



THE VOLVO CLUB OF B.C.

JANUARY 2025

29 Bedingfield 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

WE WELCOME POLESTARS



V.C.B.C. is the

B.C. Chapter of Volvo Sports America

1800 Register

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

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

WE BELONG TO THE NATIONAL ASSOCIATION OF CAR CLUBS OF CANADA

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

JANUARY 22, 2025 (Wednesday) VOLVO CLUB WINTER SUPPER, 6:30 pm at the New Westminster Spaghetti Factory located at 50 - 8th St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

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

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

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST EVENTS



CATES PARK PICNIC AND AGM

SEPTEMBER 28, 2024

GREGG MORRIS

The Cates Park Picnic is always fun, but this year was exceptional. All the Club

directors were on hand (Gregg Morris, Dave McAree, Bert Sherlock, John Cripps, Rohan Soulsby) The weather was perfect with sun a few clouds and no rain at all. The visitor attendance was exceptional.

I arrived at about 7:30 and parked my 1800 at the entrance to the parking lot that we have reserved for our event. Next to the parking lot is the boat launch ramp. Often people will launch their paddle



boards, canoes and then park their cars and trucks in our reserved lot. This year there was only one vehicle parked there when I arrived, and I spent the next hour convincing other parkers that this totally empty parking lot would soon be full of old and new Volvos for this day only. Most people are happy to cooperate. This parking lot has been home to the Cates Park Picnic for 31 years and it is no heartless Walmart lot. Our lot is surrounded by trees and is only a couple of hundred feet from Burrard inlet. It is a beautiful and familiar site. The only clashing sight was the newly installed parking meters which we studiously ignored.

Through the next hour the Directors and Volunteers arrived. Allen Hiebert had his Polestar 2 loaded with big plastic boxes holding our meet equipment and our club clothes. Bert's Amazon brought a big urn of Tim Horton's coffee and a box of herbal diet timbits. Rose Morris brought the Club financial records and 2 portable tables in her 240. Dave McAree, retired club Treasure, and new Treasurer Rohan Soulsby arrived and we put up the tables and John Cripps arrived with his V50 full of raffle prizes.

The two big tables are the focus of club business. We were prepared to accept club

membership renewals and new memberships. We sold club clothes that were displayed on a tarp nearby. Jamie Graham from Victoria offered to sell raffle tickets and Louis Gao from Volvo Cars of Burnaby handed out the people's choice ballots used to judge the cars on site. Along with the car award plaques I make 35 dash plaques, and these are given to paid up members. That usually nudges a few folk to renew or join. The directors man the tables one or two at a time. Besides doing club work we answer tons of questions about the club, the cars and the members.

As we are getting ourselves organized, visitors driving all manner of Volvos steadily arrive. Dennis Cowell drove his 600,000 km 940 Turbo Wagon from Kamloops and Barry McKinney and his wife arrived from Williams Lake in his 63 544 with a newly rebuilt engine that ran flawlessly. By noon there were tons of people in the lot and at one count 54 cars, but with people coming and going there were more like 60-plus through the day. The oldest car was Olof Malmberg's 58 PV445 and the newest were all electric Black EC40 from Morrey's Volvo of Burnaby and a white EC30 from Volvo Cars of Richmond (originally Don Dockstader Motors). That is a 66-year spread. Of the classics we had PVs, Amazons, 1800s, 140s but no 164s. We counted 15 240/260 series which is a record for sure and the 200 Series won peoples choice and runner-up. Manning the club table makes it hard to have a good look at all the cars. What I did notice was

the variety. Take a look at the pictures and you will see what I mean. It was particularly nice to see so many young participants driving 30+ year old cars and many of them do their own maintenance and modifications. This year I went to one "meet-up" with the Western Canada Volvo Club and there were lots of young guys driving 200, 700 and 900 series cars. Probably some of these folks were at Cates as well. A couple of day after Cates, Dave McAree went to the Western Canada Volvo club Facebook page where he found lots of comments about our Cates Park Picnic and they were all positive. One was particularly heart warming. A young fellow wrote that he was immediately accepted by the older people at the meet. That is what it is all about!

By mid afternoon people were getting restless which signals time for the People's Choice Awards, Annual General Meeting and Raffle prize draws. We started with the AGM and we tried to keep it succinct. We reminded folks that VCBC has been in existence since 1992 and we started thanks to the generosity of Don Dockstader Motors now Volvo Cars of Richmond. In a few years we became financially independent and have maintained that status ever since.



I thanked everyone for attending and made special note of the out of towners and thanked the fellows from Delawri's Volvo Cars of Richmond and Morrey's Volvo Cars of Burnaby for displaying cars and participating in the day. Rohan gave a brief and positive Treasurer's report. Finally I asked for a show of hands from those who wanted us to continue directing the club. They did and we will.

While we had been talking, Rose had been tallying people's choice ballots and we awarded Peoples Choice to Shawn Rassekh for his orange 1976 245, Peoples choice runner up to Ray Anthony for his light metallic blue 1981 262 Bertone and Peoples Choice Modified to Jack McKimm for his grey metallic 1990 240DL (Turbo). This was the first time that the 240 series won all three awards. The last planned part of the day was the Raffle Prize draw. We had lots of prizes thanks to Volvo Cars of Richmond, Volvo Cars of Burnaby, Volvo Cars of Surrey, Scandia Motors, KMS Tools, Olof Malmberg and VCBC, and some individual club members. I think everyone won something.

We collected food donations and money for a local food bank. With the festivities over, people started to leave the park for another year. Hopefully we will reconvene here again next year.



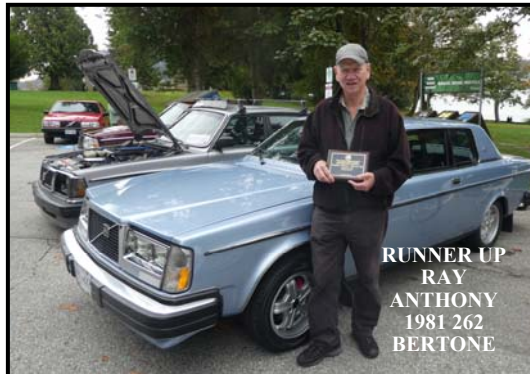
GREGG



RECORD 15 200 SERIES CARS AT CATES THIS YEAR



PEOPLES CHOICE
SHAWN RASSEKH
76-245



RUNNER UP
RAY
ANTHONY
1981 262
BERTONE



MODIFIED
JACK
McKIMM
1990 244DL TURBO

**GAS WASTING TOUR
OCTOBER 10 TO 12, 2024
Gregg Morris**

One of the prettiest times in the BC southern interior is in early October. With a little concentration on the Environment Canada weather forecasting website you can usually find a 3 day stretch of nice weather. That way you can be confident that your collector car will hardly get dirty let alone salty. Another good reason for choosing the weather carefully is that you are supposed to have snow tires mounted as of the 1st of October and I was on summers. Bert Sherlock and I chose Thursday October 10 to start our 3-day tour in our Amazons. There were going to be four of us on the drive us but Thanks Giving weekend nixed one candidate and making a living got the other. The weather forecast promised sunshine and mild temperatures all three days.

Bert and I met on the Lougheed Highway at the Pitt River Bridge and stayed on the Lougheed right to Hope. Once there we briefly visited the travel info center which currently lives in a mobile home building near the old Chevron, but a better home is coming. Right behind the current site, Nichel Brothers House Moving have placed a old train station building that will be renovated to become the new travel info center. It should be nice.

We had not wasted enough gas yet to require filling so it was off to Princeton on Highway 3. The highway was not busy and we made good time. My power to weight ratio is somewhat compromised because I



BERT SHERLOCK NEAR GREEN LAKE October 11, 2024

can't seem to stop carrying a pretty complete set of spare parts on my journeys. I have rarely had to use them myself, but others have so I guess I will keep carrying them as a public service. We arrived in Princeton about lunch time and filled up with gas, then enjoyed a picnic lunch in the sunshine. As usual there was a steady stream of people asking questions about our cars.

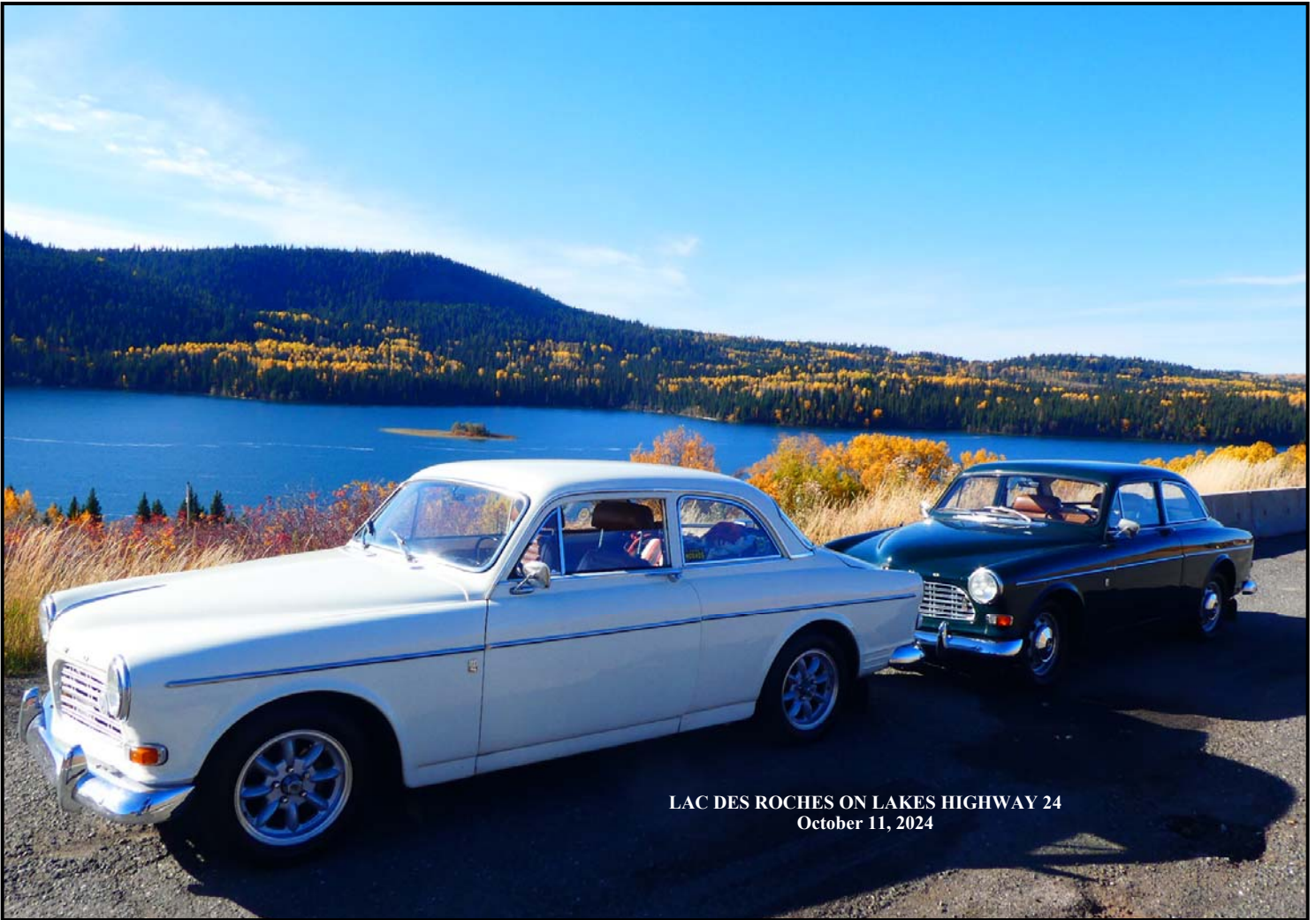
We had one more place to visit in Princeton and that was Thomasinas coffee shop, restaurant and bakery at 279 Bridge St. Janet Schweiger introduced Rose and me to Haskap Berry compote that is a taste treat and Chef Bert was there for fresh baked Country Bread. Back on the road we crossed the one lane bridge and headed north on Highway 5a to Aspen Grove. This is a beautiful stretch of road about 40 miles

long that curves it's way through a scenic valley of lakes open ranch land and forests. There was no breeze, so the lakes were sheets of glass and perfectly reflected the fall colour of the mountainside. The only trouble with a trip like this is the driving is so much fun it is "really" hard to make yourself stop to take pictures.

Just north of Aspen Grove we joined the Okanagan Connector about 14 miles east of Merritt. We did not bother to stop in Merritt but just climbed back on Hwy 5a, the old road to Kamloops. It was picture perfect. No traffic and the beautiful curvy Nicola Lake shore to travel. Just past the lake is the historic Quilchena Hotel. It has been a landmark of the Nicola Valley for 114 years, backed on to the huge Douglas Lake Ranch. It is quite unique because most



GREGG MORRIS AND AMAZONS IN ASPEN GROVE ON HWY 5A October 10, 2024



LAC DES ROCHES ON LAKES HIGHWAY 24
October 11, 2024

wood framed hotel/saloons of that era have long since burned down. This one still has bullets embedded in the bar.

Five miles further north, 5a follows the western shore of Stump Lake. It is like driving your own private rollercoaster. It can get busy with transport trucks but this sunny day it was all ours and we covered the 60 miles to Kamloops at a good clip. In 2016 the destination of our Club Spring Drive was Kamloops, and we stayed at the Hospitality Inn which is an older motel with a fantastic, elevated view of the Thompson River. That is where Bert and I stopped for the night. First we tried to go for a swim in Kamloops 50 meter pool but there were no lanes open for length swimming. That was disappointing and there was more disappointment to come. The motel had changed drastically since our last visit, and not for the better. We were greeted by a giant commercial clothes dryer propped against the side of the building and it looked like it had been there a while. The rooms still had a view but the trees and brush were doing their best to obstruct it. The lawn was intact, but the picnic table and chairs were a mess. Two rooms away from ours there had been a fire that had burnt 3 units and no

attempt was being made to repair them. You get the idea. Don't go there.

Friday morning was cloudless and after a good breakfast and some more gas we headed North on Hwy 5 for 60 miles to Little Fort. From Little Fort there was a long steep climb westward up to Highway 24, the highway of lakes. The next 50 miles provided the most beautiful scenery of our drive. The deciduous trees were bright yellow or orange or red in large groves within the green conifers and on the lake shores. About 10 miles short of 100 Mile house we turned south west at Lone Butte which took us on secondary Cariboo roads past Watch Lake and Green Lake finally intersecting Hwy 97 at 70 Mile House. Last time we were on this road we were surrounded by a cattle drive where all the cowboys were cowgirls. This year the only livestock we saw were calves. From 70 mile we travelled south to Clinton for lunch then further south to Hatt Creek where we

turned west onto Hwy 99 on route to Lillooet. The first stretch is through ranch land then turns into Marble Canyon and passes turquoise Pavilion Lake and Pavilion Indian Village just before emerging into grasslands of the Fraser Canyon very high up above the river. This is another 10/10 road, but you had better be paying attention because if you go off the road you won't be getting back on.

We crossed the Fraser River in mid afternoon then took a walk around the town. Lillooet is one of many Canadian small towns spot lighted by Johny Harris in his excellent CBC TV show 'Still Standing'. As Johny describes them, they are small towns that are on the ropes but still stand-



WHATS LEFT OF THE HOSPITALITY INN
KAMLOOPS
October 10, 2024

ing. It seems like Lillooet has been economically precarious since it was founded in the late 1850s as a gold rush town. When the rush passed on towards Barkerville, Lillooet remained as a way-station on route to the gold fields and was Mile zero of the Cariboo Trail. It has struggled ever since. The town might not still exist were it not for the large indigenous population. The Cayoose Creek First Nation and the Bridge River Indian band and the T'it'q'et's reserve are all in or near town. History tells us that Lillooet is considered to be one of the oldest continuously inhabited settlements in North America, with archeological evidence stretching back more than 8,000 years.

It is sad to see the town continuously struggle, because it has so much to offer. Its motto is apt, "Guaranteed Rugged". You could add to that guaranteed beautiful. It has some of the most entertaining and challenging roads in BC, in all directions.

We enjoyed a view room in Mile 0 Motel looking south down the Fraser canyon and West up the canyon towards Duffey Lake Road. Supper was at Mai's Chinese Restaurant. The food is good and she epitomizes Lillooet. She is old, tough and hard working but still manages a twinkle in her eyes.

We got on to the Duffey Lake Road reasonably early Saturday morning and had virtually a clear run. I passed only one SUV in the 60 miles of curves and straights and



bumps. The Department Highways did a lot of work to the road in preparation for the winter Olympics in 2010 and it could use some more work. I don't actually mind its condition. It keeps you focussed and gives even more things to dodge. When the Duffey was over we stopped in Pemberton for breakfast and then it was back to traffic on the Sea to Sky highway past Whistler and Squamish and finally North Vancouver. This was our Thanksgiving long weekend.

The sunny weather combined with a long weekend coaxed way too many Vancouverites to drive to Whistler. Big mistake. There were long stretches of 2 lane bumper to bumper traffic leaving town. I was sure glad we were travelling in the opposite direction.

It had been 3 days of perfect weather and perfect driving, so now I guess we can put up with Vancouver traffic until spring.



EDITORIALS AND LETTERS

CLUB STUFF

MEMBERSHIP: is currently 252 and slowly climbing. If you would like to help us gain new members go to the website www.volvoclubofbc.com and on the home page click on the *VCBC MEMBERSHIP INVITATION* link, print some copies and leave them on the windshield of likely candidates

CLUB DIRECTORS: Dave McAree who is member number 30 has been a member of our club since June of 1992 and has been treasurer for the past 25 years. He has decided to retire from that position but will stay on as one of the five directors. Dave is a great guy and is always ready with sound advice. Rohan Soulsby has taken over as treasurer. The other directors are Bert Sherlock, John Cripps and Gregg Morris.

DISCOUNTS

On the back page of the newsletter there is a list of companies that give discounts to our club members. The list is also on the website www.volvoclubofbc.com under the title Vendor Discounts. **One exceptional recent discount offer is from Volvo Cars of Richmond: 30% off parts and labour on work done in their service garage. Work must be at least \$500.** See the Dealer Discount Listing on page 12 of this newsletter for telephone and address of Volvo Cars of Richmond. Bring your valid membership card.

VCBC DIRECTORY OF VOLVO SERVICE: In 2023 we made a list of service shops that would work on Volvos and put it on our website. We arranged the list geographically: Vancouver and the Fraser Valley, Vancouver Island, other parts of BC, Alberta and USA and we included a list of parts suppliers. The list was prepared because the number of independent Volvo repair shops had decreased dramatically, particularly shops that worked on the Classic Volvos.

The list now needs to be assessed & updated. Please take the time to send Rohan Soulsby an email at rohansoulsby@gmail.com telling him what year your Volvo is, and who services it and whether you are happy with their service. Also if you use a shop in our list please let us know what you think of your experience with them. These shops do not have to be Volvo only. They can be generic shops that also work on Volvos. We are interested in all years of Volvos and recognize that there probably are no shops that welcome all ages of Volvos and we will talk to each one to see what years they prefer to work on.

In addition to this email request we will have our telephone tree do a call out to ask about service shops as well.

VCBC Budget: At our annual Director's meeting we thought it would be of interest to our members to know where our club funds come from and what they are used for. We will use the 2023-2024 fiscal year as a typical example.

At the start of the year we had a bank balance of \$12,500. Most of our income is derived from membership dues. That is supplemented to a far lesser extent by bank interest, income from Cates Park and this year, for the first time, we were donated an old car which we sold and put the proceeds into the Club account. This will probably be a one-off. The total income was \$8600. Our expenses included newsletter printing and postage, society fees, bank charges, NAACC membership dues, liability insurance, club events, meeting expenses, office expenses, raffle gifts, charitable donation from Cates Park, website. For a total of \$5200. Leaving a bank balance of 16,000. This balance will allow us to replenish our Club Clothes supply and have funds to handle a potential IT expenditure and still have a safe bank balance.

ISLAND NEWS: Bob Cuthill, Island coordinator has news that the GAIN Group's Volvo of Victoria is on the move. They are at Cook and View now, moving to Hillside and Douglas in November and then when ready, to new digs at on the west side of Government St between Bay and Gorge.

On another note. Bob recently paid a visit to G.A.S. Classics. The address is Glanford Auto Service located in Victoria on Glanford at the corner of Vanalman. Manager John Kirby gave Bob the 25-cent tour - very impressive. They specialize in repair and restoration of classic cars of any make older than 1988. They have a complete shop including upholstery, four-wheel alignment, brakes (including rotor turning). Although their parking lot had a preponderance of American models there was a 914 (under tarp) and a 123GT about to be rolled in for some unspecified work. John is formerly a BMW man but was quite familiar with the Volvo line and the 1800 which Bob drove over for his visit. The workmanship he saw was first rate and he encourages you to drop in for a visit. John said he would be open to hosting a Volvo gathering in the future. Oh yes, they also do electric conversions.

NATIONAL ASSOCIATION OF AUTOMOBILE CLUBS OF CANADA (naacc)

Our club is a member of the NAACC due to the good work they do for the auto culture in Canada. To learn more about them and to see the clubs who are also members, go to their website www.naacc.ca

BASICS OF CARBURETOR OPERATION

Gordon Cansdale New South Wales, Australia,

(PROVIDED BY JOHN CRIPPS: My motorcycling friend Bernd sent me this article on how Amal carbs work. Volvo owners may find it useful too.)

The basic secret of carburetor function is that inside each carburetor are thousands of tiny gnomes, each with a small bucket. As you open the throttle more of these gnomes are allowed out of their house and into the float bowl, where they fill the buckets and climb up the carburetor's passages to the intake, where they empty their buckets into the air stream. But, if you don't ride the bike for a while, bad things can happen. Tiny bats take up residence in the chambers of the carburetor, and before long the passages are plugged up with guano.

This creates a gnome traffic jam, and so not enough bucketful's of fuel can get to the engine. If it gets bad enough, the gnomes simply give up and go take a nap. The engine won't run at all at this point. Sometimes you'll have a single dedicated gnome on the job, which is why the bike will occasionally fire as the gnome tosses his lone bucketload down the intake. There has been some research into using tiny dwarfs in modern carburetors. The advantage is that unlike gnomes, dwarfs are miners and can often reopen a clogged passage.

Unfortunately, dwarfs have a natural fear of earthquakes as many a miner should. In recent tests, the engine vibrations caused the dwarfs to evacuate the Harley-Davidson test vehicle and made a beeline for the nearest BMW dealership. Sadly, BMWs are fuel injected and so the poor dwarfs met an unfortunate end in the rollers of a Bosch fuel pump.

Other carburetor problems can also occur. If the level of fuel in the float bowl rises too high, it will wipe out the Section 8 gnome housing in the lower parts of the carburetor. The more affluent gnomes build their houses in the diaphragm chamber, and so are unaffected. This is why the bike is said to be "running rich". If the fuel level drops, then the gnomes must walk farther to get a bucketful of fuel. This means less fuel gets to the engine. Because the gnomes get quite a work-out from this additional distance, this condition is known as "running lean". The use of the device known only as the "choke" has finally been banned by PETG (People for the Ethical Treatment of Gnomes) and replaced by a new carburetor circuit that simply allows more gnomes to carry fuel at once when the engine needs to start or warm up. In the interests of decorum, I prefer not to explain how the choke operated. You would rather not know anyway. So that is how a carburetor works.

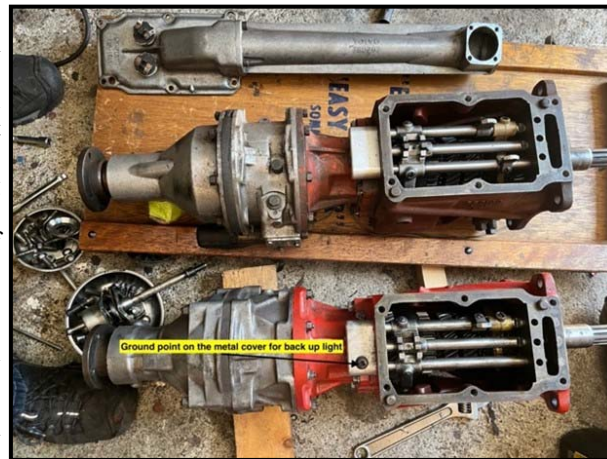
In the January 2021 newsletter, Jamie Graham of Victoria provided a report from the Hagerty Newsletter which features Jamie's restoration of his 64 1800S. He then provided a series for us detailing his current restoration of a 1962 "Jensen Built" P1800. The eighth episode was in the January 2024 VCBC newsletter but somehow the 9th and final episode was not included in the next newsletter. I am going to correct that omission right now. **62 P1800 RESTORATION FINAL EPISODE 9.**

Happy New Year to you all. This will be my last tale of woe on the restoration of the 1962 P1800 and if it wasn't painful enough, Gregg has suggested that I document the work I have started on my next project, a 1963 1800S. This car came to me in red but will be returned to its original grey, same as the '62. (The 1963 P1800 restoration series will be saved for the future. Gregg)

The water pump was a fairly minor issue, the sealant wasn't doing its job so we removed the cover and tried a new gasket and a thin line of sealant. All good and holding as it should.

A small crowd gathered (well actually just the two of us!) when Bob Cuthill and I tried again to fire the beast to life. Success - but no movement on the rev counter (tach) gauge! I had two spares, so we tested them all, and no luck with any of them. Bob began some detailed research into the internal problems and spent time with the techs at Queale Electronics in Victoria. Not much luck with a local fix but Bob is continuing his dedicated work and research. I then began the search to find someone capable of fixing these units. Gregg Morris recommended Foreign Speedo Inc. in San Diego as they did some work for him on the vertical oil coolant temperature gauge. I was told they did a good job at a reasonable price I talked to one of their people about repairing the Rev Counter and subsequently shipped two units to them. We have traded messages about the wiring issues, and I expect the gauge back early in the new year.

Now ... the gearbox. Somewhere in its life the original gearbox and D type overdrive on this car was replaced with a later model and a J-type overdrive unit. The car was fitted with a back-up (reverse) light but it didn't work. We laid out the gearbox next to one that was prepped and ready for a '63 1800 rebuild, a D type. With the upper cases on, you could actually see on the lower transmission in the picture below where the reverse gear selector shaft had no cam at the forward end to make contact with the rear light wiring switch on the upper case. But this unit does have the ground point on the metal cover at the back of the tyranny for a back-up light so we jury-rigged a wire from



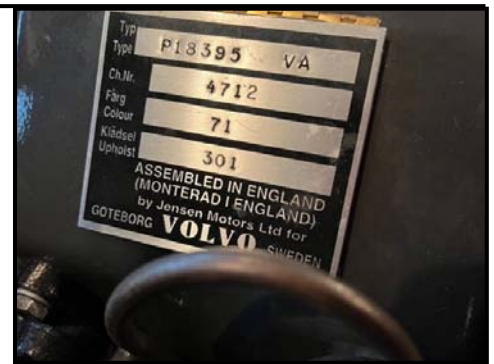
power through a relay to the rear light housing and another wire to provide a ground.

The car ran well with more than enough power so the work done years previously by

Rev. Morrell were immediately evident. The only problem was the intermittent overdrive that worked briefly but then quit. Back at the Graham Garage we inspected the toggle switch and dash wiring, all good. We traced the problem back to the solenoid itself, attached to the overdrive unit and gearbox. On the bench, I could see a very slight wobble with the solenoid case, the round steel protective cover held on by three tiny pins. One of the pins was “missing in action.” Way too small for my poor eyesight and meaty hands so off it went to Brian Roberts Auto Electric in Victoria where they re-pinned the case. I put in fresh O rings and re-installed it back on the car - the unit now seems to be doing its job.

I did a less than stellar job mounting some of the exterior chrome trim pieces. These are the heavy gauge ones, not the stainless steel ones on later models. They were all tricky to mount and get to line up horizontally, but the two front nose pieces were especially frustrating. Two of the clips or bolts holding the front trim were almost impossible to fit as the doors and the fresh paint got in the way. I took both doors off but still getting the trim to line up was getting way too frustrating. The front tip of the front trim has a soldered bolt protruding at a strange angle and some of the mounting holes didn't line up with end closest to the A frame. Here was my solution. I cobbled together a series of the old clips I could re-use and then found some local spring-loaded clips I thought might work, not knowing that you could buy a trim mounting kit from Volvo (part MSP6) that has all the right pieces. I lined up the trim with the appropriate body mounting holes on the fender then put some painter's tape on the inside the trim about where the fastener might poke through. I then taped the chrome trim in place and used a skinny sharpie tip to mark through the mounting holes on to the tape on the trim. Remove the trim then start to find which ever fastener will work. Much better and Bob reminded me that even when they came from the factory these units fit and finish was never the best. I guess that was why Volvo cancelled the contract with Jensen after two years back in 1963. That will be my excuse for some of my own shoddy workmanship.

Any early P1800 aficionado will know that for the 1961 and 1962 “Jensen” cars Volvo adopted a quiet design for the wheel covers. They are immediately recognizable but impossible to find originals without spending a small fortune. I found one at a hubcap shop in northern B.C. but the owner must have thought I was really desperate – I was. Bob Cuthill thought



he would try something different and make some. With a wooden frame, fiberglass, a lot of patience & creativity, then some silver/chrome and black paint - voila. They are intended to be used when the car is parked at a show and are just intended to show on-lookers what the originals looked like.

When day to day hubcaps are removed these fit on the wheel with a sponge flexible outer ring.

The end.

SOMETHING DIFFERENT

SPRING GREENERY AND A PV544

By BC MacGregor
 (Owner of Manieri Motorworks in Belingham. Import repair—Volvos Classic to Modern welcome 360-758-2000)

Someone once said that old Volvos don't age, they simply become newer one part at a time. For those of us in the old car hobby, truer words have never been spoken. Some people have a treasured wristwatch that has seen them through the decades, or maybe a piece or two of antique furniture. Perhaps a small library of books or some other heirlooms fit the bill. For me, keeping an old Volvo – or several – around keeps my past alive enough to anchor the present.

The grey over red '64 PV had sat patiently in the corner of my shop all winter, its battery tender indicator showing steady green for months, the thick dust from a speedy foray down a friend's mile-long gravel driveway a distant reminder of dry, warm autumn days long past while a spring rain pounded the metal roof above. The onset of mid April's greenery brought with it some indoor green as well: A slowly expanding puddle was advancing from under the front bumper of the PV, its dayglow hue suggesting that a bit of maintenance was long overdue. A cursory investigation revealed a failed water pump gasket: An easy fix. "I could have that done by midnight." I thought, one evening as I was preparing to depart for the VCBC spring drive the next day. Opting for a full night's rest in lieu of a late-night session with the PV, I instead readied the '66 Amazon. This was not the first time that I'd left a PV behind.

As a young boy from Palmer, Alaska, I'd make the long solo journey – two flights on Western Airlines through Seattle - to the San Francisco Bay Area to spend time with my grandparents. Their sunny plot included a fruit-tree studded hillside, gardens, sheds, and plenty of nooks and crannies therein to explore. The front field held a plot of Apricot trees and a mysterious, massive stack of thick redwood shingles



BEAU'S
64-PV544

BEAU

that my grandfather had obtained years before. There were also several vehicles around: A new at the time redwood metallic '83 244 Turbo, a vast two-tone green '60 Chevrolet Brookwood wagon, a dark blue '69 Volvo 144s, and a dark blue '61 PV 544. The only vehicle not in regular use, the PV had supposedly developed a rod bearing problem in its B16B. It ran and drove, but by the 1980s had fallen out of use. There it sat, at the far end of the long line of shadowy pines that lined the gravel driveway, its faded humped back and high window asserting indifference to the outside world, as happy to be with my grandparents as I was. The sound of the gravel crunching under the 144's tires and the smell of those pines as we coasted down to the house was a welcome complement to the warm, open-

window roar of I-280 on the way down from the San Francisco airport.

On that PV, Granddad taught me how to change a tire, engine oil, and charge the battery. Long before I drove the car, I'd pretend to be on a road trip, get a pretend flat, but then really change the tire. I can still hear the deep, metallic sound of those dark blue steel wheels sliding over the lug studs, the cyclical gnash of the Volvo screw jack as I cranked, and the perilous magic of seeing the tire finally lift off the gravel. The smell of late summer's dried grass and sun-warmed soil complemented the smell of the PV's ancient grease and oil, its interior aromatic with the signature of vintage Swedish machinery that no restoration could ever match. A four-wheeled playhouse, that PV held the promise of exploration, its odometer impatient for more miles. I eventually got the chance.

One summer visit in my eleventh year, my grandfather taught me to drive in the PV. Its gas tank had dried out long ago as was not to be trusted. Granddad connected a quart milk jug to the fuel pump intake hose, and away we went. A few false starts and stalls aside, mastery of the clutch didn't take long. Around the front field I'd go, through the Apricot trees and aside that long, chest high stack of shingles. When the pint or two of fuel ran out – after about fifteen or twenty minutes of pure joy – I'd be done for the day, the PV spending the night where it finally stalled. I may have slept in it a time or two, my mind far away in some distant corner of the west, though never far from the bank of towering Elm trees that surrounded the low-slung ranch house and its well-stocked refrigerator within.



PV'S IN PEMBERTON

The PV was to be my first car, though the logistics of moving it to Washington State where my family now lived, were impractical at the time, as was rebuilding the engine. Eventually my Grandparents moved to Washington as well, the PV, 144, and other treasures were left behind, lost to an ever-widening gulf of time.

Many years passed before I acquired my second PV, an original grey over red '64 Sport, from VCBC Club member Terry Walton. One Saturday morning not long after a successful

spring drive with the '66 Amazon, I rolled the grey '64 PV into a service bay and finally set about a quick water pump reseal. Ever the optimist, I'd told my patient yet skeptical spouse Ryan that "I'll be home by early afternoon". The water pump turned out to be an original style, with an impeller not seen in production since the early 1980s. Its bearings were coarse and worn, so it had to go. With the radiator out of the way for access to the pump, I removed the crankshaft pulley for an assessment of the front crank seal:

The fossilized felt and ring present there may well have been original to the car, so it was off with the timing cover as well, with a note to source a cover that has been updated to accept a fluoroelastomer seal. "Okay" I thought, "I might as well have a look around underneath to see if I need to order anything else." Up the car went, each thwack of the lift's safety locks portending another day or three of downtime. A leaky pinion seal. Perished rear axle limiting straps. A worn rear universal joint, a jellied transmission mount, and a glaze of engine and transmission oil scattered every which way.

Apparently, M40's output shaft seal was leaking, also its aluminum housing gasket, the remains of which I quickly dispatched with an overzealous shot of carburetor cleaner. Whoops. It had been a good while since I'd replaced one, so I figured I'd just pull the flange and the housing. Oh but no, doing so requires removal and disassembly of the main shaft. Right. "Guess I won't be driving this car home tonight" I thought as another heavy dose of project creep descended, my mind vacillating between outposts familiar to every enthusiast-mechanic the world over: The molasses-like existential dread brought on by a rapid escalation of an increasingly complicated, time-consuming project, and the enchantment of long-neglected but entirely necessary improvements to one's treasured automobile.

Given how long it took just to remove the driveline, I figured that I might as well pull the transmission for a reseal. And a second gear synchronizer. And a rear main seal. Turns out that the throw out bearing was aptly named, - it took considerable effort to rotate it by hand, and the heavily worn clutch disc reminiscent of grimy, half-century old worn through linoleum. Hmm, maybe that's what the momentary fourth gear slip under hard acceleration was all about? Between the unmachined stepped flywheel and the original style three-spring clutch pressure plate,

this may have been the first time the transmission had ever been out of the car.

By the time I left the shop that evening, I'd ordered a raft of parts, and the PV's M40 transmission case was sitting askew on a service cart, stripped bare. Only its reverse gear remained, looking like some forsaken hunk of gut missed by the buzzards of perfection. "What have I done here?" I wondered aloud, looking up at the elevated face of the disemboweled PV, marooned aloft for the foreseeable future.

Given the tight, grimy quarters of the PV's tunnel, the drivetrain service was a greasy wrestling match that I'd been avoiding for years. I'd look underneath from time to time in some twisted fit of magical thinking, half expecting the transmission to still be dry from the last time I'd cleaned it, only to be disappointed, again. Nope, still leaking oil. "Damn." I'd mutter, reaching for a fresh rag. Second gear still took finesse to engage, and the slipping clutch had grown steadily worse in top gear. All the work described here needed to happen, though the project's enormity had staved off action for years. Sometimes in caring for a treasured old car, one must act impulsively, without hesitation - or any thought at all - to do what needs to be done before one's sanity thwarts progress.

There are far worse jobs in the automotive world than disemboweling a Volvo 544: Repairing oil leaks on GM's Ecotec turbo engines, chasing rainwater leaks on most any modern VW, spark plug access on a four-cam turbo Subaru engine all come to mind, though some jobs are worse than others. Timing chain replacement on a VW Eurovan VR6 for example, requires the removal of the transaxle for access, as the chains are on the rear of the engine... this is a hideously complicated job with 18 hours of book time allotted and only one mysterious, enormously complex way to weasel the transaxle out past the subframe, past a raptor's nest of coolant and AC lines without dropping the entire powertrain from the body. But we've no time for such nonsense here, for old Volvos were designed with a simple grace that affords a level mechanical robustness and accessibility that few products have ever achieved.

The crux of the PV's repair came with the assembly of the transmission: Some of you have been here before, no doubt, so you'll recall - as a mountaineer may recall puzzling together a seemingly impossible route - the challenge of keeping the layshaft needle bearings and thrust washers in position before the slow, steady insertion of the spindle, which can only happen after the installation and marrying of the main shaft and input shaft above. These operations can



PV'S IN LYTTON

certainly take a few tries to complete – they surely did for me, but the result is a transmission that feels crisp, precise, and oh so satisfying to shift. A strong clutch, new oil seals and a clean shop floor leaves one with a sense of accomplishment and a renewed sense of automotive pride, for one has taken something old and good and made it just a little bit better.

With luck, I'll be able to use the freshly serviced PV on an impromptu Autumn drive, to once again enjoy the PV just like I dreamt about as a kid. I'd love to find that dark blue '61 PV – and for that matter the '69 144 – though by now it hardly matters, for I am no more likely to rediscover those two than my Grandparent's shaded ranch house. Such memories will always triumph over the articles of generic affluence now present on that site– a sprawling McMansion and some kind of towering SUV - for their values, sensibilities, and love have lasted a lifetime, sun baked grease & pine scented memories and all.



THE END

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

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

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MEMBERSHIP FEES: Annual fee: Can\$25 for Canadian members and US\$25 for US members. Memberships run from July 1 to June 30 each year, non-prorated.
TO JOIN: Send \$25 cheque payable to V.C.B.C, with your name address, telephone #., E-Mail & the year model and colour of your Volvos to the club address noted on page 1 of the newsletter. A membership application form is printable from club website, www.volvoclubofbc.com
CLUB BENEFITS: events, membership list, newsletters, club decal, VCBC membership card, discounts from companies listed above, NAACC membership
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CARS FOR SALE

64-PV544- \$10,000 USD o.b.o. exc. Cond, runs well. B18, SU carbs, M40 4spd trans, all original. Rainbow Auto in Bellingham Washington, Larry Watson ph: 360-734-6117. Email: rainbowlarry321@gmail.com.
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72 1800ES, US\$4500 obo, must sell due to medical issue, some small rust blemishes, runs great, new brakes, has AC, \$2000 in clean parts, new bumpers, front and rear glass, 4 ES wheels, FI computer, luggage strapps, Greg gregkau@comcast.net
73-1800ES-\$20,750 (Can) obo yellow 146K miles, 4ap+OD, rust free, very well maintained, interior clean and complete, many suspension upgrades, new minilite mags and tires, Gordon 604-720-9600, gordon.bcfire@gmail.com
75-164-\$700 obo dark red, auto, tuned by Scandia then stored 10 years, engine is free, excellent body, nice red leather interior, Emile 604-209-6726 emileinvest@gmail.com Mission.
78 242GT-\$25,000 obo Meticulous care by second owner since 2004. All service records available. Clean rust free body. Engine upgraded, bored and larger cams low miles on rebuild. Lots of power. Located in New Westminster. **Nick 778-773-0906, nickstasiuk@hotmail.com**
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92 960-\$21,000, 54,300 km, dark green, family owned, bought new in Vancouver, no accidents, garage kept, mechanically, body and interior in new original condition, collector plated, **Ron 604-218-2688, [ronchong33\(AT\)gmail.com](mailto:ronchong33(AT)gmail.com)**
04-V40 Parts car- \$800, 244,000 km. Located in lower mainland. Receipts from 2012 runs, burns oil. Needs onboard dash computer. Never in accident, body and interior good. Battery 1.5 years old, Mag wheels and tires good. Turbo failed, head gasket leaks, cracked Cat. Vince v_bubica@hotmail.com 604-940-4436

PARTS AND SERVICE

SANDY WILL'S PARTS COLLECTION: Tons of pre 75 Volvo parts, all models (544/122/1800/140/160) sorted and accessible, give us a call John Cripps 604-466-9110 or jcrripps544@gmail.com or Gregg Morris 604-469-1216 or grmorris@shaw.ca
122S parts, from 5 cars 64 and up. Mechanical, body, trim etc. Richard Armstrong, Lac LaHache, 250-396-4456
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240 and 740 series parts up to 1990, lots of body, mechanical interior and trim. Mike 604-582-2837
WANTED: The large size flange (3.75" OD) on the front of the differential found on 1970/71 1800E, 1971 142E, 164s, 240s & 740s. Ian Wood will pay \$45 per flange. 778-988-6815, ianwoodesq@gmail.com
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FREE four 1970 1800E factory mags, good condition, located in Halfmoon Bay, BC, baycroftperry@yahoo.ca 604 240 0289.
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