



THE VOLVO CLUB OF B.C.

MAY 2025

29 Beddingfield 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**

WE WELCOME POLESTARS



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

WE BELONG TO THE NATIONAL ASSOCIATION OF CAR CLUBS OF CANADA

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

JUNE 3, 4 & 5, 2025 VOLVO CLUB SPRING DRIVE, On Tuesday June 3 take the 9:50 am ferry from Horseshoe Bay to Langdale on the Sunshine Coast. Travel north on the Sunshine Coast to the 3:40 pm Earls Cove ferry to Powell River. Stay overnight at the Beach Garden Resort in Powell River. Wednesday, June 4th, take the 7:55 a.m. ferry to Comox on Vancouver Island, Drive north to Campbell River and west to Gold River then retrace south to Courtenay. Stay at the Westerly Best Western Hotel. Thursday June 5 drive from Courtenay to Nanaimo and take the Departure Bay Ferry to Horseshoe Bay. Alternately extend your holiday and see some more of Vancouver Island. A more detailed description of the drive, including what ferry and hotel reservations to make, was emailed to all VCBC members on February 6, 2025. If you want another copy call or email Gregg at 778-988-6694 or grmmorris@shaw.ca. If you plan to attend the drive please notify Gregg so you can be kept up to date on any changes.

JULY 12, 2025, VOLVO CLUB SUMMER CRUISE AND PICNIC. Destination is the BC Farm Museum in Fort Langley. Start time 9 a.m. at the Chevron 232 St exit (south) from the Hwy 1 (the freeway) Allen will lead a scenic route east to the base of the Mission bridge and then west to Fort Langley. Contact Allen Hiebert - 778-686-0345

August 16-17, 2025, BC HISTORIC MOTOR RACE WEEKEND, Mission Raceway, Mission, BC, **Lets get out and support the Vintage Race Club****.** There will be car Club Parking and parade laps of the track. See the vrcbc website and the bchmr website for more information. or call Gregg Morris 778-988-6694

Volvos in Osoyoos, Sept 10 to 13, 2025 Stay at the Poplars Motel on the lake, Winery Tour, Scenic drive, Pot luck dinners. This is the 22nd year for this event. Give me a call and I will provide the event details. Gregg Morris 778-988-6694 or grmmorris@shaw.ca

SEPTEMBER 27, 2025, (SATURDAY) V.C.B.C. ANNUAL CATES PARK PICNIC AND AGM

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 2024

September 11-14, 2024

Gregg Morris

We have been making a September pilgrimage to Osoyoos 18 times since 2002. It is a beautiful time of the year to be there. The kids are back in school and the ladderbacks have been put back in storage for the year. It is a fine time to soak up the sun and perhaps a little wine and enjoy our cars in the company of friends.

The weather was a mix of sun and cloud with a fair amount of wind and a tiny bit of rain, all of which kept the temperatures moderate. There were no fires and no smoke, so the air quality was perfect. We had 21 participants, 10 Volvos, 1 Polestar a Toyota and a Honda. Folks came from the lower mainland, Sunshine Coast, Kamloops, Kelowna, Kootenay

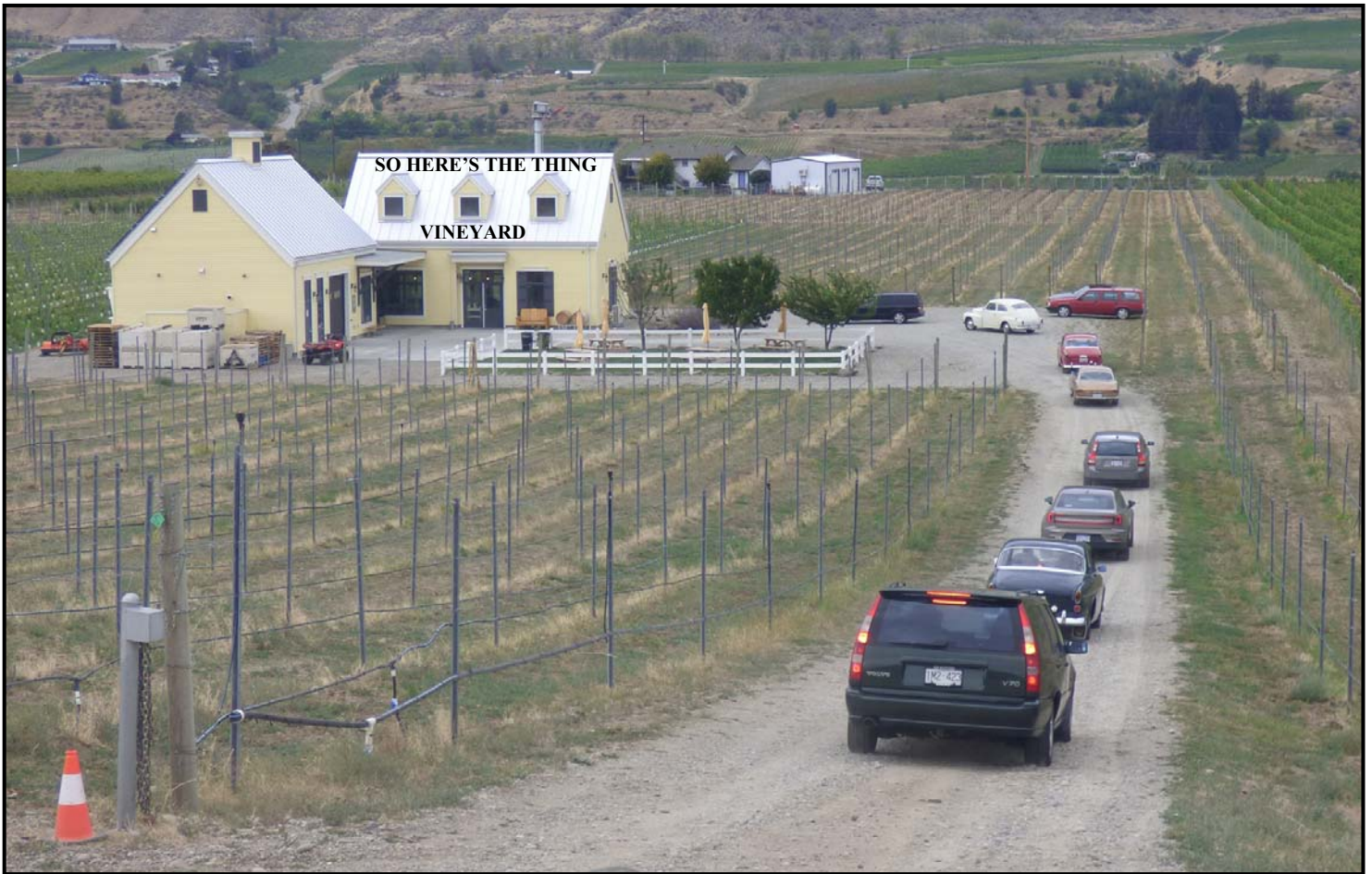
Lake and we had a visit from Marie "The Volvo Lady" who now lives in Osoyoos.

The event started Tuesday September 10 when John and Celine Cripps and Gregg and Rose Morris left the lower mainland via the Lougheed Highway east bound for Osoyoos. Usually, we both drive old Volvos on the trip, but John had injured his left knee so having to use a clutch on the trip did not appeal. Instead of his 544 he took his 2005 V50. Rose and I drove our trusty 65 white Amazon. Janet and Rob Schwieger who live in the Kootenays were doing the same thing only they were heading west in their bright red 740 Turbo wagon. Our reason for arriving a day early was to give ourselves time to organize the Thursday Winery Tour and the Friday drive.

I was looking forward to checking into the Poplars Motel because it is now being

managed by a friendly and efficient manager Nicole. She made us feel most welcome. What a treat, and the renovated rooms of the Poplars were the best they have ever been. The Poplars Motel is perfect for our needs. It is right on the lake and has a large lawn and picnic tables





and barbeques for the use of their guests. The cars are parked right in front of the rooms. Right across the street is the Sage Pub that serves good food. The lake is still warm enough to swim, although this trip the wind made it pretty choppy a couple of the days. On Wednesday we did a trial run of the winery tour and the drive. By 2pm we were back at the poplars and the rest of our group

had arrived. We spent the remainder of the afternoon sitting in the sun and enjoying the company of our friends. We are always looking for something to fix and Ernie's 544 was the victim. Given that all problems in the world are electrical it wasn't a surprise to find that a broken wire connection was the cause of the problem and was soon fixed.

The day had been windy and the lake was still choppy. Only the intrepid Soulsbys went for a swim.

Thursday Winery Tour

Okanagan Wineries had a tough season due to the freeze in January 2024 which killed many vineyards and orchards. What made matters worse was the insensitive coverage of the weather event by the press. They essentially reported that the Okanagan wine and fruit industries are dead. They did not take the time to explain that the wineries were all still open and had lots of wine in stock. Not all the vineyards were damaged so local wine is still being produced. The damaged vineyards are being replanted and arrangements have been made to buy juice from California, Oregon and Washington to get them by. Unfortunately, this good news was not reported in the press resulting in poor attendance in the Okanagan tourist industry. The irony was that the Okanagan enjoyed perfect weather virtually the whole tourist season and saw only minimal smoke from wild fires.

Back to our tour. There are 186 licensed wineries in Okanagan Valley and the majority are found in the Oliver subregion of which is unsurprisingly known as the 'Wine Capital of Canada'. The valley is home to approximately 85% of the vineyard area of British Columbia with a total of 9617 acres planted to vine. Osoyoos is next door to



WELL THAT TASTED GOOD



Oliver and that is where we went for our wine tour. We decided to include 2 brand new wineries and one established winery.

WINERY NUMBER ONE: is named "SO. HERE'S THE THING VINYARDS"... 250-498-9712, 4740 Black Sage Road Oliver BC. It is near the south end of Black sage road. It is brand new. We arrived early in the day and had the winery to ourselves. The friendly and enthusiastic owners welcomed us with a nice tasting of some very enjoyable wine. The winery and the wine enjoy catchy names. How about: What The? Ehrenfelser, No Apologies Chardonnay, and Seriously Syrah. Everyone left there smiling.

WINERY NUMBER TWO, NOBLE RIDGE, www.nobleridge.com, 250-497-7945. 2320 Oliver Ranch Road, Okanagan Falls is an established winery, set on a hill with a beautiful southerly view from a huge veranda that doubles as an outdoor tasting area. Below the veranda is a garden and large grassy area with picnic tables. We first enjoyed the wine tasting and were encouraged to enjoy some wine with our picnic lunch on the lawn.

WINERY NUMBER THREE, a new winery named, **OAK AND SPARROW,** www.oakandsparrowstatewinery.com, 250-408-5130, 4929 BC-97, Oliver. Its location right on Highway 97 is very convenient. It

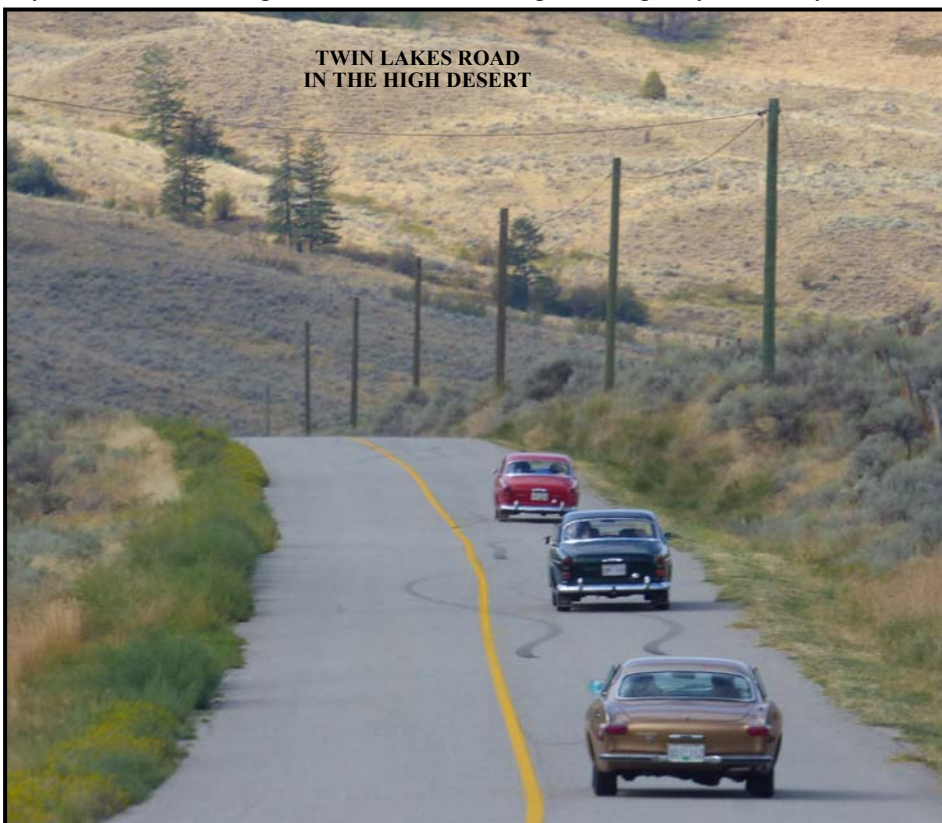


has a nice new building with a tasting room and friendly and gracious staff who appreciated our visit. With all the wineries we made a point of being generous with our purchases.

We had another couple of wineries up our sleeve, but it turned out that 3 wineries were enough, and we made our way back to the Poplars for a rest, walk, swim and eventually happy hour. The wind was still strong so we carried the picnic tables to an under cover part of the motel where we enjoyed our potluck dinner and a good time with good friends.

Friday Drive

I particularly enjoyed leading the Friday Drive. The roads were not new to most of us, but we tackled them in the opposite direction to normal. That is, we did the challenging and scenic circle tour in a clockwise direction which made it seem like a completely new drive. We started on Black Sage Road and made a short pit stop at Area 27, the private racetrack on Osoyoos Band Land near Oliver. Leaving the track, we crossed Highway 97 in Oliver and climbed onto the high dry desert on the west side of the Valley. This is where the fun started. White Lake Road and Twin Lakes Road through this high plateau are scenic and challenging and best of all, mostly deserted. I suggested that those who liked to fast-forward through the scenery should take off ahead of the pack. Bert didn't have to be told twice and his Amazon sped off to the north followed by Rohan and Veronica Soulsby in their Amazon and Darcy and Marianela in their gold 1800E with Marianela driving. The rest of us set a slightly less licence endangering pace. Twin Lakes Road deposited us at Highway 3a west towards Keremeos. We turned right onto Green Lake Road which is a riot of curves, hills, dips and unique views. It passes the access to Apex Mountain Ski resort and ends on Band Land in Penticton. We were certainly ready for our lunch in the park at the north end of Skahaw Lake. Back on the road our circle tour took us on a more serene drive along the east side of the lake to





OAK AND SPARROW WINERY

OK Falls and onto Highway 97 home to the Poplars.

The wind had died down allowing me and the Sherlocks to take a cool but refreshing swim in Osoyoos Lake. Then we moved the picnic tables back onto the grass

by the lake and enjoyed another great potluck dinner with our fine friends.

Saturday morning was checkout time and we said our goodbyes and headed our various ways home.

VOLVOS IN MOTORSPORT

2024 HISTORIC MOTOR RACES AT Mission Raceway Park.

August 10,11, 2024

Gregg Morris

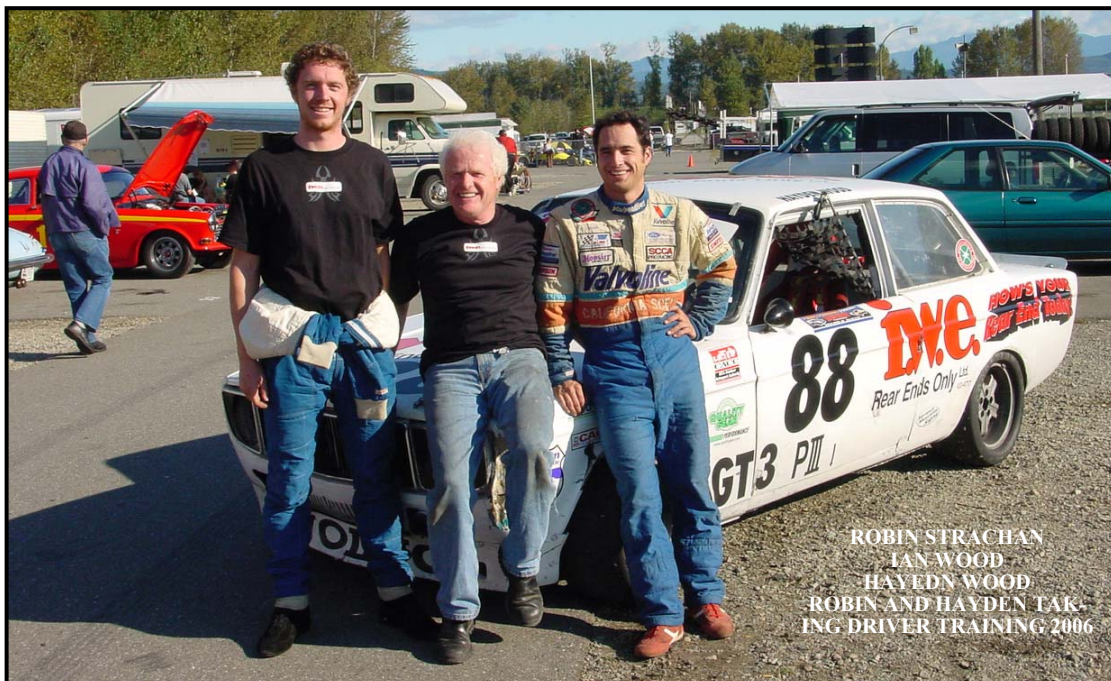
This is kind of the knuckle dragger social event of the year. There used to be a large contingent of Volvo supporting spectators and helpers who would camp at the west end of the track below the main bleachers. That group has dwindled to Me camping in Motel 544 and Dave Rush in his restored GMC fwd motor home. It is still fun with lots of cars to watch and people to talk to. I don't know which vehicle gained the most attention, my 544 or Daves Vintage motorhome. It did not matter. We were both welcomed.

Last year the only weekend they could get for the HMR was in May. That was way too early. Many race cars had

not even been taken out of winter storage. Although the weather conditions were perfect there were simply too few racers, but there were lots of spectators. This year the HMR was given an August weekend for the event and there were 88 race cars registered. For some unknown reason this year there was a shortage of spectators which is hard on the budget. The Abbotsford Air Show was on the same weekend so that may have diverted some of the spectators. In any event they will need to review their adver-



TWO TYPES OF MOTOR HOME



ROBIN STRACHAN
IAN WOOD
HAYEDN WOOD
ROBIN AND HAYDEN TAKING DRIVER TRAINING 2006

tising campaign and get more spectators next year. One thing that was notable in HMR 2023 was the after-hours entertainment at the track. There was a drifting demonstration, and many enthusiasts' cars were displayed on the main strait of the track. There was also a ton of people all in a good mood and no incidents. Perhaps a supple-



IAN WOOD AND SVEN

mental activity like that would help the spectator count. I remember years ago when no one even knew what drifting is. A Japanese contingent did a demonstration by drifting all the way around the road course. The driver was treated like a rock star, and it was great fun to watch and would put a smile on the face of any tire salesman.

Most race cars and crews arrived at the Mission Track on Friday afternoon August 9, 2024. Race cars were off loaded from trailers, shelters were erected for shade. Some cars paid the extra fee to access the track on Friday for some last-minute testing. Most of the cars were checked over under their tents in preparation for Saturday morning practice sessions.

Friday evening. The Mission Raceways drag strip holds a weekly run-what-ya-brung drag race session which is fun to watch. The drag strip uses the front strait of the road course as the cool down lane so the

bleacher in the paddock was an ideal spot to watch the drag racers. There was a lot of variety in the line up. Stock import cars and domestics, pickup trucks, purpose built dragsters motorcycles and one ubiquitous Tesla that much to our disgust blew everybody into the dust.

Saturday morning was the drivers meeting, and HMR practice sessions on the track. The cars were broken into 4 groups

Group A - Vintage closed wheel (not so fast pre 1980) + Novices+ Sprite and Mid-Get Challenge.

Group B - Vintage closed wheel (Fast) Pre 1980

Group C - 1980-1999 closed wheel and Spec Miata Race of Champions

Group D - Open Wheel, Sports Racers and Formula Cars

There were 2 Volvos Racers at the track. Ian Wood and his 69 142 named Sven who ran in Group B (the fast ones) and he man-

aged to keep that 142 in either 3rd or 4th place, pretty amazing considering the competition. Cars such as Porche 911, Camaro, Mazda RX7, Datsun Z etc. Actually, it is not that amazing when you know Ian's skill as a driver. Ian owns IWE rear ends only, a shop specializing in rebuilding and modifying differentials. He is also a very generous contributor to the Vintage Racing Club of BC

As Ian tells it he was lucky to get to the race at all. The Thursday before the race he had a fire in his car trailer while driving in traffic and Sven was in the trailer. He was lucky to have saved the

trailer and car thanks to a fire extinguisher on the wall of the trailer. Sven looked a bit sooty for the first race, but friends helped Ian by cleaning up the race car. On Sunday he was doing well until he had an argument with the concrete wall at turn 6. Sven is going to need some bodywork on the right rear quarter. Ian was running a newly built engine by John McCoy of Blaine Washington and it is very powerful and free revving.

The other Volvo racer is Robin Strachan in his 1967 122S. Robin ran in Group A and finished in second place in the Saturday races and first place on Sunday. He was running 1 min, .21 second laps. His engine was originally built for Jim Latham and Robin has improved on it. With the help of John McCoy he over-bored the engine one size and made custom pistons and rods and modified the crank shaft. The head is a stage 3, R Sport. The result is a powerful and reliable engine. Robin is an engineer in

Rossland B C and built the car himself and definitely knows how to drive it. By coincidence he is a friend of Ian Wood's son Hayden and Robin did his race training in Ian's race car Sven many years ago. Maybe next year Robin and Ian will be in the same grid and that would be fun to watch.

The HMR will be in our club events listing next year as usual. I suggest that you Drive to the Mission Track and enjoy the races. If you drive an interesting car, you can park it in the display compound and drive it on the parade laps of the track at the lunch break.



ROBIN STRACHAN

WAVE 2024**As told by Bert Sherlock**

I attended the Whidbey Annual Volvo Event (WAVE) on August 3, 2024. I believe it was the 8th year this has been organized by our Washington State neighbours and fellow Volvo enthusiasts, Richard Anderson and Rolf Astrom. It is an event open to anyone with a pre-1974 Volvo. We met in Freeland Washington, which is about ¾ of the way south down the length of Whidbey Island, at 9 am. Whidbey Island is the second largest Island in the USA. If you've ever taken the ferry to the Olympic Peninsula you would have driven Highway 20 over beautiful Deception Pass on the way to Coupeville, which is about half way down the Island.

Freeland Washington is about a 3 hour drive from Vancouver, so I left early at 6 am as it was B.C. Day weekend. I definitely took advantage of my NEXUS pass, breezing through to the border while passing a one hour line up in the other lanes. Having lots of time to get there I decided to take the fabulous Chuckanut Drive down the coast. There were few cars on the road, allowing for a very pleasant cruise.

I arrived in Freeland at the Wi Fire Café and met a regular gathering of local car enthusiasts. I was greeted by a couple of our

VCBC American members with their cars, Walt Tatar and Dick Libby, as well as the owners of 22 other vintage Volvos. After the usual question and answer session we set off on a drive of the back woods of Whidbey Island that only the locals would know, taking in the idyllic scenery.

After a short drive we arrived at the private estate of Steve Traf-ton, which houses his extensive and eclectic car collection of different vehicles. Steve is a retired banker and a dynamic gentleman with a variety of interests. Steve set a land speed record in 2010 in a Ferrari 288 GTO at Bonneville, going 275 mph. He has also climbed mountains and gone on expeditions and explorations around the world. The day we visited his enclave he started up one of two of his hand-built La France Speedsters that had both participated in the Peking to Paris Motor Challenge. Unfortunately one of the cars broke down after crossing the Gobi desert, but it was shipped back to the US and rebuilt. Anyone interested in learning more about the man and his cars can visit his website black-horseracing.com.



After leaving Steve's estate we continued travelling south on the island, again on rural roads, ending up in Clinton where the ferry leaves for the mainland just south of Everett. We all gathered at Cozy's Roadhouse where we had a reservation for lunch. After another round of sparkling repartee the group broke up, some taking the ferry back towards Seattle and the others north towards home.

I would highly recommend this event to all our members as an excellent way to spend a day and waste some gas next year.



VCBC WINTER SUPPER
Old Spaghetti Factory
January 22, 2025

How many years have we been meeting in January for our Winter Supper at the Old Spaghetti Factory? 20+?

Where else can you get a 3-course meal for around \$20 and that includes hot sour-dough bread, salad or minestrone, your entrée, spumoni ice cream and tea or coffee.

This isn't an ad for the Old Spaghetti Factory, but it is a good place to get together with a friendly group of fellow Volvo owners.

There was about 17 of us that showed up this year. It was great to see some familiar

faces as well as some new ones; David Chan who we met on last year's spring drive, and Daniel Shu who signed up that evening as a new member.

Normally we have not had a problem reserving the upper corner of the restaurant for our gathering, but this year we had some adversity. Fortunately, one of our directors Dave McAree arrived early and convince the manager that it would be in everyone's best interest to give us our normal location. John Cripps arrived about the same time as Dave to set up his digital projector and proceeded to show You Tube videos of older Volvo advertisements, road tests, and rallying, which played throughout the evening.

One of the videos playing was forwarded to us by Dick Libby, one of our members in Washington State. It was a humorous and dated series of Volvo ads from the 1960's and 70's called the 140-den Svenska modellen. It is on You Tube if you would like a chuckle.

After an evening of sparkling repartee and our lovely meal, instead of the usual door prize draw the Club laid out a table full of gifts which were on offer for anyone who wanted the items. It was a successful meet and a good time had by all.



SERGIO AGUSTA RIBIERO AND THE
VOLVO CLUB OF BRAZIL



EDITORIALS AND LETTERS

CLUB STUFF

MEMBERSHIP RENEWALS: Renewal notices are posted to all those whose membership expires June 30, 2025. If you do not receive a renewal notice your membership is still good to 2026 or beyond. Our Club membership currently stands at 262.

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) home page under Grow VCBC Membership that you can print and leave on windshields. It all helps.

Club Events

VCBC has been holding events since it was founded in 1992. One thing we have learned is that too many events tends to dilute the interest and therefore the participation. We list the events in the newsletter and on the website and we do a telephone or email call out shortly before each event as a reminder to members. We have come to offer annual events such as the June Spring Drive which is usually an overnight at an interior location, or as this year, a circle tour from Vancouver up the sunshine coast to Powell River, across to Vancouver Island and home via the Nanaimo Ferry. Our Summer Cruise and picnic in the Fraser Valley happens in July. Some years we are invited to attend events at Volvo Dealerships and in summer of 2023 we were invited to attend a Polo Festival with other European car clubs. The last Saturday in September is our AGM, car show and picnic at Cates Park in North Vancouver. For years we held an annual tech session but we ran out of subjects and venues. When we find another good tech session we will include it. The Winter supper in January finishes the list for the year. We don't organize meet ups or cars and coffee type events but the on-line facebook based Western Canada Volvo Club does organize meet ups and keeps track of cars and coffee events and I am sure they would welcome our members as we welcome theirs.

VCBC Directory of Volvo Services

It has been getting more difficult to find suitable service locations particularly for Old and Classic Volvos and for that reason we prepared a list service shops organized by location and an overall list of parts spe-

cialists. The list is on the website and is updated as more shops are recognized. The latest revision was February 2025 and on that we included a shop which is familiar with the Old and the Classic Volvos and welcomes them. That shop is Crompton Brothers Automotive in Burnaby, 604 540-0304. Another notable addition that happened after our revision is that Scandia Motors owner Kevin Dee 604-467-4817 has offered club members a 10% discount on parts and labour. If any club member has other suggestions for our list or has a comment about any company currently on the list please let us know.

See also the back page of the newsletter where there is a list of companies that give discounts to our club members. One discount that deserves a second mention is from Volvo Cars of Richmond: 30% off parts and labour on work done in their service garage. Work must be at least \$500. 833-249-7546

VOLVO CARS NEW OLD CEO

Globe and Mail

March 31, 2025



Volvo Cars has reappointed Hakan Samuelsson, who served as chief executive officer from 2012 to 2022, as chief executive, after the group warned last month that it could be in for a challenging 2025. Mr. Samuelsson, 74, will succeed Jim Rowan, who will step down March 31, 2025. Mr. Samuelsson will serve a two-year term while the group prepares to appoint a long-term successor, it said in a statement on Sunday. Mr. Rowan's exit comes only about three years after his appointment in January 2022, which followed Volvo's listing on the Stockholm Exchange in 2021.

"We are very pleased to welcome Hakan Samuelsson back as CEO," Eric Li, Volvo cars chairman of the board, said in the statement. Mr. Li said the company was facing fast-moving technological shifts, growing geopolitical challenges and intensifying competition. "He brings a rare combination of industrial depth, strategic clarity, and proven leadership and Hakan has a broad knowledge of our group," Mr. Li said.

Last month, Volvo Cars, majority-owned by China's Geely, warned that 2025 would be a tumultuous and competitive year during which it might struggle to match its 2024 sales performance and profitability.

Short Biography of Hakan Samuelsson

Hakan Samuelsson was born in Sweden in 1951. He earned an MSc in Mechanical Engineering from the KTH Royal Institute of Technology.

His career began in 1977 at the Swedish truck manufacturer, Scania where he stayed for more than 20 years. He held leading positions within Scania's technical division before he joined the executive board in 1996. He brought his vast truck experience from Scania to MAN in 2000 when he became Chairman & CEO of MAN Nutzfahrzeuge AG, an international provider of trucks and buses headquartered in Munich Germany. Hakan became Chairman & CEO of MAN AG from 2005–2009.

In 2012 he became CEO of Volvo, a position he held until 2022.

On April 1, 2025, aged 74, Samuelsson is set to serve a two-year term while Volvo searches for a long-term successor. The leadership shift comes amid industry-wide challenges, including declining electric vehicle (EV) demand and heightened trade pressures due to newly announced tariffs on goods entering the US.

WEBSITES OF INTEREST

From John Cripps: Youtube of an engine tear down of the latest 2 litre Volvo engine that powers everything Volvo makes that is not all Electric. https://youtu.be/EE-04qMO-L4?si=7b4wisY_84iPmBg4 The title is Dead at just 100K! 2015 XC60 T5 2.0 litre Engine bites the dust. This is not common but does happen.

From Bill Malkin: <https://www.hemmings.com/stories/historians-examine-volvos-assembly-plant-in-nova-scotia-canada/>

From Dick Libby youtube of the 140 series with lots of torture testing, funny ads and assembly pictures. <https://youtu.be/QJefpI34o?si=BsGGp4IyeHO2ejn3>

From Terry Walton: 544 RALLYING IN SWEDEN https://youtu.be/lxnITM_ShjM?si=yeH-hdPjT47iArO

From Bill Malkin: EAST COAST VCOA 2024 NATIONAL MEET https://www.hemmings.com/stories/a-slice-of-sweden-in-maine-the-volvo-club-of-america-2024-national-meet/?utm_medium=email&utm_source=EDaily&utm_campaign=2024-09-27&uemlid=875f4f2815f3e63d0f647d3477bf4a3b02a717a3c266766f0d9b1e7b00ec67e1

EV PAGE

ROOKIE'S VIEW OF THE NEWEST POLESTAR

Gregg Morris
April 21, 2025

We welcome Polestars into our club, so I took the opportunity to drive a new one. My neighbor, a Polestar owner and electric car enthusiast, Allen Hiebert was offered the opportunity to drive the latest Polestar, specifically the Polestar 4. He asked me if I would like to come along and drive the car as well. I had never driven an electric car except for an electrified Volvo 1800 years ago. It was sure to be fun and informative so I happily accepted.

Club member Darcy Bullock drives a Polestar 1 which is a hybrid built on the Volvo XC 90 platform and shares the Volvo 2 litre supercharged, turbocharged internal combustion engine and an electric motor. The Polestar 1 is an exotic looking limited production supercar which has some styling cues from the Volvo 1800 series and is Polestar's only hybrid model as all subsequent models are electric only. Allen Hiebert drives a Polestar 2 which is a pleasant looking 4 dr sedan with a 2 motor all-electric drivetrain and is the most abundant Polestar on the roads at the moment. The Polestar 3 is a more traditional SUV produced in China and S. Carolina. The Polestar 4 is the latest offering and is more of an SUV coupe with a focus on performance and sleek design. This is the car we will test drive.

The Polestar sales room is in a storefront building at 2211 Burrard St. in Vancouver. It shares the showroom with Lotus and Maseratti and is in the high-end car district. I asked if Polestar purchasers get a complimentary Lotus but apparently not.

The Product Advisor, Jakob Gies welcomed us into the showroom which housed a trio of white Polestars, a 2, 3 and 4. He had us sign waivers for the test drive and led the way to the garage. There we found some new Polestar 2s and 3s and the very flashy looking demonstrator Polestar 4, which it turned out was the only one in BC and I was to be its very first local driver. They also had some super low mileage lease return Polestar 2s that were high spec and very reasonably priced.

Jacob carefully coaxed the new Polestar 4 out of its small parking spot. These are not small cars. He pointed me at the drivers' seat, and we headed out into Vancouver traffic enroute to the UBC district. This Polestar 4 is a good-looking car with it's striking yellow-green metallic colour



and it attracted lots of attention from other drivers and pedestrians. The seats were comfortable and multi-adjustable. The ride and handling in this city setting were excellent.

I should tell you what I normally drive so you will understand some of the reservations I had with the test drive. Our newest cars are 1991 and 1992, 940 and 240 respectively. These cars don't have 544 hp but they do have excellent visibility in all directions, a tight turning circle and the functions like wipers, lights, heater, and radio all utilize switches that stay where they were installed. By comparison the Polestar had a google powered central screen which, under the control and steady narration of Jacob the salesman, was acting like a video game, and so was the dashboard in front of me. I had to ignore them both so I could concentrate on not prancing up their only Polestar 4 demonstrator.

Visibility was not great, which is probably typical of most new cars, however this one had a special feature – *no rear window*. In place of the rear window was a rear facing camera that projected on to what normally would be the rear-view mirror. I could probably get used to the video-game-like control tablet and dash board, but a camera instead of a rear window I did not like. When driving in city traffic you are constantly keeping track of what is going on around you by looking out the front window, and glancing at the rear view mirror, side mirrors and side windows. What I experienced when quickly glancing at the rear view mirror (screen) is it initially seemed slightly blurred or out of focus. I wondered if I was just imagining this, so I stared at the rear view mirror and the camera generated rear view was in perfect focus but when I quickly glanced at it while driving in traffic, sure enough it was momentarily out of focus. I can not explain it. Perhaps it was due to my wearing bifocal glasses or the angle at which I glanced at the rear view screen, but it did happen. When driving in traffic you make many instantaneous decisions based on what you see in the rear view mirror and any delay is not confidence inspiring.

On the way home Allen let me drive his Polestar 2 with a traditional rear window and rear view mirror and it was crystal clear.

Overall the Polestar 4 is a very nice car and I hope they can find a fix for this problem, if it is a problem, and not just me.



TECHNICAL TIP

M410 AND M41 OVERDRIVE TRANSMISSIONS

Gregg Morris

1. Comments on interchangeability

The M410 transmission is a 4 speed with J type overdrive that was stock on the 164 series and 1970 1800E.

The M41 transmission is a 4 speed with overdrive transmission. Early versions used a D type overdrive and later used a J type Overdrive. Internal parts of the early and late M41 are not interchangeable.

The M41 with D type OD were stock in 1961 to 1968 1800S and 1967 & 68 123GT cars. It was also available as an option on 120 series of the same years and the 1966 to 1968 140 series.

The M41 with J type OD were stock in 1969, 1971-73 1800 series cars. It was also stock on 1969 and 70 142GT and 1971 – 1975 142E and GL cars in Canada. The M41 could be purchased as an option or retrofitted to any 120, 140 or 1800.

The M410 was considered a stronger transmission than the M41 and that is why it was used in the 6 cylinder, 164 series cars. It was also used in one 4 cylinder car, the 1970 1800E. The 1970 1800E was the first Volvo to use Bosch D Jetronic fuel injection and I think conservative Volvo engineers worried that it would be too powerful for the M41 transmission which led them to modify an M410 to do service in that 4 cylinder car.

Volvo went to significant effort to make the M410 work in the 70 1800E. A smaller bell housing was required (and it was suited to a Cable operated clutch). The input shaft had to be smaller to suit the 4 cylinder clutch disk. The 70 1800E drive shaft was made larger in diameter as in the 164. The M410 worked very well in the 70-1800E but was found to be overkill. All the 1800 series from 71 to 73 reverted to the M41.

M410 is a very nice transmission and I know that because I own a 70 1800E. The 4 cylinder compatible M410 transmissions are very rare and desirable because they can be made to work in 1800E and ES, 140 series from 1968 to 1975. I decided many years ago to look out for another 70 1800E so I had a spare 4 cyl compatible M410 transmission. It took a few years, but I finally found a 70 1800E parts car which provided all the parts I needed.

I decided to put the M410 in my 1972 142E. The swap required that I change the drive shaft to one from a 1971 142E (i.e. larger diameter). The installation of the M410 is more difficult than the M41 because the transmission must be installed with the bell housing attached, which makes

lining it up with the clutch difficult because you can't see to line the output shaft with the clutch disc. It is easier with the M41 because the bell housing can be mounted to the engine and then the transmission mounted to the bell housing. I liked the way M410 transmission felt and functioned, unfortunately it had a couple of problems. The overdrive engaged very slowly and eventually not at all. The rear seal in the overdrive leaked badly. After a year or so I changed back to an M41. The repair needed by the M410 is not particularly difficult and I may get to it some day.

While writing this article I discovered a few other things about using M410s in 4 cyl cars. It is definitely easier to install in cars with cable actuated clutch because that is what the 70 1800E bellhousing was suited to. One site suggested that the M410 from a 164 could be used in a 4 cylinder engine. They said a custom clutch disc could be fabricated to suit the larger splined output shaft while retaining the 4 cylinder disc diameter. You would still need to find the 4 cyl bell housing from the 70 1800E (or a rumoured R sport equivalent that I have never seen). I do know if this concept is possible or not.

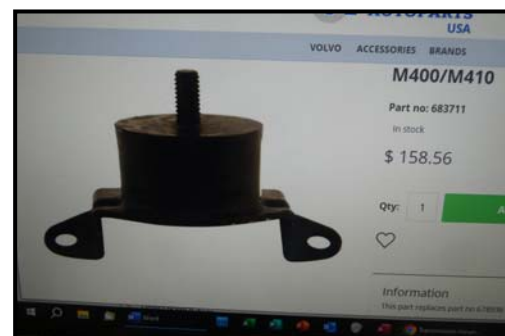
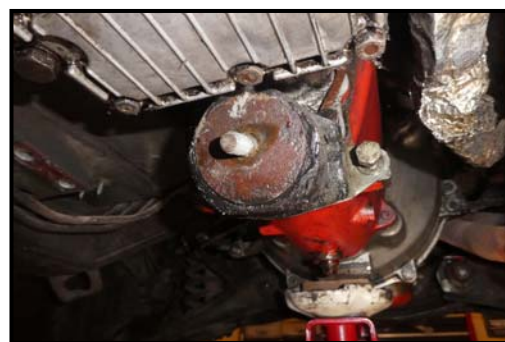
2. Repair of M410 Transmission Mount

The one M410-only part that I don't like is the transmission mount. On all but the M410 equipped cars the transmission mount is just like any motor mount. See the picture. When the rubber mount in a M41 fails the fix is simple. By a new \$20 mount which installs between the transmission and the cross member, using a threaded stud at each end.

The M410 transmission mount is completely different and very expensive (US\$ 156 + shipping). See the pictures. The M410 style mount has the rubber mount bonded to a bracket that bolts to the back of the transmission. This was done because there is very little room between the bracket and the transmission. The rear of the mount is more traditional. A threaded stud and metal disc is bonded to the back of the rubber mount and bolts through the transmission cross member.

The rubber mount in my M410 finally failed due to long use and oil damage to the rubber cushion. I was not too keen on buying a new \$240 mount when \$20 would buy a new traditional mount. My plan was to reuse the M410 bracket and cut off the failed rubber cushion. I would take a standard motor mount (the same dimensions as the one attached to the M410 bracket) and cut off the stud from one end, drill and tap 4 holes through the bracket and into the

mount then secure the mount to the bracket with countersunk machine screws from the rear of the bracket. My friend Peter Valkenburg came up with a simpler and better solution. He drilled a hole in the bracket to accept a stock mount stud then welded the stud to the bracket and cut the excess stud off. Now it looks stock and only cost \$20 for the motor mount.



SOMETHING DIFFERENT

VOLVO 122-S, POPULARLY CALLED AMAZON

GREGG MORRIS

Back in the spring of 2022 Club member David Trotter gave John Cripps and me his long stored 66 122S 2dr project car. David concluded that he was paying storage on a car he was less and less likely to restore. Along with the car came boxes of parts, some of which were even new, and as John and I both have Amazons those parts were much appreciated. The other treasure we found was a soft cover book titled Volvo 120 Amazon Ultimate Portfolio from Brookland Books. It is a chronological compilation of 64 articles written about the 120 series from 1956 to 1996. Articles have come from many countries.

As most of you know, I have no shortage of Classic Volvos. In a lifetime of driving these fine cars I have concluded that although they are all great cars, the designers and fabricators of the 122 series got the most things right. It has been interesting reading these articles starting with the oldest and noting the comments made by motoring journalists of many counties. All the road tests have been positive and given that auto journalists tend to become a bit jaded by the multitude of cars they assess, that is quite a tribute to the Amazon.

I believe you might enjoy this road test.

Car and Driver Road Test of 1965.

Volvo 122-S

(A rugged, proved performer that even the toughest critics find difficulty in faulting)

Automotive journalism can be a disillusioning business. After years of dewy-eyed enthusiasm, a newcomer arrives in the Car and Driver office, only to discover that most of what he believed to be gospel about cars is patent nonsense.

With barrages of new information and qualified opinion pummeling him from all sides, a fair number of his sacred cows are destroyed, and he suddenly realizes that truly good automobiles are as rare as black pearls. One of the few vehicles that survives under this ruthless criticism, without getting torn apart for being over-priced, poorly-made, stupidly-designed or outdated, is the Volvo 122-S. In this sense the Volvo belongs to a very select group. Automotive journalists are hyper-critical, yet you'll travel a fair distance before you find a professional who won't agree that the pride of Goteborg, Sweden isn't one of the best cars in the world and one of the biggest bargains in history.

The 122-S is not the prettiest car known to man, nor is it the fastest. But it may be

the strongest. "Car of the Year" awards and "The World's Seven Best-built Cars" notwithstanding, the Volvo is possibly the toughest vehicle anywhere this side of the Aberdeen proving Grounds and there is a growing legion of happy owners in the United States and elsewhere who will be glad to verify the point. This ruggedness is backed up by an alert, aggressive sales and service organization that rivals the Volkswagen setup for efficiency.

It has been storied that various Detroit manufacturers have spent large sums of money to make car doors slam shut with the solid, reassuring sound of quality. It is doubtful whether it involves anything intentional but shutting a Volvo door sounds like about eight and a half million dollars. This is symbolic of the entire Volvo body, which utilizes and all-welded unit construction of immense rigidity. The body metal is phosphated, giving it a slightly etched surface that enables the paint to cling more effectively. Anti-corrosive oil and undercoating are used liberally throughout the assembly process. Extra effort like this means a definite increase in the Volvo's resistance to the elements, especially to moisture and salt.

Volvo's B18 4-cylinder engine may be the closest thing to an unbreakable production powerplant ever developed. It is a straightforward in-line, overhead valve, slightly oversquare layout that, like the rest of the vehicle has undergone years of painstaking refinement. Aware that bottom-end strength is the key to really long engine life, Volvo's 1800cc engine has an exquisitely rigid five-main bearing crankshaft and enough total bearing surface for a powerplant three times its size. For example, the new, five main-bearing BMC 1800cc engine has a total bearing surface area (including main and rod bearings) of 24.2 sq. in., while the same displacement Volvo has 42.8 sq. in.! At the other end of the scale the very strong Chevrolet 327 V8 has 30.23 sq. in. and the old Chevy 409 has 41.02 sq. in.—both less than the Volvo!

Fitted with a pair of SU carburetors and operating with a compression ratio of 8.5 : 1, the B18 is delivered in the 122-S with what seems to be a conservatively rated 90 hp. The engine is highly flexible, easy to start and reasonably silent for a pushrod four-cylinder. It is one of the few engines that can be revved to valve float and beyond without damage. Brave souls have found that the B18's valve action begins to get confused at about 6300 rpm but it will smooth out again at approximately 6500 rpm. That this can be done without immediate danger of bursting the works is a testimonial to the engine's strength.



The 122S we tested was a four-door model, which has been imported since 1959. The similar two-door model was introduced here in 1963 and both remain essentially unchanged for 1965. The excellent four-speed all-synchro transmission with the long shift lever and the beefy front disc brakes remain, as does the general feeling of



soundness and quality of previous years.

The big changes come in the form of different wheels, with larger vents, a slightly larger pair of front grills and most important, super-adjustable seats. There is a diminishing, but still vocal group of so-called automotive pundits which maintains



that a seat must be as firm as an oak board to be comfortable. Volvo apparently subscribed to this theory and their seats tended to be rather brutal on the back and shoulders during long trips. Additionally, the vinyl covering, though as durable as rhinoceros hide, did not breathe and caused nasty cases

hide, did not breathe and caused nasty cases of prickly heat and other maladies resulting from Torrid zone posterior temperatures. Both problems have been cured on the new models. The seat covering is now textured so that some ventilation exists, and the frames have been fitted with no less than seven adjustment points so that anyone but an ape or a midget can fit behind the perfectly positioned steering wheel. A screw-driver is needed to do the job, but one nevertheless can adjust the bulge in the seat for small-of-the-back support and that marks some sort of "first" in the science of driver comfort. Our taller staff members still complained about a lack of shoulder support on

the new seats, but they should be satisfactory for people of average height. Volvo has also added new heater duct to the rear seat and that's a constructive step, though even the old setup could turn the entire interior into a Bessemer converter at will and we wonder why Volvo felt it needed improvement.

The Volvo's initial reputation was made from its giant-killer performance and that characteristic remains today. The car will accelerate to 60 mph in 15 seconds, has usable speeds to 90 and will carry four passengers and luggage in solid comfort at 75 mph for hours on end. It will corner with any

sedan of its size and weight and will probably out-brake most of the competition.

When we consider that this car can be purchased with a fair number of options for less than \$3000 and at that price will outperform most and outlast anything that can be considered remotely competitive, you better believe that you are getting one helluva automobile for one helluva bargain. Unfortunately, there are precious few makes that share that distinction.

B.C. DEALER DISCOUNT LISTING

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

Volvo Cars Richmond, 338 - 10700 Cambie Rd. Richmond, BC, 604-323-2200, over the counter parts: 15%, ** 30% discount parts and labour for service work \$500 or over. Must display current VCBC membership card**

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%

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

Dancia Motors Ltd. 5273 Trans-Canada Hwy, Duncan BC, 250-746-4612, Parts 10%

Scandia Motors, Kevin, 20726 Lougheed Hwy, Maple Ridge, BC, 604-467-4817, 10 % on parts and service.

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

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

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

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

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

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

Lordco Part Stores up to 30% with Lordco card.

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

MEMBERSHIP FEES: Annual fee: Can\$25 for Canadian members and US\$25 for US members. Memberships run from July 1 to June 30 each year, non-prorated.

TO JOIN: Send \$25 cheque payable to V.C.B.C., with your name address, telephone #., E-Mail & the year model and colour of your Volvos to the club address noted on page 1 of the newsletter. A membership application form is printable from club website, www.volvoclubofbc.com

CLUB BENEFITS: events, membership list, newsletters, club decal, VCBC membership card, discounts from companies listed above, NAACC membership

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

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

CLASSIFIED ADS (pictures on website)

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

See Classified ads on website www.volvoclubofbc.com for more detail and pictures

CARS FOR SALE

64-PV544- \$10,000 USD o.b.o. exc. Cond, runs well. B18, SU carbs, M40 4spd trans, all original. Rainbow Auto in Bellingham Washington, Larry Watson ph: 360-734-6118. Email: Larry321@gmail.com.

66-122 wagon-\$15,000 Painstaking restoration completed in 2012. Now and electric conversion project started by a group of University of Calgary engineering students. Lack of time and resources have stalled the project. All the parts are there including Tsla batteries, motor and motor-adaptor. Jim Steil is the previous owner and will answer questions. Email jim.steil@gmail.com

72 1800ES, US\$4500 obo, must sell due to medical issue, some small rust blemishes, runs great, new brakes, has AC, \$2000 in clean parts, new bumpers, front and rear glass, 4 ES wheels, FI computer, luggage straps, Greg gregkau@comcast.net

73-1800ES-\$20,750 (Can) obo yellow 146K miles, 4ap+OD, rust free, very well maintained, interior clean and complete, many suspension upgrades, new minilite mags and tires, Gordon 604-720-9600, gordon.bcfire@gmail.com

78 242GT-\$18,999 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 Oliver, BC . 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](mailto:ronchong33(AT)gmail.com)

95-960-\$9500 obo Pristine condition, 236,000 km, Car history and recent maintenance available. Located in Vancouver, Steve 604-738-2323, info@zulico.com
04-V40 Parts car- \$800, 244,000 km, Located in lower mainland. Receipts from 2012 runs, burns oil. Needs onboard dash computer. Never in accident, body and interior good. Battery 1.5 years old, Mag wheels and tires good, Turbo failed, head gasket leaks, cracked Cat. Vince v_bubica@hotmail.com 604-940-4436

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 or Gregg Morris 604-469-1216 or grmmorris@shaw.ca

122S parts, from 5 cars 64 and up. Mechanical, body, trim etc. Richard Armstrong, Lac LaHache, 250-396-4456

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

83 242 GLT Parts, Free hood, trunk lid, & headliner. For sale suspension, mechanical, elec, interior, late 960 16" wheels \$200 for set, 960 trailer hitch, new cam, new water pumps for B18/B20/B30, Cam 604-931-3729, vcbc@muon.ca

240 and 740 series parts up to 1990, lots of body, mechanical interior and trim. Mike 604-582-2837

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

For Sale: Wood Rim Steering wheel for 140 \$150. Third seat for 145 wagon and another for a 245 wagon offers. Alan, 604-469-2674, alanhakey383@gmail.com

4 Studded snow tires mounted on 14" 240 wheels Seppo, 604-652-6337 offers

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

website www.vintageimportparts.com

ISLAND AUTOMOTION LTD - SU Carburetor Rebuilding,

www.sucarbutors.com Rhys Kent, 1-250-479-5192 Victoria or islandautomotion@shaw.ca

FREE four 1970 1800E factory mags, good condition, located in Halfmoon Bay, BC, baycroftperry@yahoo.ca 604 240 0289.

FREE four4 - Volvo 15" 4 stud alloy wheels from a low mileage 2000 S40. (That is the first series of the S40 based on the Mitsubishi platform.) Dave 250-714-2592 mudgekin1@telus.net Nanaimo.

VINTAGE VOLVO PARTS 544, 122, 1800, 140 Large collection of good used parts. Gregg Morris grmmorris@shaw.ca or 778-988-6694

1973 1800ES brand new bumper parts front center and rear center. 0.04" Stainless Steel, US\$275 for pair, (VP Autoparts price US\$510 for pair) Gregg grmmorris@shaw.ca, 778-988-6694 See pictures at www.volvoclubofbc.com

