



THE VOLVO CLUB OF B.C.

JANUARY 2006

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Annual membership fee \$20, To join: Call or write to the address above
or view our Web site 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: mkbklk@erols.com,
Annual membership fee US\$32 or \$45 Canadian funds Web Site www.vsa.org

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

JANUARY 25, 2006, (Wednesday) VOLVO CLUB WINTER SUPPER, The supper 7:00 pm at the New Westminster Spaghetti factory on 8th Ave just by the Sky Train Station. call **Dave McAree 604-530-6097**

MAY 6, 2006 (Saturday), DON DOCKSTEADER ANNUAL GARAGE SALE AND CLASSIC VOLVO DISPLAY: 9am to 3pm, 8530 Cambie St., Don Dockstader Motors supports our club all year long and this is our opportunity to support them. Shine up your Volvo & bring it to the display, Display cars on site before 9 a.m. are eligible for early bird prize. Peoples choice trophies and dash plaques will be awarded. The garage sale prices are always an excellent value and there will be lots of coffee, hot dogs and Volvo talk. Darcy Bullock 604-538-7402, Al Walker at 604-325-1000

MAY 20, 2006 (Saturday) IPD GARAGE SALE, Portland Oregon, see their website at www.ipdusa.com

JUNE 10, 2006 (Sunday) VCBC VANCOUVER ISLAND SHOW AND SHINE. 1790 Cultra, Sannichton, Come join the VCBC Island Chapter for fun and a pot luck BBQ. All welcome - even mainlanders! Contact Bob 250-658-0126 or lbscuthill@shaw.ca

REPORT OF PAST EVENTS

JULY 15-17, 2005, Volvo PV Fest, Celebration of the PV series

The PV series is the feature of this issue of our newsletter. I hope you enjoy the history lesson.

AUGUST 12-14, 2005 TRAVELS TO TACOMA VCOA Regional Meet **Bob Cuthill Island Director**

The Puget Sound chapter of VCOA held a regional meet in Tacoma Washington on the weekend of 12-14 August. Originally there were no formal Volvo meets, either VSA or VCOA, scheduled for this summer. But Wes Urbanec, long time organizer extraordinaire, at the last minute couldn't bear to see a lovely summer weekend go unused. In record short time and with some very hard work by the Puget sound members he found a friendly neighbourhood Volvo dealer who would host the concourse and a nearby hotel to host the partying.

The Canadian contingent consisted of Dave and Louise McAree from Langley in Dave's green 73 142 and Bob and Lucy Cuthill from Victoria in the grey 61 P1800. While this was only a regional meet as opposed to a full blown

west coast national event, it still required going through all the same planning steps, just on a slightly smaller scale. And I'm personally acquainted with those steps, having been on Gregg Morris' organizing committee for the 2001 event VCBC hosted in Tsawwassen. My hat is off to Wes and crew - they put on a marvellous weekend in every aspect, I'm just trying to figure out how they did it on such short notice.

Bob and Lucy left Victoria on the 06:10 Coho ferry to Port Angeles on Friday morning. With the Hood Canal Bridge closed for repairs the route took them all the way down US 101 to Olympia with a small backtrack to Tacoma. The area had been checked out with the help of a computer map that showed Volvo of Tacoma in Fife just south of I-5 and the hotel just north of I-5 at the same intersection. It was a nice leisurely drive to arrive just in time for lunch at the Emerald Queen Casino and Hotel. Steve Yabroff had done some first class computer wizardry in the meet application forms, quick confirmation messages and detailed notes for the weekend so it was easy to find everything, including the local car wash. Registration later that afternoon was a good time to renew old acquaintances and meet some new people and

at the reception we got a chance to catch up on happenings since the last meet (and scout out tomorrows competition!). Of course, the evening wouldn't be complete without a quick tour of the casino now, would it?

Of course, the main attraction is the display and judging on Saturday. It was already getting hot by mid morning as the cars arrived at Volvo of Tacoma. Last minute detailing and setting up was soon done and the cars arrayed for the judges. All in all, thirty cars were entered in the concourse with another half dozen or so just out for display. Naturally, the brand new Volvo semi tractor driven in by Rick Tartar was among the "display only"s, but it was still impressive for those who had never been in one before. Talk about all the bells and whistles! And Rick says you can also get one with a small washer and dryer on board, in addition to the fridge, microwave and TV! Meanwhile, back at the concourse.....as this was to be a regional meet it was only natural that the numbers would be smaller. So once all the entrants were tallied, the usual class divisions were adjusted a bit under the watchful eye of Chief Judge Don Johnson. Following lunch inside our host dealership's lovely air conditioned facility, the judging commenced. I

don't know if they couldn't stand the suspense, but Lucy and Louise managed to hijack the Volvo of Tacoma courtesy van to drop them off at the nearby mall. The competition on the concourse was very keen, particularly among the 1800s where P1800s, S, E and ES were organized into two main groups – Stock and Modified (not including the Masters of course).

By shortly after three the judges had finished doing their thing and owners were allowed to return to their vehicles and get ready for a little road trip. Locals Jay and Pat Holland were our guides for a drive through town to the beautiful park setting of Point Defiance. It was much cooler down along the beach front drive and through the wooded park area with a stop to view the Tacoma Narrows Bridge. It wasn't until a little later when we took a brief rest stop and photo op that someone counted cars. It was a good thing there were no triskaidekaphobics around – there were thirteen of us! But we survived and made it back to the hotel (and casino) for supper. Wes, Don and crew were keeping us in suspense as they were saving the judging results and awards until breakfast on Sunday morning. So I guess to

Cates Park Picnic and Annual General Meeting. Darcy Bullock arrived early and reserved our normal parking lot. It is not that easy to convince people who want to park in the currently empty parking lot that it will soon be filled with shiny Volvos. John Cripps brought the club table and all the club clothes and information and many raffle prizes. Bob Cuthill caught the earliest ferry from Victoria and drove over in our Swedish-blue 145 Express with VCBC signs on the side. This may be the last year you see the Express because it is now for sale due to lack of storage.

By noon the lot held about 60 cars of all models. There were people everywhere enjoying the cars and the sunshine. The lawn chairs were out and picnic lunches being eaten. Many of our friends from Washington State drove up to enjoy the day with us and it was great to see them. Resident gourmet chef Bert Sherlock had his barbeque filled with aromatic hamburgers. He saw me hanging around the barbeque, looking hungry, and generously handed me a burger. After lunch it was time to check out the cars. It is interesting to compare the composition of the cars from year to year. For many years we had hardly any 1800ES cars show up and this year there were 8 of them. There were also 5@ 1800 coupes, 5@ PV544/445s 4@120s, 4@164s, 5@140s, 9@ 200s, 8@700/900s, and 4@850 or newer. There were some very nice cars and a surprising number were for sale. Take a look at our website for more pictures.

The main purpose of this meet has always been to spend the day talking to friends and viewing some of the nicest Volvos in BC. There is always a lot to be learned from the many knowledgeable owners. For the third year now Bob Shultz brought a big bucket of ice cream from his wife's candy store and spent a half hour giving out free cones. Their shop even gives a discount to Volvo Club members.

Next time you are in New Westminister give them a try at Ye Olde Candy Store, 732-12th St. New Westminister (where

8th Ave. crosses 12th St.). Thanks Bob.

Through the day Al Imre sold raffle tickets on the great selection of donated gifts and



Cates Park

Darcy made sure everyone in attendance received a peoples choice award ballot. Dash plaques were placed in all the cars. Our club clothes were on sale and we took new memberships and renewals.

At about 1:30 we held our annual General Meeting, followed by the draw of raffle tickets and awards presentation. At the meeting I introduced our directors, Darcy Bullock (events Director), Dave McAree (Treasurer), Glenn Little (membership renewals) Bob Cuthill (Vancouver Island Chapter leader), Chris Ainscough (new director) and Gregg Morris (newsletter and membership list). Next introductions were for Volunteers: Ritchie Wong, (newsletter mailout), Cam Finnigan (Webmaster) Ted Clark (Telephone Tree organizer) and the telephone tree members.

I was happy to report that our membership is currently at 400 which is higher than normal for this time of the year, and huge by most car club standards. Dave McAree had copies of our financial statement which showed we are operating frugally and are financially stable. Any member wanting a copy financial statement can call Dave or me. Those in attendance indicated they were happy with the club operation and we will happily continue.

Next up Darcy and Chris gave out the great raffle prizes gifts donated by VCBC and our generous supporting companies. We only go freeloading for raffle prizes and door prizes once a year and that is just before the Cates Park Picnic and we use the gifts throughout the year.



Cates Park

break the tension Lucy and Bob adjourned for while to the casino to try their luck (which turned out to be quite good – but that's another story).

Sunday morning dawned bright and looked like it would continue the trend of hot and sunny all weekend. We were all eager to hear the results and after breakfast and awards, when all was said and done, everyone was in agreement. Among the winners, Dave and Louise claimed a first in the Masters 140-160 group and Bob and Lucy a second in the Modified 1800, S, E and ES. But I think everyone who attended this event was a winner in one way or another.

Then all too soon it was time to hit the road again. Dave and Louise headed due north for Langley as did Bob and Lucy, who were in time to catch the six o'clock ferry from Tsawwassen to Schwartz Bay.

September 25, 2005

Cates Park Picnic and Annual General Meeting

Gregg Morris

Another sunny last Sunday in September welcomed our VCBC members to the 14th



Thanks very much to: Don Dockstader Motors Limited, Ed Schram Motors, Greg Wharry of Stanley and Proto Tools, Scandia Motors, Vintage Imparts (Olof Malmberg), Volvo of North Vancouver and The Volvo Club of BC.

The peoples choice ballots were counted and the Peoples choice award went to Randy

Desnoyers for his bright red tastefully customized 64 1800S and the runner up went to Olof Malmberg for his newly restored red 61 PV544. See more about Olof and his car in the Member Profile in this newsletter.

At the end of the day Suzanna Carnie provided a first for the picnic. The passenger

side front suspension on her 1800ES collapsed in the parking lot and the car had to be taken away on a deck truck.

Thanks to everyone who attended the picnic and I encourage others in the club to enjoy the next years event. ♣

EDITORIALS AND LETTERS

NEW DIRECTOR OF VCBC

We welcome Chris Ainscough as a new director of VCBC. Chris has been a club member since 1992 and has been very active in club events as both participant and willing volunteer. His enthusiasm, sense of humour and many skills will be a great asset to the club. ♣

PV Fest

Rob Schweiger, North Woven Brooms Crawford Bay, BC

Hi Gregg

It was pretty amazing to have that many 544's together and great to meet so many others with the same affliction. We left early on Sunday, so did not get to go on the second outing. Olof and I have been trading brooms for Volvo parts and he has convinced me to go to Spokane to have a look at the two PV's for sale down there. I have also been in touch with Hal Cannon re P210 stuff and am looking around the herd of desolate 140's in the weeds for some stuff for Oliver. Good God, this is my busy season, I have no time for this!! If the past few years are any indication, August will be nuts and by the end of it, so will I. Any way, thanks for all your work to help Steve set up the PV Fest. ♣

WHY A PV FEST? OR IF WE PLAN IT THEY WILL COME

Celia Obrecht

The Idea

Did you ever have a dream that was a bit fuzzy around the edges? In spring of 2000 Steve and I made an offer on a house just east of Bellingham, WA. We moved in June. All through the process of buying and moving we occasionally made comments like, "This deck would be a great place for a party." "You could park a lot of cars up here." "There are a lot of nice driving roads near Bellingham." "Maybe some day we should host a car event here." Mind you these were stray comments mostly separated by weeks or months of life as we usually live it.

Part of life as usual was joining car clubs related to our hobby cars: a '64 Volvo 544, a '62 Morgan +4, and two basket case Morgan restoration projects. With the car clubs we participated in shows (small and large), social events from picnics to banquets, meetings at various car hobby related facilities, and drives. We took pleasure in all of these events, but we found a special variety of camaraderie in drives, especially, forgive me for saying this in a Volvo related article, Morgan drives. What

was there about Morgan drives that were so enjoyable?

This became a subject we would muse about during relaxed conversations on the road. One of the special parts of recreational driving is the chance to ponder such subjects at leisure.



Over many drives we concluded that Morgans are not inherently any more fun to drive than Volvos, although they are different. We also decided that, while there may be some minor differences between the stereotypical Morgan owner and the stereotypical Volvo owner, spending time with either is equally enjoyable. For quite a time we were stumped.

Then, in September 2004, driving our PV home from the VCBC event in Osoyoos, we came up with a theory. This theory can be described by the formula: age of vehicles plus uniformity of vehicles equals a really good time (AV+UV=☺). According to this theory, driving in a group of similar older vehicles enhances an event experience in several ways, both concrete and ephemeral. There is the chance to share upkeep, restoration and market information at a deeper level than one can in a group with a wide variety of cars. There is the joy of seeing a whole group of closely related vehicles driving along scenic roads or parked together at lunch. There is fun in observing people along the driving route respond to a whole parade of rare cars. There is the sound of all of the cars as they leave a stop sign. Also important for cars of pre-1970 vintage, is the security of having collective wisdom from a group of informed drivers in case a car breaks down.

The Rest of the Story

The first step in what became an actual PV event was to bring our theory up to another PV owner whom we knew was committed to driving his PV and who had experience in planning Volvo events. Gregg Morris,

President of VC BC and owner of two PVs as well as other Volvos, was enthusiastic from the beginning. Together he and Steve generated publicity fliers, made personal contact with officers of other Volvo Clubs, and contact with businesses that might provide awards. One of the most frustrating questions they were asked was, "How many cars do you expect to participate?" Since

this event was to be the first of its kind they had no idea of how many might participate.

The general outline of the event took form as a Friday cook-out and a Saturday drive with lunch, followed by a banquet. The Sunday plan wavered between a morning drive, a show & shine, or a bit of both. Eventually the drive won out due to complications in finding a site for a show & shine. Feedback from most PV owners on the planned event was enthusiastic, but some did relay doubts. These doubts sometimes shook our faith in the PV Fest vision. However excitement rose again when inquiries began to come from the Internet and entry forms began to be returned. PV owners sent emails of support from all across the continent.

Two weeks before the event final details of route and a lunch stop were decided during a run through with my husband, Steve, Gregg Morris and myself. Gregg was increasingly uncomfortable with back trouble during the weekend, but covered every mile with us adding his Volvo specific driving and planning knowledge to our more general background. With Saturday and Sunday planned I set my mind to the Friday cook-out menu.

To read about the event from other standpoints, take a look at Gregg Morris'

article in this issue. At www.psvsa.org/PVPage.html you will find an article by John Kendall, another by Dick Libby, and possibly one by Gary Ramstad. I can only add my personal amazement that 17 PVs participated along with five honorary PVs (two 122s, a 220, a 240, and a V40). It was a great pleasure to observe people having a good time driving and socializing. My only regret is that Gregg's back trouble continued to worsen so that he was only able to come to the Friday picnic and did not get to experience the fruition of his part of the efforts.

I certainly would step up to planning this sort of event again, although not on a yearly basis. It was a highly rewarding experience. My hope is that the experience of a first PV Fest will inspire PV Fests in other locations so that a PV driving community begins to form. This can only help inspire continued restoration and preservation of our beloved PVs. ♣

MESSAGE FROM TED CLARKE, OUR TELEPHONE TREE LEADER

FOR THE RECORD: Gates Park Picnic, 2005. I would like to apologize for doing such a poor job in stating names of the group that help me call and remind members about upcoming events. I completely forgot about Glenn Little, I apologize to Glenn for the over site. Glenn is a tireless executive member and does more than his share for the club. So, here is the group:

Chris Ainscough, Trevor Glave, Herb Hamlyn, Doug Hewitt, Glenn Little, Bob Schultz, Bert Sherlock, Terry Walton.

All the help is greatly appreciated. PS - Anyone wanting to volunteer, please call me directly at 604-875-0620. ♣

VOLVO SPORTS AMERICA

Gregg Morris

As you will have noted from the cover of our VCBC newsletter, we are a chapter of Volvo Sports America, a club that was originally dedicated to the 1800 series but has evolved into a club supporting all out-of-production Volvo models, right up to the 780 and 850 series. Bruce Potter, the president of VSA has asked me to help inform our VCBC membership about the parent club in hopes of gaining new members for VSA. To that end I have included Bruce's article from the most recent VSA "SEES" newsletter explaining the club and its benefits.

"VSA BY BRUCE POTTER"

The San Diego Chapter had asked me earlier this year to define what makes Volvo Sports America unique and how we have improved, so I wrote an article for their "1800 NEWS". Everybody who read it thought I should share the essence of it in VSA Magazine, so please read on:

I hope I can provide a little more insight on the National Club's relationship with San Diego VSA or any of our chapters for that matter. You already know that we provide you with VSA Magazine which chronicles all that is going on inside the organization, there is the totally revamped and interactive VSA website and parts discounts. The most obvious thing about our association is the mutual devotion to our Vintage Volvos. So why is VSA so unique in what it does? Surely any parent organization can provide the aforementioned items. I think what separates us from the rest of the clubs is perhaps ingrained in the DNA of most Volvo owners. I read many years ago in a road test report of the 1800E which had been labeled, by the author, as the car of the Iconoclast. This is one of the best analogies I have ever come across on Volvos and the relationship to their owners. We are by our nature indeed a very individualistic lot, and naturally we are attracted to an automobile that best expresses these virtues. We can get into a long discourse on why this is true, but let's defer the whole psychological analysis and agree that there is something very real about that observation. VSA was started by two guys who just wanted to celebrate not only the car, but create a forum for all these people to share their experiences. VSA is mostly about the people, not the nuts & bolts aspect of the car. Sure we have our share of "how to" stuff, but it is usually presented with that personal touch. VSA is certainly not worried how big it is or brag about how great it is, that is not in the VOLVO nature. As our founder, Jon Keebler, used to say "we just want to play cars". We don't look over our chapters shoulder and suggest that this should be done our way. We do provide a set of guidelines and hope for the best. VSA would love to have all the chapter members belonging to the National Organization, but just like Public Television we trust that most of you will do the right thing and send in your VSA dues. All of us donate

our time and talent because we want too. There are no paid employees at VSA because we have a dedicated group that recognizes and accept our voluntarily assumed obligations to all of the VSA membership. My point is that if something is not to your liking, let us know about it right away.. YOU are the most important element to insure a strong national club that will celebrate its thirtieth year in 2006! For more on the club go to www.vsa.org. ♣

Dutch Volvo Club Travel Route 66

(From an article by Doug Gagliardi in the Southern California VSA Newsletter Sept. 2005)

The V44 Volvo club from the Netherlands celebrated their 35th anniversary in style. They shipped 95 classic Volvos from Holland to New York (4000 sea miles) in Volvo owned transport ships in preparation for an amazing tour. These were really old Volvos from 1952 to the mid '70s and their plan was to travel across the USA from New York to Los Angeles, mostly on the famous Route 66. They planned to do this 6000 mile journey in 4 weeks. They had a very carefully timed itinerary and would travel in small groups armed with excellent maps and a destination for each day.

Two professional mechanics traveled with the group and laboured non-stop, replacing head gaskets, timing gears, starters and generators on the spot, wherever failures occurred – in parking lots, abandoned gas stations, or along the side of the road. Parts were overhauled from Europe as needed, though American Volvonauts were frequently on hand along the way and were happy to chip in with parts and assistance. Such as Greg Blake who towed a vapour-locked 544 through Death Valley.

There were tons of PVs both sedans and wagons, 1800s, 120s, 140s and 164s and one 93 240 only on the journey because his 120 had a developed a problem just before it was to be loaded on the ship in Holland. Only one car failed to make the finish and that was a 120 with a blown engine. They tried to replace the engine but eventually Volvo Cars of North America arranged to have it towed to LA. ♣

<p><u>B.C. DEALER DISCOUNT LISTING</u> (Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.) Don Docksteaders Motors, 8530 Cambie St., Vancouver, Ph. 325-2999, or 1-800-663-3359, New pts: 20%, Ask about "DECADE CLUB" discounts for cars 10 years and older Ed Schram Motors, 112-13375 76th Ave., Surrey, Ph. 599-6081, New & Used 20% Chapman Motors, Cobble Hill, B.C., . 1-800-663-7208, New parts 10%, Used parts 20%</p>	<p>Chapmans of Victoria 751 Cloverdale St., Victoria, Ph. 475-2213, parts and service: 10% Chapmans of Nanaimo 20 Cliff St., Nanaimo, BC, 754-4807, parts and service: 10% Kamloops Select Auto, Kamloops, B.C., Ph. 1-800-667-7006, New parts: 20% Volvo of Coquitlam, ---2385 Ottawa St., Port Coquitlam, B.C. Ph. 942-8500, New parts:20% Volvo of North Vancouver, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 20% Volvo of Richmond, 13171 Smallwood Pl., Richmond, B.C., Ph. 273-0877, New parts: 20%</p>	<p>Specialty Motor Cars,1235 Marine Drive, North Vancouver, B.C., Ph. 980-9222, New pts: 20% Courtenay Car Center, #12 5th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour. Double "S" Stainless Steel Exhaust Systems, Ph. 1-888-368-2537, in Victoria, BC: 15% Fibrenew leather and vinyl repair, mobile service Vancouver, Ph 313-4703, 20% discount Lordco Part Stores up to 30% with Lordco card. Sven's Lawnmower and Aircraft Service, 5445 Submerged Road, Dichmond, ph 122-1800: 75%</p>
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CELEBRATION OF THE PV SERIES

PV FEST

Gregg Morris and Steve Hutchens

Steve Hutchens and his wife, Celia



Obrecht, of Bellingham, Washington, invented and hosted the PV Fest that took place July 15-17, 2005. They got this great idea after attending our Volvos in Osyoos meet in September 2004. Steve knew I was a fellow "PV nut" (between the two of us we have driven PVs for 72 years) and shared his plan with me sometime that fall. We spent the whole winter talking about what the event might look like and all spring preparing for this PV celebration.

These events take dedication. Steve prepared a colour brochure and registration form for the meet that I was able to get copied in colour. We assembled a list of names and addresses of as many PV owners as we could trace and mailed brochures to these folks and asked them to pass the word on to any other PV owners they knew. Ads were placed in all the Volvo newsletters and websites and with all the Volvo businesses we could think of. Steve even made a website dedicated to the event that drew expressions of interest from as far away as Ontario, Nova Scotia, New York, and California. Driving tour routes were chosen, accommodations identified, restaurants selected door prizes solicited and the reception planned. In the end seventeen PVs (ten from British Columbia and seven from Washington) participated in one part or another of the weekend festivities. Four PV owners came in their daily drivers without their PVs, one from Salt Lake City, Utah. Three participants with professed PV enthusiasm came in their 122s, which we dubbed "honourary PVs." The resulting event was a tribute to all who attended as they had a great time.

On Friday, a herd of twelve PVs, three honorary PVs, and two PV owners minus their PVs descended on Steve and Celia's property in Bellingham where they hosted a terrific reception at their home. Everyone received a registration booklet that included a Trip Parts and Tools List, a PV Fest Trivia Quiz, maps of the tour routes (138 miles/222 kilometers on



Saturday and 32 miles/52 kilometers on

Sunday), a reprint of an article on a 1953 PV444 with a lot of PV history, a reprint of a 1962 PV544 road test, and a table of PV Production Statistics. To help in getting acquainted, everyone received a PV Fest printed name tag.

The atmosphere Friday evening was festive as people enjoyed discussing these great old cars. Celia had prepared a feast on the sun deck and no one went hungry. Inside, John Cripps set up a continuously playing digital slideshow of PV pictures from all over the world. As the evening progressed, everyone moved inside for desert and coffee. Conversation continued until almost midnight. On leaving, some people just had to step outside and into their tents or pulmanized PVs in Steve's yard, while the rest made their way to various hotels. All the exiting PVs clattered away happily except Herb and Marg Hamlyn's PV which barely made it back to the hotel.

Saturday morning several additional PVs joined all that were present Friday evening as participants gathered at the Fred Meyer store on Lakeway

Avenue to start the day's tour. I can attest to the route being a thing of beauty as Steve, Celia and I checked it a week earlier. Steve's series of maps in the registration booklet helped people know where they were. This is a fine drive for a day's outing, so grab a good map and follow along. (Unfortunately Herbs PV did not fix itself overnight so John Cripps stayed with Herb to do a quick fix on the car and catch up with the drive later.) Starting from Fred Meyer (near I-5, exit 253), we drove east along the south shore of Lake Whatcom, then south to Old Highway 99 and Burlington where we had a rest stop. Then we continued west to Bay View and stopped for pictures in the Bay View State Park. A park ranger was initially quite concerned when we parked our PVs for a great photo-op in front of a park sign, but she took quite an interest in the cars and participants when we explained what the event was all about. Next, we headed north to Edison and east to Bow, then further east on Bow Hill Road to the Skagit Valley Casino Resort for lunch – an "All You Can Eat" feast for \$8.95.

(Meanwhile back at the hotel, John and Herb removed half a desert full of sand from the SU float bowls and replaced one jet, but Herbs PV was still not willing to make forward progress. According to Herb, Marg Hamlyn and Celine Cripps were patiently waiting. Right Herb.)

After lunch the humpbacked fleet continued east on Prairie Road through farm land to Highway 9 where we turned north to Acme, a quick right onto the famous Mosquito

Lake Road. We then turned east on the Mount Baker Highway to Maple Falls, north past Silver Lake County Park, almost to the Canadian Border. (About this time Johns car with 4 passengers caught up to the fleet.) The route then turned back southwest and proceeded along South Pass Road before arriving in Nooksack. From Nooksack we fittingly took Highway 544 west to Hannegan Road and south back to Bellingham past Steve and Celia's house where Saturday's formal tour ended.

It was a full day's drive, but the schedule allowed for a few hours to take it easy before supper at Speak-EZs Memphis Barbeque Restaurant near downtown Bellingham. The streetscape was certainly unique as it filled with PVs. The tone of the evening was set early when Fred Debour, a PV owner of Aldergrove, BC, did the Canadians proud. He was unable to attend the event as his 544 is still in restoration, but he telephoned the restaurant and bought a round of refreshments for all in attendance. Thanks, Fred! The barbeque was

excellent, and we almost took over the entire restaurant with our group. With the mood properly set, everyone enjoyed exceptional food. Gary Ramstad of Seattle was overheard saying, "Now I get what this is about – it's drive and eat, then drive and eat!"

After dinner, awards and prizes were presented. Dick Libby, an artist from Shoreline, Washington,

provided all attendees with a bottle of wine with a custom PV FEST label of his design. The long distance award, donated by Dick, was an ornate ice bucket purportedly used when Volvo's factory celebrated the production of the last 544 in October 1965. It went to Rob

and Janet Schweiger who brought their 1964 PV544 over 450 miles from Gray Creek, BC (on Kootenay Lake) Other awards and prizes included shirts, parts, accessories,

and books provided by IPD in Portland, beautiful hand-crafted brooms provided by Rob and Janet Schweiger, 544 models and 544 books donated by VCBC, two copies of a movie featuring PV544s donated by Olof Malmerg, and other artistic creations by Dick Libby. John Kimball donated a beautiful Volvo book. The awards and conversation lasted well into the evening, and well past the restaurant's normal closing time. John Cripps representing VCBC presented Steve Hutchens with a 1/18 (9" long) model of the famous Safari Rally winning PV 544, to thank him for all his efforts. After the presentations the fun continued until late into the night.



Sunday the troops met at IHOP for breakfast in preparation for the morning's scenic drive. (John and Herb had finally convinced Herb's PV out of retirement. Using Phil Singers principle that all carburetor problems are electrical they replace the distributor and away it went.) This time the drive toured south from Bellingham past Lake Samish, then turned west over Colony Road before it turned north on scenic Chuckanut Drive overlooking Samish Bay to Fairhaven for final pictures and farewells.

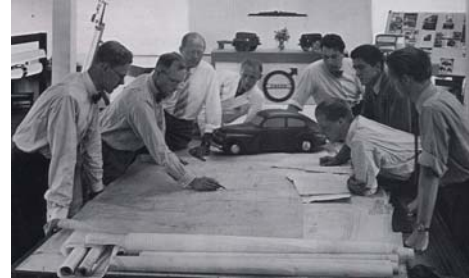
Our sincere thanks to Steve and Celia for a wonderful weekend. We should do this again some time.

To see pictures of all the participants with their cars as well as maps of the drive routes, see Steve Hutchens website at www.sphutchens.com. There is also a link to Steve's website to be found on the VCBC website.

PV HISTORY

Gregg Morris

Those people new to Volvos may not even know what a PV is. They can certainly be forgiven, because I once drove my 544 into a



444 design team

major Volvo dealership and the new car salesman didn't know what it was either. The PV stands for person vagen or peoples car and was used as a prefix for most Volvo models from 1927 to 1965. For the purposes of this article PVs refers to the sedans PV 444 (1947 to 1957), PV 544 (1958 to 1965), PV445 (1953 to 1960) and P210 (1960 to 1969). The PV444 was the first model of Volvo exported to North America (1955) and the model that started



Volvo's reputation for performance, safety and durability. In appearance they have been equated to the 40 or 48 Fords due to their externally mounted fenders and generally

rounded shape. Take a look at the pictures included with this article. Ironically even their very first road tests in North American magazines described the styling as antique, and they proudly stayed that way for another 10 years. To help you distinguish between the 444 from 544 series the 444s had split

windshields and the 544 single pane. Now you know what cars we are talking about and how to spot them here is how they came into existence.

As the Second World War raged around them Sweden maintained their neutrality. However they had to be prepared to fend off aggressors so as in most other industrial countries their car producing capability was put to military vehicle production. This gave their car designers and Volvo's Founders Gabrielsson and Larson little time to reflect. They knew Volvo cars of the 30s were in a bit of a rut with no new engines, and with chassis and suspension improvements proceeding on strictly conventional lines. The new thinking at Volvo was spurred by the hiring of 2 ex-General Motors engineers, also Swedes, who were given permission design some advanced prototypes. What they produced was a rear wheel drive, unibody car with VW style swingaxle suspension and a 2 stroke radial engine with two banks of 4 opposed cylinders located just ahead of the rear axle. This radical design was canned in 1940 and it would seem that it cautioned Larson and Gabrielson not to stray too far from convention.

In 1943 Volvo again started thinking about a future when hopefully peace would come to Europe and car production could resume. Assar Gabrielsson and Gustaf Larson saw that Volvo would need new models and, they suspected, smaller more economical models. They also saw they had a distinct shortage of experienced design engineers to develop these new cars.

Ultimately it took a "consultant" to spur the development of what was to become the PV444. The consultant was Helmer Petterson, who Gabrielsson met because both Volvo and Petterson were developing producer gas (charcoal burning) fuel generators to fuel cars when the war inevitably led to gas shortages. Gabrielsson was impressed by the efficiency of Petterson's fuel generator, and by Petterson himself, and the collaboration started. During one of their conversations Petterson happened to comment that Volvo would need new small car for the post-war years and thought he knew how to design it.

Even though Petterson had no track record in car design Gabrielsson trusted his judgment and gave him the project to design and build a reliable and inexpensive car for the Swedish people. The project was initially designated PV44 but at some point in development changed to PV444. The Volvo assigned a long-serving Volvo engineer Eric Jern to turn



Patterson's ideas into reality. At one time both men favoured a front wheel drive car and even looked at the 2 stroke 4 opposed cylinder engine based on the X8. After a few mock ups had been produced it was Gustaf Larson who decided, "We will take a normal four-cylinder



engine because then we know what we are doing." Likewise he dictated the traditional rear wheel drive.

Fortunately, Helmer Petterson's choice of unibody construction was retained as it was seen to offer more strength, lightness and economy of construction than the traditional body on chassis design. The suspension was fashioned after that used in Plymouth cars. Petterson wanted to incorporate rack and pinion steering, but this was dropped in favour of a more conventional worm gear steering design. Although the Volvo engineers wanted to incorporate a conventional side-valve engine design, Petterson insisted they incorporate the more modern overhead valve design. The resulting in-line four cylinder engine, designated B4, had a displacement of 1414 cc's



making it the smallest Volvo engine yet built. Although Petterson expected a 60 hp performance engine, Larson insisted on longer engine life and a less powerful engine, hence the first B4B motor developed only 40 hp using an American Carter carburetor.

With the basic concept fixed, Jern and a team of 40 men set about the mechanical design while Petterson concentrated on styling the body. He admitted that the PV444 styling was influenced by pre-war Pontiacs. The style, which was a 2 door sedan with a long sloping tail, having no separate trunk bulge, with a full-width nose and recessed headlamps, but only part-recessed front fenders. This was consistent with some Pontiacs of the period but equally consistent with other GM products and Fords of the time. After several clay models

had been produced, altered, viewed by Larson, and modified again, a full scale mock-up was built in wood and displayed in a country location for the judgment of Larson and Gabriellsson in the spring of 1944. The viewing was brief but decisive. The two men paced around the car looking at it from all angles and must have liked what they saw, because in 15 or 20 minutes it was decided, and the race was on to have at least one car built to show at the special show they were planning for the Royal Tennis Hall in Stockholm in September 1944.

The prototype was ready for the show and the reception to the new PV444 was exceptional. At a very reasonable price of 4,800 SKr they took 2300 orders. After the exhilaration of the show, the realities of wartime and post war industrial production set in. The first prototype was not actually ready for driving until March 1945 and a further 2 prototypes were not running reliably until 1946. There were long delays in signing up suppliers to provide the thousands of components needed to build the car. It was not until production manager Carl Lindblom personally took one of the 3 precious prototypes to the USA, and drove it to various potential materials suppliers, that the most vital contracts were signed. To make matters worse the whole of Sweden's mechanical industries were virtually shut down in 1945 by a six month strike.



Consequently the PV444 hung around so long in production that Petterson said it gained the nickname "Jesus". As he explained it, it was because it was just like Jesus, everybody had heard of it but no one had actually seen one. Finally on February 8, 1947, 29 months after the first showing of the car, the first two PV 444s were delivered to their patient customers. Although the price had risen to 6050 crowns, Volvo honored the original price

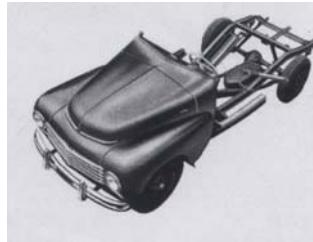


Safari Rally

of 4800 crowns for the 2,300 pre-ordered cars. This led to a thriving trade in the sale of original purchase contracts, some selling for as much as 12,000 Kr.

All of this delay had at least one benefit. The PV444 had lots of time and thousands of miles of testing in all conditions. This resulted in an incredibly strong and reliable car right from the first one produced. That surely helped their future reputation. The PV444 stayed in production from 1947 to 1957 with steady evolutionary improvement and in 1958 it was replaced by the very similar and even better PV544 which carried on until 1965.

What had to be the greatest irony or the ultimate exit gesture, was that the PV series most famous rally win of all came only weeks before the 544 went out of production. That



famous victory was an outright win by the brothers Singh, in the ultra difficult East Africa Safari driving a 64 PV544.

All in all a total of 440,000 PV 444 and PV 544 sedans were produced, helping to establish the Volvo name worldwide.

Equally interesting is the story of the station wagon version of the PV444 and PV544. When the PV444 sedan came on the market, the trades people and business owners, wanted a commercial version of the new small car on which to construct panel vans, pickups, ambulances or Hearses etc. The hitch was that the sedan was of unibody construction rather than body-on-chassis. To service these potential service customers Volvo decided to produce a Commercial Chassis starting in 1949. This drivable rolling chassis used the 444 engine, transmission, differential, wheels, front suspension and was delivered with all the front bodywork including, hood, front fenders and dashboard. There were no doors, but the thresholds extended about three feet back. The customer would take the chassis to a coachbuilder to have the rest of the body constructed to suit the vehicles future use.

The sale Commercial Chassis continued until 1962. In 1953 Volvo decided to build their own station wagon and panel van on the rolling chassis. Volvo named their factory built station wagon the PV445 more commonly known as the Duett. Upgrades to the Duetts mirrored changes in the sedans but usually happened a year or so later. When the last of the PV 544s rolled off the production line in 1965 there was no ready successor to the Duett. At the request of the commercial industries the Duett stayed in production until 1969 when it was finally replaced by a raised roof version of the 145 station wagon titled the Express.

SWEDISH INVASION

Road Test of a 1957 444

Sports Car Illustrated 1957

Although SCI's masthead bristles with Scandinavian names, Christy, Ludvigsen and Borgeson have no burning torch to carry for the

land of ancestors of a few generations back. But it would be foolish to say that our first contact with a Swedish automobile wasn't marked by unusually sharp curiosity. Testing the Volvo was a special sort of adventure for us and one that put extra emphasis on objectivity, just in case there might be a trace of squarehead chauvinism lurking somewhere around the shop.

Like the rank-and-file of US enthusiasts, we had been aware for some time that certain obscure light cars were being built in Sweden, and that's about all the consideration we gave them. Then, less than a year ago, Auto Imports



Inc. of Los Angeles, began to bring the Volvo 444 to this country. They chose to promote the car by racing it, and in four starts in under-1500 cc production competition, the Volvo, well driven by Ron Pearson, easily ran away from the pack and won four firsts.

Here was a car really to be contended with. The citizenry was impressed and so were we. From its first appearance, the Volvo had set an entirely new standard for competition in its class. But it wasn't until we test-drove the Volvo briefly for SCI's July light-car survey that we began to realize how much automobile reposed beneath this car's disarming exterior. Now, after extended road testing of the \$1995 Volvo, we're prepared to state that this is the



hottest car you can touch within a thousand dollars of its price at this time. It may not win any concours d'elegance but on all grounds other than in some case esthetic ones, it can nail its competitor to the wall. Let's start with speed.

Our second Volvo, the one submitted to full-scale test, had just been driven back from the CSCC races at Bakersfield, California, and had over 3000 miles on its odometer. It had finished second there (Volvo's fifth race on the Coast) to an expensively-tuned much more costly car. In spite of its accumulated mileage, this Volvo still felt tight and owners have

assured us that these cars don't begin to really loosen up until after the first 10,000 miles or so. Yet with a mere 1.5 mile approach to our timing traps, we were able to clock a true 94.8 mph one way and 94.1 as a two way average. This is nice going for a one-ton car with a displacement of just 1414 cc or 87 cu. ins.

It's remarkable. The Volvo is faster than the not fully broken-in Alfa Giulietta Sprint tested by SCI and its top speed is about equal to that of a typical MGA or Porche 1500 speedster. Kick that one around at your next bench race. To get up to almost 95 mph in a pretty short distance, the Volvo has to be a good accelerating car. Actually, it's in a class by itself. For our own information we made up a single chart containing the superimposed acceleration curves of all the cars covered in SCI's light-car survey. We found that the Volvo's curve, bears no resemblance to all the others. It is steeper and higher and is more of a sports car than a typical light sedan.

The factory claims that the Volvo should move from 0 to 60 mph in 19.6 seconds. Our capsule-test-car, a well flogged race veteran and sales demonstrator, would yield no better than 21.5. But the second car sprang effortlessly from rest to an actual corrected 60 in just 17.3. In the eight car field the Volvo stands out as a real high performance vehicle. It represents a blending of good sports car qualities with the best of the light car's virtues.

There's a further combination in the Volvo of characteristics that usually are mutually exclusive and this cannot be expressed more neatly than it was in a test report in the Autocar (London). The Volvo 444, it stated, "combines the general comfort and convenience associated with a vehicle of transatlantic (Detroit) design with the handling qualities that are expected of a thoroughbred Continental car. Added to these qualities is a third, that of good general and detail finish and sound engineering."

The Volvo definitely reflects strong Detroit influence in its Body design, roominess and generous interior appointments. Also, it's equipped with a three-speed transmission, a concession to convenience as opposed to sporting requirements. This is or is not an advantage, depending upon our point of view. Had the Volvo been designed with heavier emphasis on sheer performance, a four-speed box certainly would have been specified. The Car's acceleration times could be greatly improved by more closely related torque-multiplication factors, and corners could be approached at higher speeds if there was a cog

between second and high to drop into. But even so, the Volvo remains practically unbeatable in its displacement class and the star performer in its price bracket.

The floor-shift transmission is a delight to use because of the precision of its action and the infallibility of the synchromesh provided on the two top gears. Unlike most synchro boxes, with which it's necessary to allow a moment for gear speeds to become equalized during a shift, the Volvo's cogs can be popped back and forth in the upper ratios just as fast as you please, and there is never a trace of noise or clashing during this operation. The useful range of Second is remarkably broad and it's possible to wind right on out to 60 mph if you want to push the engine. Low is a noisy gear to get into a standstill unless you first pop the lever in High and then into Low, which then produces a completely silent change. Silent downshifting to Low is an exercise that calls for skilful double clutch and throttle work.

Much of the Volvo's good cornering stance is derived from its weight distribution. Unloaded, it is slightly nose-heavy. With two in the front seats, weight on the front and rear axles closely approaches equality. With a rear seat passenger or two or with some ballast in the luggage compartment, 50-50 can be hit on the nose.

Front wheel suspension is conveniently independent by coil springs and unequal-length wishbones. The solid rear axle also uses coil springs and is located fore and aft by a pair of husky, hat-section torque arms. Stiff anti-roll torsion bars are fitted at both front and rear. It's a well-knit, heavy-duty suspension layout, more ruggedly substantial than you'd expect to find on a light car.

Precise control of the car is abetted by ZF worm and lever steering, as also fitted to the early 300SL's and to current Alfa Romeos. The just-over-three turns from lock to lock provides as quick response as you are likely to need or want in a touring machine. There is no play in this steering and it is very light, even during parking maneuvers, set steering feel is good at all speeds No road shock is telegraphed up the steering column.

The chassis shock-absorbing ability is up to good modern practice on average road surfaces. But when you hit bad roads in the Volvo you find its reaction hard to believe. You can charge at 50 mph through horrible ruts and

chuckholes that would shatter the running gear and occupants of most cars. Yet you feel scarcely a ripple in the Volvo, and this statement is meant literally, not figuratively.

The Volvo's body matches or surpasses Detroit standards of finish and solid construction; it forms a unit with the frame and is Bonderized for rust resistance. Its paint is glass-smooth. It is one of the extremely rare bodies the light car field that the average U.S. motorist can enter for the first time and feel quite at home in. It has all the familiar conveniences: cigarette lighter, three ash trays, conventional turn indicators, dome lights, seats that are well, well off the floorboards. It's a five passenger car and the seats can be folded to make a roomy bed. The rake of the front seat-backs is adjustable.

In a nutshell, the Volvo 444 is a short wheelbase car, but it no a small car. It has the fuel economy and nimbleness of a light car, but it is free of the performance limitations and claustrophobic disadvantages of many of these. It has a great deal of the zip and agility of a light production sports car, yet it's a family sized machine. It's a skilful combination of good things from both sides of the Atlantic and as such is in a class apart. ♣

ROAD TEST 1963 VOLVO PV544, B18

**Canada Track and Traffic
November 1963**

In spite of its height, we've overlooked the ancient Volvo 544 sedan. This is easy to do, because of the attention the newer 122S, or Canadian, has attracted since its recent development as a two-door, a station wagon and its Canadian assembly. But our readers wouldn't overlook the 544. They've asked us constantly to do a road test on the new B-18 engined version. And the buyers don't neglect this remarkable, almost vintage machine. Why would anyone want the dated, "old Ford"-looking 544 at a price of over \$2700 when they can buy a sleek new compact for less, or the modern Canadian for a little more? We wondered too, until we tried one and got the surprise of our lives. The Volvo 544 is a mechanically modern, if not more so than any of the compacts. Its performance is little short



B16 Engine



PV 544

of sensational, the construction remarkably rugged, the appointments attractive. The 544

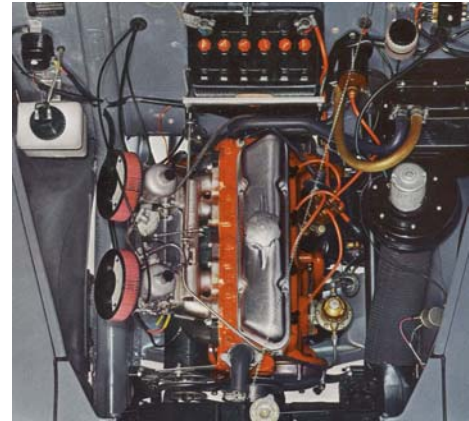
with its new five-bearing engine will seemingly last forever and the resale value remains high. A high-performance engine, 4-speed all-synchro gearbox, heavy-duty suspension, bucket seats and white wall tires, are standard equipment!

Coachwork

You don't stoop to enter a 544 --- height has its advantages! VW had it, but became too common. With umpteen different versions of North American cars all looking the same, Volvo's 544 looks down from its lofty height and says: "So what - it's fun to be different!" And that old Ford it reminds you of had a tremendous appeal as a light, quick, sporting sedan. The 544 has this appeal too, in up-to-date mechanical form with a better-looking body. Vision to the rear suffers; so does tracking in high winds.

Interior

As you might expect, there's plenty of headroom inside the 544. Legroom is spacious, front and rear. Elbow room is adequate, but the body shape restricts this to some extent and the separate fenders narrow the foot wells so that the left foot sits over the dip switch. Moving the dipper to the steering column would alleviate this. The seats are bucket-type, and feature leatherette upholstery with tiny holes,



causing a flow of air which aids in summer cooling. The rear seat is exceptionally comfortable, with built-in arm rests at the side, and a large shelf at the back. However, we're less enthusiastic about the front seats. They're much too short (front to back) and though the back rests can be adjusted by removing shims, the rake is still insufficient for some drivers. We had the feeling we were going to fall off the seat at times. Appointments are complete: including locking glove box, arm rests, ash trays, padded dash and sun visors. Material quality is excellent.

Instruments

Behind a nicely-shaped steering wheel with horn ring sit the familiar Volvo instrument group. We can't help but wish it consisted of round dials but the industry seems devoted to the horizontal speedometer and Volvo is no different. The speedo is the ribbon type. Other instruments include fuel gauge, temperature, warning lights for oil and amps, plus separate mileage and trip odometers. The heater, which

is ideal for tough Canadian conditions, is controlled by a simple system of levers in the upper left of the dash, aided by a radiator blind adjustable from within, and a two-speed fan. The hand brake is between the seats, all pedals are large and well spaced. Push-pull knobs operate easily and there is an efficient hand choke.

Engine

Many a tribute has been written about Volvo's B-18 engine since it first appeared. Undoubtedly this is the finest production four-cylinder in any sedan today. It is overhead valve, oversquare, with a five bearing crank, and according to reports in magazines all over the world, is virtually unbreakable in normal use. The 544 and 122 models have 90 horses, from 1800 cc's with twin SU carbs. In the P1800 the power is up to 108 and the marine version is rated at 110. (oh, but to have THAT in the sedan!) The joy of the unit is that durability, power and economy combined in one. Mated to it is a four-speed all-synchro gearbox with well-spaced ratios. Changes are accomplished with a long lever, smoothly, though the thing looks as if it came from a 10-ton truck. The P1800 remote shift would be welcome.

Trunk

You may get a pleasant surprise if you crawl into the 544's trunk. It is remarkably large and well able to cope with awkward objects. The vertically mounted spare is easy to remove. A folded baby carriage will fit lengthways into the trunk, with plenty of room left to pile on. We mention this because of the 544's appeal to family men with sports car hankerings; the ability to carry carriages, groceries, luggage and potties all at one time is important to this group. Volvo's 544 qualifies well.

Handling

Being accustomed to wheeling a Volvo Canadian, we found the 544 great fun to drive. To compare: the steering is lighter and the car feels much more agile. Obvious conclusion is that the 544 is smaller. Imagine our amazement when we checked and discovered, that the 544 and 122 are identical in length and wheelbase! Weight makes the difference --- the 544 is considerably lighter, also narrower. Suspension system is well designed, with coils



all-round. A stabilizer aids in the front while the rear utilizes torque rods and a track bar to keep the wheels properly located under stress. This, plus balanced weight distribution makes the 544 handle in the sports car tradition, one reason why these sedans have always amazed on the race track. There's a trace of understeer but we broke the tail away with ease, though always in control. Ride characteristics are pleasant. It is in the handling category that the title "Sports" seems most apt.

Performance

Hold you hats, guys, this cat's got scat! No kidding, the B18 makes Volvo's 544 into a real bomb. Acceleration is far superior to any six-cylinder compact and even the V-8's have to



open the pot to keep up. But the real blessing in this performance is that fuel economy remains in the 25 to 35 mpg category. Acceleration is constant right up to 80 mph --- after that the wind resistance takes over. Gear ratios seem stepped right for performance. High speeds in all gears are available but the

low speed lugging ability still permits top gear tooling in town. It isn't necessary to change down for ample passing power, though the sporting driver will enjoy extra go by making full use of the gears. The brakes are not disc, nevertheless they didn't fade and stopped quickly. They were not set up properly in our test car; high speed panic stops caused frantic wheel-twisting to keep in a straight line.

Summary

There's no doubt the legendary 544 still has lots of life yet. All that's old is the body style and even that, as mentioned earlier, has its own peculiar charm. Volvo calls the 544 the "Sport". We agree completely. The family man waiting, as we are, for a reasonably priced 4-seater GT car might do well to check the 544. It has all the attributes of a GT except style and there's no doubt the continued shape helps retain resale value. Price isn't low, but as we pointed out, you get a lot for your money and the particular virtues of the 544 aren't common to lower-cost cars. The 544 is high, vintage-styled, technically advanced, comfortable, fast, sporting, rugged, economical, roomy. Come to think of it, it may even be a bargain.

**TED AWCOCK AND HIS 60 PV544
Gregg Morris**

I get offered old Volvos fairly often, but this was certainly unique. My daughter Kim was doing her teaching practicum at a local elementary school and to help the children connect with her, she prepared a 'life map' or picture biography of herself and presented it to

the grade 5 class. One of the pictures showed that she drives an ancient Volvo because she and her dad had built it together to carry her to university. The children enjoyed the biography and the next day little girl Katlyn came to class with her dad in tow. Apparently she had told her dad Kim's story and he wanted to pass news of his friends old Volvo that had been in storage for 20 years. Kim relayed this information to me and here is the story.

I telephoned the number I had been given, and spoke with a very friendly gentlemen with a British accent named Ted Awcock, a retired Vancouver policeman who lives on Capital Hill in Burnaby. Ted's car is a 1960 PV 544 that he bought new and still owned.

Ted immigrated to Canada in 1956 after 12 years service in the British air force. In Britain he owned a BSA 650 Golden Flash motorcycle and he wanted to bring it with him to Canada as deck cargo and the only way to accomplish that was to embark for Canada on a ship from Scotland. He arrived on Canada in May 1956 and took 5 months to ride and work his way across the country. He spent 5 weeks in a gold mine in Valdor Quebec, earning enough money for gas and lodging to continue his trip. Next work stop was Winnipeg where he took a job on a wheat farm in Indian Head, 70 miles north east of Regina and worked through the harvest season. In early October he was keen to get over the Rockies before the snow started so he hopped on his bike and headed west. At that time the northerly route via Golden and Revelsokke closed on October 15th so he took the southerly route via Lethbridge, Cranbrook, Osoyoos, Princeton etc. He recalls it being a very chilly trip but he thawed out once he reached Vancouver.

When he arrived in Vancouver in October 1956 the Vancouver City Police Chief, an Irishman named Mulligan had been involved in some mischief and had "done a bunk" as the British say. His replacement was a former superintendent of the RCMP, a man of very military character. Ted applied for a job with the Vancouver Police and on the strength of his military service (and I suspect his size and amiable character) was hired along with 20

other new recruits. Ted had left his sweetheart in Britain and by 1958 he had saved enough money, and accumulated enough overtime and holiday time to fly back to London to be married. He was on the very first flight of the CP Bristol Britannia from Vancouver to Amsterdam. After 4 weeks in Britain, he and his new bride returned to make their life in Vancouver.

In 1960 they decided to buy a new car. With his British background he was reluctant to drive a large, gas guzzling American car and considered a VW and an Austin before trying a



Ted's 544

Volvo. He test drove a shiny black PV 544 at a tiny dealership located on Hastings, a few blocks east of Willington, run by a couple of Swedes. He liked the way the 544 looked and particularly the way it handled, so on Grey Cup Day, November 26, 1960 he drove home to Kitsilano in his brand new 544. He and his wife loved the car and they took many holidays in it, travelling as far as Arizona and New Mexico. Armed with the pulmanizing kit and a camp stove they would camp at the side of the road, sleeping in the Volvo, and every couple of days they would take a hotel room for the luxury of a shower.

His liking for the 544 must have been contagious for over the next few years two more of his mates in the Vancouver Police bought PV 544s, by that time 12 volt B18 powered cars rather than the 6 volt, B16 that powered Ted's car. Ted had it serviced at the dealership and saved up for a radio, an \$80 investment in the days when his monthly salary was only \$300. Later when the small

dealership folded, he moved to Clarke Simpkins on Kingsway for service work, although he always did his own oil changes.

In 1985 after 25 years of daily use he took the car off the road. It was not because there was anything wrong with the car or that he did not like it anymore, rather because his boys were getting even taller than Ted and the family was simply too large for the car. Instead of selling the 544 he took it off the road with the intention of restoring it. Road salt had taken a toll on the body, but with under a 100,000 miles and frequent oil changes the engine was still in great condition. The years pass quickly. The Volvo spent a period of time in the back alley while a garage was being constructed and became the target of the local vandals-in-training. The car sustained many dents, broken glass, broken lenses and subsequent water damage. Still Ted did not get rid of the car and pushed his battered friend into his new garage where it still sat, 45 years after he first drove it home.

Why did he still have it? Because he says he drove that 544 every day for 25 years and he had more fun with it than any car he has owned since. Time and family commitments overtook his plans for restoration, and the car is beyond being saved, Ted still cares that the usable parts get recycled. I arranged for it to go to a good home, and when you see a black 544 race car tearing around Mission Raceway there are parts from Ted's old car helping it along.

The reason for sharing Ted's story is to show the effect that these endearing old PVs have on their owners. Ted isn't alone. My first car was a 59 544 in high school, followed by the bronze 64 544 that I still own. Glenn Little has always owned at least one 544 as long as I have known him and before. Stan Storkwick of Osoyoos has owned his 544 since new and still drives it daily and the same with Mr. PV Fest Steve Hutchens has had his 64 544 since 1966. I could go on but you get the idea.

If you get the opportunity, drive a nicely prepared 544 and you will probably understand the attraction. But be careful they are somewhat addicting.

WHATS NEW AT VOLVO

ALL-NEW VOLVO C70

Not enough room in the garage for a coupe and a convertible??

Scott Hart

From the Sept/Oct issue of the ipd newsletter

The all-new C70 may be the answer to you dilemma and it will be showing up in dealer showrooms Spring of 2006 as a 2007 model. It is entirely new and is built on the new P1 platform, which it shares with the new S40 and V50 models that Volvo recently introduced. The big news is a hard top that retracts into the trunk at the touch of a button and more room so 4 adults can fit in the car comfortably. From

the press photos, it looks like the rear has more



room than the C70 it replaces, but still looks a bit tight for long trips.

The new C70 also features a few new safety innovations including a new door-mounted inflatable curtain, which is part of the enhanced protection system for side impacts. Since the door-mounted inflatable curtain cannot be fitted within the headliner like other Volvos, it is fitted in the door and inflates

upwards when it is deployed. Volvo's safety engineers have fine-tuned the door-mounted inflatable curtain to be extra stiff. As a result, it remains upright for a longer period of time and helps to better protect the head in the event of a side impact. In addition, the curtain deflates slowly to help provide additional protection if the car rolls over.

The body structure, in a carefully designed network of beams, not only contributes to the car's high safety standards, it also gives the body extremely high torsional rigidity – twice as high as that of the previous C70 convertible.

With the roof up, torsional rigidity is increased by an impressive 10-15 percent over the convertible. "A torsionally rigid body is important to the car's ride and handling traits," says C70 project manager Patrik Widerstrand. "It makes the car more stable and easier to control. It also makes the car more dynamic and fun to drive."

Power comes from the same 2.5-litre in-line 5-cylinder engine found in the top of the line S40 and V50 models and produces 218 hp and offers 236 lb-ft of torque. This was an early

press release, so no pricing or option information was available at press time. Since the new C70 uses the P1 platform, an AWD variant is likely and we expect to see both the 6-speed manual and 5 speed GearTronic auto trans options. The first-generation C70 Convertible had its best year in 2004 with just over 8,000 cars sold globally. US sales in 2004 totalled 4,069 units. "Our all new C70 is one of the first open-top cars in the premium segment with both a steel roof and space for four adults. We believe this is a highly sought-after combination. That's why we expect to more than double our sales compared with the first-generation C70," says Hans-Olov Olsson.

The C70 was shown at the In Frankfurt in Mid September and in the US at the Anaheim Auto Show in California in October. There is a bunch of interesting information about the new C70 at Volvo's website,

www.volvocars.us/showroom/newc70 ♣

NEW HEAD AT VOLVO CANADA

From Western Driver

Steve Blyth will take over responsibility for franchise development, sales, marketing

and distribution activities in Canada and Mexico and report to Anne Belec, president and CEO of Volvo Cars of North America LLC.

Blyth will replace Paul Cummings, who left the company in August. In a career that began at the automotive retailer level, Steve Blyth joined Volvo Cars Korea in 1997 as Business Development manager. Since that time, he has held positions that include vice president, Commercial Operations at Volvo Car Thailand and director of customer Operations at Volvo Car Taiwan. Since 2003, he has held the position of managing director for Volvo cars Australia and New Zealand.

For the first eight months of 2005, Volvo Canada has sold more than 8174 vehicles, and improvement of 9.7% over the same period of 2004. Last year, the company recorded its fifth consecutive year of year-over-year sales growth for the Volvo brand in Canada. 2004 also marked the best year of sales since 1974. ♣

MEMBER PROFILE

OLOF MALMBURG

By Gregg Morris

Many of you who are regular attendees of club events will know Olof. He has been a club member since 1993 and was a club director for a few years. He now operates a very useful business called Vintage Imparts that imports and sells new parts for classic (old) Volvos. He is also a great PV enthusiast.

Olof was born in Sandviken Sweden in 1942 and lived in Sweden until he was 26. In his late teens he apprenticed as an electrician and after completing the apprenticeship he enrolled in a technical college where he obtained an electrical engineering technologist degree. In 1968 Olof emigrated to Canada, initially settling in Sudbury, Ontario. It took him 6 months to decide that Sudbury was just too damn cold. He bought a year old VW and with a friend he met in Canada headed south. They drove across the US and Mexico and ended up in SanDiego and finally north to Vancouver. He got a job with an electrical contractor as an estimator in training but did not like the job. Next he got an as a technical sales rep for the



large capacity electrical motors and other electrical equipment to mines and pulp mills. The company changed names to ABB in 1984 and Olof worked there until his retirement in 2004.

It wasn't until 1993 that Olof bought a Volvo. He had a succession of American cars and a couple of VWs during his first 26 years in Canada. In 1993 nostalgia bit him and he bought a PV544. When he was a kid in Sweden the PV was the most common car around. Olof's parents had a 1956 444 and his older brother had a 1960 544 and Olof took his driving lessons in a 544. His brother in law had a 1958 Duett (445) which he abused mercilessly, using it to haul junk. These old humpy backed Volvos held lots of happy

memories for him, so in 1994 when he saw an ad for a 1960 544 he jumped at the purchase with too much enthusiasm and too little too little knowledge. It was a black B16 car with a B20 conversion and he drove it for a whole 2 weeks before he

discovered how bad it was. The body was totally rusty and the conversion from B16 to B20 power and electrics was very shoddy. With his enthusiasm still in tact, he decided to take the car off the road and do a complete restoration. This decision turned out to be Olof's initiation into the world of the rusty Volvo.

The restoration was daunting, and the car consumed every patch panel in existence and quite a few that had to be custom fabricated. Olof went at it in a very organized manner making himself a spit to rotate the car and taught himself to weld. In the end this restoration had a major effect on Olof's life. On a business trip to Sweden in 1995 he went



Swedish Industrial Company ASEA, selling

to a Volvo parts supply company with a long list of parts needs for his restoration. While there, he asked whether they had anyone distributing their parts in Canada and when they said they did not, he volunteered to be the distributor and they accepted. That is how Olof's classic Volvo parts company "Vintage Imparts" began.

His timing could not have been better. Volvo had just sold their pre 240 series parts inventory to a private company Genuine Classic Parts and the future supply of parts for the old Volvos was a bit uncertain. On top of that, internet commerce was getting into full swing and Olof was able to expand his business rapidly.

In 1997 He was 4 years into his restoration and another temptation came his way. I had acquired a 2 PV cars from a fellow who lost his storage location. One was a 65 sedan and the other a 58 445 (Duett), identical to the one Olof's brother in law had in Sweden. Olof could not resist the car, and I was happy to keep it from being wrecked, so for a nominal sum Olof became the owner of his second

Volvo. It was not a thing of beauty, the body was rusty and it was full to the roof with junk, but Olof was smitten and happily towed it home. Usually cars are worse than they look, but fortunately for Olof this one was actually better than it looked. The chassis (which is separate from the body on the Duett) was in good shape. The B18 engine ran well, passed Aircare, and Olof drove the car while he planned its restoration.

In the meantime work continued on the PV 544. With Olof's ready access to new PV parts his restoration was being completed to a high calibre. He completely returned it to its original condition, including replacing the B20 engine with a totally rebuilt B16 and returning the electrical system to 6 volts. The only modification from stock was to replace the short legged 4.56 differential with a 4:10 to provide longer gearing for the highway. Unfortunately the conversion did not last as long as he would have liked. Ask Olof how long a differential will last on the highway without any oil in it. He can tell you to the mile.

The interior trim and everything else is either new or as good as new and the black car is now its original shiny Volvo red. Through the restoration process Olof learned a great deal about the PV series and in fact it amounted to another apprenticeship, this time for his Volvo Parts business. The car is a collector plated beauty as those who attended Cates Park will appreciate.

The 445 is well on its way to the same condition. It will be restored with a B20 engine and M41 transmission with overdrive for driveability, but he plans to take great care to make it easily convertible back to B16 status should he ever want to do it.

Since Olof's retirement he has been able to devote much more time to his restorations and his thriving business. Vintage Imparts has a website which includes a complete catalogue of available parts with prices for the PV, 122 and 1800 series and 140/160 parts are available as well. If you have parts needs call Olof at 604-943-9663 or visit his website at www.vintageimparts.com ♣

CLUB DIRECTORS: Chris Ainscough, Darcy Bullock, Bob Cuthill, Glenn Little, Dave McAree, Gregg Morris

MEMBERSHIP FEES: Annual fee: \$20 From July 1 to June 30 each year, non-prorated.

TO JOIN send \$20 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

CLUB BENEFITS: membership list, newsletters, club decal, membership card entitling members to discounts from the companies listed in the newsletter.

DISCLAIMER: V.C.B.C. cannot be held responsible for any technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or its members' letters, nor can it be held responsible for any cars, parts, or materials offered for sale.

CLASSIFIED ADS

90-745T-\$7500, black, all records, 4sp+ od, beautiful, 200K, 4 snows, 4 spare mags, 3rd seat, George 604-925-3692, steadwick@shaw.ca
68-145-\$2500, B20, M41w.od, southern car, with original tan paint, 164 brakes and booster, ipd sway bars, Bilsteins, 2" exhaust, 240 mags, Oliver at 604-339-7762, oliverzentner@shaw.ca
91-745 Volvo SE (very rare model) \$7900, US car 173,000 miles, nice body, leather, new head liner, 16" mags, recent service, ipd suspension, Bilsteins, lowered, Susan, 250-546-9144 (Enderby)
65-122S 2dr-\$10,000, tan, original and unrestored body and interior, rebuilt engine, transmission and drive train, Garage kept, all records, excellent condition, Ross 250-746-1732, (Duncan) s.r.munro@shaw.ca
61-PV544-B16, \$3000, red, storage 27 yrs, original paint and interior, boxes of NOS parts, needs gas tank sealed, door latches and brake hydraulics. Steve 604-657-7337, s.w@shaw.ca, pictures available.
72-1800ES-\$4500, light turquoise blue, black leather, auto trans, body restrd late 80s, storage 10 yrs, Needs fuel system service, brake hydraulics, good glass, trim, chrome, tires etc. Brenda, 604-522-9336.
72-1800ES-\$7000, 90k, dk green/tan, new tires, John, 604-484-3054
58-PV444-US\$5000 obo, grey, B16, California car, partly apart, rolling. \$5000 in new parts for resto. all rubber seals, fuzzies, sway bars, Koni shocks, Scott, 209-769-4139 or donadenhg@netzero.net
80-240GL-offers, 4sp+od, brand new engine rebuilt at Alecs automotive, body rough, Richard 604-940-8200
88-244DL-\$3500, White, 145,000 km, new brakes, battery, belts, ball joints and all-season tires. No rust, exc. cond.. Helen 604-876-5175.
67-122S-2dr-\$12,500 white/tan, 1 owner, low mileage, 4sp restored, exc mech, immaculate cond. Byron, 250-478-2014 Victoria.
66-122S 4 dr-\$2000, bought in Sweden, B 18, automatic, excellent metal, Collector plates, new carbs, recent AirCare, Dave, 604-536-2626
68-122 Wagon-\$2200, B 20, 4-spd+od, new carbs, running, needs some attention, Dave, 604-536-2636

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 (volvoridge@hotmail.com) or Gregg Morris 604-469-1216 or (grmmorris@moody.bc.ca)
Free B16 engine and transmission, located in the Kelowna, motor running a few years ago. Call Warren 250-869-8142 or agarner@cablelan.net
240 Parts, 4 tan formed floor mats \$20 set, Bosch H4 headlights \$40 a pr. wagon cargo barrier \$70, upper strut braces \$40pr, Charlie 780-464-6482
83-760GLE parts car, disassembled & all parts available John 604-466-9110
83 242 GLT Parts, Body, suspension, mechanical, electrical, interior. Cam Finnigan, 604-931-3729, 1980gt@telus.net.
B18/B20: assorted water pumps for B18/B20/B30. Cam Finnigan, 604-931-3729, 1980gt@telus.net.
240 and 740 series parts up to 1990, lots of, body, mechanical interior and trim. Mike 604-582-2837
76 264 parts - new clutch \$150, rebuilt 4spd/OD transmission \$150, new 70Amp replacement alternator/with belts \$200, pwr steering pump \$50 & distributor \$50. Call [Ted 875-0620](tel:785-0620).
72 1800ES for parts. Car is complete, Gregg 604-469-1216
ISLAND AUTOMOTION-SU rebuild & Volvo repair specialist internet address, <http://www.sucarburetors.com/>, Rhys Kent, 1 250-479-5192, Victoria or rhyskent@shaw.ca
Vintage Import Parts, for 444/544/122/1800, **Great Pricing on complete 122S Exhaust Systems**, pre 67 \$130, post 67 \$173. Made in Sweden, great fit Olof, 604-943-9663, or vintage@telus.net website www.vintageimparts.com
Yale Road Motors, Volvo Service all models, Jorgen, 604-792-9939 Chilliwack
Brake Fluid Level Alarm For Single Circuit Brake Systems. Fits 120 and 1800 series cars. \$60, Gregg 604-469-1216 grmmorris@moody.bc.ca
73-145 \$500 pts car, power steering, A/C, M41, Chris 604 527-1118.

80-264GLE Diesel-\$5400, auto, beige/brn cloth, 90K, collector plates, mint, no accidents, goldendragon@telus.net
74-145 Wagon, \$6950 obo, 40,000 miles, Dk green, 4 spd, Like new. Always garaged photos Marie (604) 807-7675
71-145 Express \$5900 obo, Collector plates, Swedish blue with white sign panels. Rare raised top delivery van. B20, 4 spd, black leather seats, , Bob 250-658-0126 lpscuthill@shaw.ca or Dave 604-530-6097.
71-144-\$700 Auto, SUs, 149K clean, runs well, new front brake hoses, Trevor at 604-298-4952

Cars for Sale Continued

70-164S-\$3000, yellow, 4sp & od, 109,000 miles, black leather, good in and out Andrew 604-947-2617
93-240-\$4800, Blue/Green, A/C, pw/pd/pm, perfect interior, great shape, 396K, highway km., (250)-819-3100, or cassiebrault@hotmail.com Kamloops
79 262 Bertone \$12,500, red, 4cyl turbo, manual, rblt by pro shop in 1998, Dave 778-838-1065: dbroemel@phas.ubc.ca
74-164E- \$250, 4sp with OD, many new parts needs cam shaft, not running ,
75-164E parts car , \$100 Ken 604987-6290