



THE VOLVO CLUB OF B.C.

SEPTEMBER 2023

29 Bedingfield 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)

SEPTEMBER 30, 2023, (SATURDAY) V.C.B.C. 30th 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!** 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 24, 2024 (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 2023 TO MERRITT

Gregg Morris
June 10,11, 2023

This year we chose Merritt as the destination for our Spring Drive. As usual with these Spring Drives the destination is not the important part. It is the route we drive to get there that counts.

For trips heading east out of the lower mainland we typically meet at the Chevron at 232 St. and the Freeway, Hwy 1. This usually works well because the location is on our drive route. We meet at 0830 Saturday Morning and leave at 0900. This year it was not ideal for a few reasons. There were three cars that were tentative and I forgot to get a yes or no in advance of the drive so the others had to wait until 0900 to leave. If they had known the tentative group was not coming, they could have left earlier and missed a 20 mi-

nute stop for construction on the Freeway. Freeway's are supposed to be fast but with

the ever growing population of the lower mainland, the freeway can stall at any time



due to traffic volume or accidents. In future we may move the meeting point to Hope so folks can choose their own route out of the big smoke. The Lougheed Highway 7 is slower but more scenic and more predictable.

This year Rose and I decided to leave a couple of days early and meet Rob and Janet Schwieger in Osoyoos. It was great to get out of the city and enjoy the wonderful scenery on the lightly travelled Highway 3 from Hope to Osoyoos. The Schwiegers arrived from the Kootenays at exactly the same time as we did so we checked into a small house at the Shiraz Vineyard overlooking Osoyoos Lake. The lake looked cool and Osoyoos was typically hot so I jumped in for a swim before dinner. The next day (Friday) we drove up to Penticton and Naramata to look around and talked for an hour with the local artisan potter before heading to Keremeos via the Apex Mountain Road, and Hwy 3A. Apex mountain



road is a favourite for its never ending curves and sparse traffic. It was damaged in the Keremeos fire of 2022 and the aftermath was spooky. The fire must have literally snaked its way through the pine forest and up the steep slopes leaving some trees untouched while others were burnt to a crisp. The colours were surreal with bright green, mixed with the red of dying trees and the black of scorched earth. You would not have wanted to be in that narrow canyon during the fire. Saturday morning, we continued west stopping at the Museum in Hedley and driving the Old Hedley Road to Princeton where we met the folks driving from Vancouver.

Waiting for us at the Princeton Chevron were Allen and Dorothy Hiebert with their Polestar which was busy slurping up electricity at the charging station beside the gas

station. The rest of us had to pay dearly for our addiction to internal combustion. Gas ain't cheap. It is still painful but it helps to avert your eyes from the wildly spinning gas meter while filling the tank.

The weather provided clouds with intermittent spitting rain. We managed to eat our picnic lunches in a dry break and headed north on highway 5a. This was the fun part of the drive. It curves past a couple of glacial lakes, passes through bright green farm land and forest. The road is rich with curves and lots of changes in elevation. When we reached the North end at Aspen Grove and the Okanagan Connector I was tempted to head back to Princeton and drive it again. I realized that was not such a bright idea, or rather Rose told me that was a stupid idea so I stayed with the others and drove west

on 97C finally dropping down a long grade into Merritt.

We all stayed at the Quality Inn and enjoyed a happy hour(s) under a convenient tent. Dennis Cowell, Yukio Ozawa, and Karl Jansson had come from Kamloops to attend. Dennis attends more of our meets than I do and thinks nothing of driving from Kamloops to Vancouver and back to attend an event. Yukio has had a great collection of Volvos over the year and maintains them meticulously. He was driving a new find. It is a 94 945 Turbo for \$1000 and it is very nice. Heck of a bargain. Yukio also must be a keen fisherman because he brought some recently caught rainbow trout, some frozen and some smoked. Karl is a Volvo master technician who worked on the PV



series and on up. He had good advice for every question that was asked of him. He looks to be in his 50s so I could not figure the PV connection but it turns out he is 80.

Our longest travelled guests are Steve and Jean Yabroff of Woodinville Washington near Seattle. They have owned lots of Volvos and nice ones. Now he drives a new bright red Corvette. I think it had more horsepower than the rest of the cars combined.

As the appetizers disappeared and the afternoon moved on we split up with some having supper at the Home Restaurant and others chose Sushi.

Sunday morning most made their way home via the Coquihalla while the Cripps, Schwiegers and Rose and I headed west on highway 8 along the Nicola River toward Spences Bridge. That highway was seriously damaged in the flooding caused by the 'atmospheric rivers' of 2019. Repairs have been underway ever since. The flooding Nicola River went nuts and tore up the road in 40 or more washouts, some of them huge. When I saw the devastation at the time via aerial footage I wondered if they would ever rebuild it, but they did. I was keen to see what it was like because it was one of our favorite roads pre-flood. It had few straits and lots of curves both tight and long as it hugged the river. The topography changed a lot over its 40 mile length adding beautiful scenery to this challenging road.

I had pictured the rebuilt road being constructed higher in the valley avoiding the river altogether but I was wrong. Instead they seemed to have retained most of the pieces of road that had survived the flood and rejoined them with new fill and bridges. Much of the new sections of road are still unpaved but once that is finished Highway 8 should be as great driving road again.

At the west end of Hwy 8 is the town of Spences Bridge on TransCanada Highway 1. We headed south on Hwy 1 to the village of Lytton. That was a shock. Lytton suffered a wild fire in June of 2021 that destroyed the whole village. It is simply gone. Driving its main street is like driving through a graveyard bounded by security fence. It was June 11/23 that we drove through the town and I learned that on June 14/23, the evacuation order had finally ended for the Village of Lytton and the State of Local Emergency had been cancelled. That was just about 2 years since the fire. Now the rebuilding can begin. Even during remediation, backfilling and archaeological work will continue at some locations. I wonder where the poor residents of the village have been for the last 2 years? On June 23 there was even more news. The village of Lytton and the Thompson-Nicola Regional district are suing Canada's two national railways and Transport Canada alleging they were negligent in letting trains pass through the town during the deadly 2021 record setting heat and extreme wild fire danger. The claim says a train passed through the village 18 minutes before the first report of a fire near the tracks that eventually destroyed 90% of the towns buildings and scorched 837 square kilometers of land.

Back to our drive. We left Lytton heading north on Hwy 12 towards Lillooet. This is a unique road. It travels high up along the left bank of the Fraser River canyon. Some stretches are just notches in the very steep canyon wall and are continually sluffing off small and not so small rocks. The road surface is beaten and is a very narrow two lanes with lots of warning signage. It is always a relief to get to the end of these stretches, and this is summer. I can imagine

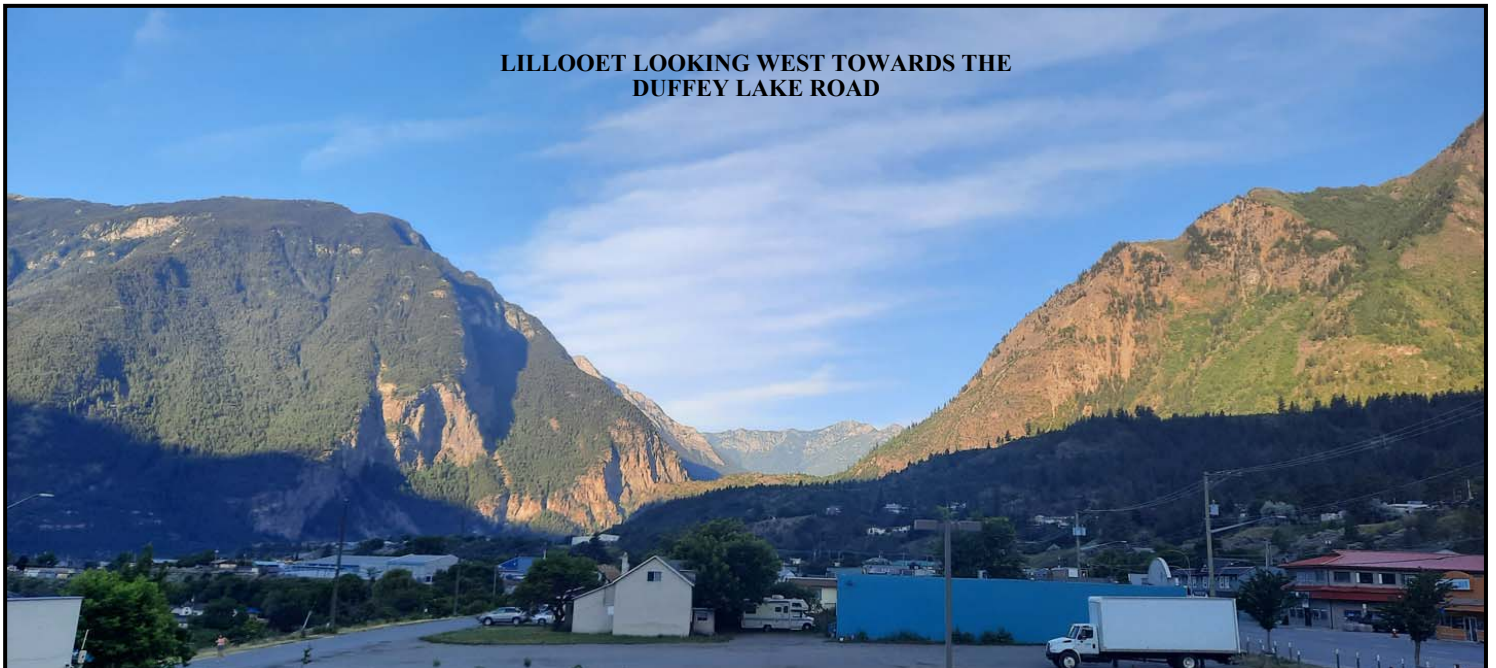
it is pretty scary in the winter. Despite these scary spots this 64 km road is a fine drive and has even been recently repaved. In some stretches you can see way down to the Fraser River. The view across the canyon shows a mountain side with a gravel road connecting some ranches and farms, rock slopes and forests, and somewhere over there are new vineyards supporting the Lillooet – Lytton wine district.

The slogan for Lillooet is "Guaranteed Rugged", and it is. As we near the bridge across the Fraser to Lillooet there is a farm that sells fresh vegetables to the public and is well worth a visit when the produce is ripe and available. Another attraction to visit before crossing the bridge is the Fort Berins winery which has had the whole wine district to themselves. Their wine is good and they are promoting the planting of more vinyards in the vine friendly soils of the region

We arrived at the Mile 0 motel in the mid afternoon and moved into our favorite rooms overlooking the Fraser River as it flows south under the Lillooet Bridge. The crystal clear view includes rugged mountain -scapes on both sides of the Fraser Canyon and another canyon heading west toward Pemberton. It is that valley and the Duffey Lake Road that we have come to drive.

If you were wondering why the Motel is named Mile 0, there is a rock cairn and plaque on the main street that explains all.

The Mile '0' Cairn was erected in 1939, marking Mile '0' of the old Cariboo Road. From this point in the early stage coach days, all road houses and stopping places from Lillooet to Barkerville were known by their mileage from Lillooet - 70 Mile, 100 Mile, and so on. In 1858, Governor James Douglas ordered the construction of a wagon road from Fort Douglas on Harrison



LILLOOET LOOKING WEST TOWARDS THE DUFFEY LAKE ROAD



DUFFEY LAKE

whole family followed her there. No matter, we eventually found supper and then went to sleep to be ready to get and early start in the morning. It was my plan to be on the road by 7am in hopes of getting a clear run at the 60 mile long roller coaster that is the Duffey Lake Road. It worked. I passed one truck and was passed by one car and enjoyed every mile of that "Guaranteed Rugged" road. If you have not driven it, try it!

Breakfast in Pemberton was up to standard and the rest of Highway 99 through Whistler and Squamish was quite beautiful that sunny day. As we passed Horseshoe Bay and merged with the Upper Levels highway we were reluctantly back in the land of Teslas and Traffic lights. A fine Spring Drive, in a willing and capable old Amazon was over for another year.

2023 BRITISH COLUMBIA HISTORIC MOTOR RACE WEEK-END
MISSION RACEWAY PARK

May 14, 2023

Gregg Morris

This eagerly anticipated annual event is put on by the Vintage Racing Club of BC. As they say on their website: VRCBC was established in 1976 by a group of Vancouver-based friends as a way of sharing with others their enthusiasm for motor racing, and their appreciation of the great vintage racing cars of bygone days. The VRCBC's competition philosophy is to encourage participation, sportsmanship and the display of the vehicles in their natural state, on the track.

VRCBC raced at the much missed Westwood Race Track from 1976, until it was closed in 1990, in order to build yet another unaffordable housing development. Since then the VRCBC have hung their helmets at the Mission Raceway Park which sits right beside the Fraser River in the City of Mission, BC some 70 km east of Vancouver.

The park has a fully NHRA sanctioned quarter mile drag strip and a 1.2 mile 9 turn road course.

The Sports Car Club of BC (SCCBC) runs a number of race weekends during the March to October road course race season.

The Vintage Race Car Club of BC is invited by the SCCBC to run one race grid usually on the Sunday of a SCCBC race weekend. Look at VRCBC.org for race dates. The Vintage Racing Club of BC's biggest annual event is the British Columbia Historic Motor Race weekend which is a whole weekend dedicated to Vintage Racing. Racers for this weekend are invited from all the Vintage Racing Clubs in the Pacific Northwest and Alberta. In fact, Vintage racers from anywhere are welcome. BCHMR weekend has usually been in August but this year it was in May. Here is why.

I learned that the VCRBC has a somewhat precarious position at the Mission Raceway Park. As I understand it they have absolutely no "clout" with the Custom Car Club who own the Mission Raceway Park, and run the Drag Races. New for this year the Custom Car Club designated specific weekends to be rented to the SCCBC for their races and there was no weekend provided for the Vintage Racing Club.

Another player at the Raceway is the Speed Fanatics Motorsports Club whose owner bought from the Custom Car Club, all the remaining dates at the track. I am sure that cost a wack of money and for that they received the right to call the road course the Speed Fanatics Motorsports Circuit. The Owner of Speed Fanatics is apparently a good guy and when he heard that the Vintage Race Club no longer had a weekend designated for their Historic Motor Races he made the May 13, 14 weekend available for them. May is not ideal timing for a couple of reasons. The chance of good weather is slim, although this year the weather gods were in a good mood and the weather was perfect. Secondly May is early in the season and many race cars have not come out of hibernation yet, and are not ready to race. That led to low attendance but it all worked out and nobody was complaining. They were very lucky to have the weekend at all.

So that set the stage for this years British

Lake to Lillooet. The Royal Engineers supervised the construction while miners with picks and shovels contracted to build the road for the sum of five English pounds each, which they received upon arrival, by land and portage, at Lillooet. 16,000 gold seekers outfitted in Lillooet in the next four years, until 1863, when the Fraser Canyon route from Yale finally reached Lytton providing an alternate route.

It turned out that finding a good meal on a Sunday night in Lillooet isn't easy. May Wong's Chinese restaurant was closed this Sunday and our favorite Greek Restaurant Dina's is only a fond memory since the daughter found a husband in Greece and the



DUFFEY LAKE ROAD



IAN WOOD WITH SVEN



Columbia Historic Motor Race Weekend. If the race car attendance was a bit low the enthusiasm was high. I have been attending these race weekends since the Westwood days and always look forward to the weekend of camping and race watching sometimes pit crewing for old Volvos.

By Friday I was ready to go. I packed my motor home – which happens to be my good old copper coloured 1964 PV544 which I have owned since I was 18 years old, and the PV was 6. Ironically I remember thinking that the PV was an old car when I bought it in 1970 and now, 53 years later, its me that is old while the car hasn't aged much.

When I get to the track I head straight for the west bleachers and set up camp. If you wonder how I can make a 544 into a motorhome its thanks to Volvo, who thoughtfully made a pulmanizing kit for the 544, one of the few available options and it still works great. Just to show the folks that even a guy who is living in his car can be civilized, I prepared myself fillet of Sockeye a la Coleman and lots of steamed vegetables. After that I joined fellow motor-homer Dave Rush to watch an evening of the 'Run-what-you-Brung' drag races. It was fun watching a huge variety of vehicles tearing down the quarter mile. There were old cars,

new cars, new trucks, hot rods, wacked out VW bugs and one Tesla which silently smoked every other vehicle on the track. Boo! Hiss!

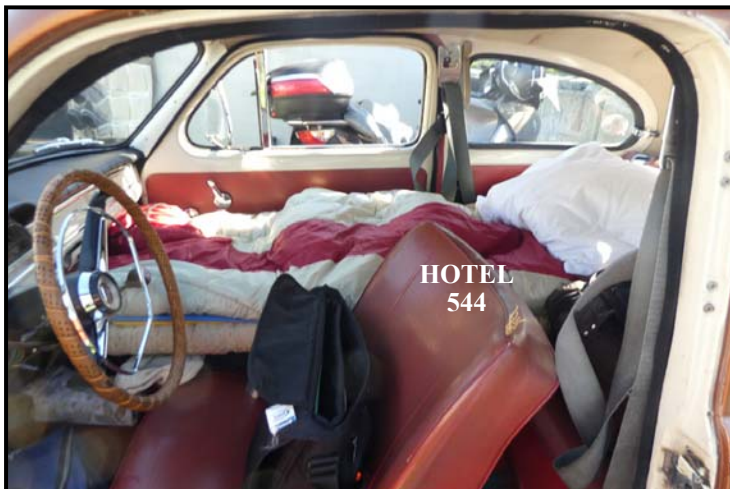
Saturday morning was the official start of the vintage race weekend. After the early morning drivers meeting, where the chief of the track politely read the assembled drivers the riot act, he warned that this is not a demolition derby, so behave. With the drivers meeting over, the days racing started with practice and qualifying and then races for the 4 groups of race cars. Closed wheel Group A, Closed wheel Group B, Exhibition and Formula Ford, and lastly Formula V.

Spectators arrived through the morning and lots of them were driving interesting old cars. You are encouraged to park your special interest cars in a cordoned off area for people to admire while you go and watch the races. At the lunch break these cars are invited to do some parade laps of the track providing interest for the drivers and spectators alike.

At the end of the day's racing on Saturday all the racers, organizers, track workers, and the odd camper enjoy an excellent outdoor banquet with a knowledgeable MC who tells tales of racing and racers, presents awards and generally keeps everyone entertained. One entertainer is special. Ian

Wood of British ancestry must have spent his youth in the British Improv Theatre. Every year he comes up with a different and often irreverent show. This year he was Race Enthusiast Penelope, which was his tongue in cheek tribute to women in motor sports. Only Ian could pull this off. Look at the picture.

Ian Wood is a member of our Volvo Club and he happened to be racing the only Volvo on the track, his 69 142 named Sven. Ian is a talented, experienced, determined and entertaining racer. He and Sven have been a team for 25 years and are always further up in the grid than anyone would ever expect. Ian has an aversion to being passed and Sven likes nothing better than passing cars with more power than him. Good combination. Ian's other race car is a legit 60's McLaren Can-Am car. That is a brutal car that just thunders around the track and has to be the polar opposite of Sven. Why would a racer like Ian choose to race an old Volvo. It turns out that when he immigrated to BC from Britain he worked as a mechanic at Vancouver Volvo on Georgia Street, that became Don Dockstader Motors. With that background it was only natural that he race Volvos which he has done so on the track, in hill climbs, and ice racing. I don't know about rallying. (By the





IAN RUSH AS ENVELOPE
ON THE LEFT

smoke while he somehow drifts the car half way around the figure 8 track then he straightens out and tosses the car into another power slide to traverse the second half of the figure 8 finally burning his way out a run away lane. The car control is spectacular. It's a bit like you see in rallies but more so, and on pavement not gravel. No sooner had the first car exited a pair of cars burst onto the scene and did the same figure 8 drifting side by side with engines screaming and tires smoking. The ultimate was 4 cars on the track at the same time, again drifting side by side around the first part of the figure 8 then separating and driving straight briefly before throwing all 4 cars into the opposite slide in formation around the back side of the figure 8 and off the track. Amazing!

After watching drifting for half an hour we walked

way Ian owns IWE Rear Ends Only, Vancouver's best differential shop)

After the Banquet winds down, the Vintage Racers and friends retire to their motorhomes or to hotels in Mission while Dave Rush and I look to see whether there will be more drag racing in the evening. No drag racing but we were amazed to see the whole straight of the race course lined on both side with angle parked hot cars and hundreds of young people mostly under 30. At the east end of the straight there was a huge figure 8 utilizing turn 9 of the race track. There was lots of roaring engines smoking tires so we walked down to see what was going on. It was a drifting demonstration. If you have never experienced this niche of motor sports it's a show and a half. A very powerful car will come tearing onto the track and the driver throws the car sideways with the rear wheels spinning and pouring

down the ¼ mile of parked cars of all kinds. Hot imports, Japanese and German. Hot American cars and the odd Lamborghini and McLaren; and even more people. There was no security and everyone was well behaved and it was without doubt the biggest crush of people I had been in since Covid. At the west end of the track was yet another form of motorsport that I heard referred to as cat and mouse racing. They utilized a portion of the western end of the race track with 3 turns. Two cars at a time compete to get around the track. They are staged one in front of the other about 50 feet apart as designated by two cones. At the other end of the course are two more cones also 50 feet apart. They race to reach their second cone and the first one to his cone wins. Once all the waiting cars have raced the track, all the winners enter a second heat until there is only 2 cars left to race for the prize.

It was an inspiring evening. It showed that motorsports is alive and well, simply changing form as it always has. This whole evening of alternative racing was the work of Speed Fanatics, a very heads up organization.

SUMMER CRUISE AND PICNIC TO ABBOTSFORD

Gregg Morris

Allen Hiebert is a wizard at finding interesting drives in the lower mainland north and south of the mighty muddy Fraser. We met at the Chevron that lives at the 232 Ave exit of the Freeway. It is getting crowded there now that they also cater to cars that slurp electrons rather than hydrocarbons. As much as I like to tease Allen about his Polecat I have to admit that I don't own a car that has as long a range.

Seven cars set off at the 9 am deadline and followed Allen on a scenic selection of roads most of which I have never been on. Our destination was eastern Abbotsford. Allen takes this task seriously and drives it multiple times before leading us down the garden path. Dorothy said he was still making subtle changes the day before the drive. I am sure we did as much northing and southing as we did easting.

We made one photo stop at the Abbotsford Airport. Eric Hetteema's 1800ES was exhibiting signs of brain fade due to a weak battery. I noticed Eric and Don Voegel were not with us as we left the airport so Dave McAree and I turned back to help if we could. We found them at the parking lot and Eric's car would not turn over. We managed to jumpstart it and it kept running. Luckily Dave McAree is familiar with the Abbotsford roads and led us to the drive destination the Ecodairy on Sumas Way. We didn't get to travel Allen's route for that last leg but I have his map so I can drive it another time. We met a couple of Allen's E car club buddies at the dairy. It was interesting to listen to them talk E cars, not that I understood much. We found a good shady spot for a picnic and an ice cream vendor nearby. It was a nice picnic after an excellent drive. When we headed back to the parking lot one of the EV drivers was showing showed off a new toy, a Hyundai Ionic 5. He pushed a button on his remote and the car came looking for him. I kid you not.

Everyone went their own way home. After jumping Eric's ES he headed for the Costco, bought a new battery, and he made it home. Allen and Dorothy headed to Ross Farms and picked up 18 10# boxes of blue berries. Thanks Allen for a very pleasant day.



SUMMER CRUISE TO
ABBOTSFORD

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

MEMBERSHIP RENEWALS: Renewals are coming in at a good rate. If you know someone who might benefit from club membership give them the website address where they will find an application form.

VOLVO REPAIR SHOP RECOMMENDATIONS

Our list of recommended service shops is on our website www.volvoclubofbc.com. If you come across a shop that you think we should know about, email the info to rohan.soulsby@gmail.com and we will add it to the list.

CLASSIFIED ADS

Gregg Morris

You may have noticed that the number of classified advertisements is dwindling. The reason is that things are selling faster than new ads are being posted. Even I benefitted this time round. I have had an ad "wanted a 93-95 940 Turbo body and interior not important just need decent engine." for the last 2 or 3 years. I need a replacement engine for my 1991 940SE that passes for the "modern" car in our family. The current engine does a very good imitation of a machine gun due to a possible broken valve spring and piston slap. I am not surprised when people flag me down in traffic because I am usually driving a nice Classic Volvo of one model or another and people want to compliment the car or ask questions. Driving the 940 I also get flagged down but it is people shouting "Put some oil in that thing". Anyway, thanks totally to Dennis Cowell of Kamloops I finally found the unicorn. A fellow in Kelowna was selling a 94 B230FT turbo engine "kit". The significance of "kit" is that the engine came with the engine control wiring harness, all computers, relays etc. without which it is difficult to do the engine swap and have the new engine run properly. The seller owned a Volvo shop Alberta and his plan had been to put the engine in a Duett, i.e. a PV station wagon. He never got to the project and sold



DENNIS COWELL

he drove to Kelowna to see it and found a place to store it until I could get to Kelowna to retrieve it. The engine was sitting in the bed of the vendor's pickup and when they got to the storage destination they found a bunch of pallets which they piled up to truck bed height and slid the engine onto the top of this pile. The vendor left and Dennis went to the local auto wrecker for some recreational parts searching. I spent the day trying to figure out how to get the engine to Vancouver. Later in the day he called to say he went back to the engine on its pile of pallets, kicked out the bottom two. (Don't ask me how he managed that) then slid the engine into the back of his 940 wagon and he delivered it to me in Vancouver the next day. It is nice to know there are still kind people like Dennis around.

BJORN OLSSON 1949-2023

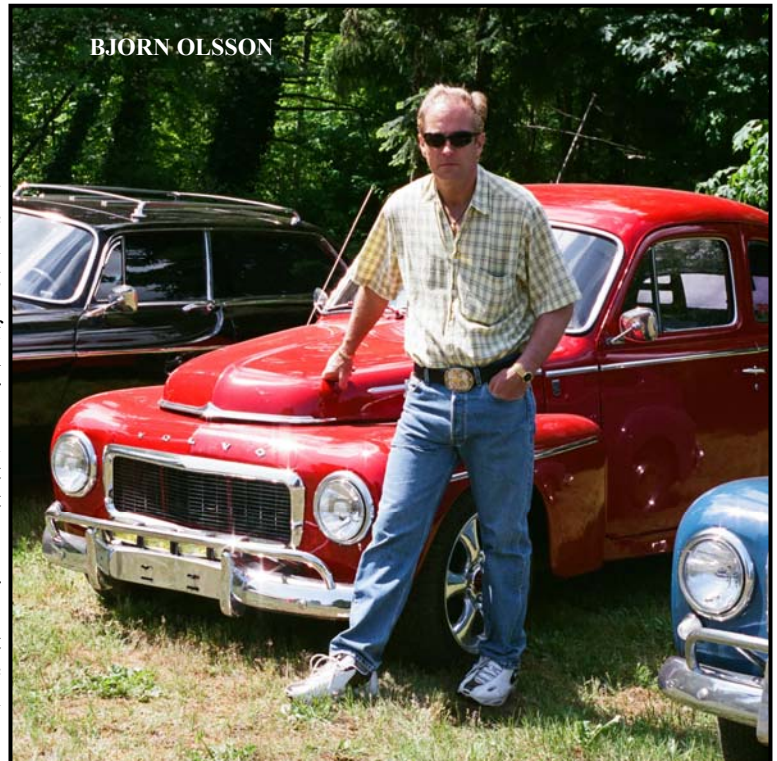
Bob Cuthill

We are sad to announce the passing of a long time supporter of the Volvo Club of BC on 25 May of this year. I first came to know Bjorn shortly after moving to the island in 2021 when we started planning the Island Show-N-Shine series of meets for island Volvophiles. Our first few meets were held at the Phoenix Farm on West Saanich Road but when that venue was no longer available one of our planning group suggested we contact Bjorn at his acreage on Cultra Ave in Central Saanich.

On my first visit to meet Bjorn and Kjellaug I think we were both wondering if and how this was going to work as the home renovations were complete but the large grounds still had a lot of construction going on. But it was agreed that the meet would go ahead and Bjorn cleared the grass on the large field to the west of the house. And the rest was history.

On 16 May 2004 we had 30 cars on show including the club's 71 145 Express, the 164 loaner car from Landsman Motors which the ladies called "Purple Haze" but Peter referred to as "Stinky", but the largest contingent came from Bjorn and Kjellaug, our hosts. Bjorn drove the 73 ES and 65 544 while Kjellaug brought out the 67 122 wagon. Then Bjorn brought out the "Mystery Car" - it started out as a 164 but Bjorn's skills as a welding instructor at Camosun College had transformed it into a one of a kind 164T pickup truck. Aside from 2007 and 2008 when the Show-N-Shine venue moved to Volvo of Victoria we continued to hold events at what I lovingly referred to as the "Olsson Estate" through to 2014 when I retired as one of the directors of the club.

My wife Lucy and I continued to maintain contact with Bjorn and Kjellaug in the intervening years enjoying many evenings together with Peter and Pavla Landsman sharing a few bottles of wine and some lovely fresh caught local salmon thanks to Peter's skills a fisherman. Bjorn was truly a fine gentleman and will be deeply missed.



BJORN OLSSON

I DARE YOU

To find a better car, at a better price, with a better reputation.

Vancouver Volvo Sales is now registered as the largest Volvo dealer in Canada.

Ask the man who owns a Volvo. There are plenty on the campus — every year and every model.

We finance directly through the bank. No hidden charges! No extra interest rates. No kidding — we are the greatest because we are the best.

Can't afford a Volvo? - - - Nuts!! We can arrange it to suit your budget.

WANT ANOTHER TYPE OF CAR?

If we do not have the car of your choice, come to the office, tell us what you want and your price range, and we will guarantee your purchase. No Down Payment required on good credit.

VANCOUVER VOLVO SALES

1090 W. Georgia St. MU 2-4708
or 1080 Marine Dr., N. Van. YU 7-4458

TECHNICAL TIPS

AMAZON WIPER ASSEMBLY RE-PAIR

(This tech tip applies to 544, 120 to 1968, and 1800S to 1968)

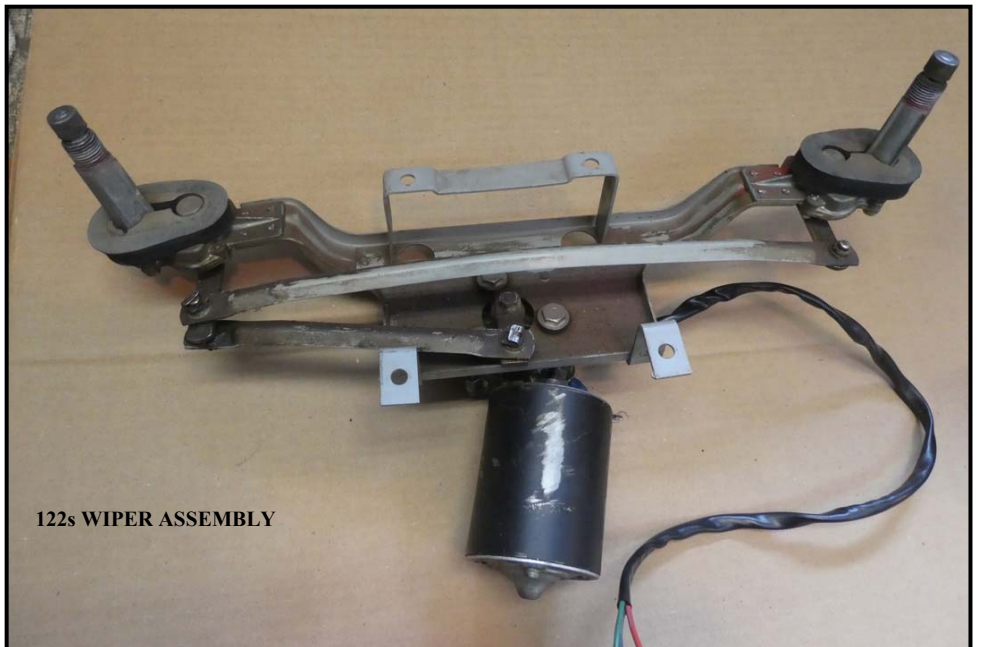
Gregg Morris

This tech tip starts with Murphy trying to screw up my day. Rose and I were driving our 123GT to visit a friend in North Vancouver. It was raining lightly as usual for Vancouver. We had to cross the Second Narrows bridge to access North Vancouver and we were not alone. The traffic was still moving but it was at capacity. Murphy was working the rain tap that day and as soon as we merged into bridge traffic, it started pouring rain and my 56 year old windshield wipers decided it would be a good time to retire. I Usually use Rainex on the windshield but it had not been applied for a long time. It was a very blurry drive in hectic traffic. We made it to our destination and would worry about our return trip later.

The wipers had not actually quit but the two arms had gotten out of phase. The passenger wiper worked as normal but the drivers side rotated from straight up to banging onto the paint job below the windshield. Luckily our return trip was in sunshine so the wipers were not needed.

I knew what had happened and I also knew I would have to remove the wiper assembly to fix it. On the 120 series removing the wiper assembly is not fun, but it is not terrible either. Remove the wiper arms from the splined posts with a large flat blade screw driver prying between the wiper post nut and the edge of the wiper arm. The arms popped off easily. Next remove the chrome cover, rubber seal and steel washer from each wiper post.

Under the dash board remove the radio, ashtray assembly, remove the 3 Philips screws securing the heater controls quadrant and with the cables still attached bend it out of the way toward the firewall. Undo the



122s WIPER ASSEMBLY



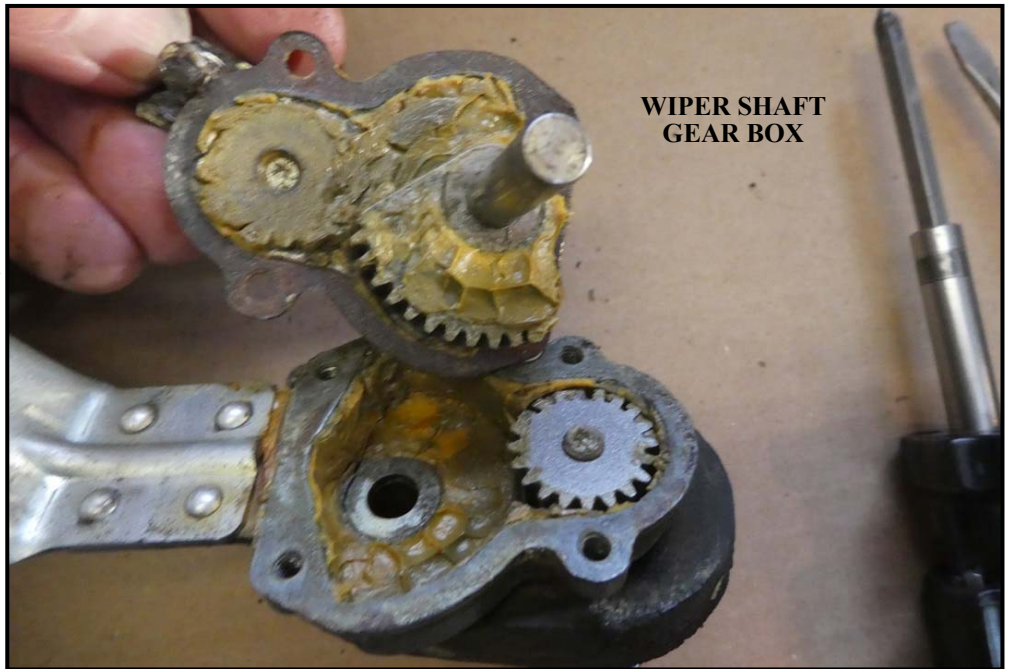
WIPER ARM GEAR BOX - GEARS WORN, TEETH CHIPPED, LUBRICANT DRY

wiper switch from the dash and pull it back under the dash so it is more visible. There is a 3 wire cable that runs from the wiper motor to the switch. Note which spade each wire belongs on and remove the three wires and pull the cable back to the wiper motor. Remove the passenger side heater hose. There will probably be other wires wandering around under the passenger side of the dash and you can move them out of the way. Now you are ready to remove the wiper assembly. It is secured to the dash with 4 large Philips headed machine screws. Two are reasonably easy to access and two are not. Access to the latter is partially obstructed by the dash and requires a screw driver that is about 2/3 as long as normal. In my case the screws were not corroded and came out nicely.

With the assembly out of the car and on the bench I removed the circlip from the arm that drives the driver's side wiper shaft. Next I removed the 4 small machine screws that holds the top on the little gear box. Water had leaked down the wiper shaft and into the little gear box that drives the wiper arm. Inside the gear box was a mess. The lubricating grease was contaminated, dried out and the gears were worn and chipped.

I had a spare assembly that looked good so I tested that the wiper motor functioned and was quiet and that the park function of the motor also worked. I purposely left the assembly in the parked position. All was well with the electrical world so I moved on to check the gear boxes that drive the two wiper shafts. I did this one gearbox at a time, leaving the other gearbox and arms connected.

First I looked at the gearbox for the driver's side wiper. I noted the position of the arm attached to the gearbox by drawing a line down each side on the lid of the gearbox. I unscrewed the 4 machine screws and removed the top which also removes the drive gear. This gear is a quadrant, i.e. it looks like piece of pie with gear teeth around the curved perimeter. It mates to a gear at the bottom of the wiper shaft which is a gear with teeth around the whole 360 degree perimeter of the shaft. I felt and inspected all the teeth on both gears looking for broken or chipped teeth. Both gears were good. In operation the quadrant gear rotates back and forth approx. 45 degrees. It has 12 teeth. The full circle gear on the shaft has 20 teeth and rotates back and forth with the quadrant drive gear. What this means is that only about half of the teeth of the shaft gear are being used. With the quadrant gear out of the gearbox I turned the shaft gear 180 degrees so unworn teeth would now engage the quadrant gear hopefully removing some of the slop from a worn system. I renewed the grease and re-



WIPER SHAFT
GEAR BOX

assembled in the same orientation as when it came apart, replaced the screws and reattached it to the linkage. Then I did the same routine with the passenger side box.

I reconnected it to power and watched that everything moved as it should and parked.

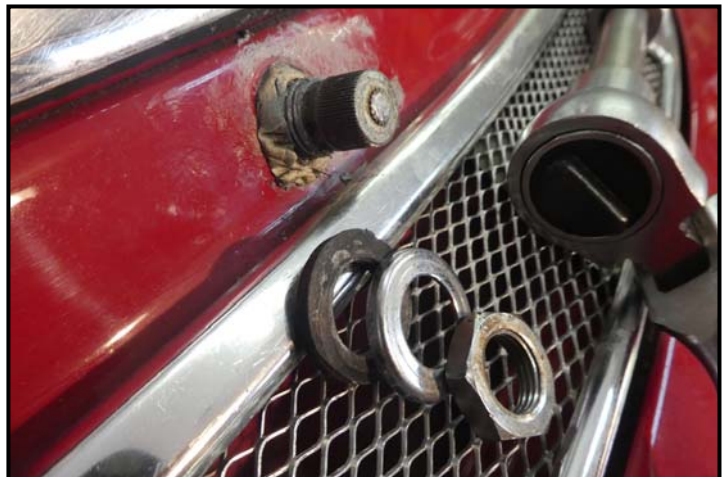
Now it was time to put the assembly back in. I compared the "new" assembly with the one I removed and found the wiper posts were not identically spaced which made me wonder how much trouble it was going to be to get the wiper shafts to come up through the holes in the cowl. As I had feared it was a bit of a fight to get assembly in place and the two shafts up through the holes into daylight. Once both shafts were sticking up I used their securing nuts to pull them right up into position.

Now it was back under the dash to reconnect the assembly to the dash with the 4 big Philips head machine screws. This was harder than removal because two of the holes were not visible and it was hard to start the machine screws into the treaded holes without cross threading. (My friend

and Mechanical Engineer Charlie Teetzel says with a straight face that there is nothing wrong with a good tight cross thread but we won't go there.) In the end I could only get 3 of the 4 fasteners in but the assembly seemed tightly in place. At this point I reconnected the wires to the wiper switch and ran the wiper motor without the wiper blades just to

make sure it worked at slow speed, fast speed and park. Once parked I installed the wiper arms and tested again. Satisfied that it was working correctly I reassembled all the bits I had removed from under the dash. It was pouring rain again the day I finished and I took the car for a drive and the wipers work fine although the drivers side has a bit more slop and touches the chrome windshield surround at each end of its travel. I assume that means the drivers side gear box has more wear in the gear teeth than the passenger side.

While we are on the subject of wipers I have always found the stock wiper arms and blades on the 544, 122 and 1800s to be weak and sloppy. Octagon Motors the local British car repair shop used to stock heavier gauge wiper arms and blades made by Tex-automotive.com of Britain. I was able to find these heavy duty 7.2mm gauge arms and blades in stock for MGB, Triumph etc. that would fit the 544, 122 and 1800S cars and they worked great. I am emailing Tex Automotive in hopes of finding a local source or any source.



WHATS NEW (OR OLD) AT VOLVO

VOLVO-RENAULT NO NO!!

Richard Stevenson

New York Times Dec. 3, 1992

London, Dec. 2/92 – Faced with growing opposition from shareholders and a revolt from its own management, Volvo of Sweden abandoned a planned merger with Renault of France today, prompting Volvo's long-time chairman, Pehr Gyllenhammar to resign and throwing the future of the two big car makers into disarray.

(Gregg: July 2023 - Pehr Gyllenhammar was born in 1935 and is now 88. He followed his father-in-law Gunnar Engellau as Volvo CEO when he was only 36. He held the post for 24 years ending in 1992 aged 58. He was Sweden's highest profile and highest paid executive. He has been voted Sweden's most admired man nine times. Pehr led his company through lots of tough times, including recessions and an oil crisis. While many companies were sacrificing their people to save their profits, Pehr didn't let go of a single employee. In fact, he said he would rather let go of a white-collar worker in a management role than a blue-collar worker on the manufacturing floor. Pehr's lesson is all about appreciating the people who work for you and remembering that it's often the people on the front lines who make your business successful.)

In a move apparently engineered by Soren Gyll, The Swedish company's No. 2 executive, Volvo's board canceled a meeting scheduled for Tuesday at which shareholders were to have voted on the merger, which was to have taken effect Jan. 1, 1993.

(Gregg: July 2023—Soren Gyll is now 83, went on to become Volvos CEO after Pehr Gyllenhammar's resignation. Soren Gyll's recipe for business success was simple: focus on your core business – building cars. During his four-year term, Soren trimmed Volvo back to basics, selling its drug and consumer product interests purchased by Gyllenhammar and bringing Volvo back into the black. As a matter of interest Soren still drives a Volvo, a 1972 1800ES)

A number of Volvo's largest shareholders had said publicly that they would oppose



the merger with Renault, which is owned by the French Government, and increasingly it seemed likely that the plan would be rejected. The dissidents had raised particular objections about the vagueness of the French government's plans to privatize Renault and France's insistence on retaining a "golden share" that they feared could effectively guarantee French control of the merged enterprise. But analysts said the root of the problem might have been a widespread feeling in Sweden and with in Volvo that one of the nation's industrial gems was being sold cheaply to foreigners who might not always care about the interests of Swedish workers and the Swedish economy.

Under the proposed deal, Volvo would have merged its automotive operations with those of Renault, creating the world's sixth-largest car and truck maker. Volvo would have directly or indirectly held a 35% stake in the combined companies, with the rest initially in the hands of the French government. Renault's chairman, Louis Schweitzer, was to have run the merged companies, with Mr. Gyllenhammar serving as a nonexecutive chairman of the supervisory board.

The last straw came, when Mr. Gyll, at a hastily assembled meeting in Stockholm, made clear that many of Volvo's top executives favored backing out. The executive revolt came despite the continuing strong support for the deal from Pehr Gyllenhammar, the chairman, who resigned immediately. He had led Volvo for more than two decades and had long sought to push Volvo toward integration with a European partner. In a sign of deep divisions created within Volvo, four other board members resigned after the meeting. Volvo did not address the question of reopening negotiations with Renault, or of what would happen to the companies' existing alliance, which includes cross-ownership of stock and joint purchasing and product development relations between the companies have clearly been left in tatters.

In a statement, Renault said it deplored Volvo's action and defended the deal as fair. Renault said its alliances with Volvo remained in force, but that it would evaluate the situation and take any steps necessary to guarantee its interests.

Mr. Gyllenhammar said at a news conference in Stockholm, "I have put my bets on a future with Renault, and I am sad to see that this project cannot be fulfilled. In this period of restructuring in the automotive industry I think we need a stronger structure than Volvo can provide on a stand-alone basis." Most industry analysts say that Vol-

PEHR GYLLENHAMMAR IN 1992 AT 58



vo is too small to survive in the long run without a larger partner. The deal with Renault was based on the belief that combining the companies would allow them to slash costs by \$5 billion over the next six years by sharing production plants, engineering talents and distribution systems.

Mr. Gyll, Volvo's managing director, had previously given no public indication that he opposed the merger. But Mr. Gyll ultimately sided with the rebellious shareholders and an influential contingent of the car maker's executives who successfully scuttled the deal with Renault.

PEHR G
AT 80+



(Gregg: July 2023—If products of the merger with Renault were to be as unsuccessful as the Peugeot, Renault, Volvo (PRV) V6 engine, then it was a good thing the merger did not go through. Despite the failure of this particular merger, Pehr Gyllenhammar's contention that Volvo is too small to survive in the long run without a larger partner was proven to be true. Ford took over Volvo in 1999 and Geely took over Volvo from Ford in 2010 and Volvo is thriving. Ironically, Pehr does not see it that way. Here is what he says: "After I left Volvo, they sold the car business to Ford and Ford then sold it to the Chinese. They sold it piece by piece until everything was gone except the trucks and the heavy equipment. They sold it all to foreigners, America and China. The whole company was slaughtered,"

As a matter of interest, in 2013 Pehr was married for the third time and in 2016 fathered his fifth child at the age of 80. Eager to avoid Trump's America, the family immigrated to Toronto in 2019 and are now Canadian citizens.)

EV PAGE

DRIVING ELECTRIC – SOME NOTES ABOUT ROAD TRIPS AND MAINTENANCE

Allen Hiebert

My previous EV article had a closing paragraph mentioning some possible next EV topics - road trips, maintenance, and future EVs by Volvo and Polestar. That last bit will be left for some future newsletter after I have attended the new EV model introductions at Polestar and at Volvo in early September. Definitely I do not need another EV, but by keeping on their E-mail list I did get invitations from both Polestar and Volvo to see their upcoming new EV models.

That leaves the topics of EV road trips and maintenance. Our 2017 Chevy Bolt EV is now my wife's daily driver and has 147,000 km, and my 2021 Polestar2 has almost 38,000 km. Our two recent road trips have been with the Polestar2, both times from home (a northeast-side Vancouver suburb) to Alberta, to Edmonton in July and then Calgary area in August. We used Hwy 1 (and Coq Hwy) to Alberta, and fortunately before this Summer's forest fires and smoky skies.

With the experience of several long road trips over our years with both EVs, my trip preparation is straight forward in regard to refueling/charging. I use some cell-phone apps and the (Polestar2) in-car apps to check the status of fast-charge stations along the route. This gives me a rough plan of how much "battery" would remain as we arrive at the planned refueling/restroom/meal stops. The cars both have a fuel (battery) gauge that helps with the decision to change or adjust the stops-plan as we go along. There are now enough fast-chargers in the "bottom" half of BC, so this kind of trip-planning is easier now than it was 6 years ago on our first Alberta road trip. With the faster charging that the Polestar2 can take (3 X faster than the Bolt), our recent eastward 1000 km drive to Okotoks just south of Calgary was 13 hours including the four stops.

Maintenance for both EVs has been mostly the usual small stuff like cabin air filter, windshield wipers and washer fluid. The Polestar2 needed a new windshield (rock on Hwy 1) and the Bolt needed new front tires (sidewall tear from a metal curb-side drain). The Chevy Bolt does not have a cover over the front-mounted motor and power electronics boxes and their cooling systems, so I do visual checks of cooling system reservoirs – for the traction (400 V) battery, power electronics, and cabin heater. Plus brake fluid and washer fluid. Both cars have a single "gear" power transmission system that does the 9,000 RPM-to-1300

RPM from motor to the half-shafts.

This gear train is lubricated (and the motor is cooled) by a "gear" oil which is recommended for change at I think 150,000 km but some other Bolt EV

owners claim this is not so urgent. Still, it would be interesting to do that, and see what the old fluid shows. On the Polestar2 the front motor is covered so there is not much to see under the hood – only the windshield fluid cap.

With our older EV, the Chevy Bolt, a memorable repair, or actually a safety recall, was at about 120,000 km when GM gave us a new traction battery (the Bolt EV traction battery problem – ahem .. too-many-fires !) and another 8-year or 160,000 km warranty on the new battery. Fully satisfied with that. And a couple years ago I noticed a front steering shake that started shortly after I left on a 300 km drive to Princeton, so I pulled off the highway and checked for bad tires or wheel nuts, but all was OK. Fortunately the shakes soon smoothed out. Some months later I learned the cause, and also learned that if I had gently touched the four discs the obvious high temperature at the left front would have been a clue to a stuck brake piston as the cause of the vibration/shaking. Two new calipers and discs and a brake fluid change fixed that.

With my newer EV, the Polestar 2, it has been close to 2 years and solidly reliable. Now, there have been some computer odd behaviour like a loss of navigation mapping and GPS going blank (horrors!) but that was temporary.

Other odd new-car quirks, I think also with newish gas cars, can be silly things like the



OKOTOKS ALBERTA

computer getting confused for odd reasons such as a door that is not-quite-closed. That happened to us in far-away Calgary one morning when I could get in but the car would not go into drive! I stayed calm and recalled some advice from the Polestar2 forum commenters about putting my key-fob into a certain spot in the center arm-rest or maybe it was some specific buttons to push and hold - - to re-set the car's computer. That did not work, but luckily I then noticed that the left rear door was not quite closed, and giving it a good shove convinced the computer to turn the car "ON" and let us get on our way.

This is a good place to mention a tip for new owners of these newish EVs (perhaps gas cars, too?) – the owners' forums (online discussion groups) can be a valuable info source about fixes for these problems with their EVs – whether the car or possibly the operator was the problem. And for a first EV road trip my advice to any new EV driver (owned or especially rented) is to have an EV-experienced friend on their cell-phone contact list. That friend will have already had their first road-trip leaning experience and can be a source of comfort to make the new EV driver's first trip a more certain success.



FAST CHARGER AT CHEVRON IN HOPE

THE DANGERS OF OIL PRESSURE SENSORS AND HOSES

Gregg Morris

Years ago when Rose was the principal driver of our 1800ES the armoured rubber hose taking oil pressure to the Oil Pressure gauge developed a hole. Before Rose noticed what had happened most of the oil had been pumped out of the engine. I replaced the oil and changed the hose and thought I had gotten off lucky. The next spring when the ES was started for the first time after winter there was a rod knock that went away as soon as oil pressure was up. Over a couple of years it worsened to knocking after every start. In this case the culprit was the oil

pressure hose found on every 1800 model. For a while some of the replacement hoses were defective and some failed immediately. I decided to make my own. I carefully used an angle grinder to rescue the fittings on each end of the failed hose, I inserted them in a 10 1/2" long piece of 1/4" diameter, 350psi rubber fuel line secured with 2 fuel injection style hose clamps at each end. See the pictures. No more problems and easily inspected

The other oil pressure related fitting is the oil pressure switch which threads into a tapped hole in the engine block directly behind the exhaust down pipe on B18 and B20 engines and into a brass fitting on the 1800 series cars. This

switch is common to all iron block classic Volvos. They do not fail often but when they do it is not good. They are usually made with a steel body and a plastic core with a single spade sticking out. When the oil pressure is low the switch turns on a light on the dash. When they get old the plastic core can fail and let the engine oil pump out. The solution is to buy a reputable replacement from Volvo or IPD or OLOF part # 1606877. Unscrew the failed switch and screw in the new one. It is a pipe thread so use some Teflon tape on the threads. The stem that threads into the block is small diameter to do not over-tighten or you risk shearing off the stem in the block. For a while there were aluminum bodied oil pressure switches out there and these were terrible and would shear off very easily. Buy only a steel bodied switch.

I strongly suggest that you inspect the oil pressure hose (1800s only) and the oil pressure switch at least every oil change to identify any leaks before the hose or switch fails completely.



<p>B.C. DEALER DISCOUNT LISTING (Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.) Don Docksteaders Motors, 338—10700 Cambie Rd. Richmond, BC, 604-299-2999, New pts: 15%, Chapman Motors, Cobble Hill, B.C., 1-800-663-</p>	<p>7208, New parts 10%, Used parts 20% Chapmans of Victoria 751 Cloverdale St., Victoria, Ph. 250-475-2213, parts and service: 10% Chapmans of Nanaimo 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10% Volvo of Kelowna, 839 Finns Rd. Kelowna, BC 250-491-9348, New Parts 15%</p>	<p>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%</p>
---	---	--

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!

<p>CARS FOR SALE 61 210 Duett-\$3000, garaged for 38 years partially disassembled. Good B16 drive train. Many extra parts including new metal for floorboards, rockers and around wheel wells, spare frame and 4 spare doors. Rob Schwieger, pv544gt@gmail.com Gray Creek BC 63-1800S-\$61,600 CDN., \$50,300 USD. 2+ year restoration by Jamie Graham and Bob Cuthill, both club members. No expense spared. Detailed photographic and financial record available. A complete ad can be seen in Hemmings.com. Jamie will assist with USA or European shipping by delivering the car to Vancouver at no cost to the buyer. Jamie Graham in Victoria (250) 507-0832 ntegrity@telus.net 66-PV544- \$15,000, 152,000 miles, rare, few came to Canada, second owner since 1967. Well maintained, rust free, mechanically sound, new clutch, brakes, parking brake cable. Should replace the front suspension bushings. In Edmonton. LaVerne Farr. Ph: 780-454-3796, email: huffyandl(at)gmail.com. 77 244DL-\$4,000 o.bo., 140k miles, one owner, garage kept. B21, new battery, needs heater core, front seat upholstery. Interior carpet and trim need installation but are included. Full service history. Runs and drives. Located on Cortes Island. Bridget 1-206-858-2925 78 242GT-\$25,000 OBO Meticulous care by second owner since 2004. All service records available. Clean rust free body. Engine upgraded, bored and larger cams low miles on rebuild. Lots of power. Located in New Westminster. Nick 778-773-0906, nickstasiuk@hotmail.com 1992 960-\$21,000, 54,300 km, dark green, family owned, bought new in Vancouver, no accidents, garage kept, mechanically, body and interior in new original condition, collector plated, Ron 604-218-2688. ronchong33(AT)gmail.com</p>	<p>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 ties, \$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 KYLE S60 WRECK PARTS AD REFER TO WEBSITE FREE four 1970 1800E factory mags, good condition, located in Halfmoon Bay, BC, baycroftperry@yahoo.ca 604 240 0289. FREE four4 - Volvo 15" 4 stud alloy wheels from a low mileage 2000 S40. (That is the first series of the S40 based on the Mitsubishi platform.) Dave 250-714-2592 mudgekin1@telus.net Nanaimo. VINTAGE IMPORT PARTS. Contact me for all your vintage Volvo parts needs. 444/544/122/1800/140, Olof, 604-992-9664 or olof@malm-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</p>
--	--



I ROLL
LICENCE PLATES



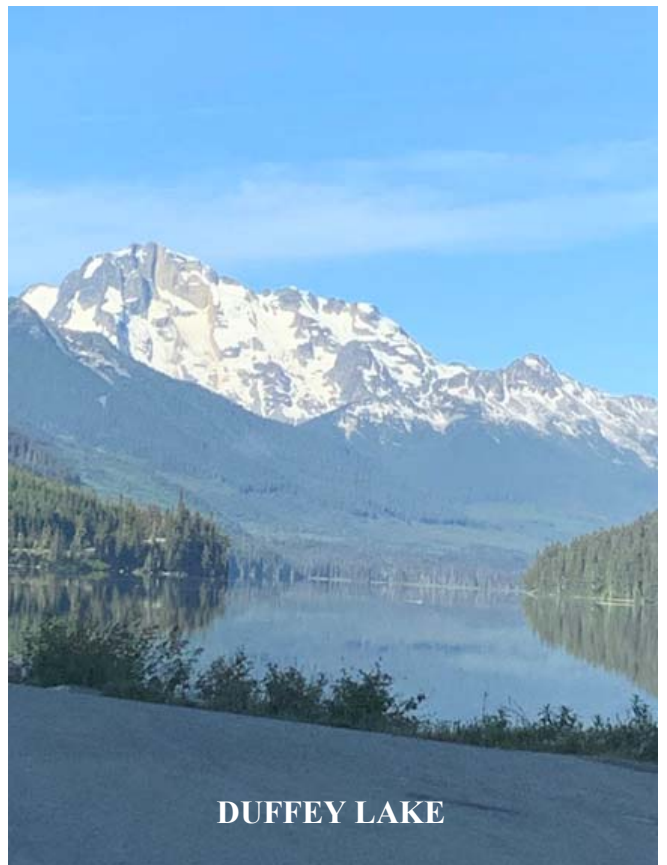
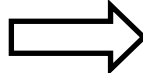
SUGGA



BJORN OLSSON



RANDOM



DUFFEY LAKE