



THE VOLVO CLUB OF B.C.

SEPTEMBER 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



V.C.B.C. is the

B.C. Chapter of Volvo Sports America

1800 Register

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352

Email: membership@vsa.org Annual membership fee US\$40 Website www.vsa.org

UPCOMING VOLVO EVENTS (also see our website www.volvoclubofbc.com)

SEPTEMBER 28, 2024, (SATURDAY) V.C.B.C. 31th ANNUAL CATES PARK PICNIC AND AGM Rain or Shine, 4141 Doltart Highway, North Vancouver, B.C. 9 a.m. to 2 p.m. **Bring a picnic lunch!** Shine up the Volvo and bring the family. There will be lots of raffle prizes, as well as dash plaques and trophies for the Peoples Choice, Runner Up & Modified. We will also hold our Annual General Meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. **Come and see the nicest display of Volvos in BC.** For info call **Gregg Morris 604-469-1216 or 778-988-6694 or Dave McAree 604-530-6097**

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

JANUARY 22, 2025 (Wednesday) VOLVO CLUB WINTER SUPPER, 7:00 pm at the New Westminster Spaghetti Factory located at 50 - 8th St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

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

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST EVENTS

SPRING DRIVE TO LILLOOET

June 8, 2024

John Cripps

Well, its Monday morning and I am just washing the bugs off the grille of my

V50 after our weekend road trip to Lillooet from our home in Maple Ridge and good thoughts come to mind. Seven Volvo club members met in the Chevron Station in Hope at 10 on Saturday morning. Bert

and Kathy Sherlock in their 70-122, Gregg and Rose Morris in their 65 -122, Beau MacGregor in his 66 -122, Rohan Soulsby in his 72- 140, Dave and Louise McAree in their 98- V70, Steve Yabroff in his 2021



**SPRING DRIVE 2024
STOP AT THE COLDWATER RIVER
EXIT FROM THE COQUIHALLA**

Corvette and Celine and I in our 2005-V50. I had pondered which car to take on this trip. I had prepared our 63- 544, but in looking at the route and guessing what other vehicles would be on the drive, I knew that speeds up to 110 to 120 km/hr would be called for on the first 120 km leg of our trip. My 544 has no overdrive, so the engine would be spinning fast most of the way. I don't like to push my engines too much and I didn't want to slow down the Volvo convoy, so I took the V50. It rarely had to go over 3000 rpm and most of the time spinning only at 2000rpm. Hot weather was also in the forecast and air conditioning would be a bonus. After filling our fuel tanks, we roared out of Hope toward the Coquihalla Highway with Rohan leading the way in his fast 140.

From the Coldwater turnoff this secondary road offered a slower pace, and welcoming twisty route to Merritt. We had a picnic lunch at the Lions Park, where we met another Volvo Club member David Chan in his 94-940. David had somehow slept through four alarms, so he skipped the rendezvous at Hope. Pulling out of Merritt my V50 instrument panel had a blazing high temperature alarm warning of over 30 degrees C. I have only had this car since last August and never seen this alarm before. So, I thought it was probably the ambient temperature sensor, which hangs underneath the driver side mirror. I was parked in the sun and with the heat soak from the parked engine I surmised also contributed to the cause. So, I set off and once the sensed temperature fell below 30 C the alarm went

away. The ambient temperature sensor eventually dropped to 24 C as we motored to the town of Logan Lake, where we parked at the visitor center, next to a huge mining shovel and haulage truck.

Next, we took off north on the Tunkwa Lake Road, another twisty road with good pavement to Savona, located on the east end of Kamloops Lake. Cache Creek was the next town. Then we went North to the Hatt Creek then west on highway 99 to Lillooet, arriving about 3:30 PM. After we unpacked our cars at the Mile 0 Motel we migrated to Bert and Kathy's room for appetizers and drinks. We then dined at Lillooet Inn or at Mai's Kitchen.

Most of us had planned to take the Duffy Lake Road back home via Whistler, however Steve wanted to get home early, taking the Sumas border crossing to his home in Woodinville, Washington. Google maps showed the Fraser Canyon route would shave an hour off, so along with Dave and Louise and David Chan we chose that route too. Spectacular scenery as we twisted down the canyon beside the mighty Fraser

River carving its way south to the Pacific. Gregg and Rose had received a last-minute invite to join Rob and Janet Schwieger in Osoyoos so they went southeast, slipping out early Sunday morning. Next to leave was the Duffy Lake gang, with Beau, Bert and Rohan headed for breakfast in Pemberton ahead of any dreaded ladderbacks(RVs).

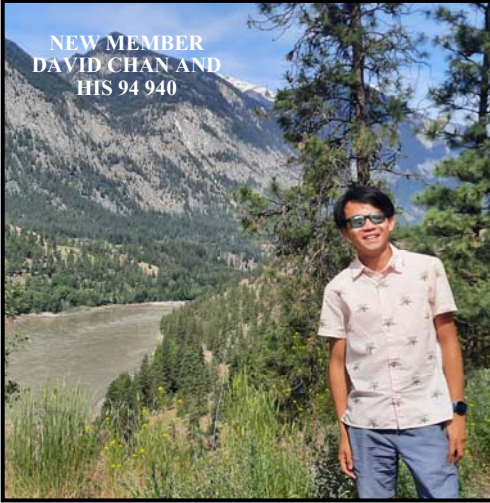
Like many of the roads we took, highway 12 to Lytton was deserted, just as well as the road appears to be hanging to the canyon walls, narrowing to a single lane ledge in places, often patched with fresh gravel after damage from falling rocks. A keen eye on the road surface is essential to avoid any freshly fallen sharp edged rocks, otherwise, tires would be easily shredded. Steve was very cautious with his low-slung Corvette through these stretches. I love following Steve's beautiful Corvette; it hugs the road despite sharp turns. It even looks fast standing still. At Hope Steve split off west



WHERE ARE WE?



OPEN PIT MINING MUSEUM IN LOGAN LAKE



NEW MEMBER
DAVID CHAN AND
HIS 94 940



THE ONCE THRIVING TOWN OF LYT-
TON 3 YEARS AFTER THE FIRE

to Highway 1 to Sumas, the rest of us took Highway 7 to Agassiz where Dave and Louise turned off to Highway 1 to Langley and David Chan, Celine and I continued along No. 7 to our homes.

I checked out mileage, we averaged 7 liters per 100km (40 miles per imp. Gal, or 34miles per the skimpy US gal). It was a great trip with good company, spectacular

scenery, sunny weather, dry pavement, twisty roads and no breakdowns.

ADDENDUM: HOW TO MAKE A GREAT SPRING DRIVE EVEN BETTER!

Gregg Morris

Rob and Janet Schwieger who live on the east side of Kootenay Lake wanted to join the Spring Drive but they had just returned home from a trip to the lower mainland visiting their daughters. The thought of turning around and driving right back to Vancouver to join the drive just seemed like too much.

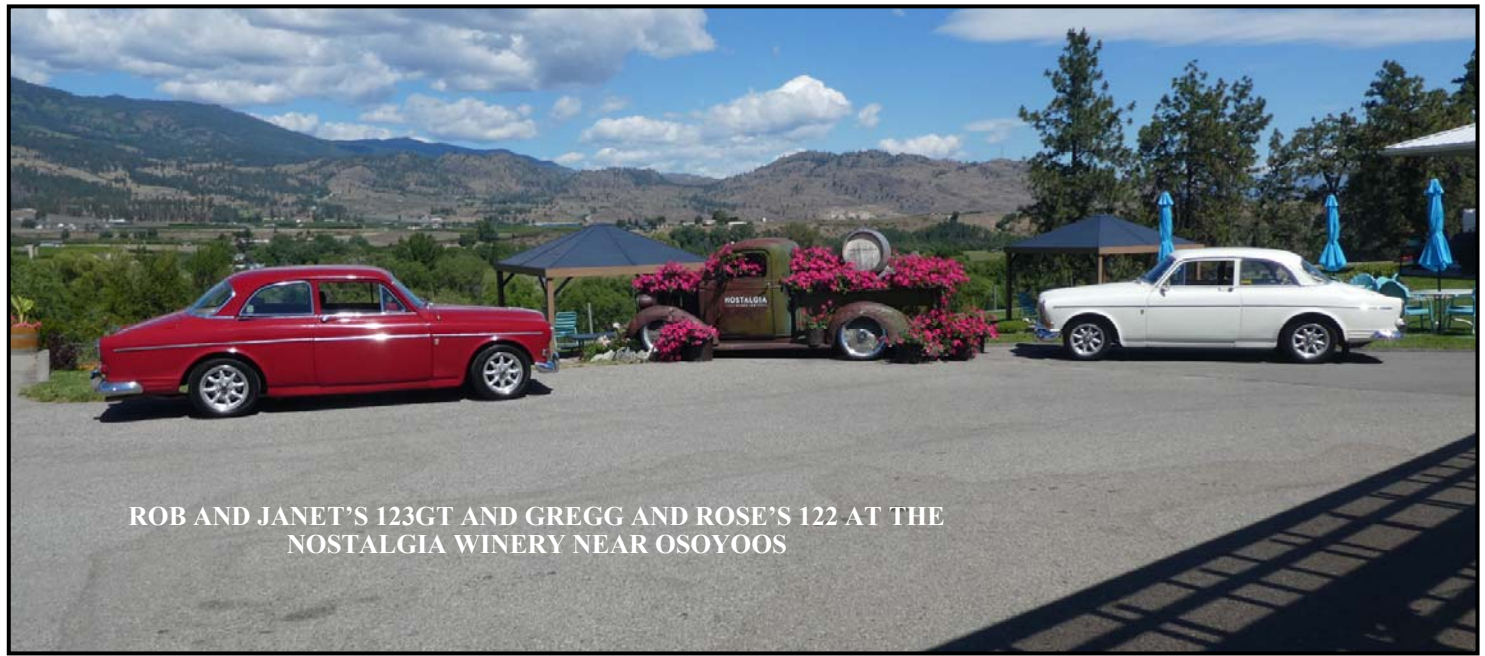
I understood their dilemma and I knew of a good alternative. We have often extended our Volvo Club Spring Drive and headed to some other nice spot in Southern BC to continue the fun. My suggestion this time was for the four of us to meet in Osoyoos. We would head there from Lillooet and Rob and Janet would fire up their 123GT and head west from Kootenay Lake. The weather was still perfect and it was too early in the season to have to wor-

ry about wild fires and there was no flooding on our route, so Osoyoos here we come. I have to admit it was hard not to join Bert, Rohan and Beau on their early morning blast over the Duffey Lake Road. That is still my favourite road in southern BC and if you leave early from the Lillooet end you might have the whole Duffey Lake Road to yourself. I believe that was the case for Bert, Rohan and Beau and that

is like winning the lottery for those who like to drive a unique and challenging road.

I may have missed the Duffey but our route from Lillooet to Osoyoos was not too shabby either. The weather was perfect and the roads were empty. We headed south from Lillooet on Hwy 12 to Lytton. That poor community is still virtually uninhabited even though I believe they have the go ahead to rebuild after the devastating fire of June 2021. (Google fire in Lillooet and read the posting titled "Lytton was a magical place. Then it burned to the ground")

It felt like we were visiting a graveyard so we paid our respects and headed 20 miles north on Highway 1 to Spences Bridge and Highway 8 east to Merritt. Highway 8 parallels the Nicola River. In November 2021, just 5 months after scorching heat caused Lytton to burn, torrential rains described as a triple atmospheric river turned the Nicola River and Coldwater River into monsters that flooded Merritt and virtually swallowed Highway 8. By 2023 BC Highways had reopened a new version of Highway 8 that connected surviving stretches of the original highway with landfill, new bridges and mega tons of rock armoring. About half the highway was gravel in 2023 and remains in



ROB AND JANET'S 123GT AND GREGG AND ROSE'S 122 AT THE
NOSTALGIA WINERY NEAR OSOYOOS

the same state today. Once the pavement is reinstated the road will again be the “driver’s” road we all enjoyed.

The car we are driving is a 65 Amazon and that makes it 59 years old. Back then the closest thing to a GPS was a map. Even without modern electronics, that car can find every Chevron Station within driving distance. Today’s first find was in north Merritt where the car happily slurped up \$40 of 94 octane gas for just 113 miles of driving. Back on the road we climbed east on the Okanagin connector then south on Highway 5a to Princeton. 5a is a beautiful curvy rural road passing glacier fed lakes, ranches, and timber. From Princeton normal people, who were headed for Osoyoos, get on Hwy 3 east, but for the more discerning, a 20 mile ride on Old Hedley Road follows the left bank of the Similkameen River is just the ticket. This is a beautiful Rural Route set at the foot of some very high mountains with none-to-stable looking slopes. This is the kind of road that you drive very fast so you get where you are going before you hit something.

Old Hedley ends at Highway 3 and from there on just stay on 3 until it drops you off in Osoyoos.

Rob and Janet arrived at the same time as we did. We rented a nice room on the lake at the Poplars Motel. For the next few days we toured the south Okanagan wineries, shopped at the worlds best Home Hardware, swam in the lake, toured the Nk’Mip desert cultural center run by the Osoyoos Indian Band, ate well and enjoyed the company of our friends.

The drive home for all of us was uneventful and the few days in Osoyoos were a fine supplement to the Spring Drive. Try it!

VOLVO CLUB SUMMER CRUISE
TO THE PITT MEADOWS AIRPORT
July 13, 2024

Gregg Morris

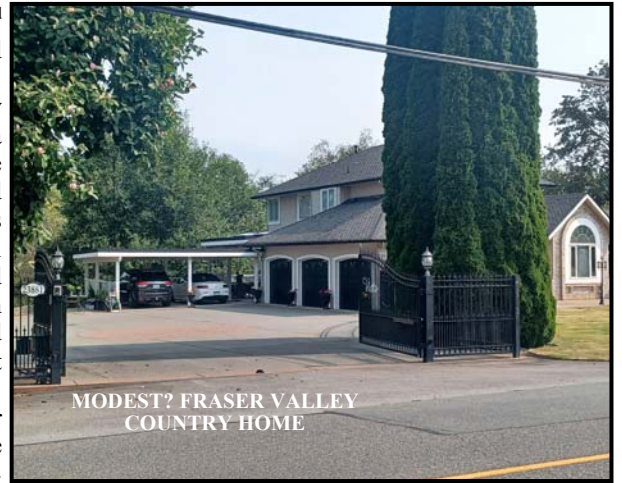
This was the 9th Summer Cruise we have enjoyed. Allen Hiebert and I were trying to remember the past journeys. The first one was to Cultus Lake in 2014 and Allen could not remember the details of that one. No wonder, because he didn’t organize it, and he and Dot were not even there. That first drive was the work of Dave and Louise McAree and it was lots of fun so we decided to make it an annual event. At that point Allen volunteered to choose the next drive in 2015 and has arranged a new route and destination every year since, minus Covid. Here is where we have been. 2015 Kilby, 2016 Stave Lake Powerhouse, 2017 Yarrow, 2018 Langley Airport, 2019 Abbotsford MacDonald Park, 2022 Mission, 2023 Abbotsford EcoDairy.

This year’s cruise day was perfectly sunny and warm. The drive covered about 80 km of paved rural roads and took around 2

hours. We started at the 232nd Ave Chevron by the freeway and ended at the Pit Meadows airport. There were 7 cars there to enjoy the drive. Allen gave everybody a two-sided map of the drive route and I was hopelessly turned around after the first 10 minutes of turns and short straights all through scenic countryside. Good thing I didn’t get separated from the others or Rose and I would still be wandering around out there.

Allen grew up in the Fraser Valley, so he generally knows the area, but he is nothing if not meticulous. He first chooses a worthy destination and then designs an entertaining route to get there. The route must have fine scenery, little local traffic, and a minimum of left turns into traffic. Today’s route passed through eastern Langley and into western Abbotsford then returning to Langley and across the Golden Ears bridge over the Fraser River to the Pitt Meadows Airport. The scenery was a bit shocking. I remember this area as having lots of small farms with modest structures and broken down machinery, but now there are an amazing number of huge houses on manicured estates secured with big rolling steel gates. There must be money in farming these days and blue berries seem to be the crop of choice. The properties may be a bit pretentious but the re is no arguing with their beauty. For each mansion there was a matching multi car garage, I envied. Rose and I thought it might be nice to live on one of these estates if we could find the money to have someone else do all the work required to run it.

The collection of cars on the drive was quite neat. Allen and Dorothy Hiebert led the way in their 2021 Polestar 2, Terry and Joanne Walton drove a 2014 XC60. The Cripps, Morris’s and Ernie Hildebrandt all drove PV544s. Two new participants, Ad Bertens and Stephen and Joy Brown both arrived in C70 Retractable hardtop style convertibles. Now if driving the same very rare model Volvo was not enough of a coincidence,



MODEST? FRASER VALLEY COUNTRY HOME

they did not know each other, yet they worked in same industry. Ad Bertens is a marine engineer for SeaSpan and Stephen Brown is a sea captain and is a consulting expert in the Vancouver harbour and was Harbour Master for 4 years.

We all arrived safely at the Pitt Meadows Airport in time for lunch in a shady spot by the SKY Helicopter hanger. The airport has also gone pretty “up town” since I visited it last. We took a look in at the Helicopter hanger and it was a huge space with perfect epoxy white floor. Apparently, it is not just a hanger but is used for large weddings and movie viewings etc. Clever



LUNCH

marketing. They have tapped into the tourist market and we saw 2 or 3 helicopter loads of tourists returning from a birds eye view of the lower mainland.

After lunch we all headed home in the sunshine.



PITT MEADOWS AIRPORT

**MORREY VOLVO OF BURNABY
GRAND OPENING CELEBRATION
Gregg Morris**



In July 2024 I received a message from Louis Gao, (Business Development Manager for the Morrey Auto Group, inviting our club to be represented at the Grand Opening of Morrey Volvo's newly renovated building. Ten tickets were reserved for us at the Grand Opening celebration, and we were invited to display some of our classic Volvos. Bill and Jeanette Buholzer brought their 64 1800s, Bert Sherlock 1970 122S, Fred DeBoer 1978 262 Bertone, Darcy Bullock and Marianela Martinez 2021 Polestar 1. John and Celine Cripps were to have driven their 1963 PV 544 but John severely annoyed his knee the day of the event so that left us without a 544 and that would never do. Rose and I had planned to bring a 1973 1800ES but brought our 1964 PV 544 instead. It would never win a concours but who cares, it has been my car for 54 years so it deserved an outing.

The event was described in the invitation as an unforgettable evening of luxury, innovation and celebration. There would be viewing of Volvos new EX30 and EX90 fully electric SUVs. Tour the newly renovated, Volvo Designed building, described

as Swedish cool on the outside and warm on the inside. We were invited to enjoy premium BC wines, an exquisite culinary journey and live entertainment. They did not disappoint; it was thoroughly enjoyable event.

Probably we were not quite the demographic they were aiming at, given our grey or white hair, but they treated us very well and we certainly enjoyed the evening. I think the others in attendance enjoyed seeing the old Volvos. To my surprise, all the offices in the showroom displayed a large picture of one classic Volvo or another.

Morrey auto group is a family owned and operated business. Founder of the business Gary Morrey and his two sons Jason and Jarrett gave short speeches of welcome and declared their pride at being chosen for a Volvo Dealership. Grandson, Spencer Morrey, will be general manager of the Volvo Dealership. Their plan is to efficiently sell and service a lot of Volvos. The Morrey's certainly came across as dedicated and approachable and the employees I talked to said they appreciated the work environment at the dealership. We wish them well.



EDITORIALS AND LETTERS

CLUB STUFF

VCBC DIRECTORY OF SERVICE LOCATIONS. Rick Taylor asked about the directory. It is accessed from home page of the website. Print it out. It is listed in geographical groups: Vancouver and Fraser Valley, Vancouver Island, Other parts of BC, Alberta and USA, Volvo Parts Specialists. If you have other service suggestions let us know. Rick noted that Rainbow Auto Service in Bellingham will rent a dice scanner for 3 days at a time.

THE ONE-OF-A-KIND DELAHAYE WAS ALMOST A CASUALTY OF WWII

**Nigel Mathews
Vancouver Province Newspaper
September 2006**

(Nigel allowed me to use this article in our newsletter. What a great car story! Thanks Nigel.)

2023 was my 18th year of judging duties at the Pebble Beach Concours D'Elegance, and I found myself being elevated to the Chief Class Judge of the two Fioni classes. I have often thought that I was born too late and wonder what it would have

been like to grow up surrounded by the stunning art deco shaped cars, created by the Italian coachbuilder Joseph Fioni. In 1935 Fioni took on a business partner Ovidio Falaschi. Fioni would design and build the beautiful bodies and Falaschi joined the company as the financial stability for them to succeed as partners.

Walking the Pacific Ocean edge of the 18th fairway at Pebble Beach, where all the Fioni cars were placed was a bit like Déjà vu, taking me back to 2006 when I first viewed the stunning event poster car, a black 1936 Delahaye 135 Fioni Coupe from the Patterson collection in Louisville, Kentucky, USA.

When I returned from Monterey car week that year, I had a few days to meet the September 2nd deadline for my weekly newspaper column called Collector Classics. I wrote an overview of the week's activities, auction results and displayed a few photos of the cars, the largest pictures being the Black Delahaye. This went to print on Sept 6th. On September 20, 2006 a regular reader of my articles took a chance and mailed a letter addressed to me at the large Insurance Company that I worked at, and it by chance landed on my desk. The letter was typed using an old typewriter and as the story

unfolded and became more interesting, the English spelling became worse.

The writer who wished to remain anonymous, told a fascinating tale; the timeline was late 1940 in war-torn France. Private Schmidt—we'll call him—was a motorcycle dispatch rider in a German infantry division, based in Colmar northeastern France, near the German border. His unit had been ordered to the Polish front. With a few days remaining in France, he was sent to Gerardmer, 52 kilometers away to round up as many valuable French cars as possible.

He roamed the streets and back alleys in search of expensive wheels. An old shed in an alley caught his eye. As he peered through the dirty windowpanes, he noticed something inside the shed. "It was the most beautiful black sports car I had ever seen in my life," writes Schmidt, describing the 1936 Delahaye Fioni Coupe. He approached the house with the intention of demanding the keys, but something inside him said, "NO!". An elderly lady opened the door and was understandably surprised and frightened at the sight of this 23-year-old German soldier at her door. Schmidt had no idea if she understood his broken French, but he told her to cover the car and fill the shed windows with firewood to hide it from view and left. He could not return to Colmar empty-handed and commandeered a Peugeot. It broke down on the way back to the base!

Schmidt ended up on the Polish front and became a POW. He survived the war and immigrated to Canada in 1950. His

early years in Canada were spent in Alberta. Looking for a warmer climate he eventually moved to Surrey, British Columbia.

Now imagine fast-forwarding the clock by 66 years: It is a Friday morning, and he is having breakfast reading the Vancouver Province newspaper. Being a car guy, he would go straight to the car section. He almost fell out of his chair seeing the feature photograph in my weekly column in the Province. Here was the very car that he had seen through those dirty windowpanes and did not have the heart to take it. It's a car you would not forget, he told me. They only built one, so I have no doubt that it was the very same car.

I contacted Private Schmidt by telephone, and he told me his life story. He did not want to go to war and serve in the German army. Plans were made for him to swim across a river at night, escaping from Germany where a job had been secured for him in South America. He knew that the repercussions for his family left behind would be severe, so he decided to stay and reluctantly reported for duty.

He was now 89 years old and a little hard of hearing, but we talked occasionally; the topic naturally was about cars, usually it was sparked by one that I had featured in my column.

Thank you, Private Schmidt, for saving such a magnificent car. The current owner has a copy of his initial typed letter to me and been made aware of this story. I would hope that it will go with the car to the next Custodian.



1936 DELAHAYE

SOMETHING DIFFERENT

AN AMAZON IN LIMBO: MISSING RESTORATION RECORDS RECOVERED

**Beau MacGregor
Manieri Motorworks, Bellingham Wa,
360-756-2000**

Like many vintage automobile collectors, I have too much stuff and too little time. Cars. Parts. Projects, and the desire for ever more of each. Over the years, such a focus has made for a rewarding and often joyous hobby, despite the trouble it has caused me. “What if I made this modification and rebuilt that system, the car would be ever so much better! Right! Probably it will be, but what happens when one owns a car that fosters indifference?

I was set on bringing the 1972 dark blue 164E on the 2024 Spring Drive to Lillooet. So sure, in fact, that I’d planned to make several long-desired improvements before the trip. Wire up the OE style fog lamps, add a Rallye instrument cluster and GT Steering wheel, balance the driveline, etc. As is so often the case, revenue jobs at the shop took precedence and personal projects had to wait. Time ran out: I was due at the Morris residence in Port Moody the next afternoon, it was Thursday evening, and I hadn’t touched the 164 for over a month. The 145 Express was a contender, as it was running strong with a new FI head, D cam, and freshly rebuilt carburetors. But for 500 miles? The PV was down with a leaking

water pump, but that could have been remedied by midnight. For reasons that are still unclear, I fetched the Horizon Blue ’66 122s from its dusty perch, gave it an oil change and a bath, and was off the next morning for a three-day, 552 mile lap around southwestern British Columbia with friends from VCBC.

I’d been ignoring the ’66 Amazon all winter long, if not all decade long. It is a beautifully restored machine, but nevertheless there it sat the gathering dust atop a parking lift, looking like the orphan it had become. “I need to sell that car and move on.” I’d think, whenever I saw it up there. “It’s too nice, it’s too valuable, it has too much bad juju from the previous owner”,



**BEAU’S
1966 AMAZON**

I'd grumble to myself as I drove away in something else yet again. I'd all but given up on ever recovering the Amazon's reportedly extensive records and had even tried - unsuccessfully - to sell the car on Bring-a-Trailer in January of 2022. Whoever commissioned the Amazon's superb restoration in 1999 eventually sold the car to an individual in Bellingham in 2010, from which I bought the car, in 2015. "I'll have to find the restoration records and get them to you" he promised, eyeing the bank check I held in my hand. I trusted him and we executed the sale. Weeks went by, then years. Nothing. "Haven't had a chance to look", he'd say changing the subject. Then my periodic queries started to yield different answers: I was told that I'd already been given all records he'd had, (which amounted to a title and keys) then told that there had never been any records with the car. Hmm. Nobody goes through such a thorough effort to bring a car back to better-than-new without generating a significant file. Something wasn't adding up.

One day, while removing the car's modern stereo system (the Amazon's sport exhaust provides a lovely if stupendously loud soundtrack, overpowering any semblance of Hi Fidelity from the car's tiny speakers) I came across an old registration card that has somehow found its way behind the dash and stayed put all those years. Huh. Was this the individual who restored the car?

Turns out that it was! "Hello?" said Carolyn, speaking from the San Juan Islands. I introduced myself as the current owner of her 122s. "Oh, Hi! I been wondering what happened to my Volvo." She said, warming to the Saturday morning cold call I'd inflict-

ed upon us both. Pleased to hear that the car was still local, and in apparent good hands, she offered a detailed account her history with the Amazon: It had been for sale at Swedish Motors in Boulder, CO in the late 1980s when she bought it, her subsequent numerous cross-country adventures, and of course the eventual restoration at *The Werks* in Eugene, Oregon in 1999. She confirmed the existence of an extensive restoration file and was clearly annoyed that it had evidently been lost by the buyer. She went on to explain that her decision to sell hadn't been an easy one - this was *her* car after all - the process made downright unpleasant, by, as she put it "the most aggressive haggler I'd ever met". She stated that it took a long time to get over the regret of letting the car go for such a low price. I allowed that she was welcome to drop by my shop sometime to see and drive her old Amazon.

So, the car *does* have records... okay, now what?

Gregg Morris remembered the car from the 2001 VCBC West Coast Meet, where it won First Place in the 122 category, presented by non-other that Bob Moreno, the fellow who restored the car and owner of the *The Werks* in Eugene, OR. Mr. Moreno

proved to be elusive: The Werks had since closed, and no further information about him was forthcoming. Rohan Soulsby helped to put some more leaves on the tree, his interpretation of the VIN revealing that the car was indeed a Canadian-produced 1966 model, not a 1967 model as stated on the title. He even provided a reproduction "Made in Canada" plate, as would have been originally affixed to the pedal box under the hood. A Washington State Patrol inspection to confirm the VIN and a seven-week wait yielded a correct 1966 title.

Two more email conversations with Carolyn filled in some more details, but without the receipts, photos, and newsletter features, a large part of the car's history was still lost.

My queries to the former owner were now being ignored outright. Did he unwittingly toss those records? Did he honestly not remember? Was he simply lying? Frustration over the Amazon's missing records had been an eight-year nuisance but now, with confirmation of what was missing from Carolyn, the situation had intensified. Here's this beautifully restored Amazon, but with no written file to back up its provenance.

By this point, the former owner - who



STEVE YABROFF

ROHAN SOULSBY

BEAU, MacGREGOR

operated a small auto glass service out of his pickup truck - had been the beneficiary of dozens of auto-glass referrals from myself and my repair shop. He was for years my go-to for glass service on my own vehicles, even going so far as to claim at the time that he "Wasn't making much" on sale of the Amazon by "cutting me a deal". Carolyn dispelled this claim during an email exchange in which sale prices had been discussed. He had indeed made a significant profit. Who loses - or claims to have lost, then denies the existence of - the written record of such a fine car, and why? This was a maddening situation that made me rethink my dealings with the seller, bringing into sharp focus just how badly I'd been taken advantage of over the years.

But then, in June 2024, nine years after I purchased the car, and just *one day* after returning from a successful Spring Drive, a breakthrough happened. The now ex-wife of the former owner had recently discovered - amid her back shop, in the bottom of a tub of musty old car magazines - a thick FedEx envelope stuffed with sheaf of papers and marked "1967 Volvo 122s Receipts" She remembered who'd bought the Volvo and tracked me down. I was overjoyed at the news, and quickly retrieved the material. Inside were extensive receipts from *The Werks*, scores of photos, and three newsletters in which the car's restoration saga was featured. Eureka!

Later, after the material had been sorted into a thick three-ring binder and placed triumphantly on the Amazon's front passenger seat, bringing much needed closure to an unpleasant, impossibly protracted transaction did I finally see the car in a different light, the first significant tugs of enthusiasm vying for my attention. In retrospect, this shift had initiated the previous Saturday somewhere along 97A between Merritt and Logan Lake. I'd been doing my best to catch Bert Sherlock and his dark green '69 122s, a task that took a considerable effort as our procession roared through sunny pine forests studded with an occasional azure hued lake, each curve and grade bringing car and driver ever-farther over an invisible threshold. "This is fun, I really like this car"

I thought as its exhaust note and wind roar filled the far corners of my consciousness with a wall of sweet mechanical sound that

only an old Volvo can offer. It is as though the Amazon knew it was about to be complete again, united with its own history.

For nine years the Amazon had been subjected to a state of limbo, the odd one out in my small quiver of fine old machinery. Not anymore. A car I hadn't even wanted to look at much less drive had now come back to life, cranking up the ye'old Plan-a-Tron machine for weekend trips and impromptu. Hmm: Should it have the correct "Volvo Canadian" trunk badge? Maybe a mellower exhaust? A power brake booster? How about a headrest retrofit to the front seats? Certainly, a proper radio delete plate! Probably a rear main seal after all this time. Maybe a run to Winthrop! But those are projects and stories for another day...the PV still needs a water pump.

DRIVE CYCLE OR DRIVE ME CRAZY? By Jay Leno

Hagerty Drivers Club issue June 2024

(This article may not be about old or new Volvos but it certainly could be. Gregg)

If you were able to somehow time-travel a hundred years into the future and you needed to drive someplace, and all you could find was a 1907 White steam car and a Tesla, which would you choose? I know I would take the White because I would have it running way before the Tesla. A steam car is made out of simple mechanical stuff like pipes and valves and it can burn almost anything, while the Tesla--like all modern cars--has miles of wiring connecting the black boxes that make the car go. And though mechanical things may break, electrical stuff degrades, which is an important difference.

A relay may look brand new on the outside, while on the inside, it's dead. But if you break the drive to the fuel pump on your old car or the pump diaphragm is torn or whatever, you can look at it and say, "Oh, I see, it's not pumping, and this is the problem." In today's cars, you have all these sealed boxes that all look the same but one may be completely busted. And if you replace one sealed box with another sealed box and the problem is still not fixed, well, you have no idea why.

Mechanical things break, electrical things degrade, which makes storing modern cars a pain. Take the "drive cycle" that all cars have now. I learned about it because the original battery in my 2005 Ford GT finally started going down. So, like any other car in the garage, I threw in a new battery. *Bink!* A trouble light came on, and I said to myself, "What did I do—I didn't do anything crazy here! I just put a new battery in it!"

I called Ford and someone told me that I have to drive it to clear the light. Well I go drive it for a couple of days and the light stays on. "No," they tell me when I call

back, "you have to drive it some more, up to 200 miles." I run three tanks of gas through it, I do the entire Los Angeles Crest and back again, and the light is still on. So then I call and ask to speak to an actual engineer, and that's when I found out about drive cycles.

Turns out, every modern car has a drive cycle, or a programmed set of parameters that the computer is looking for in order to reset itself. It's something that came in with onboard diagnostics, which was a couple decades ago, so it's not new. If you Google your own car, you can probably find its drive cycle. Over a month or two, you would probably drive the cycle naturally and the computer would figure it out, but since I always do this stuff right before a smog test, I had to get the light cleared right away.

The engineer told me that I have to follow the instructions EXACTLY—don't deviate at all. The instructions went something like this: Start the car with the air conditioner on. Turn the air conditioner off. Drive the cars 3 miles EXACTLY. Turn left. Then go 2 miles. Turn right. Hold the speed at 55 mph for three minutes.

I did it just the way he told me and *bink!* The light went out. Afterward I figured out that if I had put a jumper cable across the leads as I was changing the battery, I could have avoided the whole problem. Bit it's like owning a Tesla; you only find out that the car has certain features until after you've owned it awhile, because there's no book to tell you this stuff. And with Tesla, every time they download new software to it, things change. I'll be sitting there trying to figure out how to turn on the heater, and the person on the phone will tell me, "Just say, "turn on heater"" But I want to know where the button is! I know where is used to be. Well, it moved with the last software update, it's over there now.

When I get into some of these modern cars, I play broadcasts through my phone, so to find the channel I want, I'm often sitting in the driveway waiting for the car and the phone to pair up. Then I have to swipe around on the phone to find what I want, and then, finally, five minutes later, I can drive off. Assuming I can figure out how to get it in gear.

Sometimes it's nice to get back into an old car where you push a plastic or metal or Bakelite button and the radio comes on. Then you turn a knurled knob and —whoa! —the station changes. No swiping, no computers asking, "Did you enjoy this selection? Would you make this selection again? But I have to go now because the next modern car in the garage needs to run a drive cycle to pass smog and I'm now two cars behind!



1958 Volvo 444

Owner: Gil Stuart



I bought the car in 1991 in Alberta. Electrics were 6 Volt with 2 of 1.5 inch SU on a B16 engine. Since I wanted to vintage race it, I installed a B18 with 2 of 1.75 inch SU which required a change to 12 Volt system. I replaced the front drum brakes with discs from an Amazon. Over the winter of 1991/92, the car was stripped to bare metal, new metal welded in where needed and painted Guards Red. By the firewall tag, factory color was black although the car was a metallic silver when I got it. I vintage raced and rallied all over Canada, USA and Mexico from 1992 to 2016.

During that time, the car was always licensed for the road and still is. I removed the roll cage and racing seats in 2018 and installed stock seats and upholstery. The car retains its racing equipment: ie tachometer, no bumpers, lowered, heavy duty front sway bar, front disc brakes, dual master cylinder, and a fuel cell although I like it for the street with 4.5 inch Volvo slotted steel wheels and 165R15 tires. The engine is a B20 putting out about 130 horse power at 6500 RPM. The car will be getting a new paint after the display period at Volvo of Victoria. After paint, I intend to apply for collector plates.

TECHNICAL TIPS

JACK STANDS

Hagerty drivers Club Magazine

Kyle Smith

(Additional notes by Gregg Morris are in brackets and italics. These notes are applicable to old Volvos with solid rear axles)

Many of us spend so much time working under cars that are sitting on jack stands that we forget how inherently sketchy it is: NHTSA (National Highway Traffic Safety Administration) in the USA estimates nearly 5000 people are injured each year due to jack stand failures. Yet a few simple standards of operation make jack stands a relatively safe way to work under your car.

(There are basically two types of jack stands. Older stands usually use a pin through the jack stand and the movable center stem to adjust the height. Note: the higher it is less stable it is. Most current jackstands have a ratchetting stem to adjust the height. These are an improvement over the pinned variety. Once using a pinned jack stand I did not confirm that the pin went right through the stand and as it turned out only one half was engaged. Luckily it did not fail. See the photo of a variety of jack stands.)

Jack stands have a weight rating, often a sticker. Pay attention to it. For stands produced after 2015, the rating refers to a pair, so if you use a "3-ton" jack stand on the shelf of your local auto parts store, know that you'll need two in order to support the claimed 6000 pounds. They're the lowest

rating we'd recommend for the typical home shop. A pair provides a sufficient margin of safety for work under most cars. *(Bigger is better in jack stands. You do not have to pull the stem as far out to reach the desired height and the foot print of the stand is large and provide the best stability).*

The best jack stand in the world is useless in the wrong spot. A service manual will often provide guidance on proper jack points. If what you are doing goes beyond the imagination of the car's original engineers, look for a part of the car designed to bear the entire weight of the car when it is on the ground--like the frame rails or the rear differential. A bumper or frame brace that doesn't support and wasn't designed for that load is a bad place to put a stand. *(With older Volvos use the differential axle tubes in the rear and unibody frame members in the front. Beware of rust. Frame members and Jacking points can rust in older cars and ultimately can crush if asked to support the car.)*

(One of the dangers in using jack stands is jacking up the car and putting the jackstands in place. Never omit the use of jack stands even if it is a quick piece of work you are going to do. It is simply too dangerous to rely on the hydraulics of the floor jack alone. Make sure your floor jack is trust worthy and does not leak. Jack up the rear of the car first, using the pumpkin of the differential to jack on and place the rear jack stands on the axle tubes or a suspen-

sion member. Then jack up the front using the front cross member to jack on and place the jack stands on the frame member. When placing and adjusting the height of the jack stand make sure you are in a safe place and not lying under the car while doing this.)

(Ideally jack the car up from a smooth, level concrete floor. If you are on asphalt, put a piece of plywood under each jack stand so the feet don't sink into hot pavement. If you must use a sloped location make sure it is a very slight slope and use the biggest jackstands you have so they have the largest foot print and most stability on the slope. If the floor is not a smooth surface carefully watch that the floor jack is rolling as it raises the car. If you are jacking up for the second pair of jack stands watch the ones already placed to make sure they are not tipping because the floor jack is not rolling properly. This is even more important in a sloped location)

Now that your car is up in the air there is one last step before you roll underneath: You have to shake it. And don't be timid about it. Yes, doing this could send your car lurching to the ground if the stands are misplaced. Better now that when you are underneath. *(If it is convenient you can leave the floor jack in a relevant place as an extra precaution. Once everything is in place take one last look at each stand and location to confirm that everything is correct).*

Tell someone that you are working un-



derneath a car. If they don't hear from you in a while, they know to check on your well-being.

(Take a look at the picture showing 5 varieties of jack stands. From left to right here are some comments about each. The yellow ratchetting style labelled 6 ton is the style and size I prefer. It has a big foot print and can raise a car to high working height safely. A mechanical engineering friend has a theory about tools made in China including this jack stand. "If you can't use good steel use lots." I am not saying that is the case here, but it is comforting to know that

the stand and stem are both beefy. I have seen these jackstands for sale at KMS Tool, Princess Auto and Harbour Freight in various colours. There are lots of sizes of this style of stand so be sure you are buying the correct size. The body of the 6 ton stand is 14" tall.

The aluminum jack stand labelled 3 ton, I do not use routinely. I take a pair of them with me on trips. It is well made and is light. Both the body and stem are aluminum. The next stand is a pinned type and this one was made by my brother in shop class in high school. It is very rugged and

has a good sized base. I have used it a lot. Next is a typical 4-legged store-bought pinned type stand. For years that was all I used, and I have never had a problem, but I am very careful to position it correctly and to make sure the pin is fully engaged, and I don't use it at its highest position. The last stand is a 3 legged pinned type and it is by far the worst style of stand. It has a very small foot print and is not very stable. I have it for a very particular purpose. It happens to be narrow enough to lay down in the spare tire bay of the 1800ES so I take a pair on trips for emergency use only.)

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