



THE VOLVO CLUB OF B.C.

MAY 2022

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

Gregg Morris at Tel: 604-469-1216

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**Annual membership fee \$25, To join: Call or write Gregg Morris. See above.
or view our Website www.volvoclubofbc.com**



V.C.B.C. is the

B.C. Chapter of Volvo Sports America

1800 Register

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

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

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

May 21, 2022 ipd GARAGE SALE, Saturday 9:00am to 3:00pm , 11744 NE Ainsworth Cir. Portland, Oregon 97220 800-444-6473

JUNE 18 & 19, 2022 VOLVO CLUB SPRING DRIVE , Vancouver to Kamloops via Hwy 1 to Hope, Hwy 5 to Kingsvale exit, Cold Water River Road to Merritt, North on 97C to Logan Lake, North on Tunkwa Lake Road to Savona, Highway 1 east to Kamloops. Make your own reservations soon!!! at the Scott's Inn, 551 11th Ave, Kamloops, 250-372-8221. (Try for room in block 237-249) Mention Volvo Club for \$160 rate. 24 hr cancellation. Meet Saturday 8:30 a.m. at the Chevron gas station (23182 72 Ave., Langley, V2Y 2K2) at the 232 St exit (south) from the Hwy 1 (the freeway). We will leave at 9:00 a.m. Bring a Picnic Lunch! For info contact Bert @ kerrlock@shaw.ca or 778-386-3484, Let Bert know if you will go on the drive in case we have to notify you of some change of plans.

JUNE 25 & 26, 2019 SCANDINAVIAN COMMUNITY CENTER MID SUMMER FESTIVAL, Celebrate the Summer Solstice with the Scandinavians. Classic Volvos will be on display on the fair grounds. General Admission is \$8 per day. If you display your classic Volvo, admission is free. The Scandinavian center is at 6540 Thomas Street in Burnaby (just north of the Hwy 1 use the Kensington Ave. Exit). For more details see the website . www.scandinavianmidsummerfestival.org Contact Gregg Morris grmorris@shaw.ca or 604-469-1216

JULY 9, 2022, CRUISE TO MISSION, along Dewdney Trunk road and beyond. for a Drive, Picnic and Stroll. Meet 9:00 am at the Esso gas station at the east end of the Pitt River Bridge on the Lougheed Highway (#7).. Bring a picnic lunch & chairs Contact Allen Hiebert - 604-469-9246

AUGUST 6, 2022, SATURDAY, WHIDBEY AREA VOLVO EVENT, "WAVE" A one day, old-Volvo tour of Whidbey Island. Meet 9 a.m. at the WiFireCafe in Freeland, Wa. call Contact Washington organizer Rich at 206-240-9434. If you are interested in travelling from BC on Friday contact Bert @ kerrlock@shaw.ca or 778-386-3484

AUGUST 6,7, 2022 ANNUAL HISTORIC MOTOR RACE WEEKEND AT MISSION RACEWAY PARK See the VRCBC website.

SEPTEMBER 24, 2022, (SATURDAY) V.C.B.C. 28th 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

ARTICLE CONTRIBUTIONS BY MEMBERS

(In the January 2021 newsletter, Jamie Graham of Victoria provided a report from the Hagerty newsletter which featured Jamie's restoration of his 64 1800S. He has since offered to do a series for us detailing his current restoration of a 1962 "Jensen Built" P1800. Here is episode 4.)

62 P1800 RESTORATION episode 4

Jamie Graham

As Christmas 2017 was approaching it was time to store the car until my other project ('73 1800ES) was completed. I had brought the car to a gravel pad in front of my tiny garage. Deep cleaning and vacuuming did little to curb the smell, so off the car went into one of my two storage spots at Galey Farms. With the doors, hood and boot open to the elements, slowly but surely, a guy could spend more time

inside taking bits and pieces off the dash, removing the cracked steering wheel, removing what was left of the headliner and trying to make a plan for the future. One thing for sure, the car was fairly complete but a mountain of work lay ahead. The existing black seats were in fairly good condition but the wrong colour. More on that later. Interestingly, the two rear seat pads were also black but with red bases. I haven't disassembled them yet but I suspect they were dyed black at some stage.

One wheel appeared to be seized but after switching a couple of perished tires

for ones that at least held air we were able to move the car. Any new addition to my



storage area always drew curious onlookers but I had a feeling that as anyone tried to get close, the stink would force people to maintain a healthy distance.

One good example of critter infestation



was waiting for me after the heavy chrome cowl grille

was removed from in front of the windshield. And a big hive/nest was built around the rear right taillight wiring.

After I found Rev. Eugene Morrell, one of the previous owners, he had been kind enough to send me pictures and literature from his time with the car. What a treasure trove! In a previous episode, I outlined the white padding (with black buttons) on the shelf under the rear glass. Similarly, both door cards had aftermarket brown furry motif padding ... all retained for prosperity but eventually into the bin.

I also obtained invoices from 1986 with recorded mileage beginning at 67,275. Routine maintenance invoices tracked the car to Richmond, BC, North Vancouver, Calgary and North Saanich. Rev Morrell recalled buying the car from a small dealer in Vancouver, Washington for \$1000.00 but my search ended there. No more leads to pursue. As I began the search for parts, many trips were made to the Chapman Motors Volvo garage and yard in Cobble Hill, about 45 minutes north of Victoria. Behind the buildings is a huge property with the largest collection imaginable of wrecked Volvos. Several well-picked-over 1800 carcasses provided several small parts and a pair of non-period correct red seats. The search continues for right ones from the Jensen years.

With only one set of keys, a veteran at Price Lock and Safe had worked magic in the past with seized locks on an 1800 so I had him cut me extra keys for the ignition, door, trunk and fuel filler tumblers. I learned the hard way that any disassembly of the key tumblers can be a problem so lots of photos gave me a visual snap shot for re assembly. I've never had much luck with

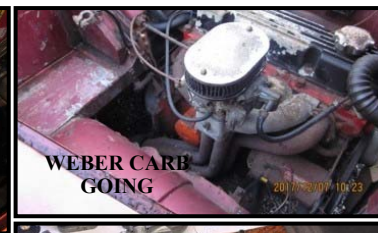
the tiny spring door closer of the key entry port so if any one has an easy way to fix this, I am open to suggestions.

The car came with a Weber downdraft carburetor. Webers were never offered as a Volvo option by the factory. Weber make side draft carbs as well, usually with two intake tubes (installed in pairs) and often referred to as double choke Webers. IPD sells a Weber conversion kit

(downdraft) for about \$600.00 USD which comes with carb, filter, manifold, gaskets, throttle link and hoses. I always follow the "pass it on" philosophy and really believe in Karma so I ended up selling (almost giving) the Weber unit to a local inventor school teacher who needed it for a motorized project he was building.

I wanted to return as much of the car as possible to stock and Bob Cuthill had generously donated a pair of SU carbs. Along with them and the necessary linkages, off I went to Rhys Kent's shop. As in previous restorations, Rhys worked his carburetor building magic. They are now carefully packaged and waiting for the car to eventually come back to me. I visited him a couple of times and took some pictures of my carbs on his work bench. When sleep comes with difficulty, on occasion I usually watch time piece building videos (https://youtu.be/t9ra_rNo_u8) on YouTube so watching Rhys work is nothing new. If I could have taped his play by play narrative as he worked ... talk about a tutorial.

Every gearhead at one stage dreams of those extras in the shop that seems unreachable. Mine was a small sand blasting cabinet. Stupid of me to buy a cheap one that looked good for a while but never worked right. After different blasting material and techniques, attempted repairs to the pump, I finally learned it was better to do it right – off to a place called "Blast It." Huge commercial blasting cabinets, free advice, they charge by the minute but once you get the hang of the more powerful machines, the

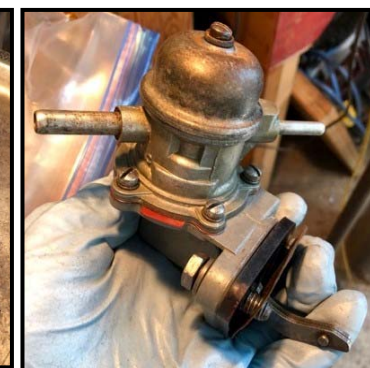


entire process is quick and rather soothing. Like Yoga. I haven't been able to convince Gail to take this over though. I recall doing the metal fuel filler cover, generator bracket and 3 steel rims for \$25.00. You have to be fast though, no dilly dallying.

I thought I would try and tackle the cracked and stained steering wheel myself. How tough could it be? As I seemed to acquire three steering wheels, this made even more sense. Lots of sanding and widening the cracks to allow my epoxy putty to penetrate and do its thing. More sanding, more putty, more sanding and finally a couple of coats of primer, then black paint – and voila! Those with a keen eye will see my red 1800ES perilously close to the hanging (and drying) steering wheels. When you are working in a tight space the garage door steel support runners make good places to hang stuff to dry.

The fuel pump turned out to be a savior. I was having trouble with the pump in my '64 so I pirated the one off this '62 for testing purposes and to compare parts. Bits and pieces were cobbled together to make do, then the refurbished pump went back on. The '64 had a glass top to the pump which I decided to leave in place. The '62 had a metal top which is the way I will leave it. With no computerization to worry about these are mechanical marvels that just needed filter cleaning and new gaskets.

End of part 4



A TRIBUTE

END OF AN ERA LANDSMAN MOTORS

Bob Cuthill

Vancouver Island Co-ordinator

Thirty years seem to have flown by in the blink of an eye.

Peter Landsman arrived in Victoria for the first time some thirty years ago and fell in love with the place. He was already operating a Volvo garage in Hamilton Ontario. But while on a ski vacation in BC he and his lovely wife Pavla paid a spur of the moment visit to Victoria and in the matter of a few days had arranged to purchase a house in the Triangle Mountain area of Colwood with a fantastic view to the east overlooking the entire city of Victoria. After closing shop in Hamilton and resettling in Victoria Peter cast about for employment for a short while before deciding to return to the Volvo family and opened a modest two bay garage at the corner of Store and Fisgard. Business at Landsman Motors was slow to start but ever resourceful Pavla had a stack of handbills promoting the new Volvo garage printed up and proceeded to leave one on every Volvo she encountered in the city. And the rest is history. Business blossomed and it wasn't long before Peter and son Rob had a waiting list of customers. It wasn't long until his clientele list included such well known

names as singer/musician Garnet Rogers and local CBC broadcaster Gregor Craigiey.

When your author moved from the mainland to Victoria in 2001 Landsman Motors was already known as a strong supporter of the Volvo Club of BC. Landsman Motors was a small shop but it soon became apparent that there was a very large clientele judging by the number and variety of Volvos always parked out front. I soon learned Peter's story of how he escaped from behind the Iron Curtain to Sweden and with his extensive automotive background was hired by Volvo. The story of his return to Czech to rescue his girlfriend smuggling her out of the country in the trunk of an old Saab is the stuff legends are made of. With business in Victoria growing by leaps and bounds it was soon apparent that Peter needed more staff so he recruited his son Rob to join him and the rest is history.

Early in 2002 a group of regulars from Landsman Motors,



PETER AND ROB
LANDSMAN



PETER AND ROB LANDSMAN
WILL BE MISSED

Peter of course, "Magic" Mike Head, Jim Monnastes and myself had a meeting over coffee at my place to discuss the possibility of having some kind of Volvo Club gathering in the local area. With the barest of outlines, posters were prepared and distributed and on Sunday 5 May 2002 the first Island Show-N-Shine was held at Phoenix Farm on West Saanich Road a few miles north of Victoria. Records show some 29 cars showed up including Peter and Pavla in a yellow ES. In the years that followed that yellow ES (and later Peter and Pavla's newer XC90) was seen at many island Volvo events, be it the Show-N-Shine, a spring Mystery Tour or a Fall Colours Run. Through the years Peter has continued to be a strong supporter of VCBC, at events and in the garage where is extensive knowledge of the Volvo family of cars has kept us rolling, not to forget his discounts for club members helping to keep our pocket books balanced.

When COVID-19 hit two years ago, after much serious deliberation, Peter decided it was probably time for him to step back from day to day operations. Business volume had reduced so Rob took over day to day operations and Peter came in Saturdays to handle the paperwork. Now some two years later with business still not fully recovered and the cost of keeping up with the

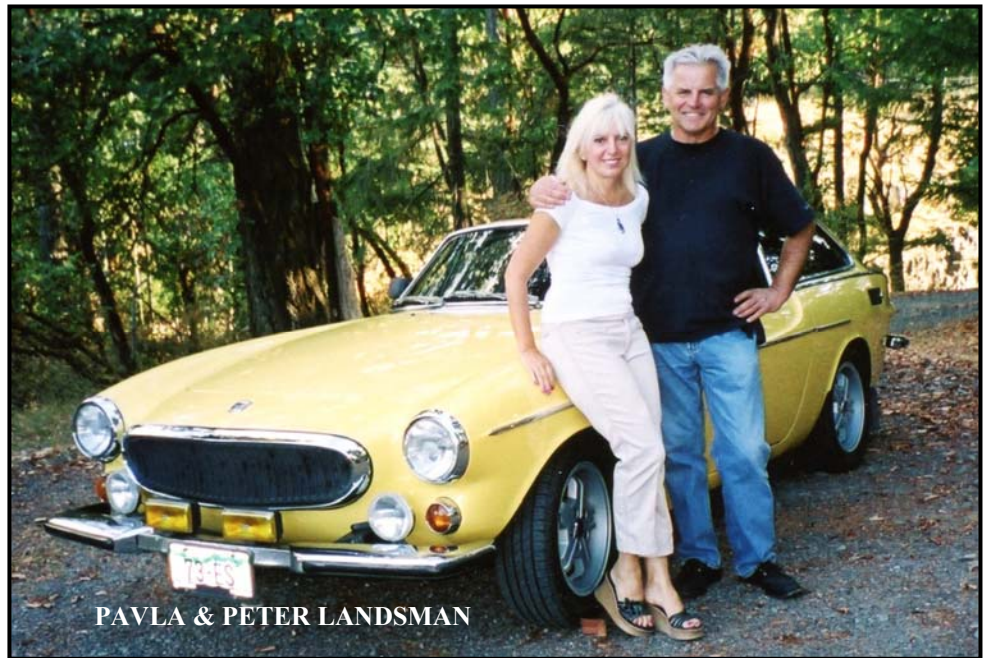


new technology becoming increasingly prohibitive for the small operators

Peter and Rob decided the time was right to close shop.

My wife and I recently had dinner with Peter and Pavla and they seem to be settling into the retirement lifestyle quite well. Rob Landsman has reduced his daily commute of an hour one way (on a good day coming in from Sooke) to about a five-minute drive to the Becher Bay Marina run by his in-laws. It is also giving Rob much more time with his wife and two children. After supper, talk around the table included the possibility of renewed interest in island events. It may be possible that when COVID restrictions ease enough there may be a VCBC Island Mystery Tour, although the destination may not be a mystery because we might end up at the Becher Bay Marina coffee shop and perhaps be hosted by Rob Landsman at his new job location.

To mark this occasion, the Volvo Club of BC has had plaques prepared and pre-



sented. On Monday, 31 Jan, 2022 I was able to present Peter with his plaque at Landsman Motors accompanied by club members Mike Tomczak and Jamie Graham. We had to wait a short while to present Rob Landsman with his due to a COVID case in his family. Once the coast was clear Rob received his plaque at a favourite coffee estab-

lishment on Wed 16 Feb (plaque and presentation photos attached) While we will adjust and Volvo life on the island will somehow morph and carry on. We will all miss Landsman Motors but will have many years of happy memories. Thank you Landsman Motors, Peter and Rob and families for your many years of service.

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

Our club directors would like to thank the members for sticking with us through the Covid years when there were no events and only the newsletter to hold us together.

NEW DIRECTOR: We have had only 4 directors since 2017 (John Cripps, Dave McAree, Bert Sherlock and Gregg Morris). It has worked pretty well except for the odd time when one of us gets sick or takes off on holiday, leaving us short staffed. It was time to think about recruiting a fifth director. Rohan Soulsby has been a willing and active participant ever since he joined VCBC and when asked if he would be a director he didn't even hesitate. "Sure I'll join the directors, anything to help."

MEMBERSHIP RENEWALS AND INCREASE IN MEMBERSHIP FEES TO \$25: For the first time in 21 years we have to raise the membership fee from \$20 to \$25. I think it is still one of the least expensive car clubs around and the club discounts will still quickly pay back the membership fee. Everybody whose membership expires June 30, 2022 will receive a renewal notice and return envelope in the mail. The membership fee is now \$25 Canadian for Canadian members and US\$25 for our American members. Return the renewals with the fee in the form of a cheque, money order or cash and you will receive a new member-

ship card, membership list if you request it, updated username and password for access to the Newsletter library in our website www.volvoclubofbc.com.

WEBSITE ASSISTANT WEBMASTER: Barry Gordon is stepping down as Assistant Webmaster after many years of service to the club. Thank you very much Barry. Gil Graham has volunteered to take over the position with help from Webmaster Cam Finnigan and Barry for a while. We really appreciate Gil stepping up. Anyone else who would like to help Gil and Cam with the website would be most welcome.

VCBC Events: For the first time since 2020 we are preparing for a full slate of events. The events are listed on the first page of this newsletter. If anything changes there will be a notice on the website events page or Home page. In trying to arrange accommodation for our Spring drive I found that it is a new world out there. I first tried Lillooet and discovered the Mile O Motel, and probably the rest as well, are under contact to construction crews and the chance of getting enough rooms on a Saturday night June is slim to none. For that reason our destination will be Kamloops. Lots of hotels there. See the upcoming events list page 1 for details. Please let Bert Sherlock know if you are going. Email kerrloc@shaw.ca or phone 778-386-3484. This is so we can notify you of any changes.

Vancouver Island Events: will be shown on our website events page. Bob Cuthill will have the details at lpscuthill@shaw.ca

Washington State Events. Dale Ridings is the new head of the Puget Sound Washington chapter of Volvo Sports America and he is planning a good selection of events this year as well. Take a look at their event list on website www.psvsa.org. WAVE 2022 the classic Volvo tour of Whidbey Island is scheduled for August 6, 2022. For details email Richard Anderson at Rvanderson5@hotmail.com Ingvar Carlsson is planning a variety of Volvo drives for 2022. Send him a message at ingvar-swedecarlson@yahoo.com They have all said they welcome participation by our club members. The ipd swap meet in Portland Oregon is scheduled for May 21, 2022.

VOLVO REPAIR SHOP RECOMMENDATIONS

The recent closure of Ed Schram Motors in Surrey after around 50 years of parting and repairing Volvos, and the closure of Landsman Motors in Victoria after 30 years of servicing Volvos has left a lot of people wondering where they are going to have their Volvos serviced, particularly older Volvos.

In order to help find competent shops, we sent an email to all the club members asking you to recommend the service shops that have done good work on your Volvo(s).

Bob Cuthill emailed the Vancouver Island members and I emailed the rest of the province. The recommendations were sent to our newest VCBC director, Rohan Soulsby and once compiled the list will be posted on the website. Thanks to everyone who responded. Keep them coming.

BRIAN SCHRAM'S RETIREMENT GIFT The club directors used to own a 1971 145Express. Volvo produced it in an attempt to replace the PV210 alias Duett as a service and trades vehicle. Our Express we had came from Ed Schram Motors where it did a variety of duties, but mainly hung around the wrecking yard. Brian and his son Glen once drove it to the Cates Park Picnic years ago and I think he had a soft



spot for the old wagon. We thought a model of the car would make a fitting retirement

present. I am glad to report that he liked it.

SOMETHING DIFFERENT

HIGH FLYING VOLVO 245

Richard Perry

In the summer of 1998, I was working as a carpenter on a film set in Saskatchewan. This was only the third time I had done this kind of work and it was interesting, fun and a welcome change from all the wrench-turning I had been doing for years on old Volvos in Saskatoon. I was called to the production office and asked if I wanted to work on an upcoming production that would feature a Volvo wagon, since my reputation as a "Volvoholic" was fairly well established in the locality. The film called "Dark Summer" (released as "Innocents") featured

Jean-Hugues Anglade who was playing a French cello player touring the US Midwest, in a 245. There were also some known actors in the cast such as Connie Nielson, Mia Kirschner, Robert Culp, Anne Archer and Jack Semple.

The job as Picture Vehicles Coordinator was a big step up in pay and perks like paid hotel, car, petty cash and budget as well as responsibility, politics and stress. In three weeks I had to locate, purchase and prepare FOUR 1982 to 1984 245s with matching paint, trim and interiors. Two were for onscreen, one would be the stunt car and the last one would be a cut down version for shots on a trailer. This was hectically busy as can be imagined since people were still driving their 240s and not wanting to give them up. I had to use one from my own collec-

tion, but eventually had them all, ferried to a paint shop. Details were demanding and the last-minute request for clear glass (a Hollywood norm) was difficult to accomplish in time.

The director had previously only done car commercials in LA, so he knew what he wanted. Unfortunately, I was only told about the requirement for clear glass in the FOUR Volvos (!!) in the second week of prep. Nothing was available in the US for an already superseded model, and special ordering from Sweden was doubtful. As it turned out, several expensive pieces were actually delivered to Regina by the end of

the production, too late to install.

Having many parts cars at this time, I knew that the earliest 140 models had no tinting until about 1972, so on one weekend I was able to strip two tailgate windows and rear side glass to use. Everything else was lexan for windshields and flat glass cut to spec locally for the door glass. The big problem with this fix was that the uncurved glass couldn't run in the original door tracks so I propped them in place with pieces of 2 x 2 wooden wedges.

If they wanted a window to be raised or lowered during filming, they called for the Picture Car Wrangler on the 2 way ra-



RICHARD PERRY

dio to adjust them. With the time pressure on set I soon was able to strip a 240 door panel, arrange the glass, reseal and clear out of the frame in less than two minutes!

There were also four sunroofs to install and equip with flat glass that of course never sealed against wind or rain. Just a small part of the "movie magic making" and difficult demands constantly applied.

Filming started in September and was a real road show, travelling en-masse to locations all around Regina almost daily. My job was now "wrangler", taking care of the cars on set and interacting with the cast around them. Long days and varying demands as Fall approached were exhausting. Then it came time for the big day. The stunt man, Kirk, had organised the transformation of an 82 DL that had belonged to one of my customers. It now had a roll cage, racing seat belts and a fuel cell. I installed the interior and lexan windows, and also shortened the key for his protection.

The "gag" as they call it in the movies was an oncoming semi was passing a combine so our car would have to take to the ditch, hitting a carefully disguised ramp, taking off and landing in a rented field of ripe wheat! The shots through the windshield would be taken from a POV camera inside the car triggered by the driver. This was within the first 10 minutes of the film so like an opening scene with big impact and set up. Ambulance and fire truck were standing by.

"Action" was called, the vehicles were moving and the Volvo hit the ramp as planned and took off in a graceful arc, reaching about 15 feet in the air (!) over 50 feet before it landed and rolled forward. Perfect, and Kirk climbed out and waved. The main camera packed up and moved to

the next scene.

Then the AD (assistant director) approached me with the request to check the car for a repeat jump! My jaw fell when he told me that Kirk had forgotten to turn on the POV camera, missing the windshield shots of the semi, jump and landing among the sheafs of wheat! So it would have to be done again. I hesitantly walked out to the car. The grille and hubcaps had all fallen off, but the hood opened and there was no hint of leaking gas or coolant and nothing seemed broken. The struts were somewhat weakened but still attached. Gingerly I tried the starter and the B21 A fired up no problem, with a little extra exhaust noise.

I backed up to the road and reported the condition of the Volvo to the Assistant Director. I also told the AD that it was a "good thing you didn't choose a Toyota for this." Kirk had to hurriedly move the ramp with his bobcat to ensure a fresh section of wheat, and the retake was on. Unfortunately this time the engine timing was off and although the car launched all right, it ran out of momentum in midair and dropped hard

straight down on its wheels. Kirk was shaken up and the firemen cut the cage to take him out carefully. He wasn't in hospital too long, probably because as a former rodeo rider his tolerance for punishment was quite high.

Now the crew pulled the camera out of the Volvo and cleared out. So late in the afternoon, I was standing on the prairie alone except for a battered old Volvo. The right hand body over the wheel was somewhat bent, and the metal above the front struts were like beach balls! I carefully crawled in, turned the short key and again it was running with no complaint. As I backed out, there was some rubbing and metallic noises coming from the right rear and it lurched up onto the road where the flatdeck tow truck was waiting. What a day, and what a testament to what a 245 could survive! I went back to the city, exhausted but exhilarated with my feet burning from the miles running around on the big set. Since that time I have always had a 245 from this era in my garage, and its hard to imagine not having one!

"Innocents" was released in Europe and was not seen much in North America, but has gained a bit of cult status over the years. The action is a bit violent, but the sets and of course the Volvos are excellent and there are great scenes with Jack Semple and Jean-Hugues having a "battle" between guitar and cello, and wonderful Saskatchewan small towns and natural landscape. I have a copy from Amazon.

I continued wrangling cars in later films and was able to introduce some 240s into some including Ryan Reynolds's "Just Friends" in 2004. Sadly the Government of Saskatchewan decided to kill the tax credits and destroy the industry in 2012, for NO actual reason, which is why I finally moved to Manitoba where I do a small bit of background acting and enjoy working on my 245 and PV in the summers.

LAUNCHING 245



FLYING VOLVO 245



CARROLL SHELBY
From Hemmings Classic Car
June 2018
David Conwill

(There is no connection to Volvo in this article. It is just a nice summary of the career of a remarkable man in automotive history. Gregg)

Carroll Shelby's beginnings were humble; with no hint of the outsized place he would eventually occupy in the automotive scene. Born in January 1923 in Leeburg, Texas, Shelby's introduction to racing came as a spectator to dirt-track racing near Dallas. As a youth, he also hopped up a handful of cars. By his own admission, however, he was no extraordinary talent in the garage.

Not long after high school graduation, in 1941 he enlisted in the military. He was assigned to the U.S. Army Air Forces, where he learned to fly. His military career was stifled by his stubborn, independent streak, and he spent the whole war stateside and never rose above the rank of second lieutenant.

After the war, Shelby attempted to do the adult thing, making a practical living at various jobs, in the Texas countryside. He was not terribly successful. In 1952, a friend asked that he pilot a hot rod at a local drag-racing event – he won.

Shelby's victory led to an invitation to drive an MG TC at an SCCA event. Shelby took first place by bringing the aggressive style of driving he'd seen at the prewar dirt tracks to the typically genteel sports car racing scene. This combination of American brute force with European cars was a harbinger of things to come.

Quickly making a name for himself, Shelby spent the balance of the decade rising to stardom in the racing scene, both in the states and abroad. In 1957, he opened Carroll Shelby Sports Cars, in Dallas, selling a variety of imported makes.

His entry into the car business was smart and timely, as the autumn of 1959, shortly after winning Le Mans with Aston Martin, saw the return of a childhood heart ailment, angina pectoris. Like that, Shelby's driving career was over and he needed a new line of work.

By this

point, Shelby figured he had a good idea as to what could make a good sports car, and he knew the people who could take his ideas and turn them into reality. He set up CS Engineering to do just that.

His initial attempts, like most new hot-rodding ventures in 1960, centered around the Chevrolet small-block V-8. A severe lack of enthusiasm on the part of General Motors hampered these efforts, but in 1961, Shelby learned that AC Cars Ltd., of England, was losing its source of engines for its Ace sports car. Almost simultaneously, he learned that Ford Motor Company was poised to introduce a new small-block, V-8 in its downsized Ford Fairlane and Mercury Meteor cars for 1962.

Both companies proved very receptive to Shelby's proposal to combine the two, and a Transatlantic collaboration began. AC workmen test-fit a Ford 221-cu.in. V-8 in an Ace chassis as proof of concept, and Shelby and his cohorts replicated the feat using a 260-cu.in. version.

A new company was formed, dubbed Shelby American, and the new cars were named Cobra. Soon Shelby American, in Los Angeles, was taking regular deliveries of semi-complete cars from England and installing Ford V-8s and mostly four-speed transmissions.

Not long after, Shelby was also enlisted by Ford Vice-President and General Manager, Lee Iacocca to make the new Mustang win SCCA production-class races. The result was the Shelby G.T. 350, which used a Hi-Po (or K-code) 271-hp 289 modified by Shelby to produce 306 hp, along with chassis modifications to turn it into a capable track car. Success with the G.T.350 led to Shelby American's involvement with the Ford GT40 program. But Shelby's golden era of Ford collaboration started to wind down in the late 1960s. Ford took over most aspects of Shelby production and a

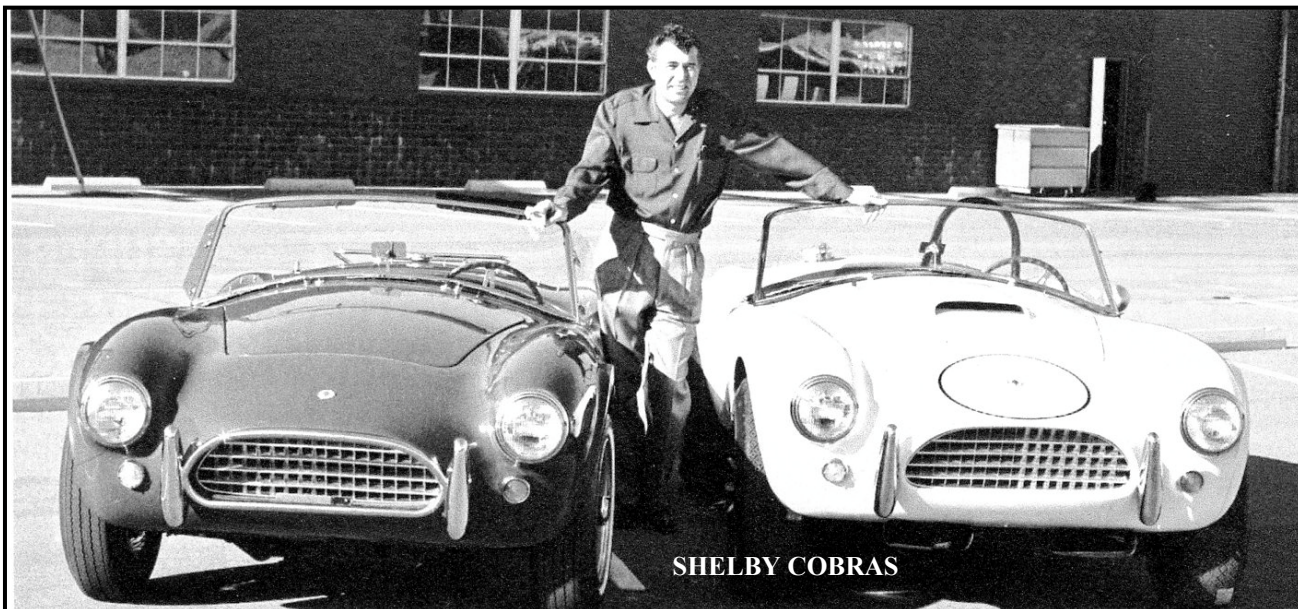
final split between Shelby American and Ford came in 1970.

Like most things performance in the 1970s, Shelby went on a hiatus after his split from Ford, returning to ranching and marketing an eponymous line of chili seasonings. When the enthusiast spirit in Detroit began to reawaken in the 1980s, however, Shelby was drawn back in. Perhaps the biggest force pulling at Shelby was his old friend from Ford, Iacocca, was not at the helm of Chrysler Corporation.

The result of the Shelby-Mopar collaboration was a series of front-wheel-drive performance cars starting with the 1983 Shelby Charger and culminating in the Omni GLHS, a remarkably capable little subcompact that took square aim at the Volkswagen GTI. Shelby was also consulted during development of the Dodge Viper, which was directly inspired by the Cobras of the 1960s.

In 1992, Shelby at last had the opportunity to collaborate with GM, with the Oldsmobile-powered Series 1 roadster, intended as a full-fledged production car in the same vein as the original Cobra. Only 249 Series 1 cars were produced for 1999, and, in the midst of this, Shelby American was purchased by an outside buyer, hampering development and sales. In 2004, the buyer declared bankruptcy, and Shelby's new company purchased the remaining Series 1 body shells and sold them to buyers without engine or transmission.

The early 2000s proved a real renaissance for Shelby, as he once again found a friendly atmosphere at Ford. The renewed collaboration started with show cars and Shelby's own tuner packages for new Mustangs, and eventually led to the reintroduction of the Shelby Mustang G.T. 500 as a regular Ford sales item. That survived until Shelby's death in 2012 at the age of 89, and continues to the present.



SHELBY COBRAS

VOLVOS IN MOTORSPORT

NIGEL MATTHEWS

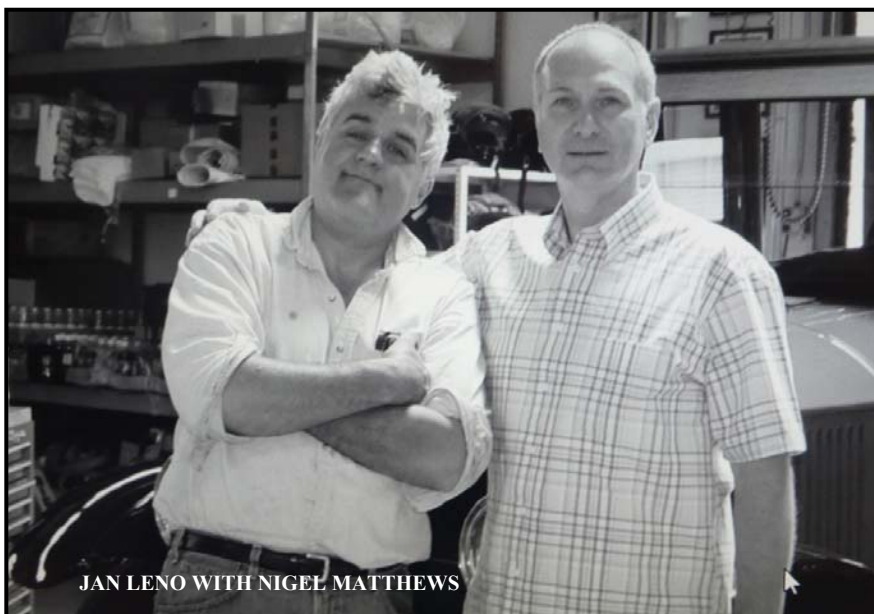
Gregg Morris

Nigel Matthews sent us the following article about the famous Joginder Singh and the East African Safari Rally. Before we get to the article, it is a fitting time to tell you a bit about Nigel. He is a really good guy and generous with his knowledge. He's also a Volvo guy and says he loves them having owned a 1983 240, 1984 240 Turbo, and Two 1990 740s. He has now graduated or did he say downgraded (it was one of those) to Mercedes products. VCBC's first association with Nigel came when he worked for ICBC and was invited to one of our winter suppers where he spoke about the ICBC Collector Plate program, which incidentally Nigel re-designed in 2006. For me that put Nigel into celebrity status. It is Nigel's assistance in making the legislation of the Collector Plate program more liberal that can be thanked for British Columbia's thriving Collector Car culture.

When Nigel left ICBC he became the first Hagerty field team employee in Canada. Hagerty is the world's largest provider of specialty insurance for enthusiast vehicles. The reason Hagerty Insurance isn't as common in BC as it is in other locations is because Nigel did such a great job of designing the Collector Plate Program for ICBC. Hagerty does a lot more than just provide collector car insurance to enthusiasts and is now considered the world's largest automotive lifestyle brand. Look them up at www.hagerty.ca to learn more.

When Nigel first joined Hagerty, I believe he was Canadian Manager. Now his title is Global Brand Ambassador. I knew Nigel was a judge at some pretty famous concours events but it turns out that in 2020 he was appointed chairman of the International Chief Judge Advisory Group (ICJAG) where he leads an international body comprised of chief judges from the world's most prestigious concours.

Here is what was said in 2020: Nigel has been at the pinnacle of his craft for more than forty years (approaching 50 years). A licensed master technician, he spent much of his career repairing and restoring Ferraris and Rolls-Royces. He judged his first concours in 2003, was already a judge at the Pebble Beach Concours d'Elegance by 2005 and was a founding member of ICJAG in 2016. Considered preeminent experts in the concours-judging world, ICJAG members guide scoring at more than 40 events in



JAN LENO WITH NIGEL MATTHEWS

some dozen countries with a focus on originality and authenticity.

Nigel has personally judged many of the major concours events around the globe, including serving as Chief Judge at the concours in Pinehurst, North Carolina; La Jolla, California; Hillsborough, California; the Canadian Concours in Vancouver; Salon Privé and Blenheim Palace in England and Australia's Sydney Concours, as well as serving as a class judge at Pebble Beach.

Here is what his boss had to say. "To be not just a judge but the Chief Judge at some of the most distinguished concours in the world takes an amazing amount of knowledge and expertise," said Hagerty CEO McKeel Hagerty. "We are so proud to work with him at Hagerty and we join the International Chief Judges Advisory Group in congratulating him."

Now you see why it is nice of Nigel to take the time to send us the Volvo related articles he comes across.

Many of you may already be familiar with the Volvo portion of the story of Joginder Singh and the East Africa Safari Rally, but this article expands on Joginder's accomplishments. The rally itself was considered one of the most challenging in the world and Joginder perhaps its most famous participant.

JOGINDER SINGH: THE FLYING SIKH OF KENYA

Gopal K Jaidka

December 29, 2021

Images: Malvinder Singh, Wikipedia

Born on 9 February 1932 in Kericho, Kenya, Sardar Joginder Singh Bhachu was a living legend who was popularly known as the 'Flying Sikh' of Kenya. He had no motorsports experience until he was 26, but made up for his late start by eventually ac-

cumulating over 60 wins in the East African Rally Championships in Kenya, Uganda and Tanzania. His three wins of the Safari Rally in 1965, 1974 and 1976 were a first for any rally driver. He also scored three top five finishes in the Southern Cross Rally in Australia during the 1970s.

It is Singh's record of 19 finishes in 22 attempts in the Kenyan Safari Rally which is considered an unprecedented feat.

This rally has been long regarded as the world's toughest rally, where the attrition rate could exceed 90 percent...and just completing the event was considered an unenviable feat. He was one of the so-called 'Unsinkable Seven'—the only crews in the 1968 event who were able to reach the finish at Nairobi when the rest of the entire field of 74 were left stranded on the Mau Escarpment along the western rim of the Great Rift Valley.

His first Safari win in 1965 proved to be a triumph against expectations and a defiance of superstition. It was the 13th running of the event, and his car was given the number 1; which was at that time considered an unlucky number in the Safari. They were piloting the same Volvo PV544 which a factory driver (Tom Trana) had used in the 1964 Safari, and which had clocked up 42,000 competitive miles on its odometer. The two brothers Joginder and Jaswant, his co-driver at the time, had rebuilt the 544 themselves and entered it privately. Despite the odds, they managed to beat all the participating works teams and were the lone Kenyan-Indian competitors amongst 44 white participants.

It was his performance in the 1971 event, however, which was truly remarkable. On the first day itself, Joginder's Ford Escort had a gearbox problem which enabled him to only drive in reverse. Deciding to return to his service crew, he drove backwards for three miles—using a screwdriver as the gear lever! "All this time, about 70 more Safari cars were coming flat out towards me as I was reversing," he later recalled. "On reaching the service point, we found the crew had gone. Only two mechanics remained. We just opened up the gearbox and stripped it to bits. The gear selector had broken. There were no spare parts. We

bent the levers in the gears so as to stick them in and put it all back into place. It took a lot of hammering to bend the steel rods to make them work. This also took a lot of precious time. As soon as we got back on the road, we let go at full speed. We started overtaking the tailenders. We were the 100th car at one stage and we just kept overtaking them.”

The Ford team chief had long ago written him off, but Joginder turned up at the finish line at number three on the road, having overtaken more than 100 cars. It was only the loss of time that consigned him to 16th place on points.

There are some who felt that Joginder should have been awarded the race in 1969, after he and Robin Hillyar had fought out a close finish (Hillyar just prevailing). It was then discovered that Hillyar's Ford had larger valves than were permitted under the rules; but Ford's explanation satisfied the judges, and their man kept the race.

The Flying Sikh eventually retired in 1980. He was twice awarded Kenya's Motor Sportsman of the Year title (1970 and

1976).

Ashok Bhalla, the manager of the East African Safari Rally, said of Joginder: “He never forgot a bend. He drove around it once and memorized its details—sharpness of angle, gradient of terrain, type of surface. Next time we went there; he took it at the maximum speed possible. He combined the roles of driver and navigator.”

Even half a century later he remains a household name, with boys shouting ‘Jogida!’ at passing rally cars raising a dust storm.

Joginder achieved the legendary status of a national hero in an African country and remains unmatched as a rally driver who outclassed the best of the world during the 1970s. The late Kenyan president Mzee Jomo gave him the title ‘Simba of Kenya’. In 1995 he was inducted into the Coca-Cola Hall of Fame—a tribute given only to Ken-

ya's top sportsmen.

A much-loved hero of all Kenyans, he died poignantly on Sunday, the 24th of October 2013, when Kenya was celebrating Mashujaa (Heroes) Day.



TRAVELS WITH CHARLIE

Gregg Morris

I met this fellow Volvo driver Doug Galardi when Rose and I spent time in Southern California. Doug just loves curvy roads and led us on a lot of great drives. He drove a 142S and Rose and I a 65 122S. I was thinking of him as I wrote this article.

Hi Doug. I hope all is well with you in the land of curvy Socal roads. I took a trip a couple of days ago that you would have loved. For the sake of you and google earth I will give you the route. I may have already done this but it is worth repeating. This is a 10/10 stretch of pavement called the Duffy Lake Road. 60 miles of curves, fast and slow, spectacular scenery, climate that changes from rain forest in the west to semi arid in the east.

This was a camping trip with a driving buddy that could keep up to you. His name is Charlie Teetzel and he has always driven Volvos. He has an 1800E and a 122 wagon and in the past has had numerous 140 and 240 series. The 122 wagon was his car on this trip as we both camped in our cars. I drove my 123GT.

Here is the route starting from my home so you can follow along on Google earth. Every trip on the Duffey is a different experience. Start at Ioco Road, Port Moody, BC, V3H 3N2 to St. Johns Ave, to Barnett Highway, to Hastings Street to Upper Levels



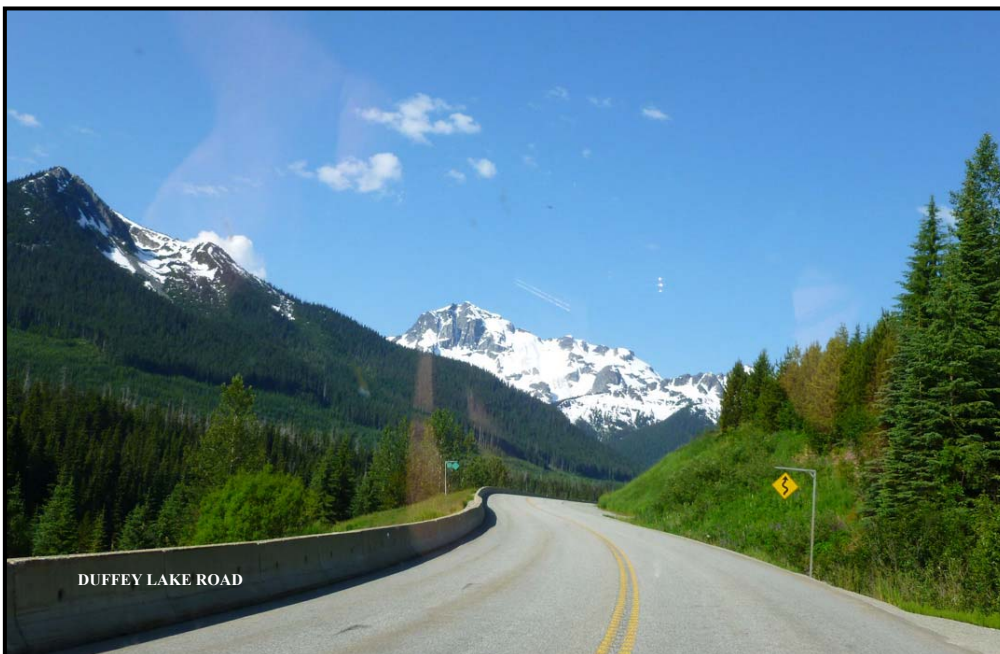
Highway (Trans Canada 1) to Highway 99 to the town of Squamish where Charlie lives, continue on 99 past Whistler Village (the site of the 2010 winter Olympics) to Pemberton continuing on 99 though the Mt Currie Indian Village and up a 13 to 15% grade to the Duffey Lake plateau then 60 miles of fun then down a 13% grade to Lillooet.

Starting at Mt. Currie we were 4th in a small parade as we approached the 13-15% grade (about 7 miles of it) up to the Duffey Lake plateau. Ahead of us was a semi towing a flat bed trailer then a small "ladder-back" ie motor home, then a SUV then Charlie then me. The Semi turned off but the motor-homer was a jerk who would not

let anyone by so we had to tail him and the SUV slowly up the switch backs. Charlie is not bashful and he made it very clear to Gomer the motor-homer that we were passing at our earliest opportunity. That happened at about mile 5. We had been held up quite a while so we knew we wouldn't be catching up to anybody soon. Charlie took off at his normal challenging pace; one that I can barely keep up to, and often don't want to keep up to. A fellow on a sport touring bike caught me and I waved him past. Charlie did not. The poor biker could not understand why he could not catch and pass a 50 year old Volvo wagon. They were soon out of my sight and going quickly. About 10 miles later here is the biker sitting sideways on his bike shaking his head as he gave me the thumbs up on my way past. When the biker stopped playing, Charlie slowed down enough for me to catch up and we finished the next 45 miles of curves, hills, grades, and more curves at speeds governed only by the cars' capability, road conditions and driving skill.

At the other end of the drive we stay at a BC Hydro free (and very nice) campground opposite Seton Lake, part of a multi-lake hydro electric power system. We spent the afternoon at the lake enjoying the sunshine and swimming in the glacial water, then returned to the campsite and cooked some Sockeye Salmon for supper. We had enjoyed the day and slept well.

Doug, I thought of you during the drive and know that you would have given Charlie some stiff competition and had a great time doing it. If you ever get the opportunity to come north we can retrace that route and others you would enjoy.



TECHNICAL TIPS

THE WORLDS FIRST AND ONLY STRAIGHT 16 CYLINDER GASOLINE ENGINE.

Gregg Morris (Suggestion sent by Dave Phillips, Sedro Woolley, Wa)

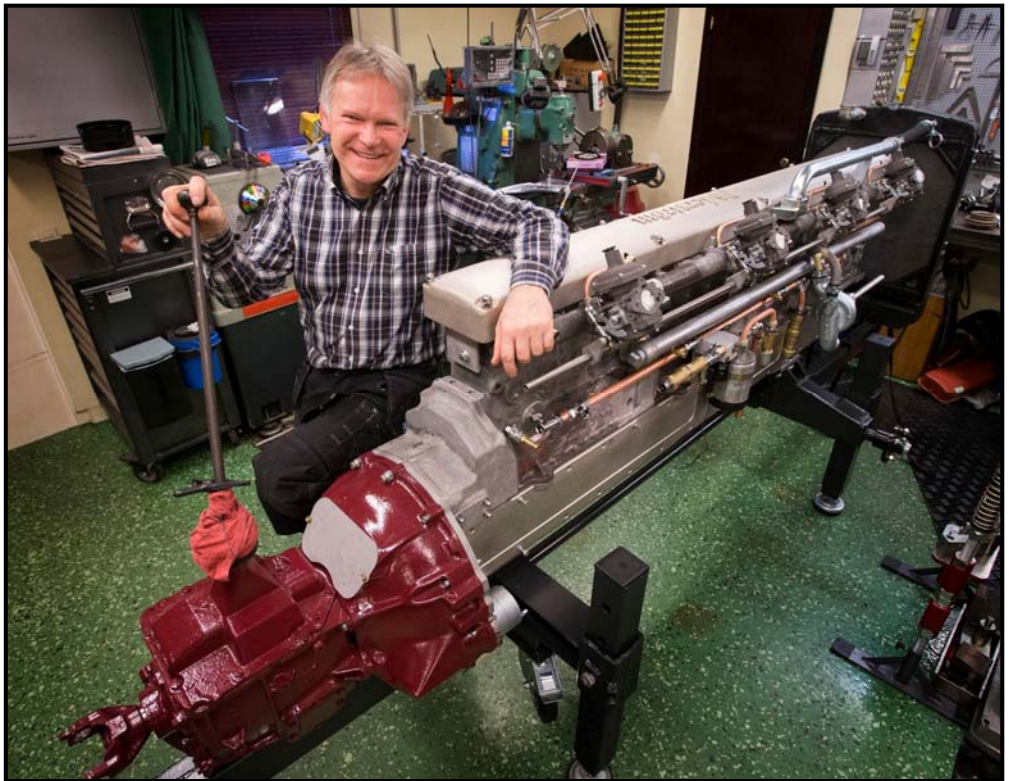
Pelle Söderström is a Swedish mechanical engineer who has built the one and only straight 16-cylinder gasoline engine. Why? Because he had a boyhood dream about long hood sports sedan of the thirties he called the Hercules. Pelle has been fond of mechanics, and manufacturing since he was young and now as a gifted mechanical engineer he finally embarked on his youthful dream engine project.

The concept of an inline 16 cylinder engine is clearly impractical but who cares. It is his time, money, skill and dream, and he did it. The project took 14,000 hours and who knows how much money and Pelle documented every step and every thought process. It is totally fascinating and quite amazing that he managed to overcome innumerable obstacles of design and fabrication and ended up with a beautifully crafted, smoothly running engine.

Google Pelle Söderström Herkules and it will unlock the key to the whole project including many amazing youtube videos of the design, build and running engine.

He based his 16-cylinder engine on 4 Volvo B20 4 cylinder cast iron engines set end to end. Sounds straight forward enough. Well it isn't. How do you join the blocks and cylinder heads? How do you combine 4 crank shafts to take the torque? How do you send oil to all the parts that need to be lubricated? How do you cool all these components? What in the world would be the firing order of 16 sparkplugs and what kind of distributor would do it? How do you feed it air and fuel? Remember this is not 4 independent engines running together, it is a single 16-cylinder engine that operates as a unit. The solutions to all these questions are set out in great detail in the written, photographed and videoed record of this amazing achievement. Best of all it is available in English.

In the end the engine had a single structural and complex oil pan in which a single long shaft which accepts the power from each of the 4 Volvo crankshafts via 4 multi-



ple-chain and sprockets units. That solved the crankshaft connection and torque problem. There is also a custom giant valve cover. His explanation of how he chose the firing order of the engine and how he came to use 2 distributors to accomplish it was out of my league.

All along Pelle considered how this engine should look in the Thirties, 1934 to be exact. The attention to detail is phenomenal and the finished engine looks just great.

A YouTube shows the initial start up. I know the excitement and anxiety of starting up a single B20 engine for the first time after a rebuild. Just imagine the starting this unique monster. There are other subsequent YouTube videos that display the engine running happily, while the camera shows it from all directions and lets you hear the mechanical symphony and amazing exhaust note.

I have no idea if he will build the car to put it in, but there is no doubt that he could do it if he decides to.

[Sweet 16 / HERKULES 1934 | A crazy engine project that started as a boy's dream](https://www.sweet16-se.translate.goog)
(www.sweet16-se.translate.goog)



VOLVO SAVED MY LIFE**Volvo Magazine 2003**

Here's where we reveal exactly how Volvos have saved the day. Kicking this new series off in star-studded style we will tell you how a Volvo saved 007 himself Roger Moore.

As Simon Templar in *The Saint* he cruised around in a Volvo P1800, but it was actually a newer Volvo model that brought the importance of car safety to the attention of Roger Moore. It was a mid-January 2001 and UNICEF ambassador Moore was chilling out in the back of a Volvo S80. He was on his way to a charity gala at a television studio in Gothenburg, Sweden, where, in honour of *The Saint* series, the fund raising prize was a fully restored P1800, donated by Volvo.

But, like something out of a Bond movie, Roger Moore's journey was not to be without peril. Soon after he'd been picked up from the airport, the S80 was involved in an accident when another car ran a red light and a junction, smashing into the side of the Volvo where Roger was sitting.

Fortunately, he was wearing his seatbelt and it's thanks to the S80's Side-Impact-Protection-System (SIPS) and Inflatable

Curtain (IC) that he escaped with only a few sore ribs. Being a true star, he went on to the event – he refused a doctor – and according to viewers, he seemed fine. But what was his verdict? “Thank God it was a Volvo,” he told the press afterwards, clearly a little shaken, but not stirred.

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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. 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

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89-240, \$3500, 333K, automatic, carefully maintained at Ed Schram Motors, all records since 1991. everything except the radio is original, no rust, snows and summers all mounted. Dark blue metallic with blue cloth. Duncan, dunmor@shaw.co, 604-916-0341.

WANTED 93-95 940 Turbo, body & interior not important, need decent engine Gregg 778-988-6694, grmmorris@shaw.ca

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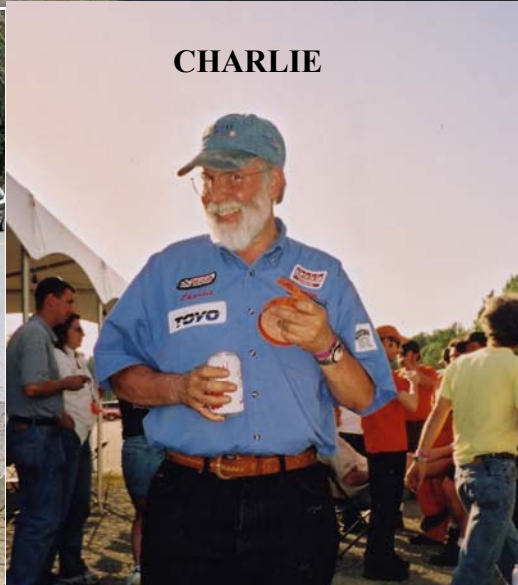
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