get the glass out without damaging the car bodywork or my own. Bert Sherlock is a glazier by profession so I asked him for advice on removing the shattered window. I knew Bert would have a very sophisticated solution. He said to put on some work boots and eye protection then lie down in the back of the wagon and boot out the glass. That is pretty much what I did, but with a few more precautions. Have you ever heard of mac-tack? Its kind of a vinyl-like paper with adhesive on one side. My mom used to use it as kitchen drawer and cupboard liners. I found a similar product and cut sheets the shape of the window. I stuck 3 sheets to the inside and 3 sheets to the outside of the window and taped cardboard to the bodywork to protect it from glass damage. I only managed to cut myself once on a shard of glass that stuck through the mac-tac. I put on heavy work boots, a leather jacket and a full face visor, lay down in the cargo area and kicked out the window. It worked well. No damage to the car or me and the shattered window stayed bonded between the mac-tac sheets which made it easy to dispose of. I was left with jiggers of glass still in the groove all around the rubber seal. I carefully removed the pieces of glass with a screw driver and a shop vac and then chipped and scraped out

the remnant sealant from the groove followed by a thorough clean with solvent.

The rubber seal was in amazingly good shape. It was still supple and had no checking or cracking. The only fault was the bonded joint in the seal was starting to come apart. Once the seal was super clean I rubbed the separated joint with lacquer thinner then re-bonded it with quick setting crazy glue by Gorilla. It was fast and effective.

Now it was time to clean up the body where the seal had been. That turned out to be the hardest job. Whatever sealant they had used to bed the rubber seal to the body had turned into a hard tar-like material and was well and truly stuck to the body. I used a chisel and a small hammer to chip this sealant off the body followed by solvent to clean right down to the paint. I was very careful to minimize damage to the paint with the chisel. The body of this wagon is in exceptionally good condition for a BC car, but there were still some small spots of surface corrosion to the bodywork under the window seal. With the seal removed, I was able to sand out the rust, treat it with Rust-mort, then paint with an acid etch primer. Fixing this corrosion is the "smart" version of why you would want to remove the side glass. This is also why it is wise to remove all the glass from a car that is going to be repainted. It will inevitably have some corrosion under the window seals.

Luckily the "Sandy" parts collection that I share with John Cripps turned up a spare side window glass. The glass is flat so could be used in either side of the car. Reinstalling the glass was straight forward. Using a caulking tube of "3M" product "08509 Glazing and Bedding Compound" (available from NAPA auto parts) I used a caulking gun to squeeze a bead of caulking into the groove in the rubber seal that will hold the side glass. Next stretch the seal over the glass until the glass is in the groove. This is a two-person job. Next apply a bead of caulking around the outside perimeter



of the seal where will seal against the bodywork. Be generous with the caulking in the corners where the seal fit is the worst. Insert a 5/16" macramé cord, lubricated with soapy water, into flap of the rubber seal that will be drawn over the flange in the bodywork that holds the window in place. Overlap the cord at the bottom center of the seal. Have a helper hold the window-in-seal into the window opening in the bodywork, let the overlapped ends of the cord hang inside the car and then pull one end of the cord which will pull the rubber flap of the seal over the flange in the bodywork and hold the window in place. On the outside of the car apply a bit more sealant between the seal and the bodywork anywhere that the sealant that was put on the perimeter of the seal has not oozed out. Clean up with solvent.

This windshield installation procedure, showing windows being corded into place is

in most Volvo manuals or you can ask me and I will send you a detailed procedure.

All that was left to do was clean up the excess sealant with a plastic putty knife and solvent, then reinstall the SS trim on the outside of the car at the base of the window. Lubricate the push clips with a little grease to avoid them breaking the paint when they are pushed through the holes in the body. Also remember to put gobs of dum-dum on each clip from inside the fender well. Last reinstall the interior upholstery. Most important of all don't carry unstable loads in your good old wagon or you



may have to replace the side window like I did.

<p>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-</p>	<p>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%</p>	<p>Volvo of Surrey, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 15% Volvo of Victoria, 1101 Yates St., Victoria, BC, ph 250-382-6122 New parts: 15% Courtenay Car Center, #12 5th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour. Dents Unlimited 15% w VCBC card 604-469-9545 Lordco Part Stores up to 30% with Lordco card.</p>
<p>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</p>		

CLASSIFIED ADS (pictures on website)

<p>58-PV444-\$8000, restored, Dk Metallic Green paint exc. interior reupholstered to stock condition, B18/12V conversion. Mechanically exc.. No rust or dents, Garage kept, storage since 2018, serviced to driving condition Oct. 2020. Tires like new. Extensive history, service manuals, brochures, appraisal, collector plated, Dorothy 604-504-1616, dorothy_keating@outlook.com, Abbotsford 61 210 Duett-\$3000, garaged for 38 years partially disassembled. Good B16 drive train. Many extra parts including new metal for floorboards, rockers and around wheel wells, spare frame and 4 spare doors. Rob Schwieger, pv544gt@gmail.com Gray Creek BC 62-544-\$1500, tan, stored 25 yrs, straight body, little rust on rockers, no rust in floor or fenders, some front end work done, comes with extra rebt engine & 4 new hub-caps, exc restoration project Franck 604-644-2171 fberry@whitepine.bc.ca PROJECT CARS IN ABBOTSFORD: 1964 PV544 \$1000 rolling, white/red apart but c/w registration 1958 PV445 DUET, \$1500 rolling, blue, c/w registration. Brian Kerr, 604-866-8328 or amx1969bkerr@gmail.com Powell River 65 122S 2 dr - \$12,000, Tan/tan, new paint, no rust, new stock interior, seals, dash pad, mech exc, rblt B20 & SUs, new brakes and clutch including hydraulics, .Mark 604-374-2252, mfraser@shaw.ca Coquitlam. 94-940T-\$6500, Canada Only Limited Edition, 2 owners, 94,400 km, Dark Blue ext/ dk greyleather int., excellent mechanically and cosmetically, Everything works, always garaged special aluminum swept spoke wheels, Martin, 604-328-0995, upsmantin@hotmail.com Vancouver 07 V70R-\$18K obo, 104,K miles, all highway. One owner, purchased new in San Francisco. Accident free, garage kept. Window sticker, bill of sale, books, keys and every receipt. 18" Heico Volutions and 18" new Peg IPD replicas. \$14,000 spent on IPD suspension, maintenance and upgrades a few years back. Dash, headliner, door cards and sills all spotless overall it's in outstanding shape. Mark, 250 837 5614 markscot@telus.net, Revelstoke 13-S60 T6 Polestar-\$13,500, 113000 KM, Black, 4 door, beautiful, Auto, new brakes, shocks, spark plugs and complete service. Runs like new. Leather seats, sun roof, tires a year old. Great car, selling due to need for a larger vehicle for work.778-889-2540, matlane555@yahoo.ca Port Moody</p>	<p>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 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 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 olofgmalmborg@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 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 GORDON BROWN CUSTOM 'IN RUST WE TRUST' T-SHIRTS \$20 grmmorris@shaw.ca or gandjb@netidea.com . CARS FOR SALE (CONT'D) 62-PV544 Sport - B18, us\$22,000, Black ext.Red interior, Museum quality unrestored original condition. Includes all records from new, 1962 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 for 28 years & with me for 30 years. For a written history of car, & condition report with pictures contact Gregg Morris, 604-469-1216, grmmorris@shaw.ca. See photo on VCBC website.</p>
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ALASKA EARTH-
QUAKE 1964

BLACK BEAUTIES



THIS 1962 B18 544 IS FOR SALE CONTACT
GREGG MORRIS GRMORRIS@SHAW.CA

