



# THE VOLVO CLUB OF B.C.

## MAY 2024

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

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Annual membership fee \$25, To join: Call or write Gregg Morris. See above.  
or view our Website [www.volvoclubofbc.com](http://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](mailto:membership@vsa.org) Annual membership fee US\$40 Website [www.vsa.org](http://www.vsa.org)

## UPCOMING VOLVO EVENTS (also see our website [www.volvoclubofbc.com](http://www.volvoclubofbc.com))

**MAY 18, 2024 ipd GARAGE SALE, Saturday 8:00am to 3:00pm**, 11744 NE Ainsworth Circle. Portland, Oregon 97220 800-444-6473

**JUNE 8 & 9, 2024 VOLVO CLUB SPRING DRIVE**, Vancouver to Lillooet Meet Saturday 10:00 a.m. at the old Chevron gas station IN HOPE!!! ( 885 Water St., Hope, BC) We will leave Hope at 10:30 a.m. Bring a Picnic Lunch and chairs! 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 Creek, West on Hwy 99 to Lillooet. Stay at Mile O Motel Reserve soon! 250-256-7511. For info contact Bert at [kerrlock@shaw.ca](mailto:kerrlock@shaw.ca) or 778-386-3484 If you will join us on the drive let Bert know, so we can keep you posted on any change in plan.

**JUNE 22 & 23, 2024 SCANDINAVIAN COMMUNITY CENTER MID SUMMER FESTIVAL, Celebrate the Summer Solstice with the Scandinavians.** Classic Volvos will be on display on the fair grounds. General Admission is \$8 per day. If you display your classic Volvo, arrive before 10 am and admission is free. Cars shown Saturday must stay on the grounds till 6pm and on Sunday 4pm. The Scandinavian center is at 6540 Thomas Street in Burnaby (just north of the Hwy 1 use the Kensington Ave. Exit). For more details see: [www.scandinavianmidsummerfestival.org](http://www.scandinavianmidsummerfestival.org) Contact Gregg Morris [grmorris@shaw.ca](mailto:grmorris@shaw.ca) or 604-469-1216

**JULY 13, 2024, VOLVO CLUB SUMMER CRUISE, Saturday Picnic and Stroll.** Start time 9 am at the Chevron 232 St exit (south) from the Hwy 1 (the freeway) and finish at the Pitt Meadows Airport. Scenic route will take us past rural properties, horses and farms.  
Contact Allen Hiebert - 778-686-0345

**AUGUST 3, 2024, SATURDAY, WHIDBEY AREA VOLVO EVENT, "WAVE"** A one day, old-Volvo tour of Whidbey Island. Meet 9 a.m. at the WiFireCafe in Freeland, Wa. call Contact Washington organizer Rich at 206-240-9434 or [rvanderson5@gmail.com](mailto:rvanderson5@gmail.com) If you are interested in travelling from BC on Friday contact Bert at [kerrlock@shaw.ca](mailto:kerrlock@shaw.ca) or 778-386-3484. We may stop at the Lynden, WA tractor show on the way down

**August 10,11, 2024, BC HISTORIC MOTOR RACE WEEKEND, Mission Raceway, Mission ,BC,** There will be car Club Parking and parade laps of track. See the Vintage Racing Club of BC for more information. [WWW.VRCBC.CA](http://WWW.VRCBC.CA)

**SEPTEMBER 28, 2024, (SATURDAY) V.C.B.C. ANNUAL CATES PARK PICNIC AND AGM**

**VANCOUVER ISLAND EVENTS:** Watch the website. [www.volvoclubofbc.com](http://www.volvoclubofbc.com) or call Bob Cuthill 250-658-0126

**WASHINGTON VOLVO CLUBS EVENTS** see [www.psvsa.org](http://www.psvsa.org)

## REPORT OF PAST EVENTS

### SCANDINAVIAN MIDSUMMER FESTIVAL

June 24,25, 2023

Gregg Morris

Last years Scandinavian Mid Summer Festival was a bit of a gong show for our VCBC display. A small collection of village idiots (driving a Volvo I am ashamed to say) parked their car in front of the only exit gate from the show ground and stumbled in to enjoy the festival. It took forever to root them out of the crowd and in the meantime one of our members had to leave the site and removed a piece of temporary fencing to accomplish that. He replaced the fence and waved goodbye.

One slightly unhinged event organizer had a very loud and verbal fit when he heard of this alternate exit. We were polite and listened while he shot his mouth off, realizing that this was probably his only skill. After he had stormed off I had a chat with the organizing committee of the festival relating the event and they didn't seem particularly surprised and just said don't worry about it.

When we were invited to this year's festival we found that there was a minor consequence. The show ground entrance gate would be locked at 10 am and would not be unlocked until 6 pm Saturday and 4 pm Sunday. I wondered if this lack of

flexibility of coming and going would affect the number of cars we had on display. I am happy to report it did not. We had a nice selection of cars, seven cars on Saturday (My 72 142E, Paul Hendrickson's 72 1800E, Bill and Jeanette Buholzer's 64 1800S, Bert Sherlock's 70 122S, Harriet's 94 940 Turbo, Allen Hiebert's 2022 Polestar Fred de Boer's 78 262C Bertone). On Sunday there were 8. (My 73 1800ES, Paul's 72 1800E, John Cripps's 63 544, Don Voegel's 68 122 wagon, Bert's 70 122S, Fred's 78 262C Bertone, Allen's 2022 Polestar and Harriet's 94 940 turbo.

This is our 12<sup>th</sup> time at the Festival

and we set up in our normal place at the south end of the show field. Since I no longer have a station wagon to haul all the club gear around I used my utility trailer towed by either my 142E or 1800ES to get the tents, tables, display stands, chairs and club info to the festival. I delivered the trailer Friday night and arrived early on Saturday morning along with the other club cars and we had the display up and ready in time for the public to file in at 10 am. One particularly popular member of our group is Bert who arrives with a giant vat of coffee and Timbits from Tim Hortons.



garden makes for a great lunch.

Back at our tent we had a steady stream of visitors asking questions about the old and new Volvos and some folks telling us their stories of life with Volvos either here or in Scandinavia. My all time favorite story teller is Henry Snickars. I have written about Henry in a past newsletter but he always comes up with a new story. Henry is 94 and looks and acts about 64. He had one of the very first Volvo dealerships in Vancouver on Hastings east of Willingdon Ave. When he ended the dealership he went to

Our location for the Festival is at the south end of the grassy show field in front of the Viking ship and beside the Viking encampment. Usually by the time we put out the free food and drink there is a line of slightly hung over Vikings foraging for coffee. For some reason this year there was a distinct lack of Vikings. No problem, there were lots of other coffee drinkers to drain the vat.

Even though we have been attending this festival for a dozen years it still manages to stay interesting and the atmosphere is that of a happy family event. This year my little granddaughters visited and they showed me parts of the festival I had never paid attention to. They couldn't understand why grandpa wouldn't get his face painted or get a unicorn from the balloon artist. They keenly entered the hobby horse race

not knowing what a hobby horse was or a race for that matter. It was fun seeing it through their eyes and answering their endless questions.

The adults view of the festival was somewhat different. Tents lined the perimeter of the show ground. There is one for each Scandinavian Country and more. The smart way to start the tour is to first visit the strawberry waffle tent. Once fueled with waffle, strawberries and whipping cream you are ready to visit the country tents. Each tent showcased crafts and information about the country and often people were dressed in their old country finest. When the tents have all been inspected it is lunch time. You are spoiled for choice: Swedish and Finnish meat ball dinners, an array of Danish open face sandwiches and pastries, salmon BBQ, all within 30 feet of the beer

work for Volvo Canada in Vancouver as the first field technical rep. He drove to dealerships all over BC, Alberta and as far east as Saskatchewan in a Jensen P1800 as his service vehicle. He was away more than he was home and he drove winter and summer in the early '60s helping the dealerships with their service questions.

This year Henry told us about 1963 when a professional racer from Europe, Olivier Gendebien was to be part of the Volvo team entering the Shell 4000 international rally between Vancouver and Montreal. They wanted someone to test drive the 63 122S that Gendebien would drive in the rally. It was Henry Snickars that would be the test driver. Remember this was 1963 and the roads in the BC interior were not like today so a circle tour to say Kamloops was a significant feat. Not for Henry, he



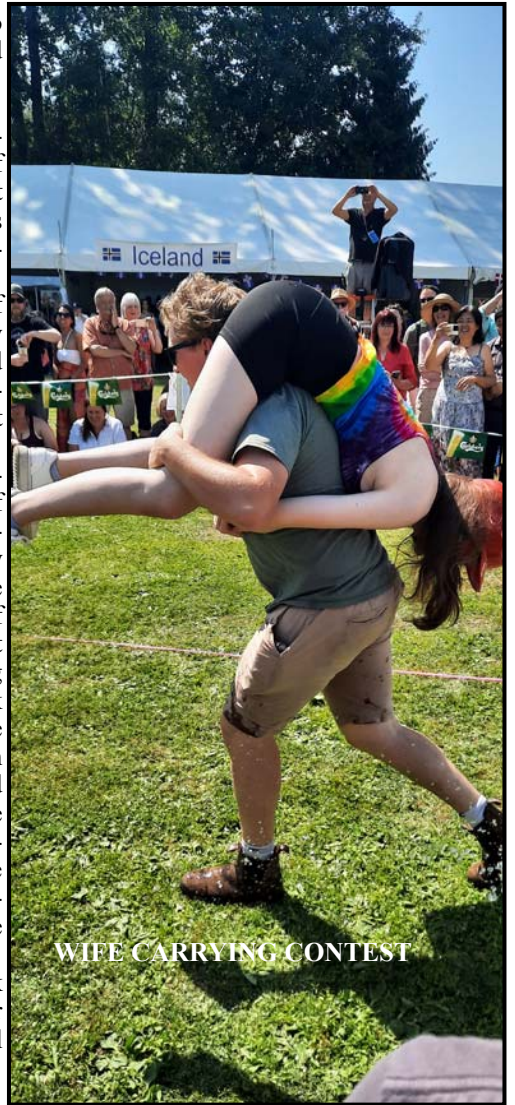


Back to the mid summer festival. The highlight of the first day was the precarious raising of the May Pole and the dancing that followed. The highlight of the second day was the

drove that car almost nonstop from Vancouver to Dawson Creek and back, a 1500 mile round trip, a lot of it gravel, and pronounced the Amazon ready to race. Gendebien came in 4<sup>th</sup> in the 63 and 64 race and because he was the famous racer he got much of the attention. In 64 the real hero was one of our former club members Klaus Ross who won the Shell 4000 outright driving for 6 days and 4000 miles with navigator John Bird and only losing 4 points. An amazing achievement for Kraus and Bird but also for the Volvo team of Amazons which scored a victory almost unprecedented in international rallying by taking first overall, first and second in class, the manufactures team prize and the Coupe de Dames.

Wife carrying contest, in which a bunch of teams compete 2 at a time and the fastest team wins the wife's weight in Carlsberg Beer. This competition is not for the weak because the men have to run an obstacle course which would be difficult enough without the weight and imbalance provided by the wife hanging on for dear life. There are some pretty spectacular falls and probably some pretty sore folk the next day. The winner definitely deserves the beer. I noticed later that their picture even made the BBC international news.

After that spectacle it was time to pack up our tents and head home for another year. If you have not attended this festival come on out next year.



WIFE CARRYING CONTEST



INTEREST IN THE 1800 SERIES SPANS GENERATONS

**VCOA WEST COAST MEET 2023**  
**Goldie goes to Portland**  
**Rohan Soulsby**

The West Coast Meet of the Volvo Club of America (VCOA) was held on July 21<sup>st</sup>-23, 2023 in Portland, Oregon. It was hosted by the Cascade Chapter of the VCOA. Cameron Lovre and his team of hard-working volunteers put on an excellent event. More on this in a minute but first.....

Who is Goldie?!

Goldie is a 1972 Volvo 142E. She came to me from the East Kootenay's where she lived for dozen or more years under the able stewardship of VCBC member Rob Schwieger. Rob kindly consented to pass over custodianship of Goldie to me when I was looking for a winter project during Covid. Following rehabilitation of a few detail items – replacement of brakes, exhaust, gas tank, high pressure fuel lines, and a minor overhaul of fuel injectors – Goldie was pronounced “fit for service”.....and a trip from North Vancouver to Portland and back seemed like the ideal inaugural road trip for our new partnership.

We had planned to leave for Portland mid-day on Thursday the 20<sup>th</sup> in order to try to beat the worst of rush hour traffic in Vancouver and Seattle. That plan went pear-shaped when my co-pilot son, Aidan, realized that he had inadvertently exchanged passports with a friend of his on their return from a recent trip to the USA! No passport, no departure. Passport was eventually secured late afternoon but it was getting hot (outside temp, if not my disposition!) and I was getting concerned about how Goldie would handle traffic jams on the I-5 in the hot weather. Well, my concern was quickly allayed when it took us 45 minutes to drive 2 km to get off the Northshore and Goldie took it all in stride. The I-5 seems to hit a new low every time I drive it and I always pledge to myself to take the roads less travelled the next time but.....anyway, we got to our hotel in Portland just before midnight. Goldie performed flawlessly the whole way down.

VCOA Annual Convention

Day one featured a drive on the historic Columbia River Highway from IPD headquarters to the Cascade Locks on the Columbia River - a truly scenic and spectacular route on one of the USA's original historic highways. About 20 cars participated in the drive. Lunch was at Thunder Island.

We then crossed the Columbia River via the Bridge of the Gods and returned to Portland via Hwy 14 on the Washington side of the river. Registration for the convention and a reception were held in the evening at the Portland Airport Sheraton.

Day 2 – the main event. Volkos from as far away as North Carolina, Iowa, Los Angeles...and Vancouver.....assembled at Blue Lake Park just east of Portland about 9 am. The event location was shared by another local Volvo group called Volkos in the Hood. This group has had their annual picnic at this location for the last few years and kindly offered to share the date and location with the Cascade Chapter of the VCOA. The 2 local groups seem to cooperate and co-exist nicely (perhaps to the chagrin of the corporate VCOA folks!?). The participants of both events were the beneficiaries of this cooperation – while I didn't do an exact count, I estimate that there were at least 50 cars from each group (100 in total) in attendance and on display. All manner of types and vintages where there – from an unrestored 1957ish TP-21 Sugga (#671 of 720 produced) to 2023 Polestar 1, and all the models in between that you would expect to see.



However, there was lots of seating and shade afforded by the excellent park facilities and the organizers made sure there were plenty of cold drinks available. Throughout the day, registrants were encouraged to vote for best-in-class cars. Lots of camaraderie and information exchanges (as well as a few field repairs!) took place throughout the day.

A banquet, awards ceremony and raffle took place in the evening and a good time was had by all. The overall winning car was a P1800. It was a beautiful example of the type although I was initially reluctant to vote for it as it was trailered, not driven, from Idaho. I relented when its owner, Steven Cox, said he did drive it from the Portland hotel to the Park. □ Goldie made us proud by taking 3<sup>rd</sup> place in the 140/164 category ..... Although, for full disclosure, there was a limited number of entrants (3) in this category.

Day 3 featured another drive around Mt Hood. We opted to skip this drive in favour of starting the long trek back up the I-5 towards home.

Overall, the event was well worthwhile.



We're glad we went as I expect it will be quite a while before the Pacific Northwest gets to host another annual VCOA convention. Goldie performed like a champ with only oil consumed being that which was wiped off the dip stick when the level was checked. Not fast, not furious...but lots of fun.

Over and out.

**POLOFEST 2023**  
**July 29, 2023**  
**Gregg Morris**

In Late June of 2023 a very interesting email landed in my inbox. It was from Patrick Stewart who with his wife Joan organize the All British Field Meet at Vandusen Gardens and also publish the long established Western Driver Magazine. Patrick's email was an invitation to our Volvo Club to be part of a Euroclassic car display at the Southlands Equestrian Center, as part of the Vancouver International Polo Festival. The combination made sense as cars and polo ponies are both all about horsepower.

It sounded like fun to me so I accepted the invitation and set about finding a nice selection of Classic Volvos to form the Swedish contingent of the car show. It wasn't as easy as I had thought. I think I talked to thirty or so club members and many would have loved to participate but were already booked for that mid summer Saturday. I kept at it and we had a pretty respectable showing. (Bert and Kathy Sherlock 70 122S, Ian and Catharine Wood 69 142 race car named Sven, Bill and Jeannette Buholzer 64 1800S, Marianela Martinez 72 1800E, Darcy Bullock 2021 Polestar 1, Gregg and Rose Morris 72 142E). We didn't have a PV but it was not for lack of trying. We met 2 other VCBC members at the show. Fred deBoer was with the French contingent in his Maserati Citroen and Louise and Jim Tennant displayed a mint black Corvette.

The event started at a civilized hour and the cars arrived at the show ground between 12 and 1. Southlands is a pretty swish set up located off Southwest Marine Drive near UBC. What we had not anticipated is that

the horses don't care about asphalt and are happy with dirt and grass so we entered the site on a soft dirt road and parked on a grassy field beside the Polo Field. It was a pretty spot so none of the hearty Swedish contingent complained about having to

clean dust off their tires.

I'd estimate there were perhaps 100 cars representing Britain, Italy, Germany, France, Czech Republic, and even some domestic iron. The quality of the cars on display was very high and so were many of



VOLVO CLUB AT POLOFEST



the values. How about a totally restored Lamborghini Miura originally owned by the Shaw of Iran, which unsurprisingly won the peoples choice award. Some of the high end new car dealers were there as well. For instance, the Dilawri Group displayed a nice trio of MacLarens and a metallic pink Rolls-Royce SUV

There were lots of things to keep our interest; Cars, horses and people to observe; food trucks for lunch; and a beer wagon for refreshments.

By mid afternoon the polo spectators started to arrive and for some unknown reason they were not wearing T shirt and Jeans like I was. Perhaps they didn't see the dress code. Lots of ladies in pretty dresses and hats wandered about with \$20 glasses of wine. There were probably men with them as well but I didn't notice. It was about 3 p.m. when the polo ponies and riders started warming up on the field. I had not seen a polo match live, and I think they must have amazing hand to eye coordination because that little white ball really is little, and the mallet is very long and its not as if you are aiming from a stationary or even stable platform.

At 5 p.m. anybody who wanted to leave the show ground was able to exit. Rose and I took that opportunity but many stayed to the 10 pm close of festivities. I asked Patrick Stewart what happened at the event between 5:00 and closing time.

5:00:	Champagne
5:30:	Divot Stomp,
	Final Polo

Matches, 6:00 DJ music at the VIP Lounge, 6:30 Award presentations, 10 gates close.

Patrick emailed a post event summary and he pronounced the whole collaboration between the Horsey set and The Car set a success and said it would be even bigger and better next year.

This was an inaugural event so there are improvements that can be made. For instance, the on-field Polo events should start earlier so that the Car Show audience, who typically depart at 5pm can experience more of the alternate horsepower aspect of the show. We witnessed mostly practice polo and the pro-level matches are run at faster speeds with lots of end to end action.

It was a very enjoyable day and I will make sure details for the 2024 version are in our event schedule.

**WINTER SUPPER 2024**

**January 24, 2024**

**Gregg Morris**

Our annual Volvo Club Winter Supper was held at the Old Spaghetti Factory in New Westminster. It was raining but not snowing so the turnout was good. 21 people came to enjoy the food and conversation. We have held our supper at the same restau-

rant for many years and as usual we inhabited a room near the bar with lots of windows to the street and separated from the rest of the restaurant. We had a couple of dedicated servers who were pleasant and efficient.

John Cripps brought his digital projector and he projected a variety of pictures from past events onto a slide projector screen. There was no narration or particular order to it all so it just provided some background entertainment. John had also brought 5 or 6 small raffle prizes and of course I forgot the raffle tickets. My punishment was to make a set of tickets using masking tape.

The keenest member was Dennis Cowell who drove from Kamloops to New Westminster visiting an auto wrecker or two in the Fraser Valley on the way to the Spaghetti Factory. He arrived on time for dinner and when the event wound down he hopped into his car and drove all the way back to Kamloops arriving around 1:30 a.m.

It was fun to see our long time friends and to meet some new-comers. When the supper was over and the spumoni ice cream had disappeared we said our goodbyes for another year.



WINTER SUPPER 2024

## EDITORIALS AND LETTERS

### CLUB STUFF

**Gregg Morris**

**MEMBERSHIP RENEWALS:** Renewal notices are included with this newsletter for all those whose membership expires June 30, 2024. If you do not receive a renewal notice your membership is still good to 2025 or beyond. Our Club membership currently stands at 255.

**INVITE NEW MEMBERS:** Our club membership number is doing pretty well but it never hurts to have more members. In your renewal notice envelope we have included some of our club cards. Please keep your eye out for nicely maintained Volvos (or Polestars) and put a card on the windshield. Feel free to put your name and phone number on the back or use the clubs contact number 604-469-1216. If you would like to go one step further there is a "VCBC Club Membership Invitation" document on the website ([www.volvoclubofbc.com](http://www.volvoclubofbc.com)) home page under Grow VCBC Membership that you can print and leave on windshields. It all helps.

### ETHANOL FREE GASOLINE PETITION

VCBC is a member of car club lobby group called the National Association of Car Clubs of Canada or NAACC. That organization is petitioning the Federal Government to get back ethanol free gasoline. The BC Liberal Member of Parliament John Aldag has agreed to present our request to the House of Commons. The NAACC petition e-4735 is on the Home Page of the NAACC website in French & English. [www.naacc.ca](http://www.naacc.ca)

The petition on-line is easy to fill out and then they send you an email that validates your identity and asks you to click a link provided to complete the signature process.

### NIGEL MATTHEWS HAGARTY AMBASSADOR

#### UPDATE ON NIGEL MATTHEWS

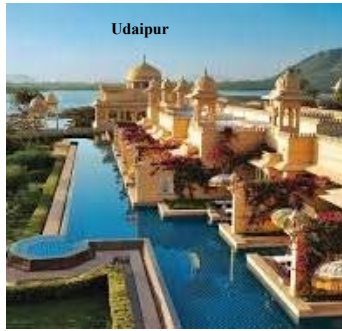
**Gregg Morris**

I have written about Nigel in past newsletters. He is a great guy and was largely responsible for the success of the Collector Plate program that we enjoy here in BC.

When Nigel left ICBC he became the Canadian Manager for Hagerty Insurance, one of the most respected insurers of classic and collectable cars. I send



him our newsletter and this time included an invitation for Hagerty to do a display of their services at our 2024 Cates Park Picnic and perhaps donate a raffle prize at the event. He promised to pass our offer along to Hagerty BC



Territory Manager Tyson Moore.

Nigel is a top rung concours Judge and has now been made Hagerty Ambassador. Here is what he is up to. He writes: I have been in Arizona at the Auctions. I will send a few photos of the P1800 that was sold at Bonhams and Barret Jackson when I have my head above water. I have very little to with Canada these days as I'm usually in some foreign country. I will be in the UK in September for Salon Prive and Goodwood. I'm only home for this week and then I'm in India for the month of February judging at the Oberoi Concours in Udaipur. Take a look at the link. This is a very classy event.

<https://www.theoberoiconcours.com/index.html#about-section> Following that I will be curating a collection of 350 cars in Mumbai for one of India's Billionaires Mr. Singhhania, then participating in a 1,000 km rally in a 1955 Hindustan Ambassador (basically the made in India Morris Oxford). From there I fly directly to the Hagerty owned Amelia Island Concours in Florida. As I approach 70, I thought life would slow down but I guess that's not the case

### OLD AND NEW AT VOLVO CARS OF VICTORIA

**Bob Cuthill,**  
Island Coordinator VCBC

Way back last summer over a coffee with the then GM at Volvo Cars of Victoria, Adam Davies, brought up the idea of adding a different classic Volvo from the Club to the showroom each month over the winter period. It sounded like it might be fun so I went over my list of Island Volvophiles and came up with six likely candidates for October through March.

First up in October was Colin Maclock with a 123 GT. Interesting to note that while Colin is the second owner he does have all the provenance for the car which indicates that it was originally bought at David Motors, the original Volvo dealer at the current site of Volvo Cars of Victoria.

Second in line for November was a 59 Duett belonging to Lars Junker. Beautifully

restored to its original configuration including glossy wood trim in the rear compartment. Quite a rare bird in this neck of the woods and it drew a lot of interesting queries.

Next up in December was Mike Tomczak's 72 1800ES. Mike had just finished an extensive package of rebuilds and upgrades including an engine overhaul and basically a completely new braking system right down to the brake lines themselves. Needless to say the glistening bright yellow paint scheme was a nice way to brighten up the dreary winter weather outside.

To start the new year off right, Gil Stuart trailered his bright red 58 444 all the way down from Nanaimo. This was, until recently, Gil's track ready race car, right down to the number on the side of the doors. Now returned to street legal it still turns heads and generated a lot of smiles when visitors to the show room read the car's story in the plexiglass display over the left front fender.

Keeping with the red car theme, Jamie Graham was on deck for February with his completely restored 63 1800S. Found languishing in a driveway in James Bay where it had sat for over 25 years uncovered and unloved, it now looks better than new. Originally purchased in 1964 in Montreal, a bit of research in the Volvo archives confirmed that by the VIN number this was actually one of the early 1963 1800S models produced in Sweden. With all the provenance and confirmation from Volvo, ICBC reregistered the car as a 63.

And that brings us to March the newest old car in the lineup. It is a 94 850 belonging to Lucy Cuthill. Purchased in Richmond in late 98 just coming off a dealer lease with just under 80,000 km. this car has been lovingly looked after in every detail and now has over 350,000 km of trouble free driving. In the fall of 2023 this car attended at the club gathering in Osoyoos then completed the round trip via Calgary and Edmonton and performed flawlessly. An interesting note is the 73 litre fuel tank and the fact that cruising on the highway the ten valve normally aspirated engine sips only 7.1 to 7.2 litres per 100 km. This gives over 1,000 km on a tank of fuel (and has been tested as such)> but Lucy's husband complains that he has only a 300km bladder!

Needless to say this joint venture of Volvo Cars of Victoria hosting the Volvo Club of BC has been a lot of fun and generated a lot of interest. It just goes to prove to the visitors to the show room if you spend a little more and buy quality in the first place and look after your investment it will give you a long life of reliable transportation.

# MY FIRST VOLVO

## MY BRAND NEW 1961 PV544 B16 **Doug Raynbird** **Winnipeg, Manitoba**

I will never forget the day I purchased my Volvo, May 22, 1961, because on the way home from the dealership I picked up my newborn daughter and her mother from the hospital....my first born Brenda. A beautiful baby girl and a beautiful new car all in the same day.

From the first day I drove that car, I knew it was going to be mine forever. As a young man in my twenties I had a need for speed, and in the back of my mind I knew I could make my Volvo go faster. I started by having the flywheel shaved which would give me added acceleration. Then I put in B18 valve springs so that the valves would not float at high RPM's....another acceleration addition, and just to improve the sound an Abarth Muffler. Finally I decided to change the needle valves in the SU carbs....now at age 91 I cannot remember why I did this but you can bet it had to do with more speed. Turns out all that fun work paid off.

I decided one day to test out my adjustments and took my 1961 544 B16 beauty to the racetrack. The year was 1964 and the track was the Keystone Bison Dragways, then located 29 miles east of Winnipeg. I was feeling pretty cocky after winning two races against vehicles in my class so they



**DOUG RAYNBIRD**  
**1967**

decided to up the challenge and put me against a 6 cylinder Chevy Corvair. My little 4-cylinder Volvo and me just smoked the guy and I have a trophy to prove it. This was the only legal race I ever won but there were also countless races on the streets. As you know street racing is illegal and I am not at liberty to divulge the

large number of wins! My biggest wins were on the curves because that beauty of mine just dug in and hugged the road. However they designed their suspension in those Volvos and with that sway bar makes it easy to see why they became



such a great rally car.

Shortly after my trophy race I was on the receiving end of someone running a red light. Thankfully Volvo was one of the first to have the over the shoulder safety seat belts, which I was wearing at the time of the accident, and attribute to me not going through the windshield. After having the car repaired I drove it for a few more years then decided I would like to do some work on it. I began with the body work and sanding in preparation for a new paint job. Unfortunately I only got halfway through. Life got busy so I decided to store it away in the



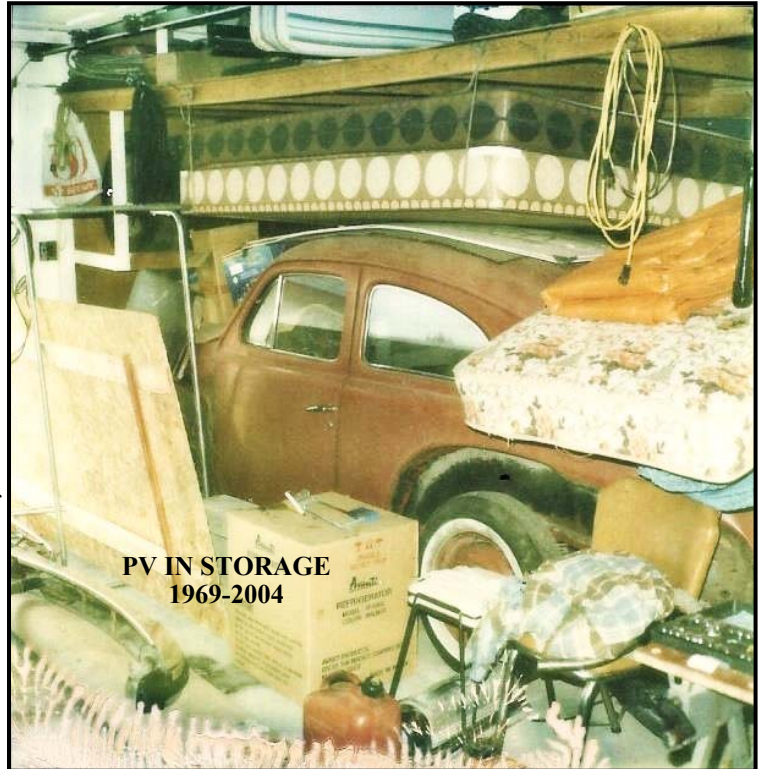
**GREG & DOUG RAYNBIRD**  
**2018**

corner of my garage until I could tackle it again in a few years. Little did I know that those few years would turn into 35 years....untouched!

In 2004 and at age 72, my wife Linda convinced me it was time to fulfill my dream which was to drive my Volvo one more time before I die. I won't bore you with the ongoing problems, disappointments, frustrations and of course money it took over the next 16 year to get my baby back on the road. Finally in October, 2020 and at age 88, I took my Volvo out for it's re-birth drive. It was the first time in over 50 years since I had driven my Volvo and am very pleased to say that I did not miss a single shift change...only Volvo owners with four on the floor can appreciate that accomplishment.

My Volvo is now entering into its second life and I am very proud to say that my son Greg has the same love and affection for that Volvo that will one day be his. He spent his entire life looking at, and playing inside that Volvo stored in the corner so you can imagine the first time he saw her finished and the first time he got behind the

wheel....bitten by the Volvo Bug. For now Greg has to wait for his visits back home to drive the Volvo. He is a Captain with American Airlines and living in Dallas so each visit home is extra special knowing he gets to take the car out for a spin. He has also found out that there will always be something to fix or tweak..... the joys of driving vintage.



## WHAT'S NEW (OR OLD) AT VOLVO

### 1993 VOLVO 850 GAS TURBINE ELECTRIC HY- BRID PROTO- TYPE

**Jalopnik**

**January 2022**

Back in 1993 Volvo were experimenting with a gas turbine electric hybrid 850. Nothing unusual in gas turbines in cars, it's been tried before, but this one tried to address the fuel consumption issue with hybrid electric drive. Volvo built two of them and this is the only one that has been in

private hands. The fact that there are only two of them will be some clue as to their success but read on.

All car manufacturers have failed to make the gas turbine work, GM famously with their 'Jet' cars, but Rover built some back in the 1950s and 1960s, the Howmet TX was even raced at Le Mans.

There are many advantages to a gas turbine, smooth running, low weight for the power output and pretty good with emissions. Ok, there's no engine braking and the big problem is they like to drink fuel, comparatively, at a smaller throttle opening. Volvo came up with a rather neat idea to address this problem.

Most car manufacturers have developed hybrid vehicles. The most common is gasoline hybrid, but some diesels too. None of them partnered a set of batteries and an electric motor with a jet engine before to my knowledge. Fitting a gas turbine to a car wasn't such a leap for Volvo as they have a lot of experience with providing propulsion for aviation including military jets. Oddly they built engines for the SAAB fighters. It's also not the first time Volvo had tried this; they built a 264 saloon with a gas turbine, and it was the company's first Environmental Concept Car (ECC) back in 1978.

Turbine only power was no longer sufficient, so they combined it with an electric motor. The turbine powered a high speed generator, which then provided current to the batteries and the motor. This means the system can be operated as electric only and the generator is also the starter motor for the gas turbine. The 850 even had regenerative braking, something which is common today, returning energy to the batteries. Speaking of batteries, these are somewhat old tech,

NiCd. If you've ever owned a radio controlled car then you'll know of their limitations, and it explains why there is no luggage space in the car at all. The rest of the car is typically 850, and a fine car it is too. The ECC hybrid was promised to be as easy to drive as a conventional car. The gear selector has familiar looking positions, P, R, N, D, L. But unlike a torque converter auto there is no creep when you release the brake. Pushbuttons are used to select the mode of propulsion, Electric, Hybrid and Gas Turbine. In electric mode the maximum torque is available from standstill, but for maximum acceleration you'd need to select Hybrid or Gas Turbine.

The electric motor and battery charging system couldn't save the concept. Whilst a gas turbine is a brilliant engine being small, light, smooth and in this form relatively simple in its construction, the fuel economy isn't good enough compared to a piston engine.

With only 4,000 km of test track driving this car is pretty close to being new and almost unique. Remember there are two of them, this one fell into private hands and was bought from someone in Italy who was involved with building Volvo's gas turbine / electric hybrids. It has been believed to

have spent most of its life in Sweden and comes with the original Swedish numberplates and some extracts from a magazine featuring this Volvo 850.

The 850 hybrid sold recently at Bonhams Les Grandes Marques du Monde à Paris sale and fetched a total of € 62,100, or US \$ 70,086, including buyer's premium.

Valuing this car is very difficult, but someone was prepared to spend quite a bit to get one. The good news is that an 850 is a fine car and a really good one can be had for much less.



## TECHNICAL TIPS

### A GUIDE TO CHOOSING THE BEST BRAKE PAD FOR YOUR NEEDS

From the Classic Volvo Restoration website

#### CERAMIC BRAKE PADS

**Features:** Made of dense ceramic material mixed with copper fibers. Offers smooth and quiet operation. Produces less brake dust compared to metallic pads.

**Advantages:** **Durability:** Ceramic brake pads wear down slower and last longer than metallic pads. **Performance:** Provides stable braking performance across a wide temperature range and conditions. **Quiet Operation:** Tends to produce less noise due to the material's nature. **Low Dust:** Generates less visible brake dust, keeping the wheels cleaner.

**Disadvantages:** **Cost:** Generally, ceramic pads are more expensive than their metallic counterparts. **Cold Weather Performance:** May perform worse in extremely cold conditions compared to semi-metallic pads.

#### LOW-METALLIC BRAKE PADS

**Features:** Contains a mix of metals (10-30%) such as copper or steel and organic formula. Designed to offer better heat transfer and braking performance.

**Advantages:** **Heat Dissipation:** Better at dissipating heat away from the rotor, reducing the risk of brake fade. **Braking Performance:** Provides good stopping power and is effective across a wide temperature range and conditions.

**Disadvantages:** **Noise:** Tends to be noisier than ceramic or NAO pads. **Dust:** Produces more brake dust, leading to dirtier wheels. **Rotor Wear:** The metallic content can be more abrasive on brake rotors, potentially leading to faster rotor wear.

#### SEMI-METALLIC BRAKE PADS

**Features:** Made with 30-65% metal (such as steel, iron, or copper) mixed with fillers. Offers excellent heat dissipation and durability.

**Advantages:** **High-Temperature Performance:** Excellent for performance driving or heavy use thanks to superior heat dissipation. **Durability:** Generally lasts longer under tough usage conditions compared to NAO pads. **Cost-Effective:** Offers good performance at a reasonable price.

**Disadvantages:** **Noise and Dust:** Higher metal content can result in more noise and brake dust. **Hard on Rotors:** Can be more abrasive against rotors, potentially leading to faster wear.

### CONSIDERATIONS FOR CHOOSING THE RIGHT BRAKE PADS FOR

#### YOUR VOLVO

**Everyday Driving:** If you're looking for quiet operation, minimal dust, and good performance under most driving conditions, ceramic pads are a good choice.

**Performance Driving:** For drivers who prioritize performance, especially under high-temperature conditions like sporty driving or towing, semi-metallic pads offer the best heat dissipation and durability.

**Balanced Needs:** If you're looking for a balance between performance and cost, low-metallic pads might be the right choice, offering better heat dissipation than ceramic pads but with less noise and dust than semi-metallic pads.

#### 240 SERIES GLOVE BOX

Gregg Morris

The 240 glove box gives its share of problems, and most of them are due to its largely plastic construction. Bar none, the best way to avoid problems with that glove box is to be gentle. That is the moral of this whole article and I could just as well stop here... but that would be no fun.

For some reason many people tend to slam glove box doors closed. My theory is that these door-slammers have some character flaw. These folks don't stop with slamming glove box doors. They are the same people that seem compelled to slam the car door shut even after being shown that the well adjusted door will click closed with the gentlest of push or pull.

After many years of service, and usually much abuse, the glove box door will start dropping open by itself. What do you think the door slammer's solution to this problem is? Of course, slam it harder and complain about the poor quality of cars these days. When finally, it will not stay closed at all it is time to take it apart and see what is going on.

The glove box and its door are removed as a unit. You won't have to open the door because of course it won't stay closed. Simply remove the 7 screws that secure the box to the dash. The box c/w door will now slide out. The latching point will be visible. Try closing the door and you will see where the plastic of the box has broken away by repeated beatings by the tongue of the door latch. Make a small sheet metal patch to restore the broken plastic and you are back in business.



If you were lucky you might have found an unbroken box but the door is shabby. You can install your door on the replacement box by using a small punch to remove the hinge pins that secure the door to the box.

Another couple of plastic pieces that can fail are the two curved plastic retainers that hold the door horizontal when open. I have been lucky to have had good used replacements, so I didn't have to invent a repair for these.

The trickiest repair is when the door won't open at all. The cause of this problem is also slamming the door but this time it is the lock mechanism that fails. To open you turn the knob clockwise and it lowers the tongue that is retained in the latching point. When the latching mechanism breaks, turning the knob will no longer lower the tongue so the door will not open. When that happened to our 92 240 I asked for suggestions on how to get the door open. One suggestion was to use a credit card and another was to pull harder. Don't do either!

Here is a non-violent and effective way to open the door. Remove the black faced fibre panels under the dash below the glove box. This exposes the outside of the glove

box. Reach your arm behind the box and over the top to where the latching point is and there you can feel for the tongue of the latching mechanism and push it down and the door will open. The problem is that the metal latching mechanism has failed internally so turning the knob no longer moves the tongue. I found a working used latching mechanism and installed that. To avoid breaking the replacement latch mechanism when closing the door, turn the knob which lowers the tongue then gently close the glove box door then release the knob releasing the tongue and the door will be closed.

The six pictures with this article show 1. glove box installed, 2. the glove box open showing securing screws, latch and latch receptacle, 3 top of a removed glove box, 4 finger pushing down the latch tongue from above, 5 latch mechanism, 6 glove box door removed see brass punch pointing at the left hinge pin.



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(Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.)

- Volvo Cars Richmond**, 338 - 10700 Cambie Rd. Richmond, BC, 604-299-2999, New parts: 15%,
- Chapman Motors**, Cobble Hill, B.C., 1-800-663-7208, New parts 10%, Used parts 20%

- Chapmans Cars Victoria** 751 Cloverdale St., Victoria, Ph. 250-475-2213, parts and service: 10%
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- Dancia Motors Ltd.** 5273 Trans-Canada Hwy, Duncan BC, 250-746-4612, Parts 10%
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- Volvo Cars Victoria**, 1101 Yates St., Victoria, BC, ph 250-382-6122 New parts: 15%

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**CLASSIFIED ADS (pictures on website)**

**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](mailto:pv544gt@gmail.com) Gray Creek BC
- 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@gmail.com.**
- 77 244DL-\$4,000 obo.**, 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**
- 92 960-\$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**
- 2001 Black Volvo V70XC Wagon**, 176000km. Body condition is excellent. Power train is very good. Volvo OEM 17" Rally wheels. Recently serviced. Instrument cluster needs replacing. The best offer takes. Alex, ph: 778-235-3546

**SERVICE**

**ISLAND AUTOMOTION LTD - SU Carburetor Rebuilding**, [www.sucarburetors.com](http://www.sucarburetors.com) Rhys Kent, 1-250-479-5192 Victoria or [islandautomotion@shaw.ca](mailto:islandautomotion@shaw.ca)

**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 [jcrripps544@gmail.com](mailto:jcrripps544@gmail.com) or Gregg Morris 604-469-1216 or [grmorris@shaw.ca](mailto:grmorris@shaw.ca)
- 122S parts**, from 5 cars 64 and up. Mechanical, body, trim etc. Richard Armstrong, Lac LaHache, 250-396-4456
- 83-760GLT 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, [vcbe@muon.ca](mailto:vcbe@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](mailto: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, [alanhankey383@gmail.com](mailto: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](mailto: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](mailto: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 [olofgalmberg@gmail.com](mailto:olofgalmberg@gmail.com) website [www.vintageimportparts.com](http://www.vintageimportparts.com)



Jamie Graham 63 1800S



Mike Tomczak 72 1800ES

**Vancouver Island members showing their cars in the Volvo Cars of Victoria showroom one month each starting October 2023.**



Colin MacLock 68 123GT



Lucy Cuthill 1994 850



Gil Stuart 58 444



Lars Junker 59 Duett