



THE VOLVO CLUB OF B.C.

JANUARY 2026

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 21, 2026 (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

VANCOUVER ISLAND EVENTS: Watch the website. www.volvoclubofbc.com New Island Rep Needed!!!

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST EVENTS

CATES PARK PICNIC AND AGM

September 27, 2025

Gregg Morris

It was looking like we had drawn the short straw for the 2025 Cates Park Picnic. A week before the event Bert received a notice from North Van Recreation that there was construction work adjacent to the parking lot where we hold our event. Bert took a drive to see what was happening and found lots of metal fencing and some construction equipment in our lot. He

called North Van and politely asked if the fencing could be pulled back a bit and the equipment moved for our Saturday event. The response was not promising but Bert arranged to meet with the N. Van rep and the contractor. Bert found them to be very cooperative. I was pleasantly surprised at how neat the site was when I arrived early Saturday morning, ready to fend off refugees from the boat launch who want to park in our reserved lot. As it turned out the whole place was empty except for me,

so I just parked near our lot entrance and waited for developments. I had followed the weather forecasts for the week leading up to Cates Park and it varied from desert-like to Atmospheric River. I don't know why I bother. As it turned out it had poured during the night and was dark and cloudy in the morning of the event but at least it wasn't raining, yet.

The next 4 cars to arrive were the club directors Rohan Soulsby with the financial information, John Cripps with raffle prizes



BERT SHERLOCK

NEW MEMBER ERIC ZHANG MADE 855 WAGON COOKIES FOR THE MEET! THANKS ERIC



A GREAT VARIETY OF MODELS

and Bert with coffee and Tim bits. (By the Way Eric Zhang brought a bag full of cookies cut to the shape of an 855 and they were great. Thanks Eric. Allen Hiebert my neighbor carried our event tents and various boxes of club stuff in his Polestar and I had the tables, tarps and tools in Rose's 244. We put the circus together thinking that we would probably be alone. Surely sensible Volvo folk wouldn't brave what sure looked like a miserable rainy day?. Well so much for that theory. Cars started to arrive around 8:30 and just didn't stop. By about 11 we had almost filled the lot, and they kept coming. In the 32 years we have had this event it has rained only a couple of times, and the turnout had been dismal, amounting to a short row of rusty 240s. Well today we had everything. Including 16 240s and none of them rusty.. They were all nice and they were not alone. There were lots of 700/900 series and classics Amazons, 544s, 1800s

and a 164. At the peak we counted 59 cars in the lot and if you include the comings and goings there were probably well over 60 cars on the day. Amazing. Take a look at the pictures and you will see what I mean. Even the rain held off.

Not wanting to push our luck we did start the festivities a little early. We had laid out a generous helping of raffle prizes on green tarps under one of our tents. We really appreciate the raffle prize donations, that came from the Volvo Dealerships, Scandia Motors, the KMS club, VCBC, Olof, and club member donations. Charlie Teetzel was busy selling raffle tickets, Jamie Graham handed out dash plaques while Allen Hiebert handed out Peo-



LOTS OF PEOPLE FOR THE AGM



ples Choice Ballots and tallied them at the end of the day to determine the winners of Peoples Choice stock, Peoples Choice stock runner-up and Peoples Choice Modified. John Cripps had the busiest job of the day accepting renewals (13) and new members (10). In his non-existent spare time, he sold club clothes and answered many questions.

Larry Watson alias Rainbow Larry owner of Rainbow Auto Service and Sales on the outskirts of Bellingham was a rare visitor to our picnic. His repair shop has been in the Volvo service business for decades. He was also an active auto wrecker until a new neighbor turned him in to the bylaw enforcement officer. He had to remove many good wrecks but kept lots of pieces. Larry and his daughter are going to market these parts. For a listing of what is for sale, email info@yovovixen.com. Rainbow can be reached at 360-734-6117.

After lunch Bert Sherlock rounded up the folks on site so we could hold our Club Annual General Meeting. I thanked everyone in attendance, particularly those from Vancouver Island and Washington State. Dennis Cowell and Yukio Ozawa drove from Kamloops starting in the middle of the night. I also introduced our 5 Directors Gregg Morris, Bert Sherlock, John Cripps,

Dave McAree and Rohan Soulsby and thanked our many volunteers such as the Telephone Tree members who remind the club members shortly before each event. Rohan Soulsby reviewed our Financial Statement that shows us to be in good financial shape. Finally I asked for a show of hands of those who would like us to continue directing the Club and it was an enthusiastic yes!

Next on the list was recognizing the People's Choice award winners. Ray Anthony's light metallic blue, 35,000km 1981 262 Bertone won People's Choice Stock. Ray is member number 8 having joined in the club's first year 1992. People's Choice Runner up went to John Thomas for his, Red 1969 1800 S. John joined the club this May and is member number 1644. People's Choice Modified was won by Mason Little's dark metallic green/blue 92-244 with a very classy V8 conversion. Mason joined at the meet and is member 1657. See Pictures below

Finally, it was time for the raffle. There were lots of prizes laid out on green tarps in front of the Club table. We pulled tickets as fast as we could and the prizes slowly disappeared. That was the end of the formal part of the meet and some cars started to leave

while others continued the conversations. The Directors took down the circus and stuffed tables, tents, boxes etc. into the cars and were about the last to leave. We left the site as clean as we found it and hopefully, we will reconvene the last Saturday in September 2026.

Later that evening I received an email from Yukio Ozawa from Kamloops who had ridden from Kamloops to Cates Park with Dennis Cowell in his 96 850. Here is what Yukio related.

Dennis's 1996 Volvo 850's engine started missing even before reaching Cates Park.

When the Volvo event was over, we weren't sure if we can make it back home. Dennis's BCAA membership allows up to 320 km of free towing. In order to get a free towing home, we must at least reach Abbotsford.

After leaving Cates Park he was to meet his nephew in Burnaby. When we got to the Iron Workers Bridge we stopped for traffic light and we were the first car of a long line of waiting cars. His car idled very rough then died. Our hearts almost stopped too. Luckily he managed to restart the engine and when the traffic light changed his Volvo started moving slowly bucking but kept going.



JOHN THOMAS

1969 1800S



RAY ANTHONY

1982 262 BERTONE



MASON LITTLE

1992 244 V8



Once on the bridge he kept the car on the right side lane in case the engine dies again but there is no space for emergency stop. It was totally nerve wrecking situation to say the least. The bridge starts with a slight uphill and the car's hick ups continued but somehow we made to the peak of the bridge. To reach Burnaby we had to make many stops for the traffic lights. In order to prevent the engine from dying at every traffic stop he shifted gear to "N" and kept idle high then when the light changes threw the gear shift to "D" then the car jerked to moving again. The engine quit several times but we somehow managed to

made it to his nephew's place. I guess there is no place for a sick car in a big city.

On the way home the trouble continued but we found out once got going on a highway we could keep up with the traffic even though the engine was missing badly and continuously pulling back. Dennis thought the cause of engine trouble was the bad gas he filled the day before.

However, I recalled a story by a late mechanic friend. He once told me that an engine runs as long as gas and spark are there. If the engine's symptom is sharp and quick the cause is quite likely "Electrical" but if the symptom is slow "Fuel" may be

the problem. So when we stopped for gas in Chilliwack I opened the hood to check the ignition wires while Dennis was in the washroom. Sure enough I saw sparks near the distributor cap. The sparks were bright with sharp loud sound.

Luckily Dennis had a spare ignition cable set. When I replaced the wire between the ignition coil set and the distributor no more sparks and the engine ran well. As soon as we got back on the highway he noted the car has more power. After all with the sick engine we would have never made it up the Coquihalla hills then home. Yukio



VOLVOS IN OSOYOOS 2025

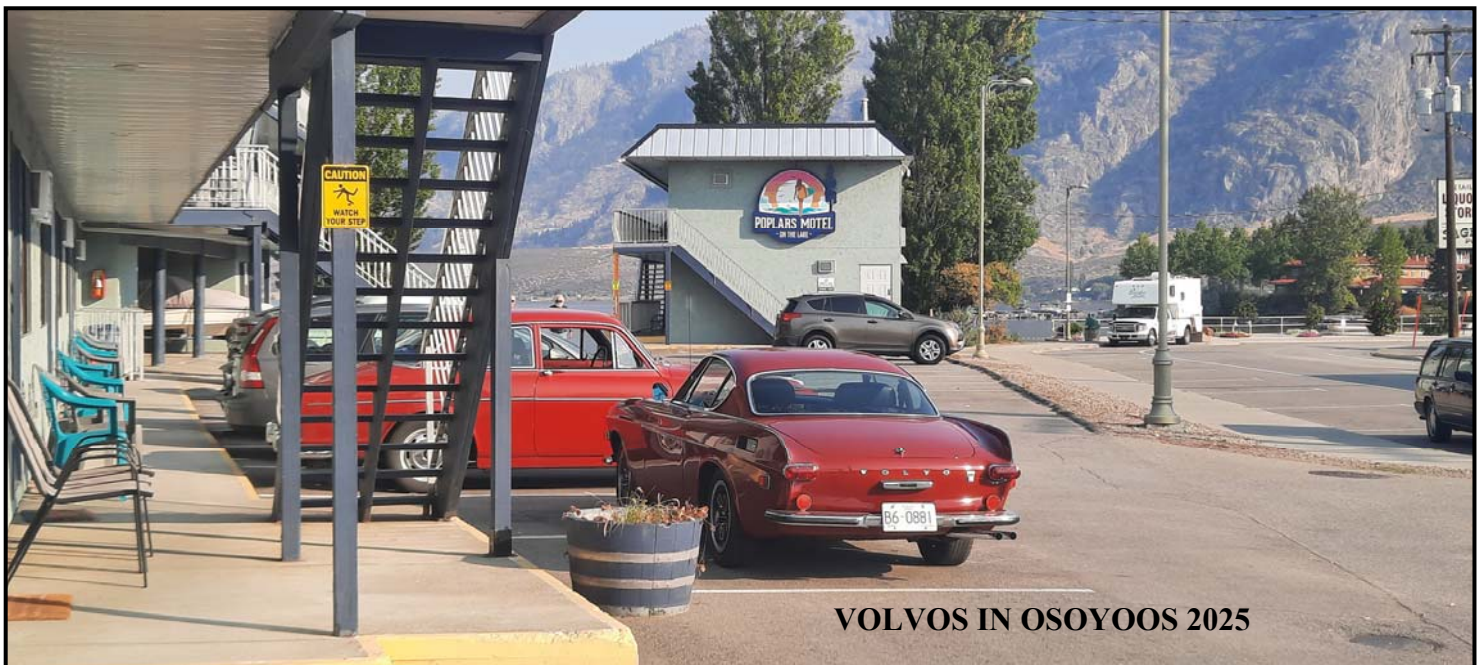
Gregg Morris

The summer of 2025 was terrible for wild fires and the resulting smoke. Our Volvo in Osoyoos event was scheduled for September 9-13, 2025. Watching the weather and wildfire conditions our timing in Osoyoos was not looking good. In the week leading up to our drive to Osoyoos there were fires on Trans Canada Highway 1, the Coquihalla Highway 5, and Highway 3 to Osoyoos. Highway 1 was periodically closed due to smoke and a bad accident. The Coquihalla was closed due to wild fire and smoke leaving only Highway 3 open for a day or two. Highway 3 is the route we would take and it was open which was good, but when either or both of the other highways were closed all traffic to the Okanagan took highway 3 making it very busy and very slow. Just to make things even more difficult there was 10 kms of highway construction leading up to Princeton.

To my great relief on our travel day Tuesday September 9th all the highways were open and only one fire in Manning Park provided smoke on a short section of Hwy 3. I travelled with John and Celine Cripps, in their V50 and me in my 1800E. The trip was flawless; sunny and warm, little construction and no car problems. In Princeton we stopped at the Thomasinas Coffee Shop for some Haskap Jam (try it if you get a chance). From Princeton we left Highway 3 for a while and took the scenic and untraveled Old Hedley Road. It parallels Hwy 3 but on the North side of the Similkameen River and treats you to 20 miles of curves and views and no traffic. We arrived at the Poplars Motel on Osoyoos Lake mid afternoon and were greeted by Rob and Janet Schwieger from Crawford Bay on the east side of Kootenay Lake. To



celebrate the successful trip, I couldn't resist it. We all enjoyed a pub-grub supper and a swim in the lake despite the chop. I drank more of the lake than usual, but it was worth walk along the Lake watching the sunset. It was a long day but a good one.



VOLVOS IN OSOYOOS 2025

Wednesday welcomed us with blue sky and sunshine. The Schwieger's and I spent the day choosing wineries for Thursday's winery tour and a route for the Friday drive. Club member Atilla Hrivik offered us a special treat for Friday. Atilla lives in OK Falls and is a member of Area 27, the private racetrack near Oliver, on Osoyoos Band Land. He invited us to visit the facility.

When Rob, Janet and I were finished with our organizational duties we headed back to the Poplars to greet the rest of the attendees. Folks came from North Vancouver (Sherlocks Soulsbys and Abottsford (Ernie Hildebrandt), Haida Gwaii (Hieberts), Kelowna (Gordons) and Kamloops (Dennis Cowell and Yukio Ozawa). It was a fine time to enjoy some socializing over some good Okanagan Wine. We were a small group this year because about half of those that had signed up had to cancel for a variety of reasons. Although we missed those folks, we still had a great group of friends on hand and the conditions were perfect.

Thursday was winery tour day. We got our fleet of clattery old Volvos running and formed a small but colourful parade headed

through Osoyoos on route to Black Sage Road. This is where I should tell you we chose 3 new wineries to visit, but we didn't. We chose to visit the same three as last year because they were good, welcoming and familiar. First on the list: "Here's the Thing Winery". It's a new winery with a nicely designed building and a very friendly hostess leading us through the tasting. Lots of clanking bags and the odd box of wine followed us back to our cars and off we went to the Nostalgia winery. This winery has a beautiful view, nice landscaping and a special Kerner wine Rose and I enjoy. We continued north on Black Sage Road that becomes Tuc-el Nuit Road and ends at Highway 97. We back tracked on 97 south through Oliver and stopped at the Oak and Barrel winery where we enjoyed our lunch on their deck. We have discovered over the years that 3 wineries is about right and we were ready to head back to the Poplars for a swim or nap or shopping at the famous Osoyoos Home Hardware.

Supper was a pot luck on picnic tables on the lawn by the lake and we shared some great food and great company.

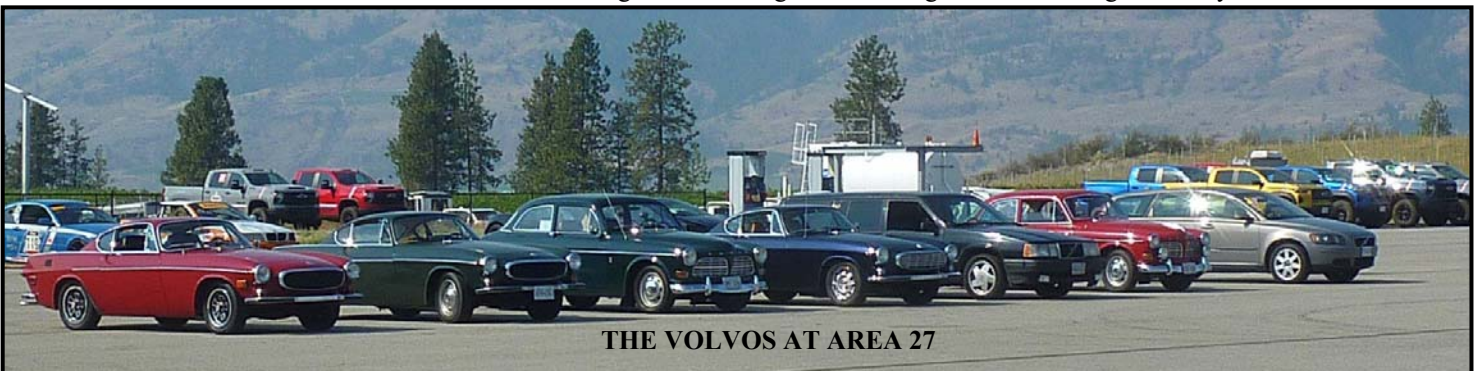
Friday was drive - day. We again headed for black Sage Road which led us to Area 27 Race Track. There is a public viewing area on the east side of the track. While it is fun to watch it is a bit like watching a field of gophers because the track has such a rolling topography cars disappear only to pop out of the ground few hundred meters later. Thanks to Atilla we bypassed the public viewing area and proceeded through the gate into the facility. We found a nice conspicuous place to park our cars in a colourful row and Atilla showed us around and took us to the main building to sign in as his guests and sign a

waiver because he had received permission to take us on a parade lap of the track. It was led by Attila's son Adrian, a hot shoe of the facility. Adrian looks after driver training and wins lots of trophies in a very fast 911. The parade lap was at residential speeds but that was fine as it gave us time to take in the topography of the track and see the parts where the cars are invisible from the public lookout. We enjoyed a good lunch at their restaurant then thanked them for their generosity and headed on our way. We got back on Black sage and Tuc-el-Nuit road to join Hwy 97 where we headed north to OK Falls and climbed up Green Lake Road, past "See You Later Ranch". As an aside, we used to go to See You Later Ranch Winery when it was called Hawthorn Mountain Winery and they were very hospitable. A few years ago we stopped there on our winery tour and before going in we enjoyed picnic lunch in the shade of their parking lot. Part way through our picnic a chippy employee of the Winery gave us the boot. That put a completely different complexion on the name See You Later Ranch. There is not a hope in Hell that we will see them ever again. Back to Green Lake Road. It is a wonderful driving road full of curves both horizontal and vertical and pretty scenery and best of all, empty of traffic. We turned south from Green Lake Rd on to White Lake Road and continued to make our twisty way through this pretty elevated desert valley. The fun did not end until we intersected Highway 97 south of Oliver, conveniently right in the middle of wine country. Some headed for a winery but most headed back to Osoyoos for more swimming or socializing or resting.

We took our time over another pot luck supper and enjoyed conversations with our fine friends. An evening walk by the lake accompanied by family of Quail provided a nice ending to the day and the event.



ATILLA AND SON ADRIAN HRIVIK AT AREA 27



THE VOLVOS AT AREA 27



THE ALSO-RANS AT AREA 27

WHATS NEW (OR OLD) AT VOLVO

VOLVO S60 AND SAAB 9-5 **Motorsport Magazine (British)** **October 2010**

The contrasting fortunes of Sweden's two mainstream car manufacturers were thrown into fairly stark relief this month with the almost simultaneous release of brand new products from both of them. The Volvo S60 and Saab 9-5.

But what is almost as interesting as the relative merit of each of these new cars is how they came to be and where the companies that made them go from here. In Many ways what lies beneath these cars says more about contrasting attitudes at Ford and General Motors, former owners of Volvo and Saab respectively, than they do about the marques themselves.

Consider the similarities. After struggling against growing might of largely German rivals, both Volvo and Saab were sold to American giants – Saab in 2000 and Volvo in 1999. But while GM demonstrated how little it understood what made a Saab a Saab, Ford showed a somewhat surer touch with Volvo, just as it had with other acquisitions such as Land Rover and Aston Martin. It recognised that the Volvo brand could be lengthened in both directions, adding cars at both ends of the range while simultaneously broadening Volvo's appeal by improving quality and style without ever abandoning the safety-first reputation upon which the brand was built.

VOLVO S60 **FACTFILE**

Engine: 2953cc six-cylinder turbo
Top speed: 155mph
Price: 23,295 pounds
Power: 304 bhp @ 5600 rpm
Fuel: 28.5 mpg
www.volvocars.com

By contrast GM did next to nothing for Saab, and what little effort it did make in badge engineering some unworthy product from elsewhere in its empire in the hope that somehow it might sell as a Saab did no credit to GM and huge damage to Saab.

Within the last year both Ford and GM have offloaded these loss making subsidiaries, Volvo to Geely Holdings, the largest independent car company in China. Saab seemed set for oblivion until, at the last minute, a deal was done with the tiny Dutch Spyker concern, best known for a brief sortie in F1 in 2006-7 and some ultra-low volume, expensive and odd-looking Audi-powered supercars.

Which brings us to the new cars, each has just launched, each one developed while the brands were American owned, which means both are underpinned by off the peg platforms designed for a wide range of products. Which is why the Volvo shares much of its structure with a Ford Mondeo, while under the skin of the Saab is a close relative of the Vauxhall Insignia.

But drive the Volvo and you'd never know it. This is platform sharing at its best, where the economies of scale it brings to the manufacture are effectively invisible to the customer. It not only looks like a Volvo inside and out, it drives like one too.

Even so this will be good news only to some people. Volvo claims the S60 to be the most sporting car it has ever made a claim made bad by the fact that it is rubbish and worse because it'll deter people who'd actually be extremely well suited to it. It's beautifully put together, has the best cab in a class populated by BMWs, Mercs and Audis, and by compact saloon standards is an exceptionally pleasant long distance companion. No. Its not any fun to drive but I don't see that deterring too many people

minded to put a Volvo on their shopping list. But it is quite, comfortable characterful, stylish and safe, which are likely to be more persuasive talents. So it's not the most sporting Volvo ever, merely one of the best; you'd have thought that'd be enough.

Sadly the 9-5 is a far from one of Saab's best products. While the S60 makes a real case for itself against the BMW 3-series and Merc C-class, the 9-5 has to do the same against the 5-series and E-class, a comparison from which it has no hope of emerging even with its head held high, let alone proving itself to be a convincing alternative.

Unlike the Volvo which conceals its origins so completely, the 9-5 feels like a Vauxhall Insignia from the moment you climb aboard. That's not saying the Vauxhall's flagship is in any way a bad car, indeed it managed rather surprisingly to beat the exceptional Ford Fiesta to the 2008 European Car of the Year award. But for the money being asked for the 9-5 (prices start at 26,495 pounds) its not nearly good enough.

True there's not a lot actually wrong with the 9-5, but that would be a strange reason for recommending a car. I've always thought that every car on sale, be it fast or slow, cheap or expensive should have something to point to which says, 'this is why you should buy this car'. And it is this critical factor that the relentlessly unremarkable 9-5 lacks.

SAAB 9-5 **FACTFILE**

Engine: 1998 cc, six cylinder
Top speed: 155 mph
Price: 26,495 pounds
Power: 220bhp@ 5300 rpm
Fuel: 22.8mpg
www.saab.co.uk



**DAVE MCAREE, ORIGINAL OWNER
OF A Canadian assembled 1973 142S**

Gregg Morris

Dave became a Volvo Club of BC member the year the Club was formed, in 1992. He is member number 30 of the 1660 folks that have passed through the club. In 1995 the Club became a non-profit society and in 1997, Dave became a director. In 1999 Dave took over from Dick Foster as Club Treasurer, a post he retained till 2024, Dave is still a Club Director

In the 30+ years I have known Dave he has always driven his Ocean Green 1973 142 and I cannot recall ever seeing it dirty and it has never been in an accident. Since Dave and Louise bought their house in Langley in 1977 the 140 has enjoyed sole residence in the Garage. I asked Dave how he ended up owning the car. If Volvo Canada had known of Dave's story he would probably have been the hero in a Volvo Sales ad.

In 1973 Louise and Dave were looking for a new vehicle. Dave was an RCMP officer working in North Vancouver and attended a motor vehicle accident involving



a Volvo and a Pontiac. The Volvo was T-boned on the passenger side, and the passenger in the Volvo was able to exit vehicle by the driver's side unhurt. The Pontiac left

the scene behind the tow truck while the Volvo drove off under its own power. Dave told Louise they should maybe look at one of these vehicles. Dave's enquiries on the



1973 142S

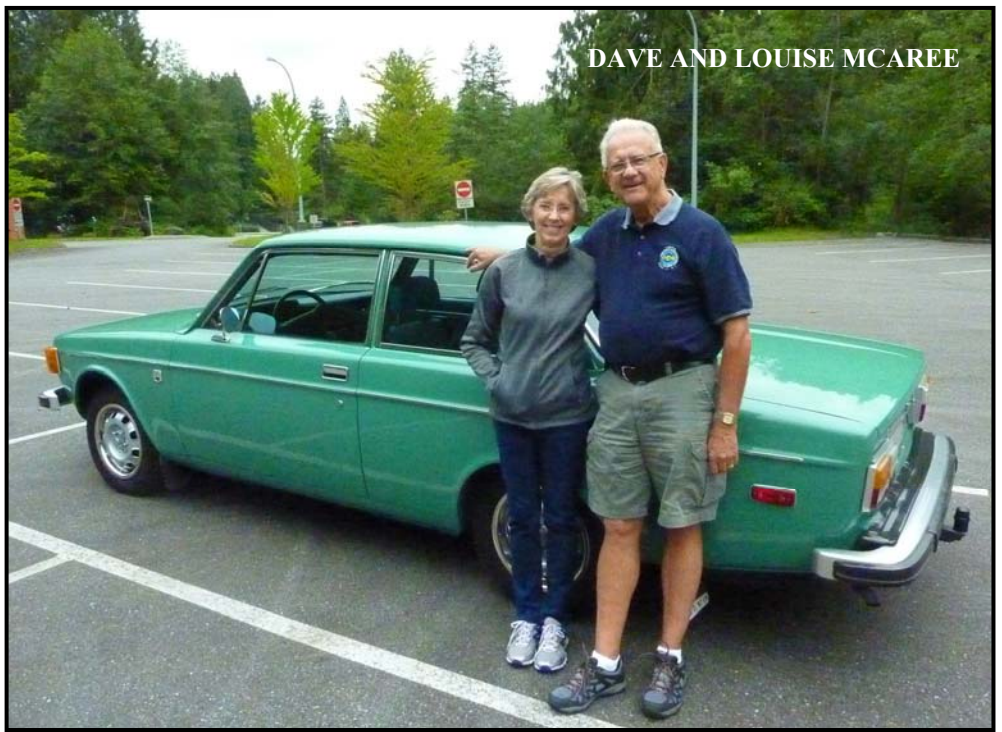
Volvo also revealed that the 1973 model year was the first year that they installed round steel bars in the doors and new style bumpers with mini 5 mph shocks which added to their safety. They purchased the Volvo at Ben Jacobsen Motors in Richmond on April 12, 1973 for \$4560. They had searched the various dealerships in the Lower Mainland including Starline Motors in North Vancouver as well as Don Dockstader's in Vancouver. Why did they choose Ben

Jacobsen's.....because they liked the colour combination of the unique Ocean green exterior and matching velour interior. The car came with a standard 4 speed M40 transmission and its only option was a \$5 radio that Volvo sold for \$100. Dave said he chose the carbureted S model over the fuel injected GL model because as an RCMP officer he could be posted to remote communities and thought it would be easier to find someone to service a carbureted car.

Dave has now spent 52 years with his 142 and they have travelled 202,121 miles together

Dave is meticulous and has saved every purchase record and every service record since his shiny 140 was new and all of us were a lot younger. Dave says the good points with his car are its reliability, comfort, good mileage, safety and of course they like the way it looks. The only problem area it had is that in its early life, he replaced the water pump three times. Over the years Dave has always done basic services such as oil, filters, fuel pump replacements himself.

In Langley he was a customer of Dave Foreman Motors. He did scheduled maintenance and normal repairs such as brakes, tune-ups, etc. The alternator has been rebuilt twice locally by Dundee Electric. In the late '80's, while working in Abbotsford, the brakes were replaced and heater core serviced at Abbotsford Imports back when it was run by Marie the Volvo Lady and her brother. In the early '90's he began having the vehicle serviced at Ed Schram Motors in Surrey and remained loyal to them until 2013. Over those many years, various normal services were completed there. In 1995, he opened his wallet and had rust repair done by Mike Butcher who was a body man for a high end shop in Vancouver. The



DAVE AND LOUISE MCAREE

vehicle was repainted in its sea green colour at Don Beck Collision. It was high quality work and it still looks like new today.

In 1997, the seats were reupholstered at Kwantlen College in Surrey. In 1998, he was able to obtain Collector Licence Plates, which the car still wears. In 2000, Sandy Will, a very knowledgeable backyard Volvo mechanic, replaced the heater core, a very awkward unpopular job for any mechanic. About this time Dave began to collect spare parts including interior, engine, and exterior body parts, just in case.... hoping to never need them and he has not.

In 2013, he moved on to Ken Witala, the owner of Scandia Motors in Maple Ridge. Ken still enjoyed repairing our old Volvos while the mechanics at Ed Schram's were younger than his car thus the change. Ken rebuilt the twin SU carbs, did tune ups, suspension work but is most remembered for replacing the 4-speed M40 transmission with a 4- speed with over-drive, M41. Dave wishes he had done that years earlier.

Dave has been using the 142 less and less over the last few years and has decided to put it up for sale. The future owner will not find a more honest car or a more honest owner. The decision to sell it was not easy. There is a great deal of

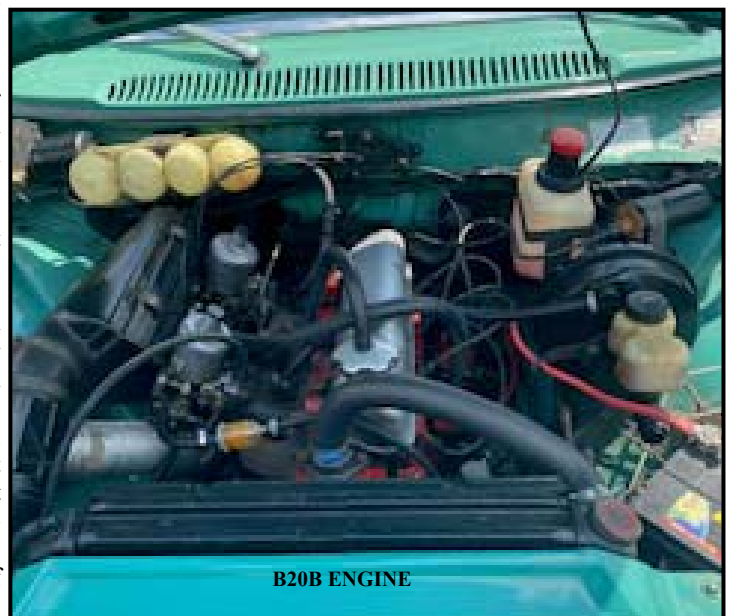
sentimental attachment. Dave and Louise's two children and their grandson were all brought home from the hospital in that vehicle. Thus the memories.

The plan was to pass the car to his son Michael when Dave no longer needed it. Michael is a car guy like his dad but he has a mind of his own when it comes to choice of car manufacturer. For Michael that is Volkswagen and he drives a sporty white Wolfsburg edition of the Golf.

The 142 is now for sale for Can\$17,500 including the spare parts. Good 140s are now very rare and you would be hard pressed to find a better one. For contact information see the Classified listing in this newsletter or on our Volvo Club of BC website.



RIGHT AT HOME IN THE GARAGE



B20B ENGINE

TECHNICAL TIP

122S - NEW TRICKS

Gregg Morris,

You would think that after 60 years a 1965 122 wouldn't invent a new way to break down. Well think again.

This 122 isn't just any old 122, it is a car that my daughter Kimberly and I built for her to drive to University. When it finished that tour of duty it reverted to my ownership and I rebuilt it again, this time specifically to take with me to Southern California so that Rose and I could use it for touring California, Arizona and New Mexico. It was our main transportation for what turned out to be 10 years of snow-birding. I built it for reliability, power, freeway capability, handling and fun. It has a B20F engine on SU carbs, 123GT reclining front seat backs and steering wheel, M41 overdrive transmission wired to allow OD in all forward gears, IPD anti sway bars and 123GT stiffer rear springs, and a specially modified stock radiator to handle desert heat at freeway speeds and up steep hot hills without overheating. It carried lots of strategic spare parts stored in custom storage in the trunk. Finally, it is white, which is the best colour for a non-air conditioned car in the desert. It only failed on me twice in those 10 years and thousands of miles of touring. One failure was a fuel pump, and the other a short at the low tension wire to the distributor.

Now the car is back home in BC and it has continued its reliable ways, at least until a couple of months ago when I went to start it hot and it would not start. Actually that is not quite true. After a few tries it did start but was barely running, maybe 200 rpm, and it would not rev up. When it finally cooled down it started and ran like nothing had ever happened. What the heck was that!!!

The next time I filled up with gas I kept my fingers crossed that it would restart when I had finished filling and it did. After



driving it for a week or so a pattern emerged. If I turned it off when it was at operating temperature it would restart if it didn't sit too long. If I left it 20 minutes it may not start or may do its low rpm won't rev up routine. If I left it until it was no longer hot it would start and run perfectly.

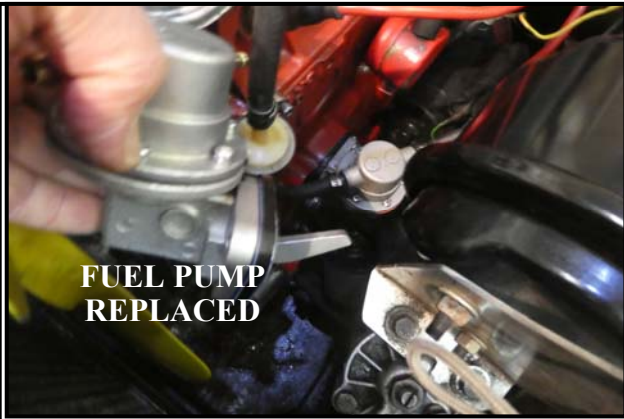
It had to be an electrical or fuel problem because what else is there, and it was definitely temperature sensitive. Here is the fault tracing route I took to find and fix the problem.

The 122 still used its original coil so that is what I tested first. I always knew the coil would fail one of these days so I had already mounted a spare coil in the engine bay and I prepared two spare wires to temporarily connect it. The newer coil is a Bosch one from a 1970s 140 or 1800. It has two male spade connectors. One is labelled 1 or "-" for negative and the other is labelled 15 or "+" for positive. One temporary wire goes from the positive spade on

the coil to the positive terminal of the battery. The other wire goes from the negative spade on the coil to the small connection on the side of the distributor, which may be a spade or a stud. Finally remove the large red wire from the original coil and connect it to the replacement coil. Now the engine can be started normally with the ignition key, but must be stopped by removing the wire from the positive terminal of the battery.

This temporary coil seemed to be working correctly but after a couple of days of use the engine refused to start even with the newer coil. OK what next? I reconnected the stock coil then I replaced the fuel pump. The one in the car was relatively recent but I put in a new aftermarket pump from IPD anyway. I didn't hold out much hope that this was the problem but it was easy to do. As with the coil it seemed to cure the hot start problem, but after a couple of days of use the low rpm start and won't rev up





FUEL PUMP REPLACED



problem happened again.

I put the original fuel pump back in then removed the float bowl covers from the SU carbs and replaced the needle and seat valves. Same story. It seemed to cure the problem but it happened again. Back in went the original needle and seat valves.

Back to electrical. My 123GT did not have any problems so I took the 123GT distributor and installed it in the 1965 122 problem car. First I gave the 123GT distributor a minor service by filing and re-gapping the points, inspecting the distributor cap for cracks and filing the 4 contacts in the cap and filing the contact on the rotor. Then I put a little light oil in the oiler on the side of the distributor and the wick on the top of the distributor shaft. I turned the engine to top dead center on cylinder one and installed the distributor turning it so that the rotor pointed at score on the perimeter of the distributor. Now I started the car on this rough timing setting and the engine actually acted like the problem, in that it was idling very slowly and didn't want to rev up. Advancing the timing to its correct position of 18 degrees before top dead center at 1500 rpm allowed it to rev normally. This time it all worked. No more hot starting problem and no more running at low, low rpm combined with an inability to rev up.

The last chore was to find out what was wrong with the original distributor from the 122. I did a service on it and replaced the condenser with a brand new one. The condenser that came out looked like it had come from an archeological dig. I installed the 122 distributor in the 123GT and once timed it ran perfectly. That confirmed that the problem all along was a failed condenser.

This fault tracing exercise pointed out a weakness in these old cars. The distributors are all very old and yet are crucial to the correct running of the car. The days when you could have your distributor serviced and adjusted to the correct advance curve using a distributor machine are gone. I don't know of any shop around here that is doing that kind of service. The best you can do is connect a timing light to the distribu-

tor, start the car and rev it up with the timing light connected and watched the timing marks on the crank pulley. If it does not advance as the engine is revved up you will not be getting good acceleration. If you are lucky enough to have a selection of used distributors like I have you can feed them one at a time into the engine and use the ones that advance the quickest and farthest. People install Pertronix in their distributors but this just eliminates the points and does nothing for the advance. The "123" is a new and improved distributor that should solve all the problems but these are very expensive. I never thought I would say this but I wish we had the same remanufactured parts that the VW Bug world has. They can buy a brand new Bosch distributor c/w Pertronix for less than \$200, pop it in and all the problems go away. I wonder if one could be modified to work on a B18/20 engine. They sure look similar.

If anyone has any more advice on rebuilding original distributors or know a source of new ones let us know.



FLOAT ABOWL COVERS SHOWING NEEDLE AND SEAT VALVES



122 STYLE DISTRIBUTOR AND DEAD CONDENSER

CLUB STUFF

Gregg Morris

Membership was 204 in September and is 250 now thanks in part to the Cates Park Picnic

Vancouver Island Members need a new Island Contact. Bob Cuthill was our Island Director from 2001 to 2005 when he decided to retire. We asked for a volunteer to take over being the Island contact but no one stepped up so Bob has been "acting" director for a mere 20 more years. Bob told me at Cates Park that someone who looks just like him is turning 80 this year and just in case it was actually him he requested that I stop forwarding Vancouver Island related VCBC questions and people to him. Would one of you fine folks on the Island please step up and be our Island contact. I will pass Island related questions to you and pass

on new or prospective Island based VCBC members to you. It is not a difficult nor time consuming job. Contact me at 778-988-6694 or grmmorris@shaw.ca. or call Bob. I am sure that is a call he will be happy to accept.



B.C. DEALER DISCOUNT LISTING

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

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

Chapman Motors, Cobble Hill, B.C., 1-800-663-7208, New parts 10%, Used parts 20%

Chapmans Cars Victoria 751 Cloverdale St., Victoria, Ph. 250-475-2213, parts and service: 10%

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

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

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

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

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

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

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

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

Dents Unlimited 15% w VCBC card 604-469-9545
Lordco Part Stores up to 30% with Lordco card.

CLUB DIRECTORS: John Cripps, Dave McAree, Gregg Morris, Bert Sherlock & Rohan Soulsby
MEMBERSHIP FEES: Annual fee: Can\$25 for Canadian members and US\$25 for US members. Memberships run from July 1 to June 30 each year, non-prorated.

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

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

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

CLASSIFIED ADS (pictures on website)

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

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

CARS FOR SALE

1962 PV544 Sport- \$ 20,000. Red B-18 Engine, 4 Speed, VIN B62335514, Odometer 88505. California car, restored in Victoria. Stored covered, inside in Cochrane AB. Wayne Sharp ph: 403-540-6217, email:Wayne(at)sharpee.ca
73 -142S \$17,500 202k miles, Collector plated. ORIGINAL OWNER, runs and drives well, Excellent condition. M41 4spd+od transmission. Serviced at Ed Schram's and later at Scandia. All records from new available. Accident free. Recent tires and exhaust. Contact Dave at dmcaree@telus.net or (604)530-6097
78 242GT-\$17,999 obo Meticulous care by second owner since 2004. All service records available. Clean rust free body. Engine upgraded, bored and larger cams low miles on rebuild. Lots of power. Located in Oliver, BC . Nick 778-773-0906, nickstasiuk@hotmail.com

92 960-\$16,000, 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**
98-V70R-can\$13,900, us\$9800, rare colour saffron, BC Collector plated, The Volvo Lady is second owner, of 17 years, complete service history from new. Always serviced on time by Volvo Specialist. A rare find in this fantastic condition. Located in BC, Canada. Contact volvolady@yahoo.com

PARTS AND SERVICE (continued)

VINTAGE VOLVO PARTS 544, 122, 1800, 140 Large collection of good used parts. Gregg Morris grmmorris@shaw.ca or 778-988-6694
1973 1800ES brand new bumper parts front center and rear center. 0.04" Stainless Steel, US\$275 for pair, (VP Autoparts price US\$510 for pair) Gregg grmmorris@shaw.ca, 778-988-6694 See pictures at www.volvoclubofbc.com

PARTS AND SERVICE

SANDY WILL'S PARTS COLLECTION: Tons of pre 75 Volvo parts, all models (544/122/1800/140/160) sorted and accessible, give us a call John Cripps 604-466-9110 or jcrripps544@gmail.com or Gregg Morris 604-469-1216 or grmmorris@shaw.ca

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

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

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

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

For Sale: Wood Rim Steering wheel for 140 \$150. Third seat for 145 wagon and another for a 245 wagon offers. Alan, 604-469-2674, alan-hankey383@gmail.com

4 Studded snow tires mounted on 14" 240 wheels Seppo, 604-652-6337 offers **VINTAGE IMPORT PARTS**, New Parts for your classic Volvo

544/122/1800/140, Olof, text or call 604-992-9664 or olofgmalberg@gmail.com

Original parts manuals with part nbrs arte on line at gcp.se
FREE four 1970 1800E factory mags, good condition, located in Halfmoon Bay, BC, baycroftperry@yahoo.ca 604 240 0289.

Sale: four Volvo 5 bolt steel rims for 850 series. \$80 stamped with Volvo and P/N 6819704. Fits 185 to 205 15 tires, Contact Bob 250-634-4766 Victoria
Spare parts for my '73- 142 including front fenders, doors, nose section, hood, trunk lid, bumpers, wheel rims, interior parts, engine parts, M-40 transmission, chrome trim, radiator (needs repair). Offered AS IS. Contact Dave at dmcaree@telus.net or (604)530-6097.

