



THE VOLVO CLUB OF B.C.

JANUARY 2024

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)

JANUARY 24, 2024 (Wednesday) VOLVO CLUB WINTER SUPPER, 6:30 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

JUNE 8, 9, 2024 VOLVO CLUB SPRING DRIVE, Vancouver to Lillooet Route: Hope to Merritt via Coquihalla Hwy 5 and Coldwater River Road. Merritt west on Hwy 8 to Hwy 97C North to Logan Lake, North on Tunkwa Rd to Savona, West on Hwy 1 to Cache Creek, North on Hwy 97 to Hat Crk, West on Hwy 99 to Lillooet. Stay at Mile O Motel Reserve soon! 250-256-7511. For info contact Bert at kerrlock@shaw.ca or 778-386-3484

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

VOLVOS IN OSOYOOS 2023

Sept. 13-16, 2023

Gregg Morris

After a spring and summer of fires and smoke in many parts of BC and the rest of the country, Volvos in Osoyoos was not a sure thing. Luckily as the meet grew nearer the conditions in Osoyoos were perfect and forecast to stay that way. We were ready.

It started Tuesday September 12 when John and Celine Cripps and Gregg and Rose Morris left the city via the Loughheed Highway east bound for Osoyoos. Janet and Rob Schwieger who live in the Kootenays were doing the same thing only they were heading west. Our reason for arriving a day before the rest of the Volvos in Osoyoos attendees was to give ourselves time to choose the Thursday Winery Tour route and to do the same for Friday's drive across the border to Oroville, Washington.

We all arrived at the Poplars motel at around 2 pm where we were greeted by new managers Christa and Rod. They were a breath of fresh air compared to the people they replaced. Not only that but all the rooms had been nicely renovated. After we checked in Rob and I looked at a local map of wineries between Osoyoos and OK Falls. There are an incredible



number of wineries and vineyards compared to 2002 when we first started Volvos in Osoyoos. On Wednesday morning we set out with Rob and Janet and did a dry run of the winery tour. It worked well and when we returned to the Poplars, Volvo

friends had arrived from the lower mainland, Victoria, Kamloops, Kootenay Lake, Calgary and Lethbridge. There were an even dozen Cars, 3 1800 series, 3 amazons, 1 544, 1 142, 1 850, 1 V50, 1 Polecat, and a Subaru.

NOSTALGIA WINERY



Wednesday afternoon was spent sitting in the shade, talking to friends, sipping wine, swimming, cleaning cars and generally enjoying ourselves. Thursday morning was bright and sunny. Some breakfasted in their rooms while others visited the Ambrosia restaurant for an excellent breakfast in preparation for the Winery Tour. We headed out around 10 am travelling north on highway 97 then east onto Road 22 which becomes scenic Black Sage Road that carried us to our first Winery, Silver Sage. We were the first visitors of the day so our numbers didn't cause them any trouble. They are one of the few wineries that do not charge a tasting fee these days. The winery is in a beautiful setting dominated by huge weeping willow trees and gardens. After about half an hour we mounted up and

drove less than a mile to the Nostalgia (formally Oliver Twist) Winery. They have a beautiful view looking west across the vineyard blanketed valley. Lots of car pictures were taken against that backdrop. After a pleasant outdoor wine tasting it was back in our cars driving up through the vineyard to Black Sage Road and followed it north until it merged with Hwy 97. Ten miles further north we turned east on Oliver Ranch Road and found our third winery, Noble Ridge. They too have a wonderful view and a large lawn with picnic tables where we enjoyed our picnic lunches. They had a set tasting of white and red wines which we enjoyed on their patio overlooking the view. After the normal visit with the cash register we returned to our cars in preparation for what I knew would be an enter-

taining drive home.

If you are in the south Okanagan with some time to spare, this drive is a real treat. I will give you some detail so you can find it. It is a high plateau on the west side of the Okanagan Valley. The north end of the plateau starts at the intersection of Highway 3a and Twin Lakes Rd (at the Twin Lakes Golf Course). Five miles along Twin Lake Road you take a hard right onto White Lake Road, which heads south for about 12 miles before dropping you back on to Hwy 97, ten miles North of Osoyoos. What makes Twin Lake Road, White Lake Road and Green Lake Road special is that they are nicely paved, sparsely travelled and they hug the terrain providing endless curves both horizontal and vertical. Twin Lakes Road travels through grasslands providing you a long

NOBLE RIDGE WINERY



a long view of the road as it snakes its way ahead of you. White Lake road provides you with some forested land dotted with ponds, lakes, farms and ranch land. The whole route is entertaining and the lack of traffic means you can set a spirited pace, but be careful as some of the corners are deceptively tight.

On leaving Noble Ridge Winery we headed for White Lake Road but took a different route to get there. We drove a few miles north to Okanagan Falls and turned onto Hwy 97 north in town. As soon as you cross a small bridge, turn hard left onto Green Lake Road. It follows

the waterway between Skahaw and Vaseau lakes then climbs rapidly using hairpin turns to reach the plateau. You pass by "See You Later" Winery and a pretty green lake before intersecting White Lake Road. As usual Bert was leading so we didn't waste any time and enjoyed an exhilarating drive. Back on 97 we drove south to Osoyoos, arriving at the Poplars at about 2pm, ready for a walk or swim or nap or refreshment before it was time for the Pot Luck Dinner on the lawn beside the lake. A fine day.

Friday morning, we prepared for a drive in Northern Washington. Conditions were perfect with clear skies and sunshine. Nine cars participated and we crossed the US Border at Oroville. The US border guard was a Volvo enthusiast and even knew what an Amazon was so we were welcomed with open arms into the State. It is hard to keep track of what food you can and cannot bring through the border so we brought nothing

MOLSON WASHINGTON



and stopped at a grocery store with a deli to buy a picnic lunch and a gas station to fill up before heading east out of town. A mile of so later we were driving on beautiful, curvy deserted roads as we made our way to the first stop, the semi-ghost town of Molson. It is a stones throw from the Canadian border and is a living museum. At an outdoor site there are a nice selection of ancient buildings all hauled there from various locations. They include a police station, bank, cabin and an assortment of sheds full of old farm machinery and wagons. We have been visiting this place for 20 years and nothing changes. That is because the climate is so dry nothing rots. Molson was constructed by the Molson Brewing company of Quebec in 1898 and had a couple of short lived booms. Someone must have thought it had a bright future because there is a very high quality 3 story brick school which now is also a museum.

Leaving Molson and continuing east through the village of Chesaw our next stop was a small lake where we enjoyed our lunch before continuing east and then North to the Midway Border Crossing. Bert led the drive and the pace he set ensured that everyone was paying attention to their driving. The Canadian Border Guard at Midway could stand to find some friends, as he sure didn't want us to leave. The trip back to Osoyoos on Highway three was certainly busier than the roads on the US side but still allowed a good pace through fine scenery. The potluck supper was excellent and the conversations enjoyable.

Saturday morning, we all packed up and headed out various directions. Another fine Volvos in Osoyoos was behind us.

THE POPLARS



CATES PARK PICNIC

September 30, 2023

Gregg Morris

Boy did we luck out this year. It was pouring rain earlier in the week but the day of the event was flawless. I got to the park about 7:30 to fend off the folks from the boat launch that wanted to park in our reserved lot. Four were already there



when I arrived but I managed to keep any more from entering. Seeing as it was sunny we didn't need our tents so with the help of Allen Hiebert and his spacious Polestar 2 he was able to carry most of the club stuff for the event, and I was able to bring my 1800E for a change. The other directors Bert, Rohan and John arrived early and Bert was particularly popular when he unloaded the big vat of Tim Hortons Coffee and box of herbal diet Timbits.

We put up our Club tables and prepared to accept membership renewals and new members. Three boxes of Club clothes were open and ready for inspection on the grass behind the tables. People were happily rooting through the boxes, purchasing our high-fashion garments most of the day. Under the table we stored our plentiful collection of raffle prizes and on one end was a box for food bank donations and a cash jar also for the food bank. We were ready.

The lot steadily filled up with Volkswagens of all years. They varied from 2 1958 Duets of Olof Malmberg and Walt Tartar and a 544 right up to a brand new C40 displayed by Volvo Cars of Burnaby. Louis Gao, busi-

ness Development Manager of the Burnaby dealership brought C40 as well as very generous raffle prizes and even a donation to our food bank. He and a friend stayed the whole day and I hope they enjoyed themselves.

This was the 30th time we have put on the Cates Park Picnic and we are starting to get the hang of it. Charlie Teetzel was sent off with a big roll of raffle tickets and he made quite a dent in that roll. Ray Anthony and Jamie Graham set off into the crowd to pass out event dash plaques. We are a bit cagey with these plaques because you have to be a paid up member to get one. That spurred a pretty good number of membership renewals and new members. By noon the lot was full which meant about 50 cars. Through the afternoon some cars left and others arrived so the lot was constantly full and I estimate that we have had in excess of 60 cars on the day.

There were a lot of people there and the number of young people was heartening. Lots of car hoods were up and lots of questions asked and answered. Everyone seemed to be smiling. Four of our five di-

rectors were in attendance. Gregg Morris, Bert Sherlock, Rohan Soulsby and John Cripps. Unfortunately, Dave McAree was ill and could not make the event. Each of the directors spent a shift at the table accepting membership applications and renewals, selling clothes and fielding questions.

We even had car loads of out of towners make the trip to the park. Walt Tartar drove his 445 from Seattle, Jay Holland arrived from Edgewood, Wa, Don Voegele from Bellingham, Jamie Graham from Victoria, Bruce Kennedy from Saltspring, Dennis Cowell and Karl Jansson from Kamloops, and to top it off Lloyd Dronen flew in from Bergen, Norway.

We handed out ballots for peoples choice awards and when they were all in the collection box, Louise Tennant tallied them. Louise and Jim won the Peoples Choice Award for their mint 240 and heartily deserved it.

In the mid afternoon Bert called the masses to attention. Our club is a non profit Society and we must hold an annual general meeting. We always do this at Cates Park because it is our biggest event of the year. I





don't want to bore the folks so I always try to keep it a short as possible. On behalf of the club I thanked every one in attendance, give a short history of the Club, mentioned that this is the 30th Cates Park Picnic, mentioned our healthy financial statement thanked our volunteer and asked for a show of hands of those in favor of us carrying on with the club for another year. Judging from the forest of raised hands, here we go again. Thank you all.

Next it was time to congratulate the Peoples Choice winners. It was not easy to pick from the many beautifully prepared cars in attendance. The three winners really earned their prizes. Peoples Choice: 1988-

244DL light metallic blue of Jim and Louise Tennant. Peoples Choice Runner-up: 1973 1800ES light metallic blue of Bruce Kennedy

Peoples choice Modified: 1991 745SE white of Bob McDonald (licence plate EB5 58V) **Note if anyone knows Bob McDonald we need a telephone number or address so we can send him the id plate for his plaque. Please Call Gregg at 778-988-6694 left in picture below**

While I was handing out the Peoples Choice awards Marvin Steffin handed me a plaque of appreciation. He did it on behalf of the Club. It is a kind gesture and I very much appreciate it. Thank you.

The last planned event of the day was

the raffle draw. We had a pile of prizes and I want to thanks the donators. Volvo Cars of Burnaby, Volvo Cars of North Vancouver, Scandia Motors of Maple Ridge, Volvo Cars of Surrey, KMS Tools of Coquitlam, Olof Malmburg, VCBC, Gordon Brown, Bruce Kennedy, Jen Cave-Brown-Cave. Jen John also delivered the food and cash donations to the Surrey Food Bank.

We had so many prizes that everyone got at least one and there were still some left that we kept for next year.

The end of the raffle prize draw usually signals the end of the meet and folks start to leave. The day was so pleasant nobody was in a rush to go.



BOB MACDONALD

BRUCE KENNEDY

GREGG MORRIS

LOUISETTE & JIM TENNANT

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.)

62 P1800 RESTORATION episode 8 Jamie Graham

I got the car back from paint and body work in the winter. I'd been delaying a close examination of both front and rear axles so they were both removed – the rear first. They were completely disassembled, cleaned, painted, fitted with new seals where needed. New brake lines, limiting straps, a long vent hose (make sure flex rubber tube is attached and extends up and out of the way) and the brass brake junction all installed. This was not an easy exercise, lots of ice packs at night. I kept my physio guy busy with my back, shoulders and arms. Oh to be 25 again! My little garage has base-board heating but they are blocked by the shelves of storage so a couple of portable electric heaters do the job. I digress.

I've used Price's Lock and Key in Victoria before with detailed work so I dropped off the door, trunk and fuel cap lock cylin-



ders
for
ser-

ving and additional keys. They have an experienced older gent there who really knows his way around these key assemblies.

I got my distributor back from Tony Apar, a local 356 Porsche owner and an expert at re-building all manner of distributors. He has this "Back to the Future" distributor testing machine in his basement and brings many of these units back to life for restorers all over Canada and the USA. A few years ago, I traded him a Blaupunkt radio and speaker for his time and effort rebuilding several of my distributors. A good deal for both of us.

I picked up my second box of Hush Mat insulation. I had success with it in previous builds. It is a black adhesive sticky on one side with reflective aluminum foil on the other, very similar to Dynamat but much cheaper. Hush Mat is easy to cut and install wherever any of the old Volvo insulation was removed. I was liberal in putting it anywhere I wanted less noise transmission and a small amount of insulation.

I bought a new exhaust system from Vintage Import Parts (Olof) and I must have ticked the wrong box as I ended up with a double pipe exhaust which wouldn't work for my '62. I obtained a single pipe replacement and we got the exhaust installed. It took a lot of fitting and adjusting to get



things mounted securely. I appreciate how fast some muffler shops can install these systems but 2 old guys on their backs under a car on stands presents all kinds of challenges.

The E-Brake installation took time and patience. The top end (handle, lower bar to the centre of the car, hinges) were removed and cleaned up nicely but the two cables were seized in the outer coverings, plus they were covered in grease and badly worn. I was able to free the movement up with lots of lubricant. They are fitted but needed adjustment as one cable rubbed on the mid muffler.

I obtained several new headlight buckets as the old ones were badly rusted. The fitting of the outside chrome headlight rings was especially time consuming, and I can only urge anyone new at this to ask someone who has been through the process already. There are two "proud" tabs at the top and the bottom is secured with a phillips screw. I'd had mine chrome plated earlier along with the bumpers and other trim pieces. The parts manual shows the sequence of installation of the other parts.

A previous owner must have experienced problems with the signal, park light lenses. No screws, just gobs of black goo to hold things to the car body. This might have worked and held for years but the lights were not fun to remove. Assembly can be tricky for the first timer. The clear plastic park/signal light lenses line up with three tabs inside the chrome rings. You can feel a slight "pop" when they find their proper spot, then these units fit with a small twist against the rubber gasket. Volvo supplies a round plastic sleeve intended to make twisting the light easier. Soapy water or rubber friendly lubricant certainly helps.

Many of the OEM body plugs for the many drain holes in the floor were missing or unusable. I replaced them all with white plugs (664768).

As with many other parts of the build, I never gave enough credit to headliner installers! The '62 when it arrived had the wrong frame. I traded for another complete wood frame and headliner that looked good but the wood was brittle and the fabric itself was just too old. Karma for being cheap! My plans to use the wood frame went up in smoke. I needed one of the original steel headliner frames that allows fitting of the headliner outside the car. Easy to say but impossible to find. After a year of searching, I found a used one for \$5.00!! just outside Chicago. I won't go into details but after two attempts to get it shipped, the deal fell apart and it was sold locally. I finally found a used one in Sweden for \$250 CDN, but shipping would have been impossibly expensive. After some venting to Olof, my parts guy, he referred me to Fred De Boer of

Premier Truck Body Ltd. in Abbotsford, BC. His import export business ships back and forth to Scandinavia and he agree to help out by including the frame on one of his palates. I bought a new headliner also and with the COVID and supply chain delays, it was my only option. It took months but Fred called one day to say he had this big box in his Langley office. I wanted to pick it up right away but Fred kindly had one of his trucks deliver it to my humble garage. The steel frame was what I wanted and an old rotten liner was attached. It was stripped and the fabric went into the bin. The steel frame was bent in places and quite rusty. It cleaned up well with fresh paint and the new fabric liner seemed to fit perfectly. It might sound simple but getting the fabric on the frame with a minimum of wrinkles takes time and a lot of careful fitting. This is a two-person job. Make sure your hands are super clean, angle the unit through an open door and once the frame is in place, slide it forward. Two screws at either side where the visors mount hold the front. Two more screws at the back under the fabric hold the back. It is worth trying on your own if you are confident.

After the car came back from paint and body work, I neglected to closely examine the spring-loaded push button on the inside of the A pillar. Part 664512-1 in the catalogue (Group 3, page 25). It allows the interior light to come on when the door is opened. The visible button had been painted over and it all came apart during my examination.

I consulted the master, Bob Cuthill. If you haven't done one of these before, the key is not to lose the wire inside the car's cavity. Tie some string to one end, just in case. There is a nut welded inside the door post so the actual switch has a good base to thread into, not just thin sheet metal. The wire inside the door post plugs into an extra-long metal tube. The door pin extends inside the tube with the spring inside. When the door is closed the pin is pushed in and pushes the metal tube in and off the base of the switch.

The second visible nut allows adjustment of the



switch position which gives you some fudge room depending on how close the space is from the door to the car body. Don't forget, closing the door depresses the spring plunger, shutting off the interior lights. The under-the-dash toggle switches allow you to turn on the lights with the door closed or stop the lights from coming on when you open the door. Simple design when it works, very cool indeed. In the end I ordered new units from Olof.

The car was nearly complete and during my first attempted start up, problems with the water pump seal and the fuel line seemed to be plugged. More to follow.



EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

MEMBERSHIP RENEWALS: Renewals are still coming in and we are at 250 to date.

HELP!! ME FIND THE CATES PARK PEOPLES CHOICE MODIFIED WINNER.

Gregg Morris

The Cates Park winner is Bob MacDonald and his car is a white 1991 745SE, licence plate number EB5 58V. I thought he was a club member so I didn't ask him for his telephone number or address. His picture is included here. I want to give him the id plate with his name and car model on it that gets affixed to the award plaque. If you know Bob please give him my number Gregg at 778-988-6694 or give me his number.



THE STORY OF MY FIRST VOLVO

In the May 2023 newsletter I included an article by Richard Perry of Gimli Manitoba titled The Story of My First Volvo. He suggested that I should invite other club members to submit the Story of their first Volvo and Beau MacGregor did just that. Beau's article is in this newsletter. Doug Rainbird will be next.

I encourage more of our members to submit their stories to me and I will include them in future newsletters.

ISLAND UPDATE – RICH COTE

Bob Cuthill

In the May 2023 newsletter I explained that Rich Cote had sold Dancia Motors (Volvo Specialist) in Duncan to Kevin Wood. Now there is more news from Duncan. There is a new shop in Duncan that caters to European and Classic Cars - hence the new web site www.europeanandclassics.com. The owner and chief mechanic is none other than our VCBC own Mr. Rich Cote, formerly of Dancia Motors also in Duncan. It seems retirement didn't suit Rich so he has opened up his own new shop and he and Kevin Wood, current owner of Dancia Motors



have mutually agreed to split the customer base. Rich will be working on all classics from 1993 and older while Kevin at Dancia will look after those 1994 and newer. Nice to see such a cooperative solution. I am led to believe that this date was chosen as Rich has a 1993 240 series which he races.

Rich's new shop will not be limited to Volvos according to his website. He welcomes all classic cars.

So if you are in the Duncan area please drop by and say hi to Rich. The new shop didn't have a sign up when Jamie Graham and I took our 1800s up there today (Wed, 19 Jul) but it is easy enough to find. The shop is at #5 2984 Boys Road and is open Monday to Friday 9 to 4 with an hour off for lunch from 12 to 1. Phone number is 250 597-7959. If you need directions, Boys Rd is the first intersection south of the bridge on the highway on the south side of Duncan. Turn west and cross the old railroad tracks. The shop is immediately on your right.

Best of luck Rich and Kevin

VANCOUVER ISLAND ACTIVITIES

Bob Cuthill

Volvo of Victoria General Manager Adam Davies is very supportive of our Volvo club. He is displaying one classic Volvo in his show room per month from Oct to March. Currently Lars Junker's 59 Duett is on display. They are also inviting Volvo folk to a Holiday Season get-together at the dealership 8 a.m to 6 p.m Friday Dec.22, 2023. Even Mainlanders are welcome.

ICBC AND ESTATE PLANNING

Gregg Morris

As you get into retirement you are kind of forced to think about estate planning even though we all know we will live forever. Apparently it is good practice to have things of significant value in joint ownership so that in the case one of the owners dies the asset just transfers to the other partner rather than being caught in the dreaded probate. In my case, my collection of rattily old Volvos that happen to wear collector plates are all in my name. They should be in both Rose and my name.

Up until recently adding a spouse or other relative to the title of your collector car was definitely not easy. It meant you had to surrender the existing Collector Plate, have the other person added to the vehicle title, and then go through the complete collector plate application process again. ICBC recently made a very helpful change that allows "a relative" to be added to the title without having to reapply for the collector status. You print a two page form (MV1425E) from ICBC specialty vehicles. That is a form for stock collector cars and there is a different form for modified cars. Fill out the form and submit it to the Spe-

cialty Vehicle Program and they review the form and if it is ok they let you add the second "relative" (the form defines who qualifies as a relative) to the title. Then are issued a new plate and are charged for the plate and title change and that is it.

The process for a collector multiplate is exactly the same except you fill out a form for each car on the multiplate registration.

ETHANOL IN CANADIAN GAS

Ray Anthony sent a message saying that New Canadian Fuel Regulations from 2022 state that all Canadian gasoline will contain at least 10% ethanol and will increase to 15%. I had not heard of this and he suggested I look at the Chevron 94 octane fuel pump next time I fill up. Chevron 94 used to have a sticker stating it did not contain ethanol. Now all you see is where the sticker used to be.

Ethanol is reputed to cause damage to carburetors. I kept a Volvo 122 with twin SU carbs in California for 10 years and all the gas there contained ethanol and I did not experience any problems. The car was stored about 60% of the year and Stabil was added to the gas when the car was in storage. Over the Covid time the car had to stay in storage for about 2 years and when I finally took it out of storage it ran, but poorly, and I drained the old gas, added fresh gas and replaced the SU jets and it is fine again. It is now back in Canada.

Ray recommends using Lucas Oil 10576 Safeguard Ethanol Fuel Conditioner. 16 oz treats 50 gallons. I assume that could be used as a fuel stabilizer for storage. He says Stabil is not effective in gas containing ethanol.

There is a lot of information out there concerning the detrimental effects of ethanol fuels. It is not clear if these are true or not. I welcome an expert opinion on this subject.

WEBSITES OF INTEREST.

From Mike Gaston of San Diego County. 1800 WIRING DIAGRAMS IN COLOUR [Volvo P1800 - International Owners Club - Wiring Diagrams \(v1800.org\)](http://www.volvop1800.com)

From Dave McAree a site with multiple stories of interesting old volvos <https://vintageswedishcars.com/?p=1895>

From John Cripps the ultimate 1800 restomod.

<http://www.speedhunters.com/2023/05/p1800-saint-ultimate-volvo-restomod/>

From Dave McAree article on racing of 850 wagons

<http://www.speedhunters.com/2023/07/btcc-volvo-850-estate/>

From Dave McAree - Website of Volvo Brochures

<http://www.auto-brochures.com/volvo.html>

**Sent to us by Club member Rod MacNeill
LET YOUR HEAD REST IN THE
SAFETY OF A VOLVO CAR**

Have you ever imagined a car without a headrest? Well, that was the norm until 1960s. This is the story of the woman behind the headrest: Margit Engellau.

Volvo P1800 S, one of our first car models featuring a headrest.

Hans Hedberg, heritage manager at Volvo Cars is standing in a refurbished hangar in Arendal on Hisingen. The hangar is connected to the Volvo Museum, which soon will move to [World of Volvo](#). This is the new, ambitious experience centre at Volvo Cars, which will be opening its doors in central Gothenburg, Sweden, beginning of 2024.

Next to Hans is a beautiful, blue Volvo P1800 S, from the year 1968. An untrained eye would not notice anything unusual about the car, but this particular model has an accessory that no other car in the world had at the end of the 1960s – a headrest.

In 1956, Gunnar Engellau became the CEO of Volvo Cars, and he had some high ambitions for the company. The US market would be conquered, with more models and safer cars. When Gunnar took over Volvo Cars, the company built 31,000 cars every year. When he left his post in 1971, the number was more than 205,000. Volvo Cars had become a global car maker under his leadership.

Gunnar's wife, Margit Engellau, was a physiotherapist at the Sahlgrenska Hospital in Gothenburg and she encountered patients injured in car accidents on a daily basis. This was a time before whiplash was an established concept, and before people completely understood the consequences of a head being forced from one extreme position to another.

"Margit Engellau was treating many people that had been injured in traffic," says Hans. "During weekends, she attended dinners with her husband and other people at Volvo Cars and shared her experiences from the hospital. She understood that to better protect people's necks and heads, something in the cars needed to be changed. Nowadays, when we look back and recognise how early Volvo Cars were when it came to traffic and crash safety, we need to remember Margit's contribution."

During the years that Gunnar Engellau was the CEO of Volvo Cars, many important steps were taken towards increased safety. In 1959, Volvo Cars became the first car maker in the world to install three-point safety belts in its cars as standard (Amazon and PV 544). Two years earlier you could already order belts to the Amazon car as extra equipment.

The next important innovation was



GUNNAR AND MARGIT
ENGELLAU

the Volvo seat, which was launched in 1965 – a unique car seat with lumbar support and cushions in soft plastic foam that was developed with the help of 'medical expertise.'

"The Volvo seat was a wonder when it comes to technology, ergonomics and safety," says Hans. "This was very important for Volvo. No other car had an adjustable back support at the time. Suddenly, drivers could sit comfortably without getting tired. The ability to sit safely and comfortably in a Volvo car is still key for us at Volvo Cars."

In connection to the launch of the Volvo seat, the first drawings of a headrest that could easily be mounted on the seat were made. Interestingly, the new headrest was initially sold as a comfort item, not as safety gear.

Hans Hedberg opens the door to the blue Volvo P1800 S. It belonged to Gunnar Engellau. Margit Engellau had a similar

one, but in light gold with deer-coloured upholstery. The two special-order cars, Gunnar and Margit, are currently owned by Volvo Cars and can be seen at the Volvo Museum.

"Gunnar was driven by Gunnar Engellau until 1975," Hans explains. "I have taken many P1800 cars for a test drive over the years, but none is as nice to drive as this one. Both Gunnar and Margit are concept cars, optimised to be as comfortable to drive as possible, with big carburetors, a more balanced chassis, and fine-tuned in both big and small details. It also has a safety concept that was ahead of its time, with extra headlamps and an early variant of headlamp wipers. And, of course, the headrest."

From 1970 on, all front seats in Volvo cars have had headrests as a standard, which was another important milestone.

The story of Margit Engellau has been told before, but not often enough, according to Hans Hedberg. In a forgotten [Volvo ad](#) from 1993, a patient meeting with Margit was filmed at the Sahlgrenska hospital. The ad ends with the words, "You may never have heard of Margit Engellau, but maybe you've seen the monument they built for her" before a red Volvo 960 is shown with the message: drive safely.

"It is a nice story; the fact that the idea behind one of our most important safety concepts came from her, and that it was realised in the Volvo P1800, the most beautiful of all Volvo models. The stars were aligning." Hans concludes.

Margit Engellau sadly passed away in 1981, but she keeps on saving lives through her innovative ideas.



ACROSS THE WEST IN A 240

Beau MacGregor

(Beau is the owner operator of Manieri Motorworks in North Bellingham 360-756-2000. He services most European Cars but he has a soft spot for Volvos and he has a pretty nice collection of them. 72 1800ES under restoration, 66 122 4 dr, 64 544, 72 164E and our old 71 145 Express, 87 245. Will he service Volvos including classic Volvos? You bet he will!)

Beau writes: A friend recently sent me a brochure that he thought I'd like: It was a full-line prospectus for the 1973 Volvo lineup. He asked if I knew much about the 140. Thanks for sending this along. I am well-familiar with the Volvo 140 series, and its nice to see a little bit of recognition on an otherwise obscure automobile.

The 140 series has in fact been a part of my life from 1977 or so, when my grandparents Patricia and Dominic retrieved me one night from the San Francisco airport in their dark blue 1969 144s four speed car. I remember being fascinated with the three climate control wheels in the center of the dash, each one with a illuminated red strip down the center, not to mention the horizontal drum speedometer! And the sound of the intake through those SUs! That was the first "car" I'd ever ridden in, as Mom always drove Toyota FJ40 Landcruisers and my biological father drove 1960's International Pickups in Alaska. I'd never been in "just a car" before. Its was smooth and quiet and powerful to my four-year-old sensibilities. Grandpa Dom would move the yardstick-long shifter from fourth into neutral and coast down the hills on I-280 as my grandmother smoked in the passenger seat, win-

down. There was far less volume - and lower cruising speeds - in 1970s I-280 traffic. In fact, he'd work it out so that he'd coast all the way to the Magdelana Ave. off ramp, through the yield sign at the bottom, down Magdelana Avenue, make the turn into their 300' driveway and coast right into the garage if Patricia had the door open.

Jan Wilsgaard's original 1966 design for the 140 endured until the end of 240 production in May of 1993. While significantly updated to accommodate DOT 5mph impact bumpers and a McPherson strut front suspension, the original lines of the car - particularly in the greenhouse and belt line - endured for 27 years. 30 years after the end of production, the cars are still here. Like the original Porsche 911's silhouette - which ran for 33 years - the 140/240 lines outlasted myriad of iterations of lesser products. What would one expect from the fellow who gave us the 120 Amazon, the 1800ES, 740, and 850?

Paul Bracq comes to mind: He gave us the BMW 6 series, The Mercedes W123 and many more. Another icon of automotive design, but that is for another day and another newsletter.

Anyhow, the 140 and 240 feel like home to me, even if my dark green 1972 Volvo 145E was a fairly miserable car on the highway. Lacking an overdrive and sporting 4.10:1 gears, 70mph cruising wound up that D-Jetronic equipped B20 to about 3600rpm. In the time I had it, I drove that car 169,000 miles, all over NW Washington and all over the west as far as northern New Mexico.

The 1987 240 wagon that Mom bought



new came to me in 1995 with 121,000 on the clock. I instantly added a factory tachometer and five spoke turbo wheels that I had to hide in my bedroom at Lake Samish because I bought them before I'd finished paying Mac for the car. He found out anyway and was both pissed and a little bemused that I had a tire pile in my wreck of a bedroom. That car was a vast improvement over the 145- it now has 564,400 miles and 443k of them mine. Its been in 47 states all of them at least once, or twice, and in the land west of I-25, more like several dozen times. Over the years I've added power windows & mirrors, a GT suspension, uprated camshaft and exhaust, a charcoal cloth interior in place of brown vinyl, a sound system, euro headlamps, etc. One night in 2002 I got fed up with the automatic and vowed to covert it to a properly-equipped car. A pal had a 240 stick sedan with a badly crashed front end...so over a few beers one night we peeled away the bent metal, hung a good radiator with bungee cords and drove the thing a couple of country miles for testing purposes. That was hazardous for a variety of reasons, not the least of which were the glass shards from the shattered windshield that blew in on us at speed. Took longer to swap the pedal assembly and firewall bulkhead in my car than it did for the actual tranny swap. Drove around for a few days with a clutch pedal and an automatic.

The 240 broke down once in Lander WY on yet another marathon drive between Steamboat and Bellingham. As I approached a red light that turned to green. The engine

COLORADO BORDER AT BROWNS PARK, 2001



quit. Coasted through the intersection and into a parking lot. Cranked on it a bit - but no fuel pump sound. 5pm on a Saturday night. Great. Bent down to the passenger footwell and fished around for the fuel pump relay - which was hot as hell. Ye-olde terminal #30 was cooked. Fetched a fresh relay out of the glove box, plugged it in and the engine started right away. I was back on the road and headed on to Yellowstone inside of five minutes, and didn't exit the car. Try that with a modern XC90. Its been fun to experiment over the years with different suspension setups. Bilstein Sport dampers were on the car for nearly 400k and STILL hadn't worn out when I got bored with them and switch to Koni Yellows. A better choice to be sure. The stock 19mm front 16mm rear bars were much too soft. Went to 25/25 but that was terrible on anything less than a smooth asphalt corner at high speed. 23/25 was a little better 23/23 seems to be the

sweet spot: Yes, the car rolls a little more into the corners, but the handling is better, and so is the traction. On snow, all four wheels break loose at the same time in a slow, even drift. This was alarming at first, but further illustrates the utility of alternative steering. Maybe I'll dial in more over-steer this winter. And add an Eaton True Trak limited slip differential.

Just this week I acquired a set of BBS RS 16"x7" 3-piece wheels in the very rare Volvo 5x108 bolt pattern, P/N RS111 if you must know. Used to see those advertised in the back of *Car and Driver* for \$3000 back in the 80s. A little extra bit of 80s radness for the 240 is headed my way. The RS is an icon.

Generations of fads, trends, plenty of short-lived shitbox cars, presidential administrations, colleges, jobs, more colleges, a LOT of road trips, residences, and people have come and gone, though my 240 per-

sists.

Of course now the 2012 Porsche Panamera is the vehicle of choice for high speed long distance work - Ryan nixed the idea of taking the 240 to Arizona last winter - and maybe rightly so, for the Panamera is a quantum leap over my old Volvo.

Running the 240 down IS now means indulging in the twisted delight of having the oldest car in sight by at least two decades and sometimes three. Running at 95mph across Highway 50 in eastern Nevada means passing the (very) occasional other traveller and leaving them to wonder just what the hell that yellow Paul Bunyan wagon was that blew past. "Gee I dunno what it was, but it very tall, very boxy, and seemed to be in a hurry."

So yeah, I do know about the Volvo 140 and its successor the 240. For me, they're true time machines that have helped me cling hopelessly to the past for 45 years.

TECHNICAL TIPS

M40/41 TRANSMISSION OIL LEVEL DIPSTICK

Bob Cuthill, Victoria, Vancouver Island

So how often do you really check the oil level in your 1800 M40/41 transmission?

If you don't have access to a hoist it can be a bit of a pain to jack the car up level, crawl underneath and unscrew the filler plug on the side of the transmission to make sure the oil level is right up to the filler plug.

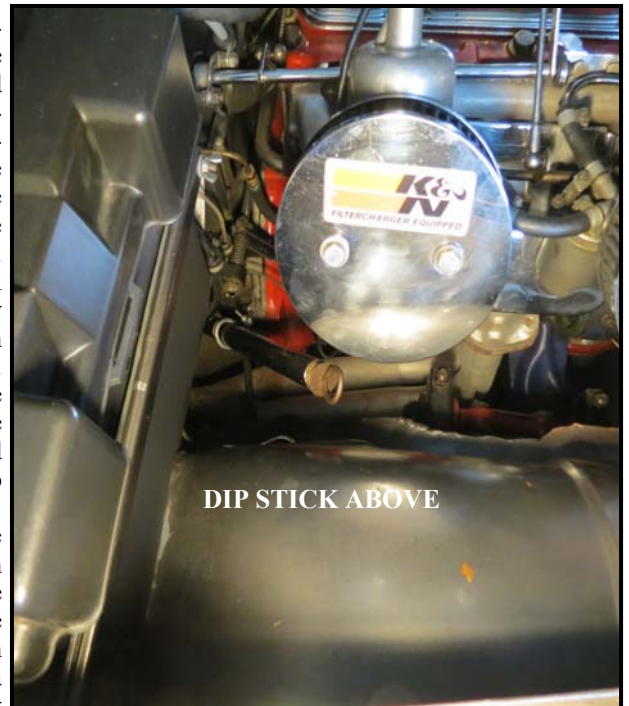
But there is another way. Just like the dip stick for checking oil levels in the engine or even the automatic transmission (a rarity in an 1800), why not install a dip stick for checking the oil level in your manual transmission from an easy access point under the hood. The dipstick uses the transmission drain plug on the bottom of the transmission case as its source. I have done this for my 61 P1800 (see picture of dip stick just below and behind the rear carb) and once more for a friends 64. I have just finished putting the pieces together for a third local install. It's not all that hard.

To start, you need a 1/2 inch black iron plumbing "T" fitting which luckily has the same thread as the transmission drain plug, and a one inch long nipple. I found some one inch steel tubing (about 19 to 20 inches long) and some rubber hose to fit over it in my miscellaneous shop supplies. To finish you need a wire cable clamp, small machine screw and nut and a bracket from the clamp to a bolt on the bell housing to the block will have to be hand made. (See the picture)

The critical point of manufacture is brazing/welding a short section of the pipe to the top outlet of the "T" fitting. First cut a wedge off the pipe at about a 60 degree angle then make a right angle cut about 1 1/2 inches further up the pipe. This is at-

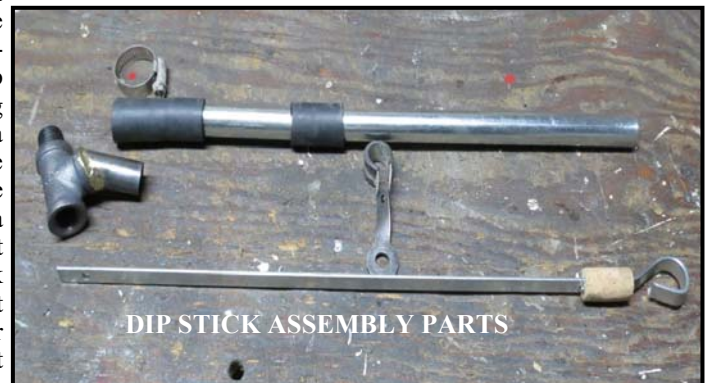
tached to the top of the "T" fitting angled 50 degrees to the right (when the fitting is screwed in to the drain of the transmission). With the drain plug removed from the transmission the "T" fitting assembly with nipple screwed in is installed (some plumber's tape recommended). The short section of pipe will allow you to rotate the assembly and screw it in, tighten with an adjustable or monkey wrench. Fit a short section of rubber hose on the bottom of the long pipe and push it down onto the angled pipe on the "T" fitting and clamp it on.

In the attached pictures the bracket to be fitted to a bolt on the bell housing (so the whole dip stick assembly can move with the engine) can be seen with a 3/8 hole for the bolt and a 3/16 hole for the machine screw to attach the cable clamp which holds the pipe in position. I made this bracket from a scrap of flat steel and gave the narrow section a 60 degree twist clockwise to align the cable clamp with the angle of the pipe. The dip stick can be either a long flat or round steel with a loop handle formed at the top end. An old wine cork shaved down for a loose sliding fit is held at the top of the dip stick with a small split pin - it doesn't have to be an air tight seal, just tight



enough to secure the dip stick from rattling.

Now the fun part. With the dip stick out and the original drain plug installed in



the end of the "T" fitting, fill the transmission with oil "the old way" through the oil filler plug in the side of the transmission or measure out the exact amount of transmission oil and pour it down the dip stick pipe into the transmission. After a suitable waiting period for the oil to settle into all the nooks and crannies including the overdrive, insert the dip stick all the way. After a few moments, pull it out and note the oil level. Mark this level on the dip stick by filing a small groove. Clean off any metal filings and reinsert the dip stick. You can now check the transmission oil level from the engine

bay without having to hoist or jack up the car. The dip stick does not intrude in the engine bay and the engine oil filter removal

is not obstructed. I have not installed this dipstick in an E or ES but it should be fine because it is very similar to the automatic dip stick that came in some of those cars.



FABRICATED T



T INSTALLED IN TRANSMISSION DRAIN

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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.**

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89-245-\$6900 obo 335,000 km., 2.3 litre, 4 cyl., auto, Burgundy paint, cloth upholstery, excellent cosmetic and mechanical condition, New all-weather tires, roof rack, Sony AM/FM stereo-CD player. Recent work: exhaust, master brake cyl, wiper motor. Timing belt, alternator, fuel pump and bushings all replaced in the last five years. Greg Heakes ph: 778-325-6364 Email: gheakes(at)gmail.com.

92 960-S21,000, 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**

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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

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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: Wood Rim Steering wheel for 140 \$150. Third seat for 145 wagon and another for a 245 wagon offers. Alan, 604-469-2674, alan-hankey383@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.

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