



THE VOLVO CLUB OF B.C.

SEPTEMBER 2022

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

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Annual membership fee \$25, 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)

SEPTEMBER 24, 2022, (SATURDAY) V.C.B.C. 29th ANNUAL CATES PARK PICNIC AND AGM Rain or Shine, 4141 Doltartion Highway, North Vancouver, B.C. 9 a.m. to 2 p.m. **Bring a picnic lunch! No BBQ this year!** Shine up the Volvo and bring the family. There will be lots of raffle prizes, as well as dash plaques and trophies for the Peoples Choice, Runner Up & Modified. We will also hold our Annual General Meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. **Come and see the nicest display of Volvos in BC.** For info call **Gregg Morris 604-469-1216** or **Dave McAree 604-530-6097**

VCBC TECHNICAL SESSION Date, Time, Subject and Location to be announced. Watch the VCBC website or contact John Cripps 604-466-9110.

JANUARY 25, 2023 (Wednesday) VOLVO CLUB WINTER SUPPER, 7:00 pm at the New Westminster Spaghetti Factory located at 50 - 8th St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

VANCOUVER ISLAND EVENTS: Watch the website. www.volvoclubofbc.com or call Bob Cuthill 250-658-0126

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST EVENTS

SPRING DRIVE TO KAMLOOPS

Gregg Morris
July 18,19, 2022

What a novelty, I actually have a genuine Volvo Club of BC event to report on, and a good one at that.

The Spring Drive is probably my favourite event. We head out on some of southern BC's prettiest and most challeng-

ing roads, always headed for an interesting destination where we can spend time with our fine friends. This particular drive is kind of special because it is the first club event and the first out of town drive since 2019. I used to do this a lot. It didn't take much convincing to invent another gas wasting tour and these happened 2 or 3 times a driving season. I would always

have one or more cars ready for the drive but this was a bit different. I have not driven further than the Fraser Valley for 2 and a half years. That means my cars have not either. Cars need to be used to be reliable and sitting around produces more faults than driving around. Just to be sure the cars were up to snuff John Cripps and I took a half a day and drove the back roads,



SPRING DRIVE
LOGAN LAKE

highways and freeway in the Fraser Valley. It wasn't as far as I would have liked but better than nothing. The fuel injected 1972 142E would make the Spring Drive.

The last Spring Drive was in June 2019 and it also was to Kamloops. You might think we were lacking in imagination choosing the same destination. I actually wanted to go to Lillooet, but the Mile 0 motel said they could not supply a block of rooms for our June 17/18 date. They said construction contractors had tied up the rooms. Later reports that there were no big construction projects in the area makes me wonder if the new managers of the Mile 0 motel are on the ball. No matter, we found a perfectly good alternative. Kamloops.

Dennis Cowell provided a couple of new (to us) motels to choose from and Bert's BMW motorcycle club had stayed in one of them and gave it a good review. That is how we came to choose the Scott's Inn in Kamloops for Saturday night. Now that we knew where we were headed we needed to choose an interesting route to get there, and there are many to choose from.

Bert and I chose the route and posted it in the May newsletter, asking that people who planned to join us let Bert know in case plans change and we need to notify the participants. In these days of bad floods followed by mud slides and later forest fires makes this precaution practical. In the end we had 12 cars and 21 people take the trip.

We met Saturday morning at our usual spot, the Chevron at the 232nd St. exit from the freeway in Langley. 9 cars started from there. Bert and Kathy Sherlock green 1970



SPRING DRIVE

122S, Rohan Soulsby red 67 123GT, Aidan Soulsby white 87 BMW 325, Dave and Louise McAree green 98 V70, Bill and Susan Malkin blue 77 244, Tony Dean and John Fritz yellow 72 1800ES, Allen and Dorothy Hiebert 2021 Polestar 2, gold. Two cars came from Washington State, Beau MacGregor and Adam Richardson in blue 72 164E and Steve and Jean Yabroff in their brand new red Corvette

At 9 am sharp they headed east on the freeway (Highway 1) bound for Hope where they would meet Rob and Janet Schweiger in their red 90 745T and me in Rose's green 72 142E at the old Chevron. Full of gas and

emptied of coffee our troop now numbering 11 cars headed out on to Highway 5, the Coquihalla. I was curious to see the condition of the "Coq" after the huge damage caused by the flooding of November 2021. Repairs are still underway but the highway is serviceable. There are many construction sites with reduced speeds and a few sections of one lane each way, but we still made good time and luckily the weather was fine. I say luckily because our weather forecasting is useless. I looked at 3 forecasts for the weekend. One said rain Saturday and Sunday, another said partly sunny both days and a third said one rainy day and one sunny.

They apparently use the "your guess is as good as mine" school of weather forecasting.

We stayed on the Coquihalla until about 10 miles south of Merritt where we took the Kingsvale exit which would put us on the Cold Water River Road to Merritt. Just after exiting the Coq we parked on the side of the road for a while to stretch our legs. Waiting for us there was Dennis Cowell of Kamloops and his friend and Volvo Mechanic Karl Jansson in Dennis's black 93 945 which had just turned 700,000 km, so now we were 12 cars or we should have been.

During the 2021 flood the Cold Water River decided it needed a change of scenery and diverted itself down one of the main streets in Merritt. We didn't see any sign of that diversion and curvy



**SPRING DRIVE
ROHAN AND
AIDAN SOULSBY**

drive through farm land is just as I remember it, and just what these drives are all about. There were a couple of short stretches of gravel but nothing to get excited about and even Steve's Corvette tiptoed over the gravel without marring its complexion. A few weeks ago Allen Hiebert drove his Polecat 2 over the whole route and confirmed that all the road conditions were safe.

One of the tricks to these drives is making sure everybody stays on the right course. It is not as easy as you think. Even though we describe the route in the newsletter and at the various meeting points on the drive it is not unusual to lose someone. This trip it was Rob and Janet Schwieger who sailed past the Kingsvale Exit. By the time they noticed a distinct lack of other Volvos on the road they were 25 km north of Merritt, still on Hwy 5. The Coq is not called a limited access freeway for nothing. Exits are few and far between so the Schwiegers were about 30 km out before they could double back to Kamloops. They missed the Cold Water Road but made it to Merritt just in time for lunch.

Our 11 car parade reached Merritt right at lunch time and headed to a nice grassy park for a picnic in the sunshine. After lunch we topped up the small tanks of our thirsty Volvos with very expensive gas and carried on. This next stretch of the drive was from Merritt to Logan Lake on highway 97c. Lots of long fast turns and spectacular scenery and very little traffic. We were able to set a quick pace and were careful to slow back down within 10 km of a town. Logan Lake is near the huge highland Valley open pit copper mine and its community park has a couple of mining dinosaurs for decoration. One is a giant shovel and the other an ancient huge Electra-Haul dump truck. They made a neat backdrop for pictures of our old and new Volvos. Tony Deans friend John



**SPRING DRIVE
LOGAN LAKE**

Fritz is a professional photographer and gave us one neat panorama shot of the cars and even deployed his drone for an overhead view.

The next stretch of road was the one I was looking forward to. Tunkwa Lake Road starts in Logan Lake and travels north via 25 miles of curvy narrow paved road that climbs through light forest and farmland to Tunkwa Lake Park and finally drops down to the Trans Canada Highway 1 near Savona. That was my first time driving that road and I look forward to doing it again. Once on Highway 1 it was a fast 20 miles to Kamloops and the Scots Inn.

As everyone checked into the motel Adam Richardson and I headed for the Canada Games Pool near the Thompson Rivers University to swim some laps after sitting in the cars all day. If you like swimming I recommend this pool. It is a 50m

“Olympic” length pool, although it is usually split into two 25m sections. Unlike the crowded lower mainland pools this one is pleasantly vacant, at least while we were there. Not only did we each have our own lane, by the end of the swim we had the whole pool to ourselves. Amazing at 4:30 on a Saturday afternoon.

By the time we returned to the motel the outdoor covered deck was set up with tables surrounded by our friends enjoying a generous helping of appetizers and beverages. Thanks to everyone who brought food. Even Yukio Ozawa, a club member who lives in Kamloops, came to visit and brought his home smoked trout with him. It was a great end to a spectacular day of flawless weather, interesting lightly travelled roads; scenic countryside. No one broke down, and no one got lost, at least not for long.



SCANDINAVIAN FESTIVAL



Volvo had fit into their life either here or in Scandinavia.

Hands down the car that elicited the most comments and questions was Allen Hiebert's 2021 Polestar 2. As you probably know this is a high end, all electric vehicle company owned by Geely and Volvo and manufactured in China on Volvo platforms. For instance, Allen's car is identical under the skin to the Volvo XC40 Recharge. Allen is very knowledgeable about his Polestar and Electric Vehicles in general and he is very generous with his knowledge. Polestar should have him as a consultant.

The only glitch in the day was caused by a few young village idiots who parked their Volvo right in front of the access gate to the show field. They had nothing to do with our group and the event organizers wasted lots of time trying to root them out of the crowd and get them to move their car.

On day 2 it was sunny and hot, but our site was shaded and had a breeze. We had 6 cars on display, 544, 122, 1800, 142, S70 and Polestar. The attendance was not as large as Saturday but we still had lots of people looking at the cars, taking pictures and asking questions. Again the Allen Hiebert's Polestar got the most comments and questions.

It was a gentle day. I started with a strawberry waffle and tour of the tents. Its entertaining listening to the various Scandinavian languages being spoken and seeing the traditional crafts on sale or display. Many people wore traditional clothing and you could have a hair garland made at the Swedish tent. There was entertainment at the show stage all through the day and the May Pole was erected on Saturday. After completing a lap of the show field I was back at our tent to talk to visitors and our club members. and view the people walking by. Lunch was more Danish Open faced

On Sunday morning everyone headed on their own way. Most took Highway 5 or 5a back to Vancouver. The Hieberts pointed their Polecat 2 at Alberta for a week's travel, Rob and Janet Schwieger headed for their home on Kootenay Lake, Rohan and Aidan Soulsby headed off very early in hopes of getting to the Duffey Lake Road at Lillooet before it became busy. It worked and they had a clear run of the whole 60 miles of the Duffey. What a great Fathers day present that was.

Thanks to all who participated and I invite others to give it a try next year.

SCANDINAVIAN MID SUMMER FESTIVAL 2022

**Gregg Morris
June 25, 26, 2022**

This is a 2 day event held at the Scandinavian Cultural Center in Burnaby. Around a grassy show field there were display tents for each of the Scandinavian countries, a large covered show stage as well as a Viking encampment, Beer garden, ethnic food

services and our Volvo Club tents with a small herd of our old and new Volvos. On Day one the herd was not so small. We had 12 cars: 1 544, 1 445, 2 Amazons, 1 142, 2 1800, 2 960, 1 S70 and a 1960 Saab 93 two stroke and a Polestar.

I lost my 122 wagon this year to an accident so I had to hitch up my utility trailer to my 142 to transport the tents, tables, banner, and other club stuff to the show ground early Saturday morning. It worked well on this sunny day, but would have been a pain in the rain.

Our display followed past practice of two tents as shelter from sun (in this case) and rain on other years; two tables where we sat and talked and gave away Tim Hortons coffee and Tim bits to people visiting our display. The cars were lined up at random, dripping oil on the grass in front of our tents and visitors to the festival were free to wander around looking at the cars, ask questions about the cars and the club. They would often share brief recollections of how an old



SUMMER CRUISE TO MISSION



**SUMMER CRUISE
TO MISSION**

of Mission then circled back to Mission's Recreation Center for a picnic lunch.

The route never touched the Lougheed except to cross it once. The first leg of the drive took back roads from the Pitt River south of the Lougheed and stayed close to the Fraser all the way to the east end of Haney. There we crossed to the north side of the Lougheed and passed through the Kanaka Creek area winding our way to Dewdney Trunk Road at 256th St. We stayed on Dewdney trunk, crossing the Stave Lake Dam and eventually leaving Dewdney trunk at Richards Ave. From there we did a circle tour of the Sylvester Road area, returning to Richards Ave. and south into Mission and where we stopped at the Mission Leisure Center for a picnic on the grass. We had picked up one car on route so there were 12 of us parked in the leisure center parking Lot. (3- 544s, 2 123GTs, 1 142S, 2 1800Es, 1 240,

sandwiches and back to the tent.

By mid afternoon it was time for the wife carrying contest. About 15 couples competed for their wife's weight is Carlsberg beer and it is a hoot to watch. There are some pretty unique ways of carrying your wife and it takes strength and coordination to run the obstacle course. The couple that won the beer deserved the beer. The end of the competition usually signals time to start taking down our tents and displays and stuffing them all into the utility trailer and heading for home.

SUMMER DRIVE – CRUISE TO MISSION

**Gregg Morris
July 9, 2022**

Lets just organize a day drive in the lower mainland Fraser valley that includes some interesting and quiet roads and ends in a good place for a picnic. Sounds easy doesn't it? Allen and Dorothy Hiebert make it seem easy but I assure you it is not. First you have to choose starting point and a destination. The starting point must be easy to find and must be a safe starting point for the drive. Gas stations work best so folks can top up on gas and get rid of the mornings coffee before heading out on a 3-hour drive.

As the population of the lower mainland increases finding an untraveled route becomes a chore. The leader must set a pace that allows the people at the end of the line to keep up, and not so slow that it creates a parade and annoys other drivers. Try to avoid roads with lots of traffic lights and avoid having to make turns across traffic. Choose a route where there are places for the whole group to pull over either for a photo opportunity and to make sure everyone is still with the group. Drive the route a couple of times to confirm road choices. Allen and Dorothy got it all right.

By 9:30 on a sunny Saturday morning 10 Volvos and a Hyundai were sitting in front of the Esso Station just east of the Pitt River Bridge on the Lougheed Highway. They ranged in age from 1962 to 2021. Everyone was enjoying chatting as most had not seen each other for at least a couple of years. In preparation for starting the drive Allen gave everyone a map of the route and suggested that we all try to keep together. He would stop at convenient spots to make sure every one was still with us.

The overall route stayed on the north side of the Fraser, made its way on secondary roads as far east as Sylvester Road east

1 V70 Cross Country, 1 Polestar and a Hyundai.)

We took our time over lunch and talked to our friends and wandered over to the cars to see if anything was happening. My car 62 544 was the only one that needed to have the hood opened. My ammeter light was on and I had to smack the voltage regulator to get it back in the game.

After lunch we dispersed. Rose and I followed Dorothy and Allen south across the Mission bridge to Abbotsford and east at Lepps Market up to a farm butcher shop Rempel Meats at the start of Downes Road to buy some farmer sausage. We stayed on Downes Rd west in search of blueberries but it was too early in the season. From then on I just followed Allen up and down all kinds of back roads that eventually put us on the Golden Ears Bridge to Maple Ridge and then Home.

Thanks to Allen and Dorothy Hiebert for organizing such an enjoyable drive.

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 5.) **62 P1800 RESTORATION episode 5**
Jamie Graham

Welcome back. Would everyone out there who is sick of wearing a mask, put your hand up? Enough ranting.

The fuel tank was rusty, had some holes and not wanting any problems down the road, it had to go. I bought a new one from Olof (Vintage Import Parts) and it sits in a shipping box with other new pieces in the crawl space at the house. Luckily my garage is 100 yards from the house and the separation is appreciated by my bride who now refuses to come in to look at the car's progress. As a side note, we had plans to build a larger man cave for me but the municipality had encroachment rules and we found out that any modifications were not in the cards. An NOS windshield, new carpet set and exhaust are all tucked away also. I have a white oil-field hard hat at the entry to the crawl space that Gail insisted I wear as I kept smashing my head on one of the cross

beams more than once. You'd think a guy would learn to walk with a permanent crouch.

I pay for two off site storage spots and the property owner generously lets me keep some parts behind the cars, mostly out of sight. This '62 was there until another project, the 1800ES, was finished and eventually sold. The ES just switched places with the '62. The real work now started on the Jensen.

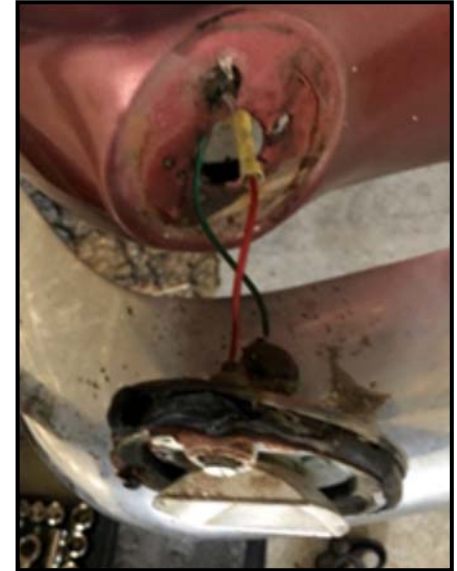
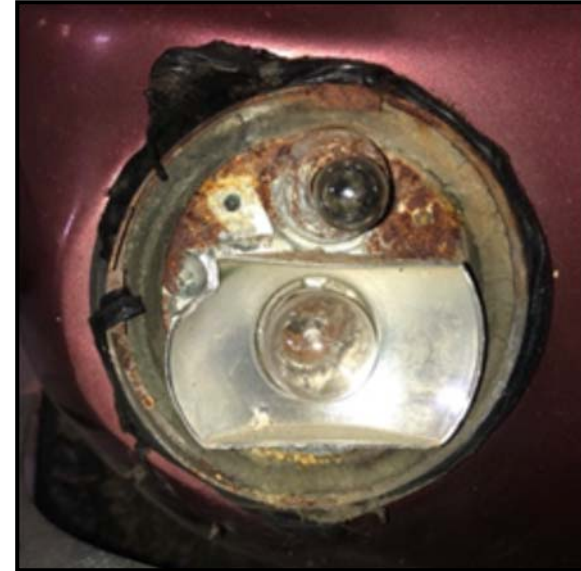
The plan was to get as much removed as possible, then start in on sanding and prepping for body and paint. For me, taking pictures is key. I should mention that during my first 1800 build, a green '68, I was referring many times to the online Parts Catalogue so it made sense to find one. That didn't work out, so I organized all the photocopied pages into a three ring binder and using the reverse page feature, I soon accumulated the whole manual. To this day it has served me through four cars and it is full

of notes and pictures. Being able to find part numbers when ordering new items save a lot

of time. The manual allows you also to ensure the various nuts, types of washers, direction of the bolts match what you are assembling. The entire trunk (boot) lock assembly, handle and inside

catch was easy to remove. You learn a lot doing this a few times, little things like the best way to clean parts, keeping the nuts and bolts with the part, linking the photos with the Parts Catalogue. The key assembly can easily be wrongly mounted upside down and the springy striker plate has to go in from the right side.

The rear bumper outriggers (the Volvo Parts Catalogue calls them "support arms") which bolt inside the trunk floor and protrude through openings in the rear 1/4 panels,



bolt to the tips of each rear bumper. Lots of rust but they came out without too much effort. The LH outrigger crowded the fuel filler neck. The “casing,” steel protective fuel hose cover was perished and a new one made or found. I remember thinking that a guy will want to make sure to get the sequence right with these parts, especially if you are installing the carboard protectors around the trunk edges. At one stage I banged on the ¼ panel and my feet ended up covered in a shower of dirt, rust, critter remains – all courtesy of the unique folds of the 1800 design. The outriggers and bolts were bagged and in the pile for sandblasting. One nightmare in the trunk area was trying to remove the RR bumper bracket. One bolt was broken and completely inaccessible from underneath. I took Bob’s advice and cut a notch in the steel floor over the bracket and peeled back the steel. Job done. Leonard later welded the piece back during the body work.

Next came the headlights and turn signal lights, retainer rings, headlight buckets (the book calls them housings), casings and springs. They will be inspected later to see if repairs are possible. Tons of black goo holding everything together. Shoddy wiring and 10 different kinds and lengths of screws will have to be sorted. I uttered a few words to whoever put these in - upside down with way too much goo.

It was apparent that all P1800 models with chassis numbers before 4199 had a different chrome “housing” which held the license plate illumination. The Jensen cars had no reversing (back-up) light so it was obvious that a previous owner had installed a later model ‘housing’ assembly. I had downloaded a colour wiring diagram from the internet and after several trips to Staples,

I got them to blow up a large wiring diagram that could be put on the wall and referenced. It took a bit of head scratching before the parts catalogue showed us the way.

The disassembly continued with the front end - the horns, grille and chrome surround frame were next. The horns were previously described but the area had been home to flying insect nests and cobwebs. The wiring that feeds the right-hand single horn, left lights and generator cleaned up well and the various coloured wire combos could easily be identified. Splits, tears or gouges in the wire could easily be seen and repaired.

What should have been a simple removal of the two seal rubber mouldings around the side and bottom of each door, turned quite the opposite. Turned out that someone completely glued the rubber seal into the C groove on both doors. What would normally be a 10 minute job lasted two days! Scraping, prying, pulling. I think that anyone who works on a car should always have an eye out and consideration for the next guy who must undo your work.



EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

Morrey Volvo Cars of Burnaby is the newest Volvo dealership in the lower mainland. They have asked us to post the following help wanted ad.

HIRING IMMEDIATELY

Automotive Service Technician

Morrey Volvo Cars Burnaby

New Volvo dealer looking for experienced technicians!

Red seal / journeyman required. Volvo Master technician training provided.

link: <https://ca.indeed.com/viewjob?t=automotive+service+technician&jk=462ce85a5e5e8552&ga=2.197312303.1811077078.1652200868-1255406844.1628626784>

<https://ca.indeed.com/viewjob?t=automotive+service+technician&jk=462ce85a5e5e8552&ga=2.197312303.1811077078.1652200868-1255406844.1628626784>

MEMBERSHIP RENEWALS were sent out with the May 2022 newsletter and renewals been coming in steadily and membership is currently at 220.

WEBSITE ASSISTANT WEBMASTER:

I noted in the last newsletter that Barry Gordon was stepping down as Assistant Webmaster after many years of service to the club. Gil Graham volunteered to take the position on but he and webmaster Cam Finigan lead busy lives so they are sharing the chores as Gil becomes familiar with the website. We would welcome another assistant to learn the site as well. That way we would have 3 people who know the routine. Please give me a call or email if you have an interest in helping us out. Gregg Morris, 778-988-6694, grmorris@shaw.ca.

VOLVO REPAIR SHOP RECOMMENDATIONS

We sent out an email asking the membership for recommended service shops throughout the province and further. The response has been good and Rohan Soulsby has been compiling the list. There is no problem with service for cars back to about 1990. We have only found one shop in the lower mainland willing and able to work on the Classic Volvos. i.e. PV series, 122 series, 1800 series, 140/160 series and early 240 series. (Key Imports Abbotsford, Text Fred Key at 604-853-5171) That is not the case on Vancouver Island where there are numerous service sources for all years and there are even a couple of knowledgeable shops in Bellingham.

I am not sure yet of the solution to this problem, but we may have to go to specialist shops for particular work. For instance, we have an excellent shop that specializes in Brakes, Suspension and Alignment and they are very familiar with old cars even back to the PV series with their king pin front suspension. We also know of an SU specialist. We may have to send the old cars to British

car repair shops as the SU carburetted cars are not so different from old British Cars. Similarly shops who work on Old Porsches and VWs that use D Jetronic Fuel injection could work on 1800E/ES and 142E cars.

We have not completed our list of service shops yet. The list will be posted on the website as soon as it is finished. I hope that somebody out there sees potential in working on these old cars and comes to our attention. If you have more service shop suggestions please send them in to Rohan Soulsby at rohan.soulsby@gmail.com.

A RALLY STORY FROM DOBY DOBROSTANSKI

Hi Gregg, I am delighted to hear from you, and I always enjoy the news about the Volvo Club. I will be doing some paintings of old Volvo rally cars this coming fall. I owned a 1955 Volvo, a 140 series station wagon, and a 740 T over the years, and enjoyed them all.

I bought the 1955 Volvo split rear window car for my Ex to go rallying at the Winnipeg Sports Car Club back in 1966. We cleaned the car up, and I spray painted it with red primer with my wife's Filter Queen vacuum cleaner paint attachment, and she and my own rally navigator's (Gary Wilson's) wife Rose entered the WSCC's Winter Rally. Gary and I also competed in this rally in my rally prepared MGB. We had been released about five cars behind the Ex and Rose (five minutes apart).

It was snowing and the snow was piling up quite quickly. The roads were treacherous. In those days, there were no four wheel cars in the rally competitions, so everyone was really having a bad time in the deepening snow. Gary and I were having an especially difficult time due to the MG's low stance, and going was getting more testy by the minute.

Somewhere between the noon stop and the next checkpoint we were floundering

around north of Winnipeg when we saw the old rust prime red Volvo of our wives laying on its side in the ditch just after a corner. The ladies were struggling to right the beast, but it was nearly on its roof, and there was no way to push it back with only the four of us. Eventually several other

crews arrived, and we solicited them fairly easily since the MGB was blocking the road and there was no way past. With everyone helping, the Volvo was put on its Canadian Tire snow tires and away they went, quite handily at that. Guess what? The old veteran Swede stood much higher than the dainty MGs, Alpines, Healeys, Fiats and other European cars. Only another Volvo, a 123GT driven by Egon Frech was able to proceed at any speed to the finish. The Ladies won! Gary and I still regret having stopped to help! Gary is now 83, and vows that he will rally at least once more...but not in an MG!

Cheers,

Doby Dobrostanski

SUGGESTIONS RECEIVED WITH MEMBERSHIP RENEWALS

Dan Campbell of North Vancouver asked if some informal meetups could be organized by just sending a short notice email specifying time and place. (ed. The Porsche club does this periodically and the spot they choose is the old Ioco town site at the west end of Ioco Rd, in Port Moody. We will give this plan some thought. I suppose this is where facebook page would come in handy rather than our more cumbersome multiple email lists.

Bruce Hutchinson or Comox wonders if there could be a VCBC car show or meet-up somewhere in mid Vancouver Island. I sent Bruce's suggestion to Bob Cuthill and they are looking into it.

Paul Hendrickson of Maple Ridge suggests that our members look at the various Cars and Coffee events in the lower mainland and take your old Volvo to one. He attends one Wednesdays at 5 pm at the Tim Hortons/Wendys on United BLVD in Coquitlam. He says his 1800E is well received.



SOMETHING DIFFERENT

NEW BRUNSWICKER TAKES 1969 VOLVO 144S ON A 16,000 KILOMETRE ROAD TRIP TO TUKTOYAKTUK

Aidan Cox, CBC News

February 5, 2022

Xavier Theriault travelled from the Atlantic Ocean to the Arctic Ocean in a journey that started in early July and ended in mid-October of 2021. It accomplished Xavier's goal of seeing the Arctic Ocean with his own eyes. And he did it by driving more than 16,000 kilometres from Halifax to Tuktoyaktuk, N.W.T., in a car that's more than twice as old as he is. The 23-year-old from Dieppe spent nearly 100 days on the cross-country journey behind the wheel of his 1969 Volvo 144. Theriault is now sharing his [journey in photos online](#).

His adventure came with the highs, such as making new friends, and seeing some of the most rugged and untouched terrain in all of Canada. And it came with the lows, which included the countless times the 53-year-old Volvo broke down, as well as the nights spent sleeping in a tent in sub-zero temperatures.

Theriault slept in a tent on the roof of his car during his cross-Canada journey to Tuktoyaktuk. But thanks to his own mechanical handiness, and help from strangers along the way, Theriault rolled into Tuktoyaktuk on Oct. 10, 2021 after safely making it through the notorious Dempster Highway.



"I just didn't know how I'd feel, but when I arrived there, man, I called my parents, and I think to be honest, I think I actually, like, bawled for 10 or 15 minutes." "It was such an emotional moment for me because for almost 100 days now, I was on the road, you know, sleeping in minus 15, minus 20 almost, you know, hungry, sometimes just swearing, laying under my car trying to get something working. And like all of that emotion built up inside of me, and I think I just let it all go when I [got] there, and it was like the biggest weight off my shoulders."

Car trouble from day of purchase



Theriault said he always had a passion for cars, which he inherited from his father, and in 2019, bought the Volvo from a man

on P.E.I., despite it breaking down during the test drive. After getting it running and bringing it back to Dieppe, NB, Theriault said the car's transmission gave out, and the car sat in his parents' yard for about two years. Theriault took care of most of the repair and maintenance his car needed for the 16,000-kilometre trip.

By spring 2021, Theriault, who was an architecture student at the time, said he was feeling unfulfilled by online classes brought on by the pandemic and decided to take a year off school. So he turned his attention to the old Volvo and spent





little towns, stay for a few days and meet the people to see how it is and what people do in different provinces." After making it to Tuktoyaktuk, Theriault stayed two days, including having Thanksgiving dinner with a family that took him in, before heading back. The car, however, had other plans and broke in British Columbia, where he ended up staying with a friend before eventually settling in Whistler, where he's working at a ski resort. He said he plans to head back to New Brunswick when the snow melts, and in the meantime, is working on the car and skiing. Theriault said despite there being a few rough patches along the journey, it offered an experience he'll hold on to for the rest of his life. "My biggest takeaway is just follow your dreams. It sounds so corny, but I mean, I think this

trip totally changed my life because now it's changed my perspective on travelling — it's more accessible in my mind now. And I made long-term, long-lasting friendships."

that spring overhauling it with the plan to drive it from the Atlantic Ocean to the Arctic Ocean. Equipped with a new transmission and engine, Theriault said he tested its abilities by first taking a trip to Halifax, and

then hitting the highway going west. "It was all about experiencing my own country, so a lot of times I would go out of my way to get off the Trans-Canada and even take the side roads or even go to the

WHATS NEW (OR OLD) AT VOLVO

FINDING A BEAUTIFUL BALANCE Canadian C30 designer Simon Lamarre integrates form with function. Chad Heard Volvo's LIV Magazine 2006

When you talk with Volvo's Canadian-born Studio Chief Designer Simon Lamarre about his work, you might expect to hear about sketching, clay models and computer-aided design. Intriguingly, he talks more about finding a car's "balance point" than about making drawings of fenders.

"Without balance any new product would be a complete disaster," says Lamarre. "If you leave engineers to build the perfect car without input from designers, it will ride great but be ugly. On the other hand, designers will design a car that's beautiful but undriveable."

As he lists the criteria for bringing vehicles to market - manufacturing efficiency, design, engineering, usability, economics - you begin to wonder how cars ever reach retailers. Lamarre explains that he spends much of his time attending to all these needs. "People think designers are like rock stars with leather jackets, looking cool and doing what they want. It's not like that."

Born in Ste Terese, Quebec, Lamarre studied industrial design at the Universite du Quebec in the late 1980s. While working at a children's summer camp in Switzerland he met a fascinating Swedish woman named Annette. Graduating in 1990, he moved to Sweden, married Annette and found work as an automotive clay modeler.

He joined Volvo Cars in 1995.

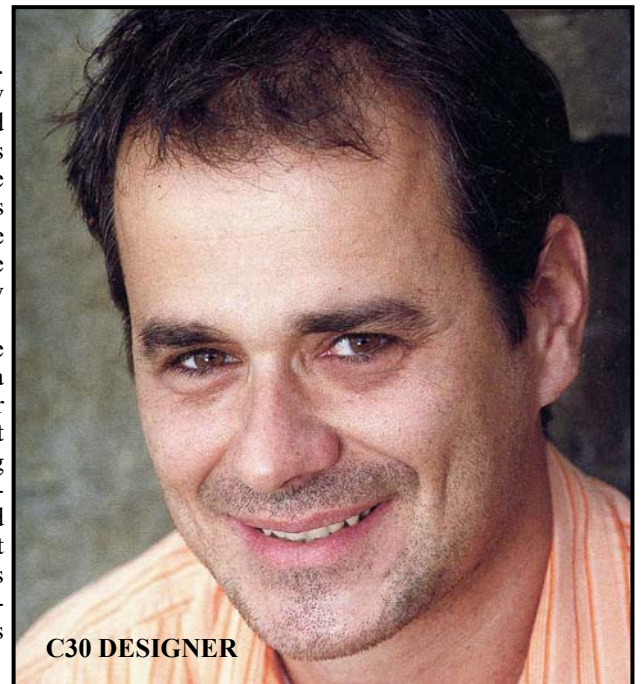
It was fortuitous timing. Volvo was exploring new realms of car design and wanted to expand its lineup. Lamarre's first task was to help introduce computers as a design tool. His first major gig - designing the XC90's interior - helped take the company into the luxury SUV market.

Lamarre's latest work is the exterior shape of the C30 - a car that enters a new market for Volvo: the premium compact car. "I definitely enjoy working on something that isn't mainstream," says the 38-year-old designer. "But the C30 project was extra fun because it was stepping away from what people would normally perceive as a Volvo."

Staying focused

Although Lamarre saw a terrific opportunity in the C30, he also recognized the importance of staying focused. Because the car was designed to appeal to singles and couples without children, the "stubborn as hell" Lamarre had to turn away from Volvo's family-oriented history. While that was a departure from tradition, it also generated excitement and interest in the car.

Working in a Swedish office with people from the UK, Mexico, Spain and other nations, Lamarre's Quebecois heritage often



brings a unique perspective to the table. "Growing up, I was exposed to French, English and US culture. When I moved to Sweden I learned Scandinavian design and values, making me more aware of them. I can see things with a different eye without taking them for granted."

Simon Lamarre's formula for successful design feels very Scandinavian: keep it simple. He designs by following a mantra of simple shapes with no excessive folds to disrupt light reflections, and no ornamenta-

THE VOLVO C30

2008-2013



tion. Where Lamarre actually finds his inspiration is somewhat surprising. He says he thinks about design when looking at any-

thing from a toaster to a sunset, and he's quick to identify what **makes** it beautiful. "Good design makes a statement without screaming at you," he declares. "The more

you have to explain a design, the weaker it is."

TECHNICAL TIPS

MECHANICAL FUEL PUMPS FAILURE

Gregg Morris

In my 544 and amazon cars I have found the mechanical fuel pumps to be the most reliable accessory of an already reliable car. But not forever.

In those carefree days before Covid, Rose and I used to spend time living in in San Diego and travelling in Arizona in our white 1965 122s 2 door. When we first got the car my daughter Kimberly and I restored it as her transportation to University. When it was purchased in 1997 it ran, but poorly, the California white paint was bad and there was some rust. On the plus side it was a one family car, the interior was nice and it had not had accident damage. Once we finished the restoration it faithfully carried her to and from SFU for her undergrad years and it even won a People's choice award at Cates Park. In 2007 Kim decided that down hill mountain biking was a good idea and to my dismay she spent more than we had originally spent to buy the Amazon on this ridiculously heavy mountain bike. Neither of us could lift it on to her roof-mounted bike rack.

By coincidence this was just when Oli-

ver Zentner was selling his nice light blue Amazon Wagon and it could easily carry that plow horse of a bicycle. The 65 122 2dr sedan again became mine. Rose and I had been thinking about wintering in San Diego as my parents and grandparents had done before us. We decided that it was worth a try and I decided that our California White Amazon would be the ideal car for Southern service. It was still in very nice condition but in preparation for fast freeway

driving in a hot climate it received a B20F engine and M41 overdrive transmission from an 1800E, sway bars from IPD and upgraded radiator. The Amazon carried us on many trips in California, Arizona and New Mexico and only let us down twice.

The first breakdown brings us back to the subject of this article. Rose and I were returning to San Diego from Arizona on the east/west Highway 8 on a very hot day in the desert when the Amazon lost power and thank goodness it managed to coast into a rest stop. I tried to fix it at the curb but the heat had par boiled my brain and after dropping part of the carburettor on the rough hot pavement I gave up and called AAA. They towed us to Yuma Arizona where my brain cooled overnight and I fixed the car in the morning. It was the mechanical fuel pump. It had simply stopped pumping.

The only other problems I had ever experienced with mechanical fuel pumps was the occasional gas leak from the lid, and once installing an aftermarket pump that developed too much pressure which overpowered the needle and seat valves and caused the SU float bowls to leak.

Recently I discovered that the mechanical fuel pumps have one more trick up their



sleeves. This time the problem was with my 123GT that spends the winter in storage. When I tried to start it after storage the original Volvo pump would not prime itself. I would have to disconnect the fuel hose from the carb and pour gas down the hose through the fuel filter and into the fuel pump. With that done the pump would work fine until the next long storage.

This spring it had the same problem but with an added twist. I did the backfilling gas routine and it started easily and idled perfectly and seemed fine until it was out on the highway. There it lost power and eventually quit on the side of the road. Pumping the gas pedal as it was losing power just provided some backfires but no acceleration. The car would restart and idle fine and even move, but very slowly. I was not too far from home so I decided to try to creep home. I made it but not without annoying some people when there was no passing room.

Once home I installed a brand new aftermarket pump and the problem was solved. The lesson I learned was to beware of an original steel bodied mechanical pump that won't hold fuel between the pump and the carbs because it may be wear-

ing out and the next step is it won't pump adequate flow to keep the float bowls filled.

I carry a spare fuel pump as part of my "travel parts" kit. I also carry the two gaskets and the bakelite spacer that is required to mount the pump. There are a couple of things to watch out for when buying a spare pump. Buy it from a knowledgeable source so you know it will pump at the right pressure. These pumps are operated by a finger that rides on a lobe of the camshaft. When replacing a pump, generously lubricate the part of that finger that rides on the cam lobe with grease, or at least oil so it won't cause wear to the cam lobe. Lastly, some replacement pumps have a "finger" that is wider than the original pumps had and will not fit through the hole in the gaskets or bakelite spacer. If you are not sure, buy new gaskets and spacer for your new spare pump.

The aftermarket fuel pumps are made of aluminum and these can provide a similar low suction problem but with a different cause and different solution.

Thanks to Dennis Tolley of San Diego for this tip which applies to some aftermarket fuel pumps commonly available for use on the B18 and B20 carburetted engines. The new pumps are of aluminum construction and

if they are allowed to dry out during long or hot storage they may lose suction. i.e. they will not draw fuel from the gas tank. The problem is that aluminum oxide particles form in the inlet side of the dried out pump and defeat the pumps ability to pull a vacuum and draw fuel from the tank.

I bet that many pumps exhibiting this problem have been thrown away because the owner thought the pump had failed. The solution is very simple. Pull the fuel hose off the tank side (i.e. suction side) of the pump. Use an oil squirt can and inject a few squirts engine oil into the suction pipe of the pump. Reattach the hose and I bet it will immediately draw fuel from the tank. Don't worry about a little oil in the gas as it will quickly be absorbed.



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UGLY OR WHAT?



VOLVO
3CC
CONCEPT CAR
2005

THE VOLVO C30

2008-2013



V40

480ES



IpD C30
GULL-
WING

