



THE VOLVO CLUB OF B.C.

JANUARY 2023

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

Gregg Morris at Tel: 604-469-1216

E-Mail: grmorris@shaw.ca

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)

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**

VCBC TECHNICAL SESSION WE have not had a tech session for a few years and we hope to resume in Feb, Mar or April 2023. The Date, Time, Subject and Location will be Posted on the website events section and a telephone call out will be arranged. Watch the VCBC website or contact Gregg Morris **604-469-1216**

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

CATES PARK PICNIC AND AGM

2022

September 24, 2022

Gregg Morris

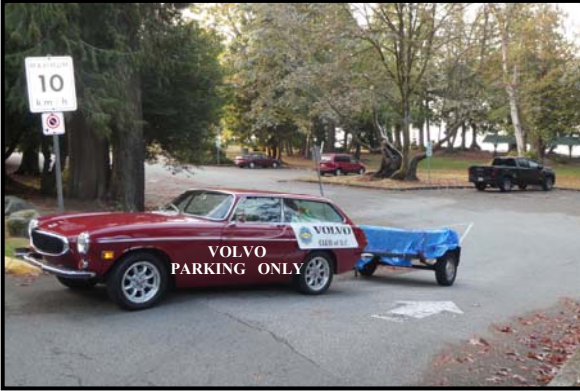
This was our first Cates Park event since September of 2019 and it happens to be the 29th year we have been congregat-

ing old and new Volvos in Cates Park. In honor of the occasion the weather was sunny and warm.

The very first Cates Park event was held on a cool and crisp Sunday, September 27, 1992. On that day there were 50 cars in the tree lined parking lot. The old-

est was a 62 Jensen P1800 and the newest a brand new 1993 model year 850, Volvo's first front wheel drive car. What else would have been in a Volvo show room that day. Certainly a 940 and 960, and maybe even the very last 740 which (I believe) overlapped the 940 for 91 and 92.





they please park elsewhere. Sometimes it is hard to convince them that the lot will soon be full of Volvos, particularly when mine is the only one in site. Fishermen get up early and there were 3 parked before I arrived and of course as Murphy would have it they parked just where we like to set up our club tables.

Pretty soon Volvos started rolling in. Bert arrived from Tim Hortons with coffee and Tim Bits. It was time to set up tables for the day. A lot happens at those tables. We sell club T shirts, sign up new members, renew existing members, and answer tons of questions about one Volvo model or another. That is a valuable part of this event because there is usually someone on site to answer every question that gets asked. By mid morning we had around 40 cars parked around the perimeter of the lot and plenty of people circulating.

Darcy and Marianela Bullock added some variety to the display. Marianela arrived in their gold 72 1800E and Darcy followed in his new toy, a Polestar 1. That first Polestar is powered by a 2 litre turbocharged and supercharged gas engine supplemented by an electric motor. It is quite a striking car with lines similar in profile and nose to the 1800, but with perhaps a few more horsepower. Darcy suggested we officially include Polestars in the club. Why not, everything but the name is Volvo so that's good enough for us. Polestars are certainly welcome in our club although they may get called Polecats by accident once in a while.

What a nice selection of cars, PVs, Amazons, 1800s, 140s, 240s and a couple of 262 Bertones, 940s, S and V70s, a C70 convertible, XC60, and a Recharge. Besides the cars it was great to see our friends again to see some new people, young ones at that.

This is the first Cates Park meet attended by a fully electric Volvo, an XC40 Recharge and it came with an interesting story. The family bought the Recharge because they drive a lot and the cost of gas was getting tough to bear. They love the vehicle but told us it had to have its battery replaced, yup the big one. They said Volvo could not have been more considerate. They were given a loaner car (gas powered) while the repair/replacement was carried out. Volvo even reimbursed them the cost of their gas during the repair and that totalled \$1300. Their Recharge now has new battery and controls and is back on the road with its happy owners.

Lots of volunteers helped with the chores of the day. Thanks very much to all of you. Bill and Jeanette Buholzer sold raffle tickets, I gave out dash plaques to paid up members, Jamie Graham handed out ballets for the Peoples Choice Awards, Marianela Martinez tallied the people's choice ballets and identified the winning cars for the people's choice awards.

All morning Volvo conversations continued as people strolled among the cars and owners. Hoods were opened, lots of pointing and leaning over the engine bays and lying on the ground to inspect some special suspension set up. That is what the event is all about. Everyone was having a good time enjoying a common interest.

At 1 pm Bert called the group to atten-

Our club was founded in 1992 with the sponsorship of Don Dockstader Motors. Also in 1992 we became a non profit society and our first directors were Ron Brown Dave Elkjar, Dick Foster, Mike Handfield and Gregg Morris. Of the 5 original directors Mike Handfield and I are still here at Cates Park 30 years later and I guess I am the last of the group still to be a director.

The Volvo Club of British Columbia is still with us and thriving and many of the cars we were driving in 1992 we are still driving today. Cars like my 64 PV544, that I thought was old when I bought it in 1970, is still drawing attention and still fun to drive. Cates Park has not changed much except it now has a dual name. We still call it Cates Park but it has an indigenous name Whey-ah-Wichen which means "faces the wind". Both names adorn the park sign so it is still easy to find.

Well how did the 29th picnic go? Very well. I started the day early, loading a bunch of the Club stuff into my utility trailer towed by my 1800ES and arrived at the park about 7:30 am. I got there early to fend off the refugees from the boat launch next door. They are used to launching their boats then parking their cars in the lot we have reserved for our picnic. I parked my "rig" in the entrance to our lot and explained to would be parkers that we were having a Volvo Club event here today and would

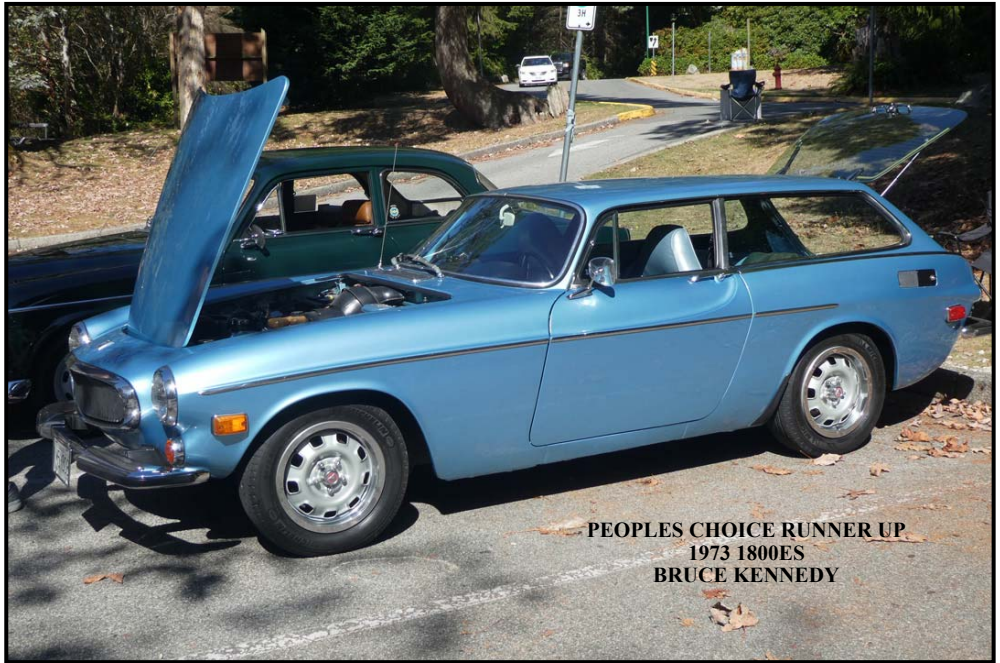


tion and we started on the only formal part of the day. I thanked all those in attendance and gave a brief history of the club and identified the directors and volunteers. Treasurer, Dave McAree presented the 2022 financial report. By a show of hands we were given the go ahead to operate the club for another year.

Next, it was time to give out the Peoples Choice awards. Our ballot asks people to record the licence numbers of their choices on the ballot. Finding the 3 winners in that box full of ballots is a job. After Marianela had tallied the ballots and knew the licence numbers of the three winning cars, she had to actually find the cars and hope that none of them had left. Peoples Choice went to Olof Malmberg for his 1958 PV445, alias Duett. Olof generously offered to give back the award so someone else could win, He explained that he had won the award too many times before and would like to give someone else a chance. Next year we will comply with his wishes by putting a note over his licence plate stating this car is now in the masters' class and will not be competing. Peoples Choice runner up went to Bruce Kennedy of SaltSpring Island for his beautiful light metallic blue 1973 1800ES. Peoples choice modified was a nice surprise. It went to Titus Wong a young fellow who had just joined the club a couple of hours earlier and now his 1998 black S70 T5 had earned him a Peoples Choice award. I believe that is the first time that has happened.

We laid a tarp on the pavement in front of the club tables and covered it with raffle prizes, lots of raffle prizes. I want to thank those who donated prizes to the club. Volvo of Surrey, Don Dockstader Motors alias Volvo of Vancouver, Volvo of North Vancouver, Volvo of Burnaby, Scandia Motors, Vintage Import Parts (i.e. Olof), KMS Tools, Bill Buholzer, VCBC and various club members and Volvo enthusiasts who donate manuals and parts to the club. We had so many prizes we could not give them all away so some went home with us for future events. It took a while but everyone got at least one prize.

Income from the day included: Clothing \$50, Raffle ticket sales \$350, Membership renewals \$195, Food bank \$155 + two big boxes of food delivered to the Surrey Food Bank by Ed Lay. Thanks to all of you who generously donated.

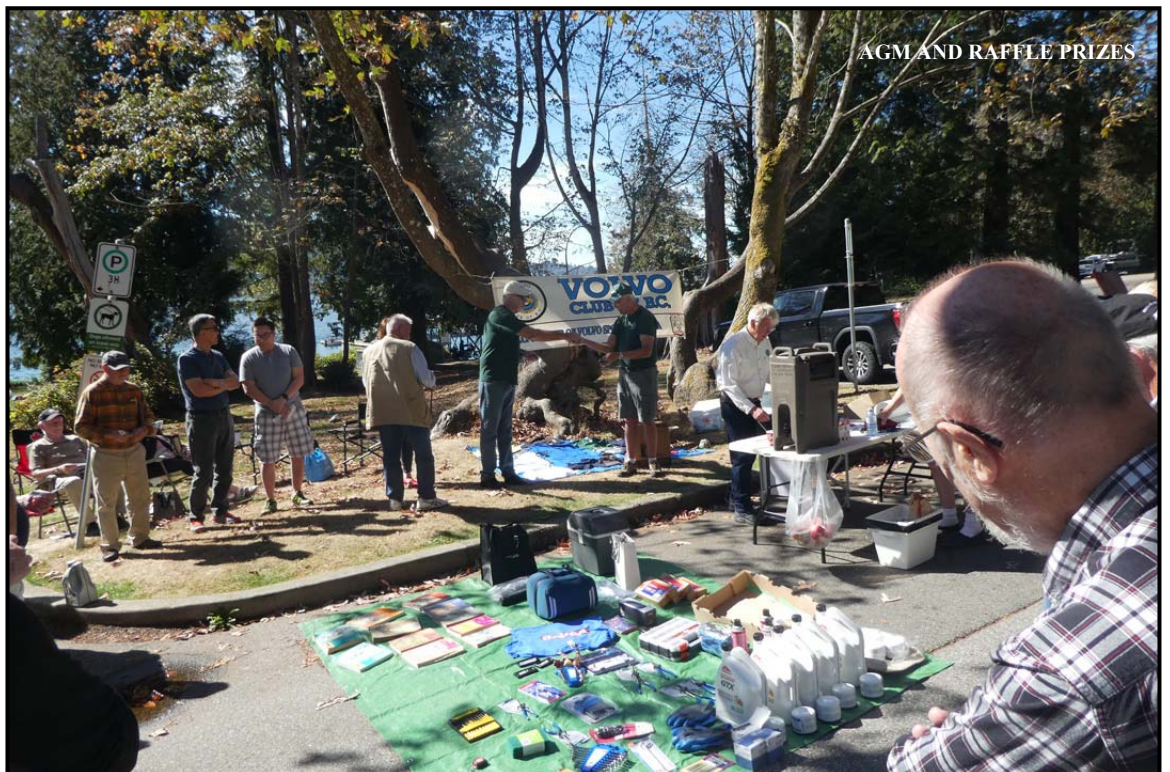


PEOPLES CHOICE RUNNER UP
1973 1800ES
BRUCE KENNEDY

The end of the raffle usually sees people start to leave, but many stayed on to continue the car talk on this beautiful day. It is good to be back.



PEOPLES CHOICE
1958 PV445
OLOF MALMBERG



AGM AND RAFFLE PRIZES

LYNDEN TRACTOR SHOW – 50TH ANNIVERSARY,**August 5, 2022****John Cripps**

On Friday August 5, my wife Celine and I went to a tractor show known as the “2022 Vintage Farming Days” held from August 3rd to the 6th at Berthusen Park, Lynden, Washington and sponsored by the Puget Sound Antique Tractor & Machinery Association. This tractor show is a favourite stop on the way to the Whidbey Island Volvo Event. This was our third visit, but there is so much to see, including hundreds of tractors, stationary engines and logging and farming demonstrations. This is a family-oriented event highlighted with a tractor parade often with the entire family driving these old tractors of every shape and size. I enjoy seeing the earnest and serious faces of the youngsters driving these old machines. Kids were also driving converted riding mowers in tractor pull events. These lawn tractors have had their mower decks removed and hooked up to a sliding weight sled. As the sled is pulled forward the weight crawls up the ramp putting more weight on the sled front skids. The winner is the tractor that pulls the sled the farthest distance.

The biggest tractor was a 1911 Rumley, a 25-ton steam driven monster sporting 36 hp and huge steel wheels some 7-foot diameter by 3 feet wide. Two operators are required to wrangle this machine. A piece of advice to onlookers: don’t stand near this tractor when it’s moving because it is whisper quiet and can squash you like a bug without noticing. The other tractor which caught my eye was a sleek and shiny looking red 1950s Porsche, powered by an air-cooled twin cylinder diesel engine. Bert Sherlock and I spoke to the owner of this Porsche, who has some 60 odd tractors and when we quipped, he should bring a Volvo tractor next year he mentioned he had one.

After lunch with Bert, we left Celine to watch the gaggle of kids scramble over the pile of hay where candies and nickels were tossed, while Bert and I took in various show demonstrations. Two old threshing machines powered by steam tractors via long belts gobbled up sheaves of grain and churned out a stream of chaff and a small stream of grain seeds. With lots of whirling open belts zipping around countless pulleys on these threshing machines, the operators carefully tended and fed these machines. It is a very dusty operation, and we were fortunate the wind was blowing the chaff away from us.

Bert and I next caught a cedar shingle saw demonstration powered by a John Deere twin cylinder tractor. Like a huge table saw, the operator places the cedar bolt onto a sliding frame and pushes it across a 3



-foot diameter horizontal circular saw blade. As the bolt is pushed over the edge of the blade completely, the precisely sawn wedge-shaped shingle drops down. In pulling the frame back the frame automatically tilts slightly to the other side and the next shingle is cut with the thick and thin ends reversed. This continues until the bolt is too small to yield a shingle.

We next saw an ancient gas engine driven crosscut saw slicing back and forth through a large cottonwood log. This 5-foot-long blade easily cut through in about 5 minutes. About twenty feet away we saw

two operators start and manhandle a five-foot-long chainsaw and buck off another giant-sized slice from a cottonwood log. The heavy engine end has two handles sticking out like a wheelbarrow and the tip of the blade has a handle for the other operator. Other logging equipment included a steam donkey to winch fallen logs up to the spar trees, a planer mill and a sawmill.

Stationary engines were also on display and a number were running, some pumping water, grinding cornmeal, spinning generators, and driving clothes washers. Antique cars were also on display, with a rusty Hud-

son tow truck drawing many onlookers.

The whole tractor show is an amazing display of machinery and showcases the ingenuity and creativity of the early inventors and manufacturers and the diligence of owners and volunteers in restoring, maintaining and showing the machinery.

W.A.V.E. WHIDBEY ISLAND VOLVO EVENT

2022 August 6

John Cripps

On Saturday morning, we woke up to a bright and beautiful sky overlooking Penn Cove at Jim MacIndoe’s wonderful home on Whidbey Island. This large island is located 30 miles north of Seattle and lies between the Olympic Peninsula and the I- 5 corridor of western Washington. After a quick breakfast we formed a small convoy with Jim and Larry’s’ 67 and 65 Duetts, Charlie and Barb’s 65- 122 and our 63- 544 and trundled southward to the start of the WAVE tour in Freeland.

We arrived just after 9 AM at the WiFire Café, with scarce parking because of this popular hangout for classic cars. It was distracting to steer past Lancia, Jaguar, Porsche, Alfa Romeo, Triumph and Morgan models. After meeting and reconnecting with fellow Volvo owners, we assembled our 21 Swedish beauties and snaked our way north along the east coast of the Whidbey Island, using every back road possible taking in breathtaking scenery, driving past serene coves

and beaches. Rich and Rolf skilfully led our convoy, pulling the herd over to the shoulder of the road occasionally to regroup as we weaved our way north on this 35-mile tour. Our first stop was at the Farmer’s market in Coupeville, lining up the Volvos in a gentle arc across a field for many Kodak moments. The Volvo count included five Duetts, three 544s, seven 120s, and six 1800s.

The second stop was at Rich Anderson’s garage located on West Beach Road, where we enjoyed a tour of his six early brass era cars and one MG-TF. What a magnificent collection which included a 1904 Rambler model H, 1906 Maxwell model N, 1908 Maxwell model K roadster, 1909 Pierce Arrow model 24, and a 1909 Maxwell model DA. In 1909 Maxwell was the third largest car manufacturer in the US, and a 1909 model DA was driven by the first woman to drive from coast to coast, Alice Ramsey. This 57-day adventure was sponsored by Maxwell to demonstrate reliability.

Our final stop was at the BBQ joint in the town of Oak Harbor, where seventeen of us dined. From there we bid adieu to our fellow Volvo owners and headed north to our home in Maple Ridge, BC. My wife Celine has been a great sport, with this tour being the second day of machinery after yesterday’s tractor show in Lynden followed by another snaky drive along backroads to Whidbey Island. Bert Sherlock from North Vancouver in his spiffy green 70-122 also took in the tractor show, and of course some famous Penn Cove mussels on this trip.

Also, a special thanks to the organizers and convoy wranglers Rich and Rolf, for another great tour! Whoops I almost forgot; Rich reminded us that next year’s WAVE tour will be held on the first Saturday in August.





**HIGHWAY 8
RECONSTRUCTION**

CLUB STUFF
Gregg Morris

MEMBERSHIP RENEWALS were sent out with the May 2022 newsletter and renewals been coming in steadily and membership is currently at 256.

THE EV PAGE

With this edition of the newsletter I am donating a page to the subject of E cars. To date my motto has been that all problems in the world are electrical, and I can make a pretty strong case for this contention, but I won't. Instead I will let my friend, EV enthusiast, Electrical Engineer and Polestar owner, and long time VCBC club member, Allen Hiebert try to convince me otherwise.

WEBSITE ASSISTANT WEBMASTER:

Gil Graham apprentice webmaster is steadily learning our website with direction and encouragement from webmaster Cam Finnigan. Thanks very much to you both. We would welcome another assistant to learn the site as well. That way we would have 3 people who know the routine. If you have an interest in helping us out, please contact Gregg Morris 778-988-6694, gmmorris@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. There are a couple of shops in Bellingham, Wa. That know old Volvos, **Rainbow Auto Service** and **Manieri Motorworks** that would be worth the drive.

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. IWE is a differential and suspension 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, 142E and 164E 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.

HIGHWAY 8 REOPENS

Highway 8 connecting Spences Bridge to Merritt was severely damaged and left impassable by the Atmospheric Rivers and severe flooding that followed in November

of 2021. The Highway has been closed ever since, cutting off many rural residents and three First Nations communities.

It took crews nearly a year of full time work to repair the 25 serious washouts along the Nicola river that destroyed over 7 kilometers of highway. Crews are still actively working to build roadside barriers and place rip-rap to help stabilize embankments, but the road is passable.

Highway 8 was always a favourite road for folks who like scenic windy roads and it was included in many of our VCBC drives. It will be very interesting to drive the new version.

CLASSIC TIRE EXPERT

I was looking for a new set of 185 x 15 red-wall tires for my 544. I knew they were available from Coker Tire, a specialty tire maker in the USA, but they were too expensive when the cost of purchase, exchange, shipping, duty, taxes were included. A friend recommended **Wheel Sport Canada**, 604-576-1882

www.wheelsportcanada.com, claiming they can get tires from anywhere and are economical and reliable. I gave them a call and asked if they could get me the Coker red-walls and they gave me a price delivered to Langley that was way less than it would cost me to order them and have them delivered from Coker. They didn't even ask for a down payment, just said they would call when they arrived. I placed the order early September and a month later they were here. I recommend that you give them a try if you are looking for a specialty or out of production tire.

A MEMBER'S STORY

POLESTAR 1 DREAMING

Marianela Martinez

Once upon a time, Volvo designed a beautiful concept coupe. It was first revealed at the Frankfurt Motor Show in September 2013. My husband, Darcy Bullock, was immediately captivated by this car. We own a 1972 1800E and the design of this new concept car paid homage to the 1800. You could see certain lines in the design that reminded you of the old 1800s and certainly the grill on this concept coupe was almost identical to our 1972 edition.

Once Polestar started marketing the new Polestar 1, Darcy immediately registered his interest on their online system. He immediately plopped down a deposit and started dreaming of his "last car". The process took time! Years passed! But finally, November of 2019, we were invited to San Francisco to see the car in person and to take a test drive through the California hills to the Pacific coast.

First impressions were "wow!!" The car looks better in person; photos do not do it justice. We were feted by the Polestar team the evening we arrived at the hotel. We spent a lot of time outside, inspecting the cars that were parked in front of the hotel, anticipating the drive the next morning!

As it happened, they had a model in Midnight, a dark blue, the colour that Darcy had ordered. That was the car we drove. I think Darcy fell in love quickly! The car handled beautifully around the twisty turns through the Redwood forests. The torque vectoring on the rear wheels insured he was not whipping me around in the passenger seat! I was impressed with the stability and comfort level. I took over driving the second sector of the drive. And then even the third, much to my husband's chagrin! The driving experience was like nothing I had ever known. A plug in performance hybrid — a super torquey performance beast! You can drive in pure electric, hybrid, or full power mode. With all motors integrated, you end up with over 600 HP. What a car.....

We finalized our order, making some minor changes. And then, the wait continued! Now, we had to make a big decision. Our small garage would not do for this beautiful car! Never thought I would move for a car's sake, but we were unable to enlarge and upgrade the garage in our existing home. So, an adventure began. Fortunately, it did not take Darcy long to find a suitable home and garage in the same neighbourhood we loved, Ocean Park. As it happened, mere days before BC started shutting down due to the Covid pandemic, we moved into our new place. Unfortunately,



**DARCY BULLOCK
and his
POLESTAR 1**

the pandemic also slowed down the Polestar 1 production line in Chengdu, China. The wait continued, but that was a good thing. It gave Darcy time to prepare the garage. He hired "Garage Living" to undertake this project. They did an amazing job!

After a delay of many months, the car was ready for delivery. On January 29, 2021, we met at the Polestar space in Yaletown and took possession of Darcy's "last car"!

As fate would have it, as Darcy drove down Hwy 99, on his way home, a large

stone hit the windshield and left a very large crack! What are the odds of that?!

We could not believe it — a baptism by rock! Oh well.....

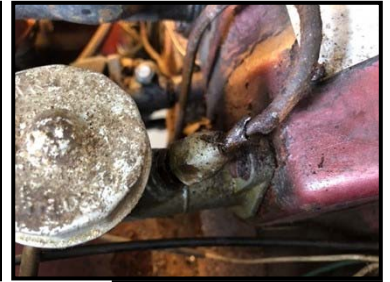
We have enjoyed driving the car the last year and a half. It has not been on any long road trips yet, due to other circumstances. Just like our 1972 1800E, this car gets lots of attention. Our model was the first one on the road in Canada, so understandably, people are curious to find out more about the car.



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 been doing a series for us detailing his current restoration of a 1962 "Jensen Built" P1800. Here is episode 6.) **62 P1800 RESTORATION episode 6**
Jamie Graham

Prior to the fuel tank being removed, it was obvious that the metal fuel line cover/protector (Volvo calls it a casing) that bolts to the trunk floor was rusted in place and perished. Bob Cuthill recently made me a new one out of new steel – its waiting for installation until the car comes back from body & paint. The metallic red "aftermarket" paint was used liberally in the trunk and it will be nice to see how things look when the car is freshly painted. I think I mentioned this but the VIN data plate indicated the car was originally grey with red upholstery with a grey carpet. It will be returned to its original grey (gray). Also in the trunk, this model had water drain holes on either side of the trunk lock. When fastened with drain tubes, this allowed standing water from the trunk lip to drain out instead of causing all manner of rust. Many restorers covered them over with bondo but most 1800 owners appreciate the thinking behind



their value.

The trunk presented another problem with how the RH rear bumper was attached. As the bumpers were being removed one bolt, no matter what manner of heat, lubricant, bad language - it could not be removed. I received all manner of advice but in the end, I used a grinder cut a hole in the trunk floor where access would not be denied. The bolt was removed and I was assured that my body and paint guy would weld everything back in place so you would never know we were there. Right!

The clutch and brake master cylinders were both perished and needed to be replaced. The clutch line was badly rusted and came apart during removal. Many early 1800 owners removed or were missing the brake servos or boosters. There are re-build kits available but they are tricky to install

and even when removed, I am told you only lose about 10% of your braking. The early cars also have a sealed brake vacuum tank hidden behind the LH front fender splash shield. Removing and repairing one is not for the faint of heart. The one out of this car was in pretty good shape but hadn't been used for years. Once removed, I tested the vacuum, sanded and painted it 'Mazda Racing Green' from a spray can I had left over from my '68 1800S touch ups. It will never be seen once installed so no harm done. This car had no booster/servo but did have the bracket. With a couple of spares servos and a re-build kit a replacement was fashioned.

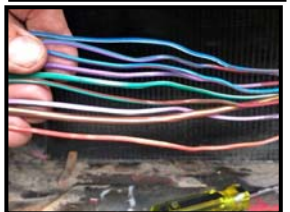
I removed the radiator with a minimum of fuss and found several custom brackets holding it to the frame support. Everything was badly rusted. I have used them before but this rad and two that had been donated were pressure tested by **Townside** in Victoria. Only one was usable so after a little soldering and pressure tested to extremes, it went on the shelf also for future installation. I had also the several heater cores to be tested. One was salvageable but I learned a lot from a previous disaster about retired and having no interruptions, I work at my own pace. When the fumes from paint stripping get to be overwhelming, or a skinned knuckle from a stubborn bolt draws blood, I can just put everything down and take the day off.

I talked about the horns before but I wanted to stress the need for good photos (and notes) during disassembly. If you can clean up the wiring to show the colour and to which connectors they attach, you will pat yourself on the back when it is time for assembly. The early 1800 horns are on either side of the car behind the front grille. The wiring in between the horns feeds the generator and the RH side lights.

I knew the car would need tires so I bit the bullet and bought four new 165 X 15 from Tires Unlimited on the Gorge Ave. I sanded the wheel back to bare metal and then after primer, tested them with some grey paint that I was going to use for the car. I wasn't holding up much hope to find some original wheel coverings for this car

(made only for 1961 and '62) so my intent was to paint these to match the car and use some '64 ish caps I had acquired from a previous build. As the disassembly was progressing, I was heavily involved in stripping the existing paint from the car. As I learned previously this was going to take a gallon of "Airplane Stripper" but, mostly be accident, I bought a sanding disc from Canadian Tire for under \$20. It had a rough texture and was amazing at paint removal in many of the curved areas of the car body. I went through two of them. The advantage of being retired and having no interruptions, I work at my own pace. When the fumes from paint stripping get to be overwhelming, or a skinned knuckle from a stubborn bolt draws blood, I can just put everything down and take the day off.

The generator looked in rough shape, the bolts were rusted & stubborn to remove.





It was nice to hear the experts at **Brian Roberts Auto Electric** encourage me keep the generator and not adopt an alternator. I guess you just don't see these quality generators any more. They successfully tested the unit - the "before and after" pictures showed the quality of their work.

Removal of the heater box upset many critters that called it home. The heater control valve was perished so a new one was needed. The original insulation wrap around the heater core had mostly rotted away and the box itself was rusted and full of spider webs and straw. Once cleaned and painted the factory grey, the box was put on the shelf with a new control valve and heater core. I had three heater cores tested locally and only one held pressure. I didn't want to

chance a future leak so went for new. Several years ago I purchased a Canadian Tire bench size sand blasting cabinet. It never worked properly so after we tried some pump repairs (unsuccessfully), the unit went out to the end of the driveway with a "FREE" sign on it. I had previously discovered a local company "Blast It" where you rent their commercial size sand blasting machines. They charge by the minute as you clean your own parts. Once you get the hang of it, and come to the cabinet organized, you save lots of time and aggravation using powerful blasters and have a variety of mediums from sand, glass, shells, etc.

Jamie's finds the Volvo parts catalog for the 1800 (as found on the internet)

quite cumbersome. The catalog does not make it easy to find a specific part. Jamie took the parts catalog and numbered each page simple numerically from 1 to the

end. He then made his own index where he describes a part and enters the numbers of the pages in the catalog that apply to the part. He is offering this index to anyone who would like it. There would be a printing and postage fee but that is all. To reach Jamie email him at ntegrity@telus.net.



WHATS NEW (OR OLD) AT VOLVO

VOLVO S60 RECHARGES A CLASSIC 61 VOLVO PV544, REVEALED TO APPLAUSE AT SEMA



BY [ELANA SCHERR](#)

PUBLISHED: NOV 2, 2022

More than 160 welders, mechanics, and wrenching newbies—all women—worked with fabricator and TV host Bogi Lateiner on a build intended to bring attention to women in the automotive industry.

The exterior of a 1961 Volvo PV544 hides a 415-hp plug-in-hybrid powertrain out of a 2019 Volvo S60 Recharge. Lateiner headed up the build, working with volunteers—both experienced techs and beginner mechanics—over an 18-month period leading up to the 2022 SEMA show. Volvo has been vocal in its goals to increase gender diversity across its workforce, including technicians in dealerships.

In the 1940s, women built many of the warplanes and tanks that won World War II, but by the 1950s, the idea of a woman turning a wrench on a car was culturally laughable. Girls weren't even allowed in the pits at many motorsports events, and new-car advertising tended to showcase women in the passenger seat more often than behind the wheel. The automotive industry has been making strides in diversifying its workforce and its marketing, and the 2022 SEMA

show featured numerous female racers and several cars built by all-women teams. None included as many female participants as this Volvo Iron Maven, a restomod PV544.



EV-PAGE BY ALLEN HIEBERT

Some readers may recall from the 2021 September newsletter my “driver’s impressions” of two Volvo (or near-Volvo) electric cars. Those two Electric Vehicles (EVs) were the Volvo XC40 and the (Volvo-designed) Polestar 2, both well-equipped AWD cars with very good highway driving performance. That article was mostly about these EVs’ driving characteristics – the immediate power response and the one-foot (aka one-pedal) driving that feels (to me) so good for accelerating, braking, and general road-trip cruising. I did end that article



by stating my wish to do some long-distance trips with one of those two EVs.

Personal Update: Shortly after that newsletter a Polestar 2 did join our family EV fleet (and our 2006 XC70 was sold). In the 12 months that followed we have had several successful Polestar 2 trips in the south half of BC and one trip into Alberta.

In this follow-up article one comment that I want to make is that these electric cars from Volvo and the many other manufacturers are not that different from traditional internal-combustion engine (ICE) cars. The main differences from the familiar ICE cars are the electric motor for the drive unit and the type of fuel which is electric energy in a big battery instead of gasoline in a gas-tank. Other parts of an EV’s drive train are not much different from traditional autos – a reduction gear system and a differential. Sure, the fueling and maintenance are different, but can be learned by the new EV owner/driver.

Note that in the earliest years of automobiles, (Late 1800s to early 1900s), the autos were mostly electric and steam-engine types, but then were replaced by internal-combustion engine autos as those engine designs evolved and dominated.

As far as I know the Volvo car designers did not make electric cars back in the early years of Volvo. However, in early 2022 they did build and sell the XC40 EV, a full-electric version of their XC40 gas-car. They also had partial-electric (Plug-in Hybrid, abbreviated PHEV) versions of their 40 and 60-models, starting a few years earlier. The Volvo EV model offerings now also

include the C40 EV which is just a “coupe” roofline version of the XC40 EV. Coming soon (early 2024?) is Volvo’s extra-fancy EX90 EV which is a not-that-tall luxury SUV with a long wheelbase, a very big price tag, even more power and more techy features.

On my personal auto-topics, my car owning and driving history has been almost entirely Volvos, purchased-new: an affordable 1972 142E, an ‘81 245 (with AC!), two ‘93 240 sedans at same time, and then a ‘06 XC70 that I thought would be my forever car. My electric auto attraction came along in early 2017 when my youngest son bought an EV – a 3-year old Nissan Leaf that he still owns. A few months later General Motors designed an electric car, a 4-door hatchback Bolt EV, hit our local market. We bought a Chevy Bolt EV in 2017 September, taking delivery on my wife’s (Dot’s) birthday so she quickly claimed it to be only hers. This Chevy EV, a FWD type, was our highway trip car until I got my Volvo-designed AWD Polestar 2. My EV is a Swedish car from a Swedish company; you could look it up. Our little Chevy EV remains our choice for local drives and for Dot’s trips to Fraser Valley locations. It also gets loaned to our Leaf-owning son for his Whistler winter drives and his Kelowna summertime trips. We get his short-range “city-car” EV, his Leaf, in exchange.

But back to my electric attraction – from memories of events in my growing-up years’ events that may have influenced my recent choices toward EVs as my favored automobile type. First, I wonder sometimes

if my very early experiment with a kitchen knife into a wall socket or a later finger-tip test of an electric cattle fence had influenced my education path that lead to physics and other things-electric. I do remember that day in the back acreage when my young-boy-self tested that fence, but the much earlier knife-in-socket story is a family-told history that I guess did really happen. Much later, as a very amateur gas-car owner it was a sparkplug lead that demonstrated to me the size of kick from an ignition coil. Once reaching some com-

mon sense maturity and during my Electrical Engineering career at BC Hydro, I no longer tried such hands-on experiments with electricity. Safety first was and is the rule around electric power – especially in my occasional site visits to BC Hydro substations or power plants where the electricity comes in units kV and MW, not Volts and Watt. Do NOT touch!

Some further detail of our (wife Dot’s and mine) EV preference was documented last year when Dot offered her Chevy Bolt EV driving impressions to an automotive writer from the Vancouver Province newspaper. She has enjoyed (too much) her moment of fame when an article appeared quoting her description of the smooth-driving she does in her Bolt EV. She said “The car and I are a team”.

My claim is that my Polestar delivers a smooth drive and is better-looking than Dot’s little hatchback. Since this is my article, I have included a photo of my Polestar 2, in colour “Moon” (no explanation, just sounds cool)

Future subjects for the EV Page could include: preparations for EV long distance road trips, care and feeding (maintenance) of an EV, updates on EVs made by Volvo and Polestar etc. I would welcome questions and suggestions from members, which I could respond to in the EV page. Please contact me at ajhconsulting@telus.net

TECHNICAL TIPS

RE-ENGINEERED INNARDS FOR A B18/B20

Gregg Morris

This tech article is courtesy of Ian Wood. Ian owns IWE Rear Ends Only, the best differential shop in BC. He was originally a service technician at Docstader Motors in the early sixties and he retained his fondness for Volvos. He is an avid and skilled auto racer who now races in the Vintage Racing series in a 69 142 named Sven. In the last couple of years Sven has taken to lurching engines. Ian is researching fast and reliable Volvo B18/20 engine technology and this email thread sounds very promising. It introduces a company in Holland that has taken the time to re-engineer the internals of the B18 and B20 engine. As it turns out this company is already known to Cameron Lovre of Swedish Relics in Oregon City, Oregon. Cameron's company repairs and restores classic Volvos. He used to be one of IPD's best technical salesmen. With both Cameron and Ian checking out this company it must be good.

What Ian is looking for is a bullet proof high powered 2000 cc engine to keep Sven competitive and legal to race. He wants the engine to produce 200 hp and be capable of a reliable 8000 rpm.

Here is the email communication between Ian and Ben Flierman, of **Tinustuning** (Classic Volvo motors and parts. in the Netherlands).

First communication

Good day Tinus,

I got your contact from Cameron Lovre in Oregon City Oregon USA. I live in Vancouver BC Canada and have been racing a 1969 Volvo 142 since 1974. I am looking

for 1 or 2 steel crankshafts that will sustain 8000 rpm.

Firstly can you give me price and availability on 2000 cc steel 6 or 8 bolt crankshaft. What other related internal parts do you carry? Rods? Stroker cranks? Flywheels?

Cheers Ian

Hello Ian

I have designed a full counter weight, and so called full balance race crankshaft for the B18/B20. It's a kit with the steel crank (stock 80mm stroke), long H-beam conrods with ARP bolts, and forged racing pistons.

I have standard, upgraded, and full race babbitt bearing shells for the conrod bearings. The flywheel connection is with the 8-bolt pattern, and I can provide a matching race flywheel (and clutch) as well.

The snout of the crank is shaped differently so you can run a harmonic damper on it.

The crank + rod + piston kit is 2727 euro.

I also have stroker cranks with 92.5 and 97 mm stroke. They also have the 8-bolt flywheel pattern, but a regular snout, so just normal crank pulley setup. Also comes with H-beam rods and forged pistons.

Kind regards, Ben Flierman, TINUSTUNING.nl

Good morning Ben,

Thanks for the quick and concise reply.

Are the B20 pistons for a stock or oversized bore ie. 0.010" 0.020" and 0.030" oversized? I'm not sure what bore size

block I'd use. Are all the steel crank combinations you offer safe to over 8000rpm? We run a wet well baffled pan with an external oil pump. What capacity do the 92.5 and 97 mm bore stroker kits give and would we need to modify the cylinder block to accept the larger throw for the longer stroke? Do you recommend any year cylinder block over another? Can you give me pricing with an 8 bolt flywheel that can accept a Tilton racing clutch.

Your products look promising.
Cheers, Ian

Hello Ian,

Please see attached pics of the crank and more. As you can see it's quite a different design compared to the stock crank. The snout is designed for an harmonic damper, but till now none of my customers have used these, as they aren't allowed in the historic classes they race in. In case you in fact are allowed to use this, I would use the harmonic damper (ATI damper, for SBC). The crank is fully polished for minimal drag and maximum oil shedding. I've also included a picture of the rod (159mm C-C, 22mm small end). As you can see it's got an oil hole running from the big end to the small end to provide extra lubrication (and a fraction of piston cooling).

The cranks and rods are made in the EU from 40CrNiMoA and nitrided. Rod bolts ARP2000. The big end journal is 26.85mm wide. But it's also new design, as the diameter is 45mm. Mains and big end have large radiusses in the transition to the counter weights. As the crank, rods and piston are all custom and intended to work as a package, they are only sold that way (not separate sales of only cranks). A kit with crank +



rods + pistons is 2975 euro. 8000 rpm is absolutely no problem. The crank should be able to hold close to 1000 hp, so nowhere near the limit of a NA B18/B20 engines. Rods are designed for about 400hp. I've had stronger ones but they are heavier. Since 400hp is still a very save margin, I currently use these lighter ones. Bearings are available from several brands. I tend to use ACL. Undersizes available as well.

Strokers: 92.5mm stroker with 92mm pistons give just about 2,5 litre capacity. The 97mm stroker with 92mm gives about 2.6 litre. The stroker kits are plug and play. Cranks, rods and piston are all designed to fit right in the B18/20 block without modifi-

cations. 8-hole race flywheel for 184mm Tilton clutch is 364 euro. Weight is 3,3 kg.

Regarding blocks: Always sonic check cylinder wall thickness before (over)boring. There is no year or period where the casting is better or worse in this respect. The '74 blocks have bigger/stronger main bearing caps though, so best to use these. I have a bunch of them, although shipping might be a bit costly.

If I may ask: What kind of setup are you currently running?



LIGHTENED FLWHEEL



CONNECTING ROD

Ben Flierman, TINUSTUNING.nl
Conclusion: Ian bought crank and rods and Cameron Lovre will dyno an engine with and without Tinustuning parts.

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%,

Chapman Motors, Cobble Hill, B.C., 1-800-663-7208, New parts 10%, Used parts 20%

Chapmans of Victoria 751 Cloverdale St., Victoria.

Ph. 250-475-2213, parts and service: 10%

Chapmans of Nanaimo 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10%

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

Volvo of North Vancouver, 1765 Marine Drive, N. Vancouver, B.C. Ph 604-986-9889, New Parts 15%

Volvo of Surrey, North Surrey Automall, 15383 Guilford Drive. 604-588-6088 New Parts 15%

Volvo Cars Burnaby, 4456 Still Creek Drive, Burnaby, 604-416-4200 New Parts 15%

Volvo of Victoria, 1101 Yates St., Victoria, BC, ph 250-382-6122 New parts: 15%

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

Lordco Part Stores up to 30% with Lordco card.

CLUB DIRECTORS: John Cripps, Dave McAree, Gregg Morris & Bert Sherlock Rohan Soulsby

MEMBERSHIP FEES: Annual fee: \$25 From July 1 to June 30 each year, non-prorated.

TO JOIN: Send \$25 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, VCBC membership card, discounts from companies listed above, NAACC membership

CLUB CLOTHES: T shirts \$15, golf shirts \$25, Sweat Shirts \$30, Jean Shirts \$35, Ball Caps \$15

DISCLAIMER: VCBC cannot be held responsible for technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or members

CLASSIFIED ADS (pictures on website)

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

CARS FOR SALE

61 210 Duett-US\$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

73-1800ES-\$25,500 obo, chassis 3442 blue, second owner, 194,190 miles, extensive repair records, 4 sp/OD transmission, Virgo 5-spoke rims, 123 electronic ignition distributor, wood steering wheel, very good upholstery, repainted in 2011.

Appraised at \$19,500 in 2017. Appraisal available on request. More pictures available on Google Drive. Pictures at https://volvo1800pictures.com/PHPMaker/WebSites/1800_2020/chassislist.php: enter chassis 3442 Dave 403-328-4957 rjam@telus.net Lethbridge, AB

73 1800ES, \$29,500, exc. condition inside and out, collector plates, orig. condition except for the beautiful Nardi steering wheel, repainted 1999 in it's original color, California car until 2000, serviced at Scandia Motors since 2005, recent service: replacing trail arm bushings, axle rebound straps and transmission rear seal. 25 years of documentation. Includes a new windshield in box and extra parts. Downsizing is coming and I no longer have room for two special cars. Scott 778-952-2616 scottlb@shaw.ca

1980 244GL, \$4000, 148,691km., all service records since 1980, No rust and no accident damage, perfect gold paint, stored indoors in winters. Collector plated and in excellent condition in all ways. Serviced regularly. Cheryl, 604-291-6948, [cher_mobilio\(AT\)hotmail.com](mailto:cher_mobilio(AT)hotmail.com)

88-244DL,\$6,000 obo, 5 sp transmission, 342K km, gold with tan upholstery, project car since 2019, new windshield, pads and rotors, front brake lines, tail lights, hood hinges, battery, radiator, rebuilt alternator and more, no rust, fair-to-good condition. Dave 403-328-4957 rjam@telus.net Lethbridge, AB

1990 Volvo 240DL Wagon, \$20,000 burgundy, 54,000km. Bought new by my grandma at Docksteader Volvo and serviced there, garage kept, drives like new, complete service history from 1990 to date, original bill of sale. Recent work: new tires, brake calipers, rotors, flex hoses, ignition tune up with all new parts, new fuel pressure regulator, wiper motor and blades, timing belt (@44,000km), water pump, coolant, oil change, transmission fluid, differential fluid, new catalytic converter, only flaws interior fan a little noisy, valve cover gasket cracked (new one included as well as 2 new brake calipers. Michael, 604-783-6071, kallergismichael@gmail.com

95 850, \$3000, one owner, 311,000km, orange exterior, tan leather interior, auto, good condition. Dave 250-202-6612 Campbell River, ajblinzingerg@gmail.com

PARTS AND SERVICE

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

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

83 242 GLT Parts, Free hood, trunk lid, & headliner. For sale suspension, mechanical, elec, interior. late 960 16" wheels \$200 for set, 960 trailer hitch, , new cam, new water pumps for B18/B20/B30 , Cam 604-931-3729, vcbc@muon.ca
240 and 740 series parts up to 1990, lots of body, mechanical interior and trim. Mike 604-582-2837

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

For Sale: 4 x 240 GLT (laguna) wheels and reasonable tires, \$200, 4 x Alloy wheels for 240 with snows - \$200. Right front 1973 140 fender, never used unpainted, \$150. Third seat for 140 or 240 wagon offers. Alan, 604-469-2674, alanhankey383@gmail.com

940 Carpet floor mats, grey, in very good condition. \$40 for the set. Joe 604-325-9931, joe_tiffin@telus.net

VINTAGE IMPORT PARTS, Contact me for all your vintage Volvo parts needs. 444/544/122/1800/140, Olof, 604-992-9664 or olofgmalin-berg@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

SPECIAL OFFERING by Club Member, Rohan Soulsby Was your classic Volvo 544, 122 or 140 assembled in Canada?? "Made In Canada" plate to replace the faded old original under the hood. Genuine aluminium replica. Twelve remaining from the batch I had made, \$25 each. Rohan 604-839-4133, rohansoulsby@gmail.com

WANTED

93-95 940 Turbo, body & interior not important, need decent engine **Gregg 778-988-6694, grmmorris@shaw.ca**

ON AUGUST 20, 2022 XRAY AUTO OF BALLARD IN SEATTLE HOSTED AN OPEN HOUSE WITH THE GOAL OF AMASSING AS MANY PV445 AND P210 "DUETTS".AS POSSIBLE JOHN CRIPPS ATTENDED THE SHOW WITH JIM MACINDOE OF WHIDBEY ISLAND IN HIS DUETT. IN THE END ABOUT 60 CLASSIC VOLVOS SHOWED UP AND 21 OF THEM WERE DUETTS. HERE ARE SOME PICTURES JOHN CRIPPS TOOK AT THE EVENT.

