



THE VOLVO CLUB OF B.C.

JANUARY 2022

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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)

Volvo Club Events will resume in the spring of 2022 assuming Covid doesn't go nuts again.

HAPPY HEALTHY NEW YEAR

ARTICLE CONTRIBUTIONS BY MEMBERS

(In the January 2021 newsletter, Jamie Graham of Victoria provided a report from the Hagerty newsletter which featured Jamie's restoration of his 64 1800S. He has since offered to do a series for us detailing his current restoration of a 1962 "Jensen Built" P1800. Here is episode 3.)

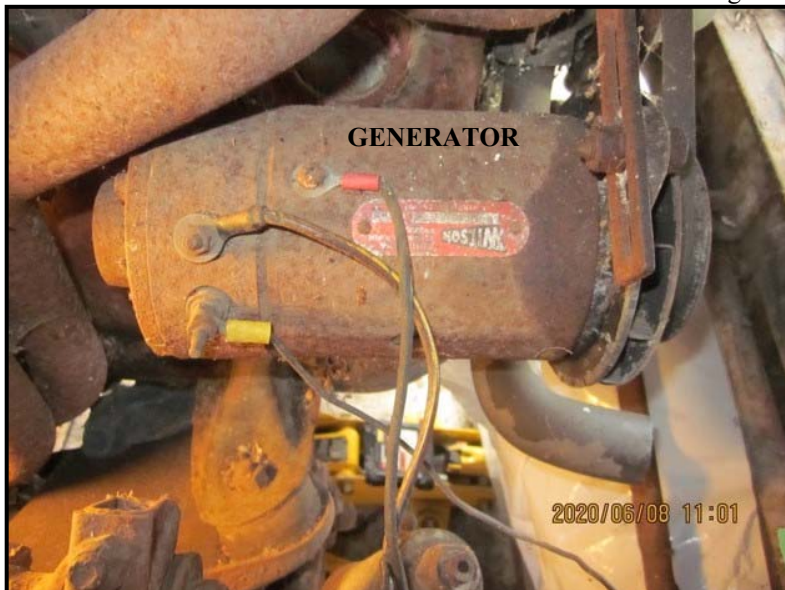
62 P1800 RESTORATION episode 3

Jamie Graham

Disassembly of the 1962 continued well into December 2017. Whoever did it and whatever paint was used to cover the original metallic grey deserves some praise. What a bear to remove! I could

write a novel on the best paint removing tools "out there." The engine bay proved especially difficult but like having to eat an elephant ... one bite at a time.

Two owners prior to me installed a Weber carb and manifold. I wanted stock original SU carburetors so the Weber was removed and sold to a local entrepreneur who wanted it for a lawn cutting self-



GENERATOR



BRAKE MASTER

MISSING BRAKE BOOSTER



IGNITION COIL

riding invention he built in his garage.

The rest of the engine bay was a spaghetti bowl of wiring, brake lines and cables – all original, rusted and painted over everywhere in place. It just confirmed to me that cars are not meant to sit dormant for many years.

The brake and clutch master were seized with old fluid. They proved unusable so new ones were ordered. The car had no servo (booster), just a litany of custom bent lines covered in rust and lots of over spray. This is going to prove troublesome as I have had little to no luck with the original servos and I know modern ones, very close in appearance to OEM, are available. Some decisions will have to be made.

The OEM coil and generator were removed (after some skinned knuckles) and delivered to Brian Roberts Auto Electric on Princess Avenue in Victoria. It is always fun to have the front counter guy comment that they don't see old quality generators like this anymore. He even brought another "Jamie, the service tech" out from the back to have a look. They were especially pleased to know that I had no intention of switching to an alternator and assured me that when they were finished, the generator would be a piece of art. Very nice to see specialists taking so much pride in their work.

Tucked behind the front grille, the horns had definitely seen better days. They were also original, right down to some of the fabric wiring covering. These early cars had a double horn on the LH side and a single horn on the RH side in front of the radiator. It was all changed in 1965 but the originals were operated with a lever on the right side of the steering column and the push button in the centre of the steering wheel. The single RH horn and the two double horns on the LH side had been home to wasps and all manner of critters. For those unfamiliar with the 3 horn set up, the single horn on the right was the city horn, giving a lower gentle tone (or so I am told), mostly for city use. The LH dual horns gave a louder tone which could be heard clearly on the highway above all the traffic and wind noise. The single tone was activated by the stalk on the right of the steering wheel while the push button on the centre of the steering wheel activated the dual horns.

Even after airing out the car for six months, it was hard to remain inside for any longer than 10 minutes at a time due

to the smell. The fasteners for the rear seat brackets were rusted solid and had to be cut away. The original horse hair padding underneath was still in the place and as that retained much of the old critter excrement, it all went into the bin. The rear shelf which I mentioned in Episode 2 was white and a previous owner had installed a chesterfield like motif with black buttons. I have retained it for posterity and future discussion! But it will all be replaced with the original colours.

The foot dimmer switch was rusted in place and with Bob Cuthill's skill and patience, the dimmer itself was brought back to life ... show room quality and working like new. The angled bracket that held the dimmer switch was badly rusted in parts with some actually missing. I made a new one out of scrap metal. All done and ready to be installed in the fall of 2021.

It looked like the standard Volvo identification plate, in black and silver, had been replaced with a square piece of steel with all the correct numbers but it was the original, just the paint had worn away completely. I had a spare black VOLVO identification plate so I stamped all the proper numbers on the blank for the time when everything was put back. The plan when the car comes back from body and paint is to use a small brass piano hinge so the new one shows but the original one would be revealed underneath. As a side note, these plates present a confusing myriad of numbers unless you know what each number means. Enter Bob Cuthill who provided a detailed decipher of what it all means in a previous VCBC newsletter.

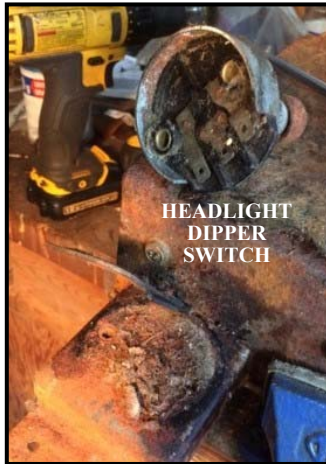
The fuel pump was in a sorry state but after disassembly, cleaning it came together nicely. It looks nice, but the final test will be months away.



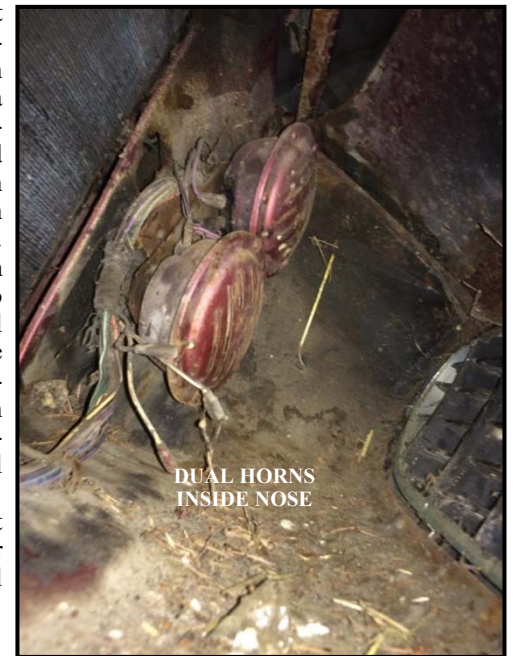
REAR SEAT AREA



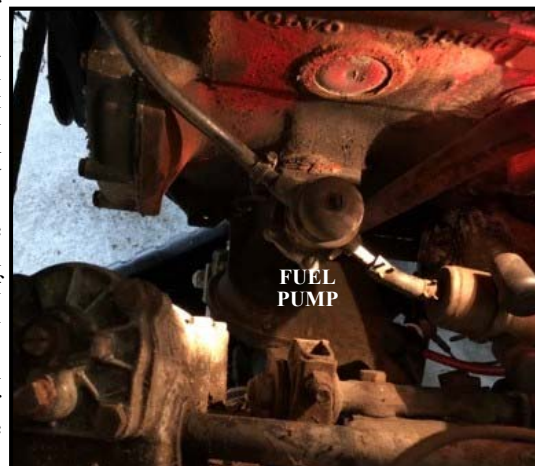
STEERING BOX



HEADLIGHT DIPPER SWITCH



DUAL HORNS INSIDE NOSE



FUEL PUMP



EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

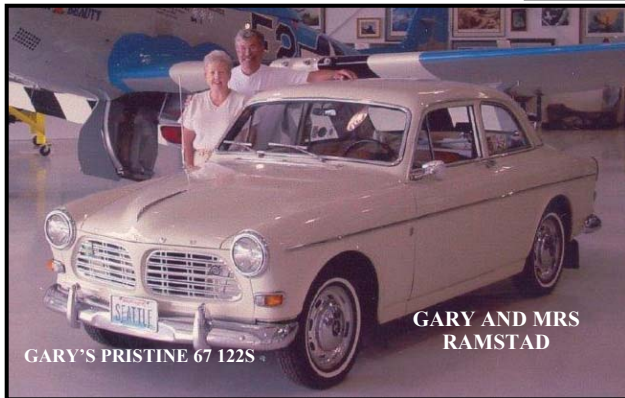
Look for events to resume Spring 2022. The club directors John Cripps, Dave McAree, Bert Sherlock and Gregg Morris appreciate all of you staying loyal to the club in spite of 2 years of Covid cancelled events. We have 270 members and that is a healthy number. We still enjoy our discounts at the Volvo Dealerships in BC, independent Volvo shops, and general auto supply companies listed on page 12 of the newsletter. I try to keep the newsletter interesting and I appreciate the articles and leads sent to me. I wish you all the best in 2022.

GARY RAMSTAD

Gary Ramstad steps down as Puget Sound Volvo Sports America (PSVSA) leader after 26 years. Gary is meticulous in the restoration and care of his collection of classic Volvos 122, 1800 and 544. If you are competing against him in a car show you will probably lose. Gary is generous with his time and dedicated himself to the



V70 IN FRASER VALLEY FLOOD WATERS



GARY'S PRISTINE 67 122S

GARY AND MRS RAMSTAD



GAS WASTING TOUR

BERT SHERLOCK & ROHAN SOULSBY

VSA Club, organizing Volvo events every year. Dale Ridings will step into his shoes.

NOVEMBER 2021 FLOODING

Gregg Morris

November 2021 will be remembered for its devastating rainstorms, (referred to as atmospheric rivers) and the resulting flooding, washouts and mudslides. Much of south western BC suffered damage to towns, roads, infrastructure and people.

All the curvy roads we like to drive are curvy for a reason; they follow river courses or lakeshores. The flooding damaged many of those roads and it will take a long time and huge money to make repairs. One of my favourites that has disappeared in many places is highway 8 from Spences Bridge Merritt. Hwy 8 hugs the Nicola River and the raging Nicola ate much of the highway. Rohan Soulsby, a keen member of our gas wasting tours, sent a video link of the devastation. Bert Sherlock sent a picture of a floating Volvo V70 looking for higher

ground probably photographed in the flooded Abbotsford area.

Video of Hwy 8. [https://](https://www.facebook.com/groups/168024517092885/permalink/1021072301788098/)

www.facebook.com/groups/168024517092885/permalink/1021072301788098/

VCBC IS ALIVE AND WELL ON VANCOUVER ISLAND

Bob Cuthill

VCBC is alive and well on Vancouver island and is being ably represented by a couple of 1800s. On Sat 21 August the Ladysmith car show went ahead. They blocked off most of main street and planned to pre-register 300 cars. Friend Jamie Graham managed to get his 64 1800S registered and I got my 61 P1800 in just under the 300 wire. The weather was great for the drive up and the show was well organized with a wide variety of classics. We ended up parked in a rather premium spot on the west side of the north south running Main Street with our lawn chairs in the shade and the cars enjoying a spot of sun. With the show

over and following an orderly exit it was a fun drive 45 minute drive south down the open highway to Victoria.

On Sep 12th and with a great last minute effort over less than three weeks the organizers managed to pull off the annual Oak Bay Avenue Classic Car Festival. The day before was all rain and cool in Victoria but the ever optimistic weather man said it would clear by 08:00 Sunday and be partly cloudy (or partly sunny depending on whether you were a pessimist or optimist). Jamie and I agreed to rendezvous at a local mall at 07:00 for a quick coffee and 5 minute drive to the starting grid. There was no pre-registration, just pay your \$15 at the entrance, park as assigned, then go and register to get your show card and discount breakfast voucher at the Oaks Restaurant. It was still overcast but not raining when we checked in, got our cars parked amid the European cars group and headed off to breakfast at 07:30. Back at the cars at 8 we

set up our story boards and got the signs and flags out then sat back and waited for the crowds. By 09:00 there was a lot of blue in the sky and the sun was coming out along with the start of what proved to be a packed crowd wandering up and down some six blocks of Oak Bay cars. There was the usual selection of Detroit iron, the Lotus Club, Porsche Club, Old English Car Club, a few oldies more than 100 years old, a few rarities - a Henry J, a Borgward Isabella (belonging to club member Lars Junker), and of course the only two Volvos in the show. Lots of interesting people stopped by with a number of "I used to own one of these/a Volvo" conversation starters. But then around 2 pm a well dressed chap in a black mask dropped by to talk to me about the car then presented me with a large green and black ribbon entitled Mayor's Award. It seems Mayor Kevin Murdoch really liked my "stunning car". I thanked him and apologized for not recognizing him and we agreed the black mask did make it difficult.

So even though the COVID-19 situation has been limiting our activities, we have managed to squeeze in a bit of exposure for the club. Hopefully things will continue to improve and we can successfully carry out "Next Year in Osoyoos" and more.

COLIN POWELL

Colin Powell, 4-star general and US secretary of state died at 84 on October 18, 2021

He was a moderate Republican and many thought he would have made a good president.

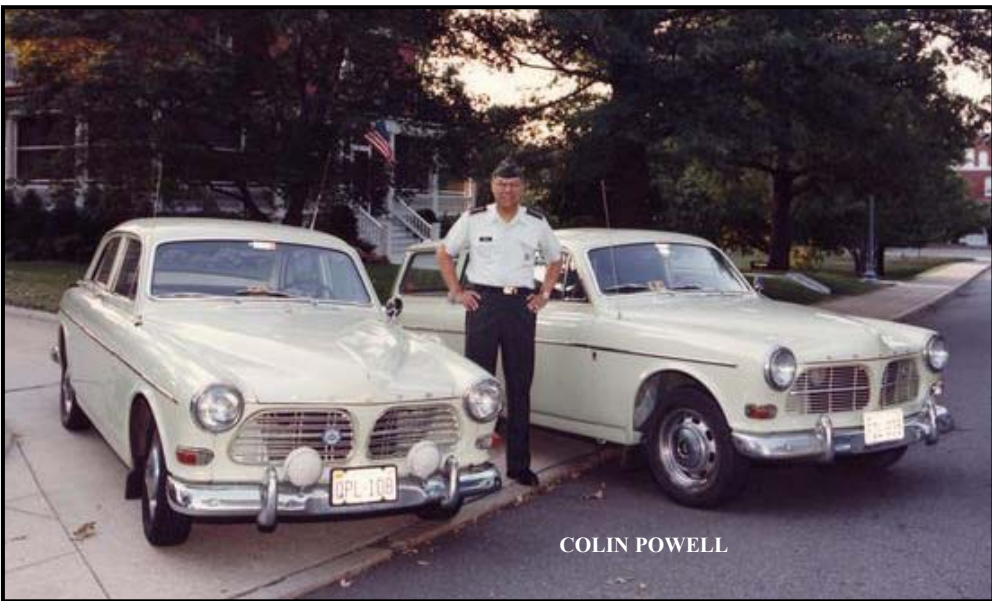
Colin Powell – who held some of the most stressful national security posts in the U.S. government during decades of public life – used to relax by fixing up old Volvos. He would say that unlike many geostrategic problems, a balky carburetor could be straightforward to fix.

When he was chairman of the Joint Chiefs of Staff in the early 1990s, he kept five or six Volvos stashed in garages near his quarters in Fort Myer, Virginia. At that point he figured he had already restored more than 30 of our favorite Swedish cars.

ED SCHRAM MOTORS CLOSES AFTER 65 YEARS IN THE AUTOMOTIVE BUSINESS

Gregg Morris

Fifty seven of those 65 years were dedicated to Volvos. Brian Schram has sold the industrial buildings on 76th Ave. in Surrey that they have inhabited for the last 30 years and the doors will close December 21, 2021. I wish I could tell you that another Volvo-based business would take over but that is not the case. Their closing will leave a large hole in our independent Volvo service world. Brian is a genuinely good guy and certainly deserves his retirement be-



cause by my calculation he has been working almost 60 years.

Here is the story of Ed Schram Motors:

In the '60s and '70s, I don't think there was a Volvo owner east of Manitoba or north of Portland who was unfamiliar with Ed Schram Motors. Their "Volvo - Only" wrecking yard on Scott Road in Surrey was famous for being the largest single source of used Volvo parts in the Pacific North West. My wife Rose still gets nervous when I drive along Scott Road. She has too many memories of waiting patiently?? in the car in front of Ed Schram's while I contentedly did the junk yard shuffle through an acre of dead Volvos. I would almost always find what I was looking for, and often what I wasn't looking for. When I had finally dragged myself out of the yard and to the sales desk the actual purchase usually took a while, because Ed would provide a free lecture on the futility of wrecking yard economics.

Ed started it all off in 1957 when he opened a used car lot on 6th and Commer-

cial. In about 1960 he moved to a location in the 2600 block of Kingsway. Brian said that in those days if he wanted to see his dad he pretty much had to go to the car lot. The Kingsway lot had a garage and when Brian was in his teens he would fix Ed's cars in exchange for using the garage to make money by fixing cars from other used car lots in the area.

In 1963 Ed purchased the Scott Road wrecking yard site and operated it as an "all makes" auto wrecker. According to Brian, around 1965 Ed bought this funny looking humpy back Volvo wreck and parked it beside the shop. Brian and the others scoffed at the car and couldn't understand what possessed his dad to buy a "mutt" like that. To everyone's amazement the Volvo was picked clean. This certainly didn't go unnoticed by Ed, and he started buying Volvo wrecks as they came up, and before long, Volvos were taking up a quarter of the yard. By the late '60s Ed had made the decision to stock solely Volvos and he didn't mess around. He bought cars from all over BC,

Alberta and even Saskatchewan and Washington State. To maintain their relative monopoly on used Volvo parts, they paid top dollar for the wrecks.

For me in the 70's, Ed Schram Motors was a great place to be. At that time 120s, 544s, 1800s and 140s were still common on the road and consequently the wrecking yard was full of them. Even the parking area on Scott road held an ever-changing array of interesting Volvos. Some of them were for sale, while others were service customers' cars or wrecks waiting for a spot inside the lot. Sometime in the mid- 70s Ed bought an ancient crane truck and started using vertical space in the yard. Cars were piled 2 high and that pretty well ended customer access to the back. Inside the building the display case at the order desk and the walls in the service area often held the "neat stuff". I remember seeing 140 rally gauges and 140 GT grills, rare steering wheels, lights, emblems, manuals, mint interiors, and 120 and 544 fenders galore.

In around 1975 they started doing a small amount of service work and that grew steadily until they were operating as an independent Volvo service garage with a loyal following of customers. It was also in 1975 that Len Lee started with Ed Schram Motors. Initially he worked in the yard stripping wrecks and then helped with the service work as well as the parts desk. Their next endeavor was rebuilding and stocking rebuilt short blocks for automotive and Penta marine application. Pentas were raw water cooled and those used in the ocean succumbed to salt corrosion. Automotive blocks were used to rebuild marine engines.

In 1991 Ed and Brian decided to sell the Scott Road site. Sometime in the '80s Ed had purchased a body shop at 7815 132nd St., so when they moved from the Scott road location they purchased 2 bays in a light industrial building a block from the body shop. They transferred as many parts from Scott Road as would fit into their new location. At their new site they would continue the wrecking and expand the service side of the business. In

about 1993 Ed semi-retired but he still maintained a strong presence.

Brian managed the body shop and turned it into a high quality shop that worked to exacting standards of dimensional accuracy and paint finish. Brian's son Glen worked there as well and became an excellent painter. They worked primarily on Volvos. Having the body shop allowed them to buy ICBC wrecks for parts or repair. When the body shop was finally sold in the 2000's they no longer needed a lot of used parts and got by with parting out cars their customers no longer wanted to repair.

Len Lee managed the parts and service location. The emphasis has inevitably shifted to the service side of the business. Brian and Len had earned an excellent reputation for quality service and they worked on all Volvo models. Len is a neat guy and few people know Volvos as well as he does. He must have close to a photographic memory and a lot of the photographs must be of Volvos. You ask him a technical or service question on any Volvo Model he has worked on from the 544 series on up and I defy you to stump him. Len retired in 2012.

Brian and Glen, and for a few years Brian's other son Mark, continued to oper-

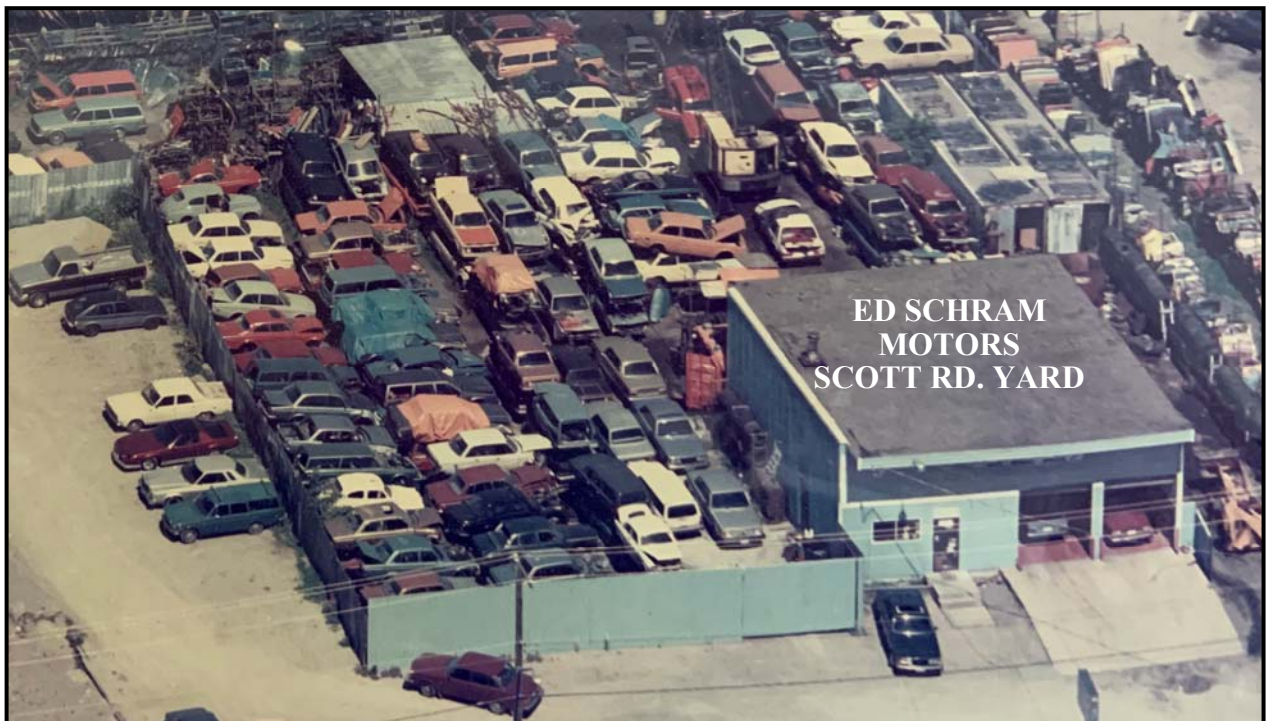


BRIAN SCHRAM

LEN LEE

ate the service shop along with a couple of mechanics. When the demand for Volvo service slowed Brian expanded the scope of the service to include non-Volvo cars, mostly second cars of his Volvo customers and expansion kept them busy right to the present. As of 2021 they have been in the current location for 30 years and now have 3 units in the light industrial building. The value of industrial buildings is high and the availability is low so it presented an excellent opportunity to sell.

It's sad to see this long lived business finally close. They have always been an asset to the Volvo driving fraternity of Vancouver and Brian Schram has generously supported our club with advice, discounts, and donations from the day we started. We wish them all well.



HOT WHEELS LEGENDS!

2021 is the fourth year of the Hot Wheels Legends competition, in which builders from all over the world vie to have their car chosen to be re-created as a Hot Wheel small-scale collectible. For 2021 nine expert judges in Jay Lenos Garage reviewed the finalists and made their choice – a wild 69 Volvo P1800 Gasser presented by British Contestant 71 year old Lee Johnstone and his 3 daughters. (A “gasser” is a modified closed car or rat rod that competes at drag races.)

VOLVO P1800 GASSER BLASTS INTO 1:64-SCALE IMMORTALITY
Nathan Petroelje – Hot Wheels
November 15, 2021

When we first caught wind of a crazy Volvo P1800 gasser last month, we could hardly believe such thing actually existed. That unexpectedness is precisely what helped Lee Johnstone’s masterpiece, nicknamed “Ain’t No Saint,” to take home the top honors in the Hot Wheels Legends Tour, beating out other cartoon-worthy entries



including a Baja-built Porsche 911, some crazy rat-rod customs, and one delightful delivery van. Now, *Ain’t No Saint* will become the latest in

a long list of eye-popping project cars to become immortalized as a 1:64 scale die-cast model and sold by Hot Wheels around the world.

The car, which hails from Somerset, England, was discovered by 71-year-old Johnstone and his daughters as a rusty shell too far-gone for a full-on restoration. Instead of leaving the wreck to rot, Johnstone and crew resurrected the svelte Swede as a quarter-mile-munching drag car. *Ain’t No Saint* sports a Chevrolet 454 big-block, huffing air and fuel through a 671 GMC supercharger and dual four-barrel carburetors. With the aid of massive Hoosier drag slicks and a squat-inducing suspension to help hook all that fury to the strip, Johnstone’s Volvo Green creation has run the quarter as quick as 10.01 seconds, accomplishing 133 mph through the traps.

Back when the car was selected as a finalist for the Garage Legends tour, famed car designer Ian Callum perfectly encapsulated *Ain’t No Saint*’s appeal: “This is a beautiful example of a gasser—a drag racer with street car form. Often with dragsters, the chassis is so important that the body gets overlooked, but this example is fabulous with great attention to detail. It’s a super quality, beautifully built car. And it completely hits the Hot Wheels brief.”

Ted Wu, Mattel’s global vice president of vehicle design, echoes Callum’s senti-

ments. “The Volvo Gasser is a wonderful expression of authenticity, creativity, and most importantly, garage spirit,” says Wu. “We look forward to welcoming Lee Johnstone and his 1969 Volvo P1800 into the Hot Wheels family and presenting the world with our newest Hot Wheels Legends Tour die-cast toy.”

More on *Ain’t No Saint* from a Hemmings article by Jim Kosks on December 9, 2021

WHO’S THE SAINT YOU SAY THIS AIN’T?

Hot Wheels appeal to ages four to 104, give or take. Depending on where you fall within that range, the significance of Johnstone’s P1800 and its catchy name might not be immediately apparent. He acknowledges that many might take it to mean “don’t mess with me,” and that’s fine with him. Its real meaning, though, is rooted in television.

For many car buffs around the world, the sporty little Volvo P1800 coupe, built from 1961-1973 (as the 1800ES sport wagon for the final two years), instantly recalls memories of watching the British Series “The Saint” a global TV hit that originally ran from 1962-1969. Roger Moore played the lead role of dapper do-gooder Simon



Templar, an urbane and mostly reformed conman, jewel thief, and safecracker character created by author Leslie Charteris. Known affectionately or derisively as The Saint by either side of the law, Templar always seemed to be in the right place at the right time to help right a wrong.

Roger Moore drove a white Volvo 1800 throughout the series, and the car became as tightly linked with the Saint character as the Aston Martin DB5 did with James Bond in the same period. (Moore would go on to play Bond in the '70s and '80s.) The Saint 'stick man'



graphic on the side of Johnstone's car is based on the one seen in the TV show's distinctive opening and closing credit sequences.

In another British connection, the Volvo P1800 had been assembled under contract for its first two years in Britain by Jensen Motors, a company perhaps most famous for its Chrysler V-8-powered Jensen Interceptor luxury GT.

GARAGE SPIRIT

The Volvo build began with cutting. "We stripped it out and cut out some of the front end to fit the 454 CI Chevy mill, salvaged from a derelict motor home" explains Lee Johnstone. "We built it up and got a 671 blower, and had to make an adaptor plate and manifold."

Other elements came into play by ex-

perimentation. "We didn't really design the car, we just kept working on it, trying different things until we got it the way we wanted. Once we got it past being a rolling shell, it was just a matter of getting everything to fit and work. We wanted to keep it old-school gasser, where you kind of thread a chassis into the shell."

The front beam axle and suspension came from a scrapyard Leyland Sherpa van, and a Ford 9-inch rear replaced the Volvo's axle but kept the stock spring perches. The stance seems exaggerated, even for a gasser, but that's not as the builders originally envisioned. "It's a bit higher than we anticipated," says Johnstone. "We thought the heavy engine would sink the Sherpa's springs a few inches, but they moved less than an inch. We ended up liking the result."

The Volvo retains its original window hardware and some original glass, but a few purists have given Johnstone grief over cutting the car. "I just tell them, if we hadn't done it, the body was going to the scrapyard."

"Ain't No Saint" is a race winner and showstopper. Check out the WWII fighter aircraft-inspired side exhausts. "A friend with a paint shop gave the Volvo its green shade". "We tried to match the original colour so we wouldn't have to repaint the inside of the boot and the door jambs." *Ain't No Saint* is a family project and I taught my three daughters how to drive it and now they each take turns on the drag strip.

With five seasons of racing behind us,



Ain't No Saint has built up a local and social media following. "Lots of people had been urging us to enter the Hot Wheels Legends, but we just never looked into it," says Johnstone.

Then, he says, just before the end of the

2021 season, a pop-up ad on his phone announced a pending deadline for the European leg of the Hot Wheel Legends Tour. He and his crew made a quick video and were able to use photos that a Hot Wheels photographer took at the Nostalgia Nationals.

"We sent in our package, not expecting much. And then came word that we'd won!" "Since then, the car has become an even wider celebrity, and even a kind of bad-boy British hero—not unlike The Saint himself."

WHAT'S NEW (OR OLD) AT VOLVO

(Thanks to our co-webmaster Cam Finnigan for reminding me of the excellent old Canadian car magazine *Canada Track and Traffic* commonly referred to as CT&T. I found a period article providing impressions of the 6 Volt, B16 powered 544 and a second period article providing impressions of the 6 Volt B16 powered 122S. I have reproduced them here just for the novelty of seeing how Volvos were regarded back then, and how the two models were compared. Another reason for choosing these early cars is that once the B18 engine and 12 volt electrics were installed in the 544 and 122 the B16 cars were all but forgotten and that makes them a novelty to read about.)

IMPRESSIONS OF THE VOLVO B16

PV544

Canada Track and Traffic December 1959

Recently we had the opportunity to drive a new Volvo PV544 and were highly impressed with this Swedish product, whose name in Latin is "to roll along". And roll along the Volvo certainly does.

Although the Volvo 544 has enjoyed considerable success not only in Europe but in North America, where it has racked up some notable rally and production race wins, it is not a car which is seen in any quantity. As it happens, a member of the CT&T staff is an avid Volvo enthusiast, we took the opportunity of doing a little comparison. How had his personal 544 stood up to a year of very hard driving, both winter and summer? The comparison between the used 544 and the brand new 544 was interesting to say the least.

The used car in question is an early 1959 Volvo 544 with 11,000 miles on the clock. In its relatively short life, the car had been stripped down for racing, batted around for 14 laps and then put back in shape for the road again. It has since been driven very hard indeed and at one point was used as a demonstrator.

In spite of this treatment performance was and still is tops. If anything it is a little faster than it was 6000 miles ago, when a few quick acceleration tests were carried out. At that time it was not possible to reach 60 mph in under 14.6 seconds; it will now hit 60mph in 14.1 seconds consistently. Top speed is also higher. As far as could be judged the car will do 96 mph where previously under the same conditions on the same circuit, top speed had been a true 92.4 mph.



The engine has not been modified in any way; the only extra equipment on the car being a trip recorder and seat-belts. On dismantling the motor, the only sign of wear to be found was on the oil rings, indicating either the wrong type of oil had been used or it had become diluted through allowing

the car to be used too long between oil changes. Through an oversight the car at one period went for 4000 miles without an oil change and this is probably the main cause of the ring wear. Bearings, pistons and valves showed no sign of wear and there was little carbon to speak of. So much

for the mechanical side.

In comparison with the new Volvo there were no obvious signs of wear. The seats had become soft – a complaint we have with the new 544. The only rattle in the old Volvo turned out to be the tool roll banging against the jack, neither of which had straps to hold them down. The Vinyl upholstery had dirtied up considerably, but a damp sponge took most of the dirt away and a little soapy water took away the rest. The floor mats, which are made from thick grey rubber, had taken on a yellowish tinge and only exceptionally hard rubbing brought back the original colour.

Driving the PV544 for the first time is an impressive experience. Steering is light and the pedals are well spaced and of sensible size. Seating position is quite upright, providing good visibility and control. The floor-mounted gear shift is not remotely mounted, but attached directly to the gearbox by means of a lengthy stick shift. Once a little familiarity with the car is gained, gear-changes become one of the highlights of driving this car.

The Volvo has a feeling of sturdiness and durability which few cars in its class can match. It is hard to believe that it is only a four-cylinder engine which pushes the Volvo along. First gear limit of 25 mph comes up very quickly and second gear ratio is well chosen taking the car up to 45 mph when it becomes necessary to drop into third. Top speed of about 95 mph is quickly reached as the acceleration figures for 0 to 60 mph will bear out. (Note this car has a 3 speed rather than 4 speed gearbox.)

In addition to boasting the best acceleration of any sedan in its class, the Volvo has road holding and braking to match. The brake-linings are heavier than normally used in most sedans, and show very little sign of fade, even during hard and repeated stops.

We like: the extra large trunk, which from the outside appears quite small but has an extremely capacious interior; the radiator-blind which is standard with the car; the heater, which is the most efficient we have tested; the instruction manual and tool kit – this manual is comprehensive and well presented; the fact that in little more than a few minutes the seats can be converted into a comfortable double-bed, large enough for two well built people. (A tip to Volvo owners when making up the bed – slide the front seats off the guide rails, turn them around and slide back on the rails again; also lift the rear seat and move it back about 3 inches, this ensures a perfectly level base); and finally the thoughtful gesture of providing two recesses in the lid of the glove compartment to hold cups.

We would like to see: a larger capacity gas tank – the present one holds a mea-

gre 7.8 gallons which is not large enough for long distance touring or rallying; a tachometer or at least some indication of where one could be mounted; a reversion to the dial type speedometer; a much larger rear-view mirror on the lines of the Morris Minor 1000 mirror; something done to the exhaust system to eliminate or at least modify the raspberry sound – it attracts police for miles around; a lighter hood – the present one is very heavy and must be most difficult for a woman to lift, possibly of aluminum or fibreglass; and, in the words of our staff Volvo enthusiast “a concealed hammer to spring out and hit the next guy who says ‘You know what it reminds me of? – a ’48 Ford!!!!’”

The Volvo 544 is one of the few cars today whose appearance belies the performance. If you have not had the opportunity of driving one of these cars, we venture to say that you will be in for a pleasant surprise. The price of \$2595 is not at all high in relation to the quality of workmanship and the performance which this pride of Sweden puts out.

IMPRESSIONS OF THE VOLVO B16 122S
Canadian Track and Traffic
August 1960

Having a long and favorable acquaintance with the Volvo 544 it was only natural

that the appearance on the Canadian market recently of the Volvo 122S was welcomed by CT&T as it gave us the chance of a comparative test. We restrained our enthusiasm however, until we could drive a car with a few thousand miles on the odometer and, in fact, the car we picked up at Wembley Motors in Toronto for this test was about due for a check-up.

The first thing about the new Volvo which catches the eye is the body line. This has been modernized from the quick back design of the 544, reminiscent of the Forties, to the more contemporary extended trunk style. This has been achieved however without making the car longer. The 122S measures the same 175.2 inches overall on a 102.4 inch wheelbase, as the 544 model.

The second visual change is in the front end treatment where the radiator grille has been divided vertically at its centre. The hood line now extends to the top of the grill. The 122S is a four-door car, as opposed to the two-door 544 and is in keeping with the modern trend it is lower and wider, but not much, rising only 59 ¼ inches (61.5 inches for the 544) and having a breadth of 63.8 inches vs. 62.5

We found the lines of the 122S very pleasing with the paint work up to Volvo’s high standard and the overall impression is of a rugged yet refined vehicle designed to endure the ravages of time and hard driving.



Another point which should appeal to Canadians is that the car was produced to withstand the Scandinavian winter. Like the 544 the body is dipped in rust-proofing solution and is then given seven coats of paint with the result that the finish is the best we have seen on a production line car.

On stepping into the car the impression is immediately one of luxury and quality and attention to detail. There are ash-trays for rear seat passengers, a very efficient heater, crash padding on the handsome instrument panel and sun visors. There are also fittings for seat belts although the belts themselves are listed as accessories.

The four-cylinder overhead valve engine is the same as that used in the 544, which the new car is meant to complement, not replace. The 544 is currently still taking up much of the production line at Goteborg.

The 1.58 litre engine is almost square with a compression ratio of 8.2 to 1 producing 85 bhp at 5500 rpm with maximum torque at 86.8 ft. Lbs. at 3500 rpm.

The brakes are larger than on the 544 with an overall area of 165 sq. Ins. As against 157 sq. ins. And the new Volvo also mounts a larger fuel tank.

The car retains the sports-car like quality in its handling but it was once we were under way when we began to notice the

122S had some drawbacks.

The ribbon type speedometer was rather vague and tended to wander as the car went over bumps and under hard acceleration. When it settles down, however, it is reasonably accurate (see table at end of article). The solid construction of the car calls for thick – by modern standards – door posts and these can cause irritating blind spots.

We found, too, that we got a fair amount of tire squeal even when the car was cornered gently but this was diminished by experimenting with the tire pressures and bringing them up by 5 pounds over the maker's recommendations (20 psi front, 23 psi rear).

The cam and roller steering arrangement was excellent giving a somewhat stiffer feel than the 544 which however made parking more strenuous.

Road handling is good and the all round coil springs and hydraulic shocks, double acting at the rear, gave an exceptionally good ride over uneven ground and streetcar tracks, being firm though easy without pitching and swaying.

When cornering hard we found the rear end has a definite tendency to break away sooner than with the 544 although it should be pointed out that the 122S weighs 2400

lbs as against 2140 lbs for the 544. This breakaway is quite smooth and controllable but it should not be encountered under normal driving conditions.

The gear box delighted us with synchromesh on all 4 forward gears which accepted the fastest changes we were able to make. It was found however that the range in second gear is too restricted for third gear does not become really effective until the revs are over 2500 when it will provide hard acceleration up to 80 mph.

Other features of the car which caught our eye were the radiator blind for fast warm-ups, the roomy trunk with a lid which lifts up out of the way, the spare tire stowed vertically in the trunk but easily accessible, the comfortable individual front seats, and pleasant instruments although we must protest the use of the oil pressure warning light in place of indispensable gauge.

A trip odometer is standard equipment and we particularly like the two-speed electrically driven windshield wipers.

VOLVO PERFORMANCE: zero to 30 MPH 4.9 secs., 40 mph 7.5 secs, 50 mph 11.2 sec and 60 mph 16.7 secs.

Speedometer typically read 2 mph high. Top speed reached 94.5 mph, gas consumption 22 mpg city and 34 mpg hwy (hard driving)

TECHNICAL TIPS

A VENTURE INTO INEXPENSIVE POWER STEERING FOR 1800S

Bill Leake

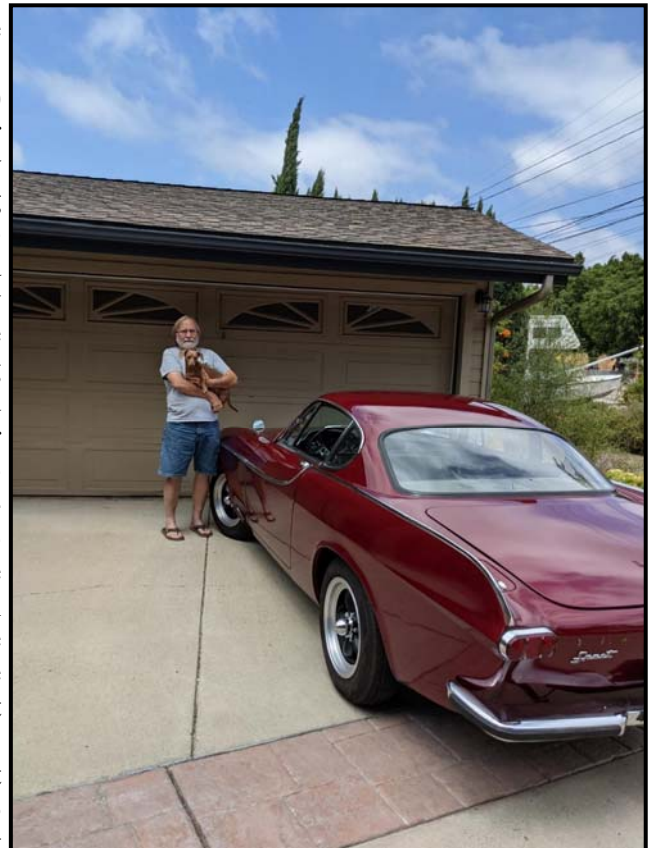
San Diego Volvo Club

(Bill is a machinist by profession and is very generous with his knowledge. Gregg)

I have always wanted to make my 1965 1800 S a little easier to steer. A lot of the members have expressed the same view that the 1800's are difficult to steer. I have looked at and corrected all the things that could be a problem; new ball joints, alignment, checked the tie rod ends, steering box and increased tire pressure. I know that when this vehicle is rolling the steering is easier but it is still difficult.

I found an article in Motor Trend, dated March 10 2020 (<https://www.motortrend.com/how-to/150-electric-power-steering-junkyard-prius-delivers/>) about con-

verting the electric power steering from some modern-day vehicles (my case a 2004 Prius) to an older non-power steering car (my case my 1800 S). After studying this article and other internet research I decided to give it a try. I know some people have done this conversion using hydraulics but I wanted to avoid the horsepower drain. I already have issues with my air conditioning taxing the horsepower. I thought the electric route was worth a try. There are complete conversion kits available to do this that cost around \$2000 that is popular with the Hot Rodders. I was able to purchase an electric unit



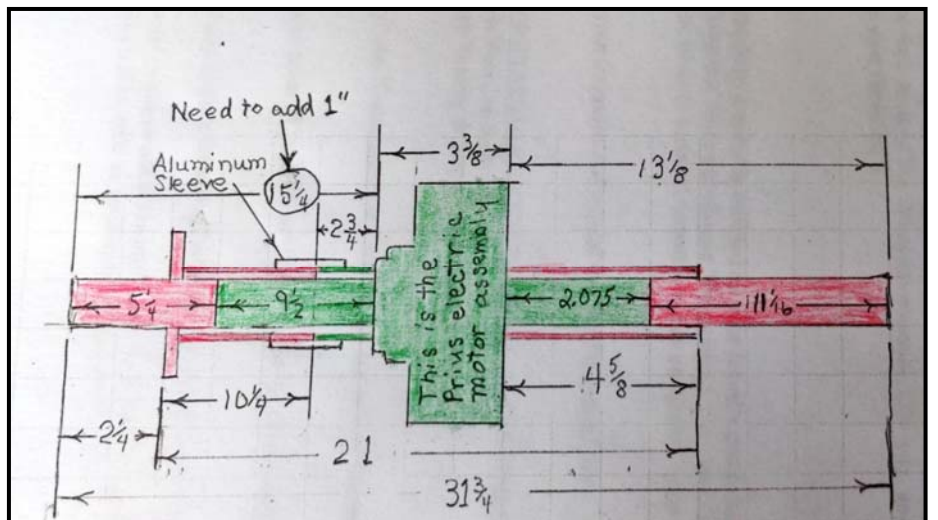
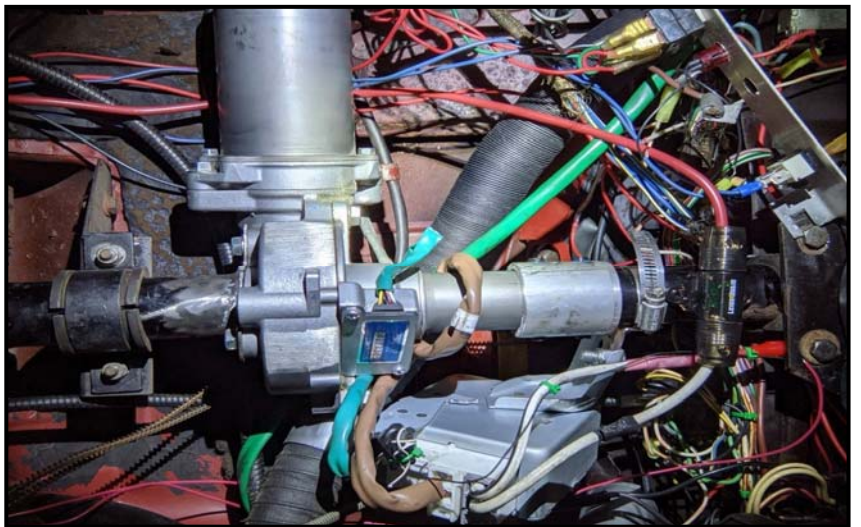
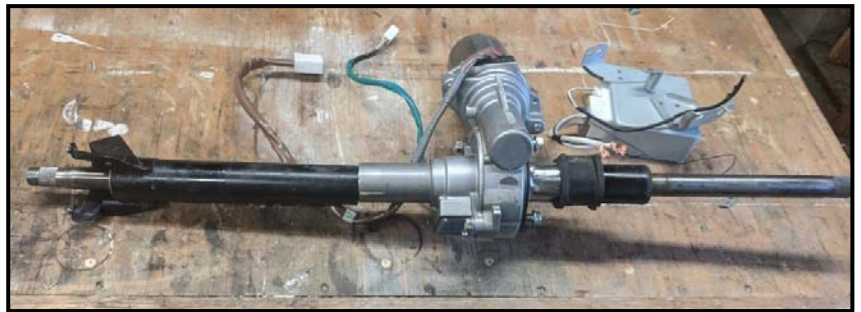
with the CPU from the junk yard for \$100. Doing the math, I thought that the conversion was well worth a try.

It has been a venture with some problems. The thing that bothers me the most is that the steering doesn't come back to center by itself when released. This isn't a problem in the native vehicle. The other problem that is discussed in the Motor Trend issue is that the steering assist is a constant 40% due to a lack of a speed sensor which would provide a better road feel. I have done some research on speed sensors but haven't figured that one out yet. Possibly this would solve the self-centering problem. I have seen some complaints about this creating potential for oversteer. Despite these drawbacks I do enjoy driving with the ease of power steering.

The process to get the electric motor added to the upper portion of my steering column did take a little "engineering". I began by placing both the columns next to each other to determine where I had to make my cuts. I needed the front and back half of the stock column to be part of the Prius column so that it would bolt up to the stock mounts. I joined the front tubing of the Volvo and Prius columns using a piece of 1.5-inch id aluminum tubing that fit over the tubes of both columns and secured that with set screws. The rear tube required cutting the Volvo tube and welding a flange to it so that it could be bolted to the motor. Because the Prius column was an adjustable column it was designed with splines at both ends. This allowed me to cut and weld the shafts together without worrying about overheating the motor. The motor fits nicely under the dash and doesn't interfere with leg room. Wiring the system required running an 8-gauge hot lead from the starter with an inline 60-amp fuse and an 8-gauge ground. It also needed a 12-volt lead from the ON side of the switch.

Everything went together well and works well. I did make an error

in my calculations. I had to stretch the column by one inch. I was able to do this because the splines had room for me to make the adjustment. If I were to do this again, I would add an inch to the 15 1/4 dimension (and its relevant pieces) shown in the sketch



NILS BOHLIN
Volvo Owner Magazine
Summer 1999

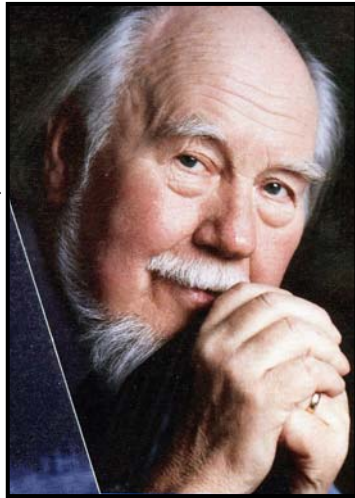
Engineer Nils Bohlin – a man who has helped to save countless lives – wishes everyone a happy and safe 40th Anniversary.

Few people will recognize his name, yet everyone who rides in an automobile knows of his invention: the three-point safety harness.

What we call simply “the seat belt” was originally introduced on Volvo cars in 1959. Other manufacturers followed as the real life-saving worth of Nils’ brainchild became obvious. Today, this landmark example of Volvo safety-engineering is used in every car on the road.

The three-point seat belt was even hailed by the Patent Office of Germany during its centenary in 1985 as one of the eight most significant technological innovations of the previous 100 years. And it’s the only one of the eight that is directly linked to safety and personal protection.

Prior to joining Volvo specifically to work on the company’s safety-engineering projects, Nils Bohlin had been designing ejection seats for jet fighters. Interestingly, he went from finding ways of protecting human beings during sudden acceleration of an aircraft ejection to finding ways of protecting them during the sudden decel-

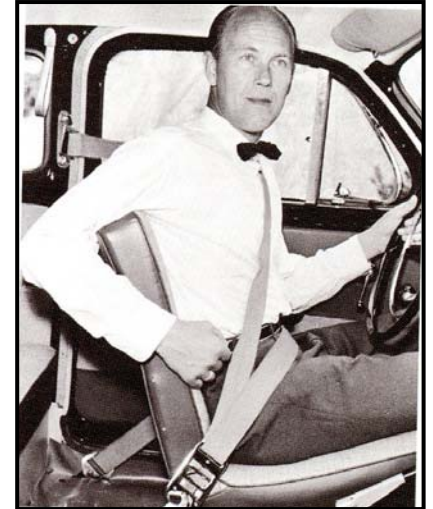


eration of an automobile accident. It’s a deceptively complicated problem: the occupants of a car travel at the same speed as the vehicle. If the vehicle suddenly stops, unrestrained occupants continue moving... until they are stopped by the car’s structure, or thrown outside.

Although a lap belt had been patented as early as 1907, and a patent applied for a type of combined shoulder and lap belt in 1951, neither design was satisfactory. Lap belts did not restrain the upper body, while the early so-called combined belts were not much better.

Says Nils Bohlin, “I realized that both the

upper and lower body must be held securely in place with one strap across the chest and one across the hips, with an immovable anchorage point for the buckle as far down as possible beside the occupant’s hip so that the belt could hold the body properly throughout the collision sequence. It was just a matter of finding a solution that was simple, effective and could be put on conveniently with one hand.”



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CLASSIFIED ADS (pictures on website)

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 Schwiieger, pv544gt@gmail.com Gray Creek BC

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71-1800E-US\$50,000, GOLD-I owner, 10,000 original miles, museum quality condition, all documentation from new, 4 sp/OD transmission, original Blaupunkt Radio, extra 4 SS beauty rings, Perfect body, perfect tan interior, original spare and rim, complete rubber gasket Kit OEM, Al 306-270-5139, algoodmundson@gmail.com, Saskatoon, Sk.

1989 745 non-turbo, \$500, 230,000 Km, second owner (of 20 years), burgundy paint with clear coat failure, good grey cloth interior, replaced headliner, sun roof, auto, tires good (but old). Runs well but needs some mechanical repair: cam seal, timing belt, right rear caliper is seized. Of road since summer 2020. Alan 604-469-2674, alanhankey383@gmail.com, Vancouver

92-745Turbo-\$1000 obo, orig. engine, replaced timing belt and alternator, needs battery, Brian 604-619-6516 briananddaniel@gmail.com
WANTED 93-95 940 Turbo, body & interior not important, need decent engine
Gregg 778-988-6694, grmmorris@shaw.ca

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

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 jcripps544@gmail.com or Gregg Morris 604-469-1216 or grmmorris@shaw.ca

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

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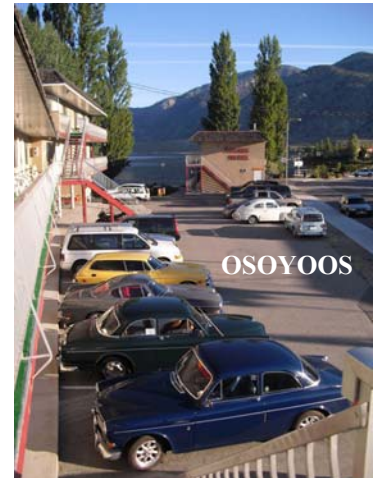
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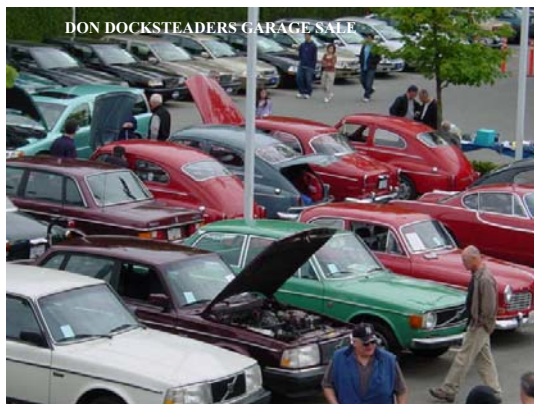
SUMMER FESTIVAL



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