



THE VOLVO CLUB OF B.C.

SEPTEMBER 2004

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

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Annual membership fee \$20, To join: Call or write to the address above
or view our Web site www.volvoclubofbc.com



V.C.B.C. is the B.C. Chapter of Volvo Sports America 1800 Register

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352 Email: mkblk@erols.com,
Annual membership fee US\$32 or \$45 Canadian funds Web Site www.vsa.org

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

SEPTEMBER 10-12, 2004, VOLVOS IN OSOYOOS, Fall Weekend Meet in Osoyoos, BC, Winery Tour/Reception/Country Drive/Car Show/Banquet, Accommodations at the Holiday Inn Sunspree Resort, 1-877-786-7773, Room \$75, Suite \$89, Reserve now, See event description and registration form in the May Newsletter or on our club website www.volvoclubofbc.com .. For information **Gregg Morris @ 604-469-1216**

SEPTEMBER 26, 2004, (Sunday) V.C.B.C. 12TH ANNUAL CATES PARK PICNIC Rain or Shine, North Vancouver, B.C. from 9:30 am to 5:00 pm. Bring a picnic lunch, shine up the Volvo and bring the family. There will be lots of raffle prizes as well as dash plaques (50) and trophies for the Peoples Choice and Runner up. We will also hold our annual general meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. For info call **Darcy Bullock 604-538-7402**

OCTOBER 24, 2004, (Sunday) FALL COLOURS RUN TO MAPLE BAY, Vancouver Island Chapter, meet at Can West Mall 10:00 a.m. for 10:30 departure, up Malahat to Shawnigan Lake Road and then secondary roads to Maple Bay and the Brigantine Inn., **Bob Cuthill 250-658-0126**

NOVEMBER 24 2004 (Wednesday) VCBC TECHNICAL SESSION 6:30 p.m. Hosted by Volvo of North Vancouver, 809 Automall Drive, North Vancouver, Subject: (240/740/940 with B230F /FT,engine, tuneup for AirCare For more info call. **Gregg Morris @ 604-469-1216**

JANUARY 28, 2005, (Wednesday) VOLVO CLUB WINTER SUPPER, Subject and location to be determined. call **Dave McAree 604-530-6097**

REPORT OF PAST EVENTS

DON DOCKSTEADER MOTORS GARAGE SALE.

May 1, 2004

Things get underway early at Don Docksteader's Motors annual Garage Sale. The sale has become a tradition in the Volvo community and the customers line up early for great deals in the parts department and equally great deals on new and used Volvos. Paul Docksteader likes to have our display of old Volvos in place by 9:00 a.m. and as an enticement, the early birds are eligible for a draw on a \$100 gift certificate. It seemed to work. By 9:00 there was a whole yard full of old Volvos shining in the morning sun and the owners were wandering around in search of fortifying coffee. At about 10:00 a.m. a regular parade of Volvos from Washington State arrived to join the display. It is great that they take the time to support our events. Walt and Rick Tartar even drove their 53 PV444 all the way from Seattle with that ancient B4 (1400 cc) engine working hard.

Dave McAree, Bob Cuthill and I brought our Swedish-Blue 145 Express to haul the club clothes and other paraphernalia and with its Volvo Club of BC signs on the side it made a unique backdrop for our club table. By the end of the day we had taken in \$800 in a combination of clothes sales, new memberships and renewals. Next year I will be tempted to move our activities to the other end of our parking lot to get further away from the truck-mounted band. It made holding conversations difficult and the conversations are an entertaining feature of the event.

After an hour or so at the Club Table, I did a tour of the site. My first stop was the service bay that is converted to a giant parts sales space. I noticed that there was a distinct lack of PV 544 fenders and 122S seats and 1800 anything's, but it didn't seem to be bothering anyone but me. The line up at the cashier was certainly long and happy. I managed to find a set of newish used snow tires and set off to make an offer. When I got to the tire sales table the young fellow in front of me had just convinced his mother to buy him a \$2700 set of large diameter aluminium wheels and low profile tires for his S70. Now that's a customer. After that, I didn't have the heart to try beating down the price of used snow tires.

My next stop was the new car show room and I was happy to see that every sales booth was full of customers taking advantage of what must have been excellent pricing. Of course I was just passing through enroute to the hot dog line up and the used car display. I am not that

familiar with new car pricing but I certainly recognized that the used cars were a bargain.

Throughout the day we gave "peoples choice" ballots to everybody touring our display of Old Volvos. The ballots were tallied and the peoples choice award was presented to perennial (and deserving) winner David Warner for his light-metallic-blue 1800ES. It was nice to see the runner up award go to our good Washington friends, Walt and Rick Tarter and their PV444.

The Docksteader Garage Sale is the event that started our club in 1992. It is gratifying that the event, the club and our sponsoring dealership continue to thrive. ♣

VOLVO CLUB SPRING DRIVE

June 19, 20, 2004

Gregg Morris

If you are rating a road in units of fun-per-mile you just can't beat the Duffy Lake Road to Lillooet. So its probably not a surprise that we took the Lillooet route again this year. We originally scheduled the Lillooet drive for June 26 but I moved the date ahead to June 19th in order to avoid a conflict with the Vancouver Island Chapter "Run to Renfrew". We were

80 242GT with Glenn Little behind the wheel. Rose and I drove our trusty bronze 544 loaded for a weeks tour following Lillooet.

We headed for the Sea to Sky highway and after a gas stop in Squamish we reunited in Pemberton for a picnic in the park. While we were sitting on the grass Suzanna Carnie and Price Montague turned up in Suzannas's dark green 1800ES. Suzanna's first remark was perfect. "Who brought this piece of Sh-t Porche". It certainly endeared her to the Volvo-driving contingent and Peter took the teasing well.

Suzanna is a brave soul. She chose this trip to Lillooet as the shake down test of her ES after it had been off the road for over a year. Definitely a tough test.

We finished a leisurely lunch and left Pemberton and headed for the famous Duffy Lake Road. Those who wanted to drive quickest left first, so the next time we caught up with Peter, Glenn, John Cave and Bert was in Lillooet. The day was sunny and hot and I got stuck behind a motorhome on the 13% uphill grade that signals the entrance to the Duffy Lake road. I watched with interest as the

SPRING DRIVE TO LILLOOET

lucky the date was changed because we arrived just at the start of the Lillooet forest fire and were able to carry on without incident. A week later and we would probably have had to cancel the event.

We assembled at the United Church Parking lot at a civilized hour on Saturday morning. Those on had were, Bert Sherlock and Chris Naylor in Bert's 242 GLT, Chris, Pam & Richard Ainscough in the 69 122S, John Cave in his 66 1800S, Dave and Louise McAree in the 73-142S, John and Celine Cripps in their bright yellow Miata with the top down and Peter Valkenburg left his Volvos at home and arrived in his 79 Porche 911 which he correctly hid off in a corner of the lot. Peter's competition arrived in the form of a black, lowered and altogether sinister looking

temperature gauge on the 544 slowly but surely headed east. When the needle finally disappeared I skidded to a stop, opened the hood, opened the ball valve that isolates the heater, jumped back in the car, turned on the heater full blast, and screeched back onto the road before the whole show boiled.. I was lucky, and this was enough to avoid overheating the engine, but Rose and I were par-boiled by the time we got to the top of the hill and could turn the heater off. Also at the top of the hill we got an opportunity to pass the brain-dead RV driver and after that we enjoyed a clear run on the Duffy Lake roller coaster all the way to Lillooet.

All of us stayed at the Mile "0" Motel, and Rose and I, rented the Bridal Suite so we could invite everyone in for a glass of wine. In the middle of the room, is what John Cave calls, the raspberry ripple hot tub which we promptly filled with cool water for those who wanted to cool down. Once we were all sufficiently mellow, we walked to Dina's, the great Greek Restaurant in Lillooet; ate too much and waddled home. The motel had filled up with

fire fighters who had just arrived to investigate the Lillooet Forest Fire. The fire had started in a lightning storm on Thursday and the fire fighters had not yet had a chance to investigate the blaze. Even at this early stage it looked pretty ominous and the town was getting smoky. Bert learned from some local folk that the fire was visible a few miles along the Bridge River road and he took a ride out to see. He was shocked at just how close to town the fire was. Trees were exploding and people were watching from lawn chairs on the road just over the hill from town.

The next morning it was smokier yet, when we all headed out for a early morning blast via Pavillion Lake and Hatt Creek to Cache Creek for Breakfast. It was a beautiful drive through the dry Cariboo farmland but it was spooky to see the fire across the Fraser River licking its way down the forested river banks.

Breakfast at the Great Bear Inn in Cache Creek was as good as ever and when it was finished we it was time to head our own ways. Most people headed down the Frazer Canyon

Highway at various speeds. Bert and Chris stayed with us, or rather I tried to keep up with Bert, on our way through Ashcroft and Logan Lake. They turned south at Logan Lake to Merritt on their way to Osoyoos and Rose and I headed to friends in Kamloops. What followed for us was a terrific weeks drive touring the Okanagan, Arrow Lakes, Slocan Valley, Kootenays and

Nothorn Washington. We will definitely have to do this again next year. ♣

VANCOUVER ISLAND RUN TO RENFREW
June 26, 2004

Bob Cuthill, Island Director

It was a dark and stormy..... but that was another time and place. Saturday, 26 Jun dawned sunny and warm. It was a perfect day for a drive out along the south coast of Vancouver Island. Seven cars made the rendezvous at the CanWest mall in Langford for the drivers meeting and briefing at 10:30 sharp! Bob, being ex-military tends to be that way some times but Lucy usually gives him a reality check and manages to remind him he's been retired since 1992.

This year's attendees included Maureen and Bob Mitchell, new members, in her immaculate blue 244, Henning and Monica Kristensen from up Duncan way in the silver 740T, Brian and Aude Volstad of Maple Bay fame in the black 780 Bertone, Roland deSchepper in his grey 1800, Rob Thornton in the infamous gold 248 (yes-248, it's a 240 with a Fjord 5.0 litre V-8 under the hood), Peter and Paula Landsman in that unmistakable yellow 1800ES, and leading the pack was Bob in the blue 145 Express with club signs on the side to identify it as the "Club Car".

The drive out was fun with beautiful vistas on the left. The picture is of the group rest stop/leg stretch at the Loss River bridge. After a light lunch at the Lighthouse Pub and Volvo Haven, the group headed off to Botanical Beach. The road had been greatly improved since the dusty run last year. It was a pleasant stroll though the ocean edge forest down to the rocky shores where the tide pools were teaming with all sorts of interesting marine life. It was one of the clearest days we had seen - you could see all the way across to Cape Flattery and well beyond out into the Pacific. And the rock formations created by thousands of years of tides and waves were amazing too. Speaking of tides - it was soon time to find the marker for the trail back up to the parking lot.

Back at the Lighthouse Pub parking lot Bob had trouble getting the Express Club Car going again due to an ailing battery. It seems the wrong fan belt had been installed somewhere along the line - too long and even with the alternator at full adjustment a bit too loose to keep the battery charged. Bob and Rob Thornton managed to scrounge a

makeshift replacement and while installing it found the alternator pulley had started to cut into the lower rad hose! It was a bit of a worry so with the Express running again and the rad cap left off to reduce pressure on the weakened hose, Bob decided to forgo the ice cream stop at Jordan River and carry on strait home.

All in all a fun day. Now, gotta go and check those tide tables for June of 05 and pick a date for next year. ♣

VANCOUVER ISLAND CHAPTER SHOW-N-SHINE

May 16, 2004

Bob Cuthill Island Director

The third annual Island Show-n-Shine was held on 16 May 04 and in continuing the fine island tradition the weather was just perfect (Bob has been taking notes from Mike Handfield who sets up the weather for the Sep Cates Park event!). Past events had been held at the Phoenix Farm but as that property changed hands earlier this year a new venue had to be found. To the rescue came Bjorn Olsson who volunteered their acreage north of Victoria up the peninsula in Saanichton. With major house renovations and lots of construction taking up most of the front lawn, Bjorn and Kjellaug Eike mowed the grass in the back 40 and had the area all cleaned up for the meet.

Attendance has grown steadily over the years and 2004 saw 28 members and guests bringing 30 cars. Top of the list of course was the "Club Car" - the 71 145 Express. The Cuthill's brought Bob's P1800 and Lucy's 850, the Landsman's brought Peter's lovely yellow ES and Paula drove "Purple Haze" (the car formerly known as Stinky). But the largest contingent came from our hosts this year. Bjorn brought out his 73 ES and 67 544 while Kjellaug drove the 67 122 wagon. Bjorn then got out the mystery car - it started out as a 164 but now serves double duty as a pick-up truck.

At first we thought the long distance award would go to Rich Cote from the north side of Duncan, then to Pete Sharples, in a lovely blue 57 444 from Nanaimo. When Darcy Bullock showed up from the mainland in his gorgeous C-70 we were sure he had won it. But late in the day Art and Sai Maw arrived in a 2001 V70XC. Apparently there is a club for the XCs and Art had seen our show among those listed car club island events on display in Lordco. But I guess it was the red lettered licence plate

that gave it away - the Maw family was visiting the island from Red Deer Alberta and decided to drop by. After a little visiting around each others cars the BBQ was fired up and all gathered round for the door prize draws. Four sets of oil and filters were provided by the club and Landsman Motors and Volvo of Victoria provided a wide variety of Volvo paraphernalia and other associated prizes.

All in all it was a great day, meeting new friends, renewing old acquaintances and just talking about Volvos old and new. ♣

THE NEW S-40

Bob Cuthill Island Director

On Wednesday, 02 June, your Island Director was invited to attend the local special advance showing reception for the new Volvo S-40 at Volvo of Victoria. The showroom had been emptied except for one shiny red S-40 complete with almost all the bells and whistles. Special video displays were also available as well as a host of knowledgeable staff to answer any questions. Of course, any such occasion would not be complete without a side table of wine and nibbles.

The new S-40 continues in the Volvo tradition of excellence and innovation. The fit and finish on the car were perfect and the new thin line design centre console with extra storage space behind it was intriguing. And typical of Volvo, the trunk was very deceiving from the outside. Judging by the length of the car's back deck one would think it would have held only a small suitcase or two bags of groceries. But once opened up it was evident all four passengers could fit their golf clubs in there with plenty of room left over for a large box of dark bottled refreshments to consume on the course. Another curious feature often overlooked was the small shark fin style antenna on the rear roof. It connects to the optional navigational display screen which can be installed to pop up on the dash. All in all a very nice package. I'd really recommend you visit your local dealer for a personal look-see and even a test drive. You can also visit the S040 web site at www.newvolvos40.com for all the latest information and pricing.

Thanks to Bob Hunter, Business Manager, Don Smith General Sales Manager and Keith O'Shea, After-sales Operations Manager. ♣

EDITORIALS AND LETTERS

MOVIE REPORT

KITCHEN STORIES

By Director Bent Hamer

A friend at work dropped a newspaper article on my desk, and it turned out to be the review of a

movie titled "Kitchen Stories". The title didn't do much for me but the accompanying picture sure grabbed my attention. Here was a highway receding away into the distance and as far as you could see there was a line up of PV444s and 445s each towing old tear-drop travel trailer. The movie even sounds worth watching. The reviewer Greg Potter of the Vancouver Courier newspaper writes:

This gentle, warm-hearted and immensely charming film wraps viewers in quilt-like comfort and restores faith in the innate goodness of humankind. Kitchen Stories is the fifth film by Norwegian-born director Bent Hamer (honest), who won acclaim with 1995 "Eggs and 1998 Water Easy Reach.

Kitchen Stories is the fictional offshoot of real-life post-World War II experiments conducted by Sweden's Home Research Institute. Having discovered that every year the average housewife walks "from Stockholm to the Congo" in the course of preparing family meals, the Institute---a kind of ergonomic think tank---meticulously studies the "areas of heaviest traffic" in the cooking area in order to come up with modern conveniences aimed at saving time and energy. The goal of the "real" experiment was to ensure housewives need only walk "from Stockholm to Northern Italy" to accomplish their tasks.

Kitchen Stories takes this already absurd premise one step further by dispatching 18 male Swedish "observers" --- behavioural scientists, each driving a Volvo 444 with a one person trailer in tow--- to a rural area of Norway in the depths of winter to conduct similar experiments on "lone Males." One in particular, the grizzled, cantankerous and elderly Isak proves a hard nut to crack. Promised a horse in return for volunteering, Isak---a simple but common-sense farmer--- is miffed to discover that the animal in question is a decorative wooden model. Fine for a kitchen shelf, but hardly capable of pulling a plough.

Isak therefore rebels and stubbornly refuses to let his observer, a middle-aged bachelor named Folke inside his home for the first week of the experiment. Finally, he relents and Folke takes his position in a kitchen corner perched atop a ridiculous six-foot-high director's chair.

From this silly and intimidating vantage point, Folke sits, clipboard in hand, waiting to record Isak's every move. Herein lies the greatest catch: though the two ageing men are forced to live in immediate proximity, they are not allowed to speak or interact for fear of tainting the results.

Isak decides to have some fun at the expense of his new housemate, whether turning off the lights and leaving Folke in total darkness, cooking in the bedroom instead of the kitchen, or "observing the observer" from a peephole drilled in the ceiling above him. Isak's antagonistic actions are, of course, no

less ludicrous than the experiment itself and Folke finally breaks down, sharing a cup of coffee with the "host" then a meal, later, deeply enthralling conversations and finally a drunken birthday bash.

With plenty of two cents offered by outside figures ---Malmberg, the experiment's head scientist; Grant, Isak's equally isolated and increasingly jealous neighbour; and Dr. Benjaminsen, the village physician---the pair bond in comical camaraderie, though utterly against "the rules". The all-too-recent memories of Nazi occupation make this last dictate a particularly prickly one.

In its own quaint and mild-mannered way, Kitchen Stories is really a commentary on the Bigger Issues at hand: "How can you attempt to understand me without speaking? Isak asks Folke, logically enough. Malmberg rekindles the fires of fascism with his regimental demands and demeanour, and Grant, who'd been interred in a concentration camp during the war, is deathly afraid of losing his best friend. It all hits home. ♣

P.S. If anyone knows where this movie is playing please let me know. Perhaps it will make it to Video. Gregg 604-469-1216 ♣

240 WIDE TRACK?

Gary Woodley, Courtenay, 250-897-3678, wendyski@mars.ark.com, would like to hear from anyone who has tried widening the rear track of 240's with spacers. Any problems, comments?

VINTAGE RACES IN SEATTLE WA, July 4, 2004

The Vintage Auto Races at the Seattle, Pacific Raceways (formerly Seattle International Raceways) is a must on my entertainment calendar. There are zillions of dollars of vintage race cars taking to the track for a 3-day weekend to celebrate US independence day. The short list of racers include Ferrari, Allard, Talbot Lago, Alfa Romeo, Elva, Austin Heally, MG, Triumph, BMW, every type of American Muscle car, Formula Cars, Sports Racers and even Fiat 500 Abarths. It is the most amazing selection of old racers you can see in the Pacific North West.

VCBC members Charlie Teetzel, John and Spencer Cripps, Glen Russell and I camped in the paddock for the weekend. Usually we are kept busy working on a few Volvo race cars, but this year none showed up so it was sheer spectating for us.

Gary Ramstad, VSA chapter leader for the Puget Sound Area attracted about 20 classic Volvos to the Sunday Car Show and Parade

TECHNICAL

AFTER MARKET TACHOMETER FOR YOUR OLD VOLVO.

Chris Ainscough wanted to install a tachometer in his 1969-122S, but he, but did not want drill a hole in the dash-top to mount the traditional Smiths bullet style tach as found in the 123GT.

The alternative he found is a small, black, crackle finish cylindrical tachometer (2 1/4" diameter and 2 3/4" long), at Princess Auto. The tach is by Power Fist, model number 4230064 and costs \$34. It is very light and small and simple to mount. I installed one on my 544 and it mounted on one of the screws that secures the cover plate to the drivers side windshield post. The tach face has green numbers on black background and a red needle. The night illumination is the same greenish hue as the speedo lighting on the 544/122 models. It looks great, works great and is totally inconspicuous. ♣

Laps that are a popular feature of the race event. A truly neat Fjord parked close to the group this year and it totally baffled the general public. How about a Model A Ford Pickup with a B20E supercharged engine. and the M41 overdrive transmission and differential from a Volvo 140. The owner (who I did not meet) had taken a grinder and removed any evidence of Volvo from the engine. The car was painted primer red and the engine Volvo red. Guys would knowledgeable tell their friends that the engine was a Chev Iron Duke, or a Pinto or a Lotus Cortina and on and on. I did not hear one correct guess, despite the fact that Gary Ramstad's 122S was parked right next door with the hood open.

The Fall Finally vintage race at Seattle is September 25, 26, 2004 for those who are interested.

MONTE'S SWEDE CHARIOT

Classic & Sports Car magazine.

Monty karlen and Stein Roed won the seventh Monte Carlo Historique Rally in an unlikely weapon - a square-rigged 1972 Volvo 142. The Norwegians narrowly beat another old hand, American John Buffum, navigated by Ralph Beckman in his Porche 911S. The rally, which ran January 30 to February 4, 2004, attracted a class entry of 351 cars from 1955-77, all converging on Monte Carlo - at the foot of the Alpes Maritime - from five starting points. ♣

72-142 Monte Carlo Rally Winner

CLUB NEWS

Annual General Meeting: The Cates Park Picnic is coming up on the last Sunday in September. As usual, we will take advantage of the traditionally large attendance to hold the our AGM. We will introduce the directors and volunteers, summarize the years activities, report on the club finances (financial report available at the meeting) and ask for comments and suggestions for maintaining our thriving Club.

Membership Renewals Thanks to all those who have sent in their membership renewals and of course those that haven't won't be reading this. The flurry is over and Glenn Little, who receives all the renewals, can take it easy for a while.

New Event Darcy Bullock is planning an event at the Richmond indoor go-cart track. He has been to one of these events and says they are great fun. Lets give it a try. Details will be in the January newsletter.

Club Clothes I have received our annual order of club clothes, so take advantage of the selecton at our upcoming events or by calling Gregg Morris at 604-469-1216.

The Vancouver Island Chapter, led by Bob Cuthill, is more active each year. If you get a chance, join them for one of their events. Nice people.

Website: Cam Finnigan continues to improve our website with more pictures, articles and archives. Take a look at www.volvoclubofbc.com He can be reached at webmaster@volvoclubofbc.com. ♣

TOASTED 240DL

Gregg Morris

While at the Seattle vintage races in July I talked to a fellow who had just lost his 1991 244DL to an engine fire. He had stopped at a store and when he returned to his car the engine bay was in flames and the car was subsequently written off. He wanted to know if I was familiar with this problem as he could not find out what caused the fire.

I hadn't heard of such a problem so I called Len Lee at Ed Schram Motors. He said car fires in the 240 series are rare but he has seen an engine fire caused by oil leaking from a leaky valve cover gasket onto the exhaust manifold and igniting.

Nick Seldon of Allvo had heard of a fire at the fuel pump but not the engine bay. He speculated that an aftermarket catalytic converter without heat shield could ignite undercoating or, in the case of the 240 with the

B230F, oil leaking from the rear cam plug could perhaps find its way to the catalytic converter and ignite. By the way, ipd sells a small 2-bolt plate that bolts onto the back the engine and retains the cam plug on the 240 series.. Failure of the plug is relatively common and dumps lots of oil out fast. The 740 series does not have the same problem because the distributor drive uses that hole. ♣
SQUEAKY DOORS HINGES ON 200 OR 700 SERIES

In the heat of summer the doors hinges on our 92 -244 start to squeak. I have heard the same thing on other 240s and the odd 700 series. In the past I tried to stop the squeak with oil and WD40 with no lasting effect. I have finally found a product that works really well. It is spray white lithium grease by CRC available at auto parts stores and even REVY. It comes in an aerosol can and is very useful lubricant. ♣

LATE 240 TRIP PARTS

Gregg Morris

I make a big deal about having complete selection of parts with me when I travel in my old Volvos, but when we take Rose's 92-244 I'm lucky if I remember to take my wallet let alone spare parts. I was talking to Volvo Master Mechanic, Jason Leber about what he would take on a trip in a newer 240 (or 740) and his answer was most interesting. Take a engine speed sensor, a fuel pump relay, a voltage regulator/brush module for the alternator and a small jumper cable. Why these?

The rpm sensor stops the car if it fails and they do fail. Installation is a bit of a trick in the 240 as it is mounted to the top of the bell housing between the engine head and the firewall. It is held on with a 10mm hex headed bolt and is difficult to get at. He suggests a ¼ drive 10mm socket and universal joint from the top or a 10 mm combination wrench accessing the bolt from the passenger side of the block when it has cooled off.

Worn brushes in the voltage regulator can also stop the car as the alternator stops

charging and causes lots of strange symptoms as the battery fades. The module is replaceable with the alternator in the car but is much easier with the alternator removed.

If the fuel pump relay fails the fuel pump stops, and so do you. The relay is easy to replace and is mounted passenger footwell in the 240, accessible by removing the fibre panel under the dashboard below the glove box. The relay is white and is mounted on a clip between the fuel injection computer and the ignition computer. These relays fail because one of the 8 or so soldered connections inside lets go from old age and heat. Jason showed how the problem can be recognized and fixed at least temporarily. The relay has a manufacture date on it and our 240 has a relay from 1991. Apparently one that old is living on borrowed time. He took the plastic cover off the relay which exposes the back of a circuit board and 8 or so little mounds of solder. Close inspection of the solder showed circular cracks and some oxidation. He said they can be repaired by reheating the soldered connection to re-melt the joint. Probably a new relay is a better solution.

His last suggested spare part is a jumper cable with two alligator clips. The explanation for this is a bit lengthy. When the LH2.4 fuel injection computers in these cars fail, they lose the internal ground that activates the fuel pump relay. At the same time the computer also loses its self diagnostic feature. A replacement computer solves the problem, but costs \$1500. If you are on the road you can get going again by using the jumper to ground the spade terminal on the relay that accepts the yellow/black wire. This wire comes from terminal 21 on the computer and heads to the pump relay. It is the only yellow/black wire in the connector and jumper it to ground and you are off. This fix is only to get you home because the fuel pump will keep running until the car is shut down and that is a potential safety hazard.

It would be nice to know what tiny component in the computer fails to cause this expensive problem. I bet it is insignificant and easily repaired as is the case with most electronic boxes. Hopefully someone will solve the problem and save us a good chunk of the \$1500. ♣

<p>CLUB CLOTHES: all with embroidered 4-colour logo,</p>	<p>T-shirts \$15, Jean Shirts, Golf Shirts and Sweatshirts are all \$30</p>	<p>Available at club activities or order at telephone number 604-469-1216</p>
<p>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.) Don Dockstead Motors, 8530 Cambie St., Vancouver, Ph. 325-2999, or 1-800-663-3359, New pts: 20%, Ask about "DECADE CLUB" discounts for cars 10 years and older Ed Schram Motors, 112-13375 76th Ave., Surrey, Ph. 599-6081, New & Used 20% Chapman Motors, Cobble Hill, B.C., 1-800-663-7208, New parts 10%, Used parts 20%</p>	<p>Chapmans of Victoria 751 Cloverdale St., Victoria, Ph. 475-2213, parts and service: 10% Chapmans of Nanaimo 20 Cliff St., Nanaimo, BC, 754-4807, parts and service: 10% Kamloops Select Auto, Kamloops, B.C., Ph. 1-800-667-7006, New parts: 20% Volvo of Coquitlam, ---2385 Ottawa St., Port Coquitlam, B.C. Ph. 942-8500, New parts:20% Volvo of North Vancouver, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 20% Volvo of Richmond, 13171 Smallwood Pl., Richmond, B.C., Ph. 273-0877, New parts: 20%</p>	<p>Specialty Motor Cars, 1235 Marine Drive, North Vancouver, B.C., Ph. 980-9222, New pts: 20% Courtenay Car Center, #12 5th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour. Double "S" Stainless Steel Exhaust Systems, Ph. 1-888-368-2537, in Victoria, BC: 15% Fibrenew leather and vinyl repair, mobile service Vancouver, Ph 313-4703, 20% discount Lordco Part Stores up to 30% with Lordco card. Sven's Lawnmower and Aircraft Service, 5445 Submerged Road, Dichmond, ph 122-1800: 75%</p>

WHATS NEW AT VOLVO

♣VOLVO OF COQUITLAM GRAND OPENING

Volvo of Coquitlam has moved to a new location and into a brand new building located at 2385 Ottawa St. Port Coquitlam (604-942-8500) on the north side of the Lougheed Highway near the Costco complex about ½

mile before the Pitt River Bridge. The Grand Opening was held on May 17th roughly coincident with the local launch of the new S40/V50 series. Marc Goodman, General Manager of Coquitlam and well as North Vancouver, is proud of his State of the Art facility.

The new dealership is part of the Jim Pattison group along with Volvo of North Vancouver, Volvo of Victoria and a 4th facility to be located in the lower mainland in 2005. Marc thanks the community for the customer support of the new Coquitlam dealership and he welcomes all sales and service opportunities.

The 8-bay service shop has all new tools and equipment and the latest Volvo service software. All the service and sales staff have up-to-date Volvo training.

Volvo of Coquitlam offers our club membership 20 % off over the counter parts and Mr Goodman notes that he will give members special consideration

on new or used car purchase. There certainly is a great selection of new and used cars to choose from. You are invited to talk to Al Wood parts and service manager and Christopher Sage, General Sales Manager.

VCBC wishes good luck to Volvo of Coquitlam.♣

NEW P1800??

I visited Volvo of North Vancouver last week on my annual freeloading tour, collecting door prizes for Cates Park and Volvos in

Osoyoos from Parts Manager Mike Thompson. While there I talked to Stewart Kilpatrick a Service Writer at the dealership. Stewart is a keen Volvo enthusiast and has decided he would like a Jensen 1800. What he discovered in a search of the internet was a company in Holland that is building "new" early cow-horn-bumpered P1800s. They apparently build them from the ground up using an original restored body shell. To learn more see www.pietmozes.com

V90 – V8???

Rumour has it (at least internet rumour) that the V90 SUV will soon have an all alloy hot-rod V8 engine, to be manufactured by Yamaha. Remember the hot Ford Taurus SVO. That car had a Yamaha-sourced very powerful V6

HISTORICAL ROAD TEST COMPARISON

242GT VS BMW 323i

Motor Manual May 1979

(This article was reprinted in the "Rolling" newsletter of the Volvo Clubs of Australia.)

In specification these 2 door sedans are remarkably close, but when it comes to price, they're poles apart. So what about performance? Paul Harrington investigates.

You've got to be joking! Prissy, safety conscious Swede versus the technical performance oriented machismo of the German? You're out of your tree! Maybe, but hold the phone a second. Volvo, for so long the super respectable "sensible" car maker which battled so hard to sell safety, has changed the direction of its attack. Safety is still a big deal, but what could be considered ultra respectable about a shiny, silver, bestriped and spoiled two door GT coupe?

Quite a lot actually, because the Scandinavian engineers have only added to the Volvo's capabilities. No way have they adopted even a faint hint of expediency in their approach to building this, their first performance image maker since the Saint's P1800.

With 140 bhp, 2.3 litre 4 cylinder sohc engine, four wheel disk brakes, fuel injection, alloy wheels plus lots of other good gear, it starts to sound familiar doesn't it? We thought so too when we compared the Volvo 242 GT's numbers with those of BMW's 323i. True the latter has a six cylinder power unit compared with the Swede's four, and has independent rear suspension compared with a live axle, but the numbers otherwise line up with one big exception – the price tag! At a basic \$13,880 Australian dollars for the Volvo and almost \$19,000 for the BMW could it be possible to save around \$5000 and still enjoy the same performance and dynamic capabilities?

An intriguing question which led us to order an example of each from the Australian

suppliers. Our Volvo 242GT came with air conditioning, limited slip diff and a radio stereo cassette player as optional extras taking the all up price, to \$15,873. It was delivered in

Volvo's 242GT uses an increased bore version of the well known 4-cyl engine. A tough, reliable unit, it has been used in 2.1 litre form on all the 240s from 1976 on, but now has its capacity raised to 2.3 litres, the same as the BMW.

(Note that the Australian market seems to have received the B23E engine 2 years earlier than we did in Canada. It first arrived here in the 81 242GLT ed.)

Like the German car, it has a belt driven single overhead cam and features an iron block on which is mounted an alloy crossflow cylinder head. Again like the BMW, it has fuel injection and electronic ignition. Power output is marginally less, with 140 hp at a lower 5750 rpm. Torque is identical though, again at 4500 rpm.

While the 323i has 9.5:1 compression ratio the Volvo has been increased from 9.3 to 10:1.

TRANSMISSION

The same manual four speed gearbox as fitted to the normal 4-cyl 320 BMW features on the 323i. For the Volvo there's a 4-speed with electric overdrive operated by a switch on top of the gearshift. So much better than a fifth gear overdrive of mechanical type, the switch is easy to operate, and there's never that feeling one should be using fifth speed when driving around town.

An automatic 3-speed transmission is available as an option on the BMW but the Volvo 242GT has only the manual box. It would however appear to be no real problem to fit the auto transmission to the Volvo, but it would be an expensive "after market" operation.

An advantage in the Volvo is its limited slip differential, an extra costing \$663. None was fitted to the BMW but it's also an option with a \$500 price tag.

BRAKES

VOLVO 242GT VERSUS BMW 323i

the only colour available for this fully imported model - silver, complete with the GT stripe styling.

The BMW had air conditioning, alloy wheels, cassette player, and metallic paint as extras, this lot hiking the price to \$22,171. That's a \$6300 difference. Lets look at the pair in more detail.

ENGINES

BMW has been renowned for its 6-cyl engine performance, both on the road and on the track. Fitting a six to a car designed originally for 4-cyl engines through, must have been something of a challenge. The unit in the 323i is a brand new version of the current design, in that it features an internal tooth belt camshaft drive. A seven bearing crank and seven bearing cam all add up to reliability, while Bosch K-Jetronic fuel injection and electronic ignition provide smooth progressive power as high as 143 hp @ 6000 rpm.

Four wheel disc brakes with front vented discs are standard on both cars.

STEERING

Rack and pinion systems are by far the best these days and the two cars feature just such a system. That on the BMW is of ZF type, while the Volvo has power assistance as standard.

With a 17:1 steering ratio, the Swedish car has 3.5 turns lock to lock, compared with the BMW's 4.0. The power assistance gives the Volvo a marginal advantage at parking speeds, although the BMW is by no means heavy. Should you want power assistance for the latter, it would be \$885.

SUSPENSION

A major difference between the two cars is that the German model has all independent suspension, while the Volvo features an excellent live rear axle with coil springs. Both front ends are McPherson strut based. There are semi-trailing links and spring/shock absorber struts on the independent rear of the BMW. The live axle of the Volvo is located by four trailing arms, plus Panhard rod.

Only the Volvo has gas shocks front and rear, those on the 323i being normal hydraulic type. Both cars feature uprated springs and shock absorber valving to provide a "sports" suspension with increased roll stiffness. This is further assisted on both examples by sway bars front and rear.

Alloy sports wheels were fitted to both test cars, but those on the BMW were optional extras at a cost of \$746, whereas the Volvo has them as standard. Michelin XVS "70 series" 13-inch tires feature on the BMW, the Volvo having Pirelli CN36 rubber on 14-inch rims.

BODIES

Only a glance is needed to observe that the 323i has a smaller exterior than the Volvo. Wheelbase of the BMW is almost 100mm less, while the latter has plenty of body overhang front and rear, to give it an appreciably greater length. This pays off in terms of interior space of course, there being little doubt about the fact that the 242GT has perfectly practical rear seating for two normal sized adults.

Both bodies are made of steel, the BMW having a variety of color finishes in contrast to the Volvo's singular one. Another advantage of the Swedish car's length is a sizeable trunk that is fully carpeted. Even the "space saver" spare wheel's presence on the offside takes up little room, while the BMW has its spare mounted under the boot floor, reducing its effective depth.

At the other end of the car, access to the engine on the BMW is a restricted, owing to the crowded nature of the engine bay. There's far more space to work on the Volvo as generous front overhang allows a few of the ancillaries to be mounted out of the way. Having the hood hinged on its leading edge may well be a safety feature on the 323i, but the 242GT accessibility is further enhanced by having its hood hinged at the rear.

DRIVING CONTROLS

While Volvo has stayed with the normal sedan's instrument and control layout without alteration, the BMW's already sports oriented fascia appears more in keeping with this type of car. It features a matching speedo and tach both large, easy to read dials, with the tach red lined at 6500 rpm.

SEATING AND COMFORT

Volvo's driving seat has lumbar adjustment in addition to the normal reclining backrest and sliding squab. It also comes standard with cloth trim, while the BMW's seats are vinyl covered, and far firmer. Both seats locate the body well.

Passenger comfort is better in the Volvo simply because of space. There is also considerably more rear seat headroom while access is easier with the wider opening doors of the Swedish car.

Both have carpeting throughout, complete with rubber inserts in the floor well at the front for the driver. All passenger seating positions on both cars have grab handles mounted on the roof.

DRIVING – BMW 323i

An immediate first impression on switching on the six cylinder engine was one of noise. A metallic clatter from the overhead cam gear dominated the interior, although it was considerably reduced at soft throttle cruising speeds. To the sports car fans, the noise is superb, indeed, it was the old story of hanging onto gears just a little longer than necessary, for

the sheer pleasure of hearing that powerful six sing. On long journeys at high speed though, it became a little wearing after a while, but at all times smooth. Vibration free power was on tap whenever needed.

Without looking at the tach, the natural change point came up at 4000 rpm, at which the engine seemed to be working hard. Encouraging full use of the engine was the slick, precise gearshift. The changes were fast too. Downshifts being made so much easier by the instant throttle response of the engine when double de-clutching. Second and third seemed well spaced for sporty driving but top always seemed a little low if anything. Perhaps a five speed box, or an overdrive like that fitted to the Volvo would have provided a more relaxing cruising mode.

Unassisted, the steering at low to medium speeds was light and precise. At higher speeds though it became decidedly nervous, a surprising amount of correction being needed over bumpy surfaces. It was affected by cross winds a great deal too. Ride was firm but at high speed, it seemed not to smooth out the way such set-ups so often do. Indeed there was quite a lot of sudden vertical movement felt within the cabin, unless the surface was absolutely smooth. Then, oddly enough, on a rough bit of gravel road we use on our tests, it handled the going very well, ironing it out so long as a fairly rapid clip was maintained.

It was under real pressure when the car was being forced on hard at the Raceway, that a few deficiencies started to make their presence felt. The lack of limited slip diff was very obvious, because the body roll tended to lift the inside rear wheel, reducing rear end traction quite a bit as the power fed through to the airborne wheel. Other road testers have criticized this feature of BMW's with reference to the 528 and 733 models, but in our opinion those are luxury cars which seldom will be asked to perform in the upper areas of their high speed range. The 323i is a different kettle of fish. It is clearly intended as a performance car, and the lack of rear end control thus becomes a subject for criticism.

Certainly it was reflected in lap times around the circuit, the best recorded without sheer desperate driving being 61.22 seconds, compared with the Volvo's 61.93. The lack of LSD was reflected in the standing 400 meter test too, on which the BMW did 17.35 compared with the Volvos 17.31

Those things apart, the quick feel of the 323's steering made the

necessary corrections easy to apply and despite the rear wheel lifting the car could be placed anywhere at will. With all four wheels on the deck doing their job, there was a shade of understeer but once the front end knelt down, this turned into oversteer as the rear lost adhesion. But it was short lived as the lack of traction soon had the speed down to the point where the errant wheel was back in business once more. The whole process resulted in a sort of "on-again off again" progress through corners – untidy and rather "busy".

Where the 323 falls down is in traffic. Hold the intermediate ratios a little longer than normal and the temp gauge soars up close to the red. Any lengthy period of idle resulted in the motor getting the stutters, making a clean pull away pretty hard without a fair gob of throttle and on a wet road with the low first gear that was a recipe for excitement.

Somehow the BMW has gone just a little too far towards the sporty side, forfeiting some of the refinement that has always been a significant feature of the marque.

DRIVING – VOLVO 242GT

Everything about the Volvo seems to contrast with the BMW and yet the Swedish car is capable of doing everything the German machine will do.

Seated at the wheel there's no doubt that it is far bigger but it also has a touch more luxury about it. Perhaps all round visibility wasn't quite as good due to the higher waist line, longer bonnet, but such things were hardly given a second thought after only a few minutes of driving.

The Volvo was far quieter, both in terms of engine noise and reaction to road surfaces. Sound deadening was generally far more effective. Of course there was considerably more vibration from the big 4-cyl engine and this resulted in a fair amount of lumpy shaking when at idle, but it pulled almost as well as the six.

MEMBER PROFILE

PETER LANDSMAN OF LANDSMAN MOTORS IN VICTORIA

Bob Cuthill

(with thanks to Swedish Press magazine, Vol 70: Issue 4)

Peter Landsman's story would make a best selling novel. The trouble is that as soon as you think you've got the ending down pat, Peter does something new that requires another complete chapter.

He has just embarked on the next chapter with the successful completion of the Juan de Fuca Power Squadron course. In fact, wife Paula also took the course. I don't know if it was because son Robert likes to go out fishing off Vancouver Island, but Peter has acquired his own boat too. It's a 24 foot Bayliner with a Mercruiser 350 engine. This must be quite a departure for Peter - the boat not having a Volvo Penta engine. But, as in the rest of

Certainly Volvo's gearbox and shift were as good as the BMW with the added advantage of that little overdrive switch on the top of the shift knob. Already quiet at almost any speed, operation of the overdrive dropped engine noise away almost to nothing.

Naturally, after stepping from the manual steering of the BMW into Volvo's rack and pinion power set-up., it took a few moments to get used to the latter. But quickly the memory of how good it was when the 242GT was first released to the press, came back. It's easy to forget the power assistance, especially when driving hard. It is light and very responsive, making race track driving a breeze. At the track a little care had to be taken at first not to overuse the steering wheel, as the grippy Pirellis would simply follow every direction fed in. A light touch was essential, rewarding the driver with excellent control, no matter how much attitude was on the car.

Enhancing its performance, the limited slip diff gave superb traction in the corners and, the rear could be steered easily on the throttle at all times. Around Calder, the Volvo's biggest problem was the gap between second and third gears. Second was a little too low for Repco turn while third was just slightly too high. Even so, the engine revelled in running up near 6000 rpm, never missing a beat no matter how much it was abused.

At more moderate speeds, there was a small amount of natural understeer built in, but the use of the throttle easily converted this to whatever final characteristic was desired at that moment. Without a doubt, the Volvo was a far easier and more pleasant car to drive at the limits of its performance, than was the BMW.

On the open road, ride was better than the German car, better damped and with seemingly less roll thanks to the improved lateral stiffness. Due to the longer wheelbase, pitch control was better too. Pushed hard on gravel surfaces, it was a little twitchy, the driver taking a little

while to become accustomed to the LSD. But it never felt as nervous as the BMW, giving the impression it was planted firmly on the road surface. The Volvo was far less tiring to drive because of its more predictable behaviour. It was as quick as the BMW over a given distance, and certainly the Volvo never gave the impression of getting even the slightest bit out of control.

WHO WON?

We make no bones about the fact that we like the latest Volvos, particularly the 242GT. It represents a whole new direction for the company after quite a few years of being involved in a stodgy "safety" image. That they have been able to produce a sports coupe that still has the carrying capacity and features of the four door sedan, speaks volumes for their ingenuity.

More exciting is the fact that they have been able to endow that car with performance spec so close to the traditionally sporting BMW that it really doesn't matter. It's almost as though BMW has lost the knack of producing vehicles back in their old traditional style.

The 323i is an imposing car to drive. At anything but the limit it does its job well, but we would have expected it to stay n the ball all the way. Perhaps it's a mistake to give a relatively short wheelbased car such a power unit. Admittedly it is great fun for the enthusiast wanting to test his skill, for to be sure considerable skill and fast reaction is a prerequisite for driving it very fast. On the other had, it not a chore to drive the Volvo fast. It's secure, four square on the road feel gives it fine stability, never feeling on the edge the way the BMW does.

So what is the bottom line.?

If we were intending to buy a car in this market segment, we would choose the Volvo ♣

Peter's life, nothing has been "usual". His only complaint with the beast so far has been that the engine is a bit of a gas guzzler at 20 litres per hour. But with all the do-dads on board, including a GPS nav system, I wonder if customers will soon be hearing a call of "Ahoy there!" from Captain Landsman as they pull up to the front door of Landsman Motors?

Peter was born in the mid 20th century in Czechoslovakia and learned the automotive trade working on Moskovitchs and Volgas and for two years on Russian tanks. With the lack of spares, Peter became very resourceful often making parts when they couldn't be found. Peter "left" Czechoslovakia in 1969 while on a "student tour" to Sweden. He excelled on a two month Swedish course and was soon recruited by Volvo. Peter spent the next ten years with Volvo and advanced to inspecting master mechanic. However jealous fellow workers felt that the foreigner was advancing too fast so Peter started thinking about moving on. But before doing so he had some unfinished business back in the homeland. In a clapped out 1960 Saab he got cheap and fixed up, he drove to Yugoslavia and rendezvoused with his girlfriend Paula on the Adriatic coast. He managed to safely smuggler her, hidden in the trunk, across the borders of several countries back to Sweden. They married in Gothenburg and son Robert was born in 1971 and daughter Marlene in 1973. In 1979 they emigrated to Canada and Peter set up a the first Volvo repair shop in Hamilton Ontario. The business flourished under Peter's hand until he decided it was time to leave the polluted steeltown and move west.

In 1992 the Landsman's took up residence in Victoria where Peter spotted a boarded up brick building in the heart of the city at the corner of Store St and Fisgard on the edge of

Chinatown. A bit of elbow grease and paint and a sign saying Volvo specialist in English along with the Chinese characters spelling VOLVO, Landsman Motors was open for business. And as the saying goes - build it and they will come. Well, Peter built it and now he has more business than he and son Robert can handle. Most of his customers find him

out by Paula who is a locally acclaimed sculptor in metal and glass.

Peter not only works on Volvos but has quite a stable at home. His daily driver is an 81 Bertone and for fun he and Paula are often seen at island club events in an immaculate canary yellow 1800 ES. But perhaps the car of note is the purple 164E formerly known as Stinky!

PETER AND PAULA LANDSMAN

through friends of friends who have had a long history of top quality service. And you can often find a few VCBC club members gathering for morning coffee and Volvo chat, also known affectionately as the Sharholders meeting. The board room is often the waiting room which is decorated with Volvo related material, letters of praise from past customers, photos of grandchildren and oddly enough, over the door to the work area, some modern art which remotely resembles a pair of melted SU carbs) donated by VCBC member Jim Monnastes. Of course, this display cannot compete at all with the fabulous works turned

This is Landsman Motors' loaner car. It was previously light blue but when someone donated a pair of purple Scooby-do seat covers it was repainted to match the seat covers. At the 2004 Island Show-n-Shine Peter brought the ES but Paula drove the 164E. It seems the ladies in attendance agreed that "the car formerly known at Stinky", now quite eye catching in its new coat of paint should be rechristened "Purple Haze".

And thus the saga and legacy of Peter Landsman continues to evolve on Vancouver Island. A legacy of solid and superior Volvo service, stalwart club support, and great friendship. Thank you, Peter Landsman. ♣

CLUB DIRECTORS: Ron Brown, Darcy Bullock, Bob Cuthill, Glenn Little, Dave MeAree, Gregg Morris

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

TO JOIN send \$20 cheque payable to V.C.B.C, with your name address, telephone no., E-Mail & the year model and colour of your Volvos to the club address

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

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CLASSIFIED ADS

Ads must be renewed for each newsletter. Call Gregg at 604-469-1216

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Dave 604-987-4101.</p> <p>82-244GL-\$2850 gold/beige velour, auto, exc cond, 2ND owner 17 years garaged, no rust, serviced at Targa, all records, Judy 604-980-1339</p> <p>93 960 Wagon, \$8,900, white, black leather, loaded, A/C, smooth 201 hp-6 cyl, 176,000 km, very good condition, Joe 905-689-6386 Ontario, jpvrestivo@sympatico.ca</p> <p>82 242 GLT, It met blue, \$4,500 blue velure , strong B23E, 4 speed + OD, original owner, all records, 363,000 km very good condition, Joe 905-689-6386 Ontario, jpvrestivo@sympatico.ca</p> <p>70 1800E, red, \$14,500, black leather, strong B20E, 4 speed + OD, 59,000 km, very good condition, Joe 905-689-6386 Ontario, jpvrestivo@sympatico.ca</p> <p>69-144S-pastel blue green, \$10,000 obo, 23,247 miles as of August 1, 2004, purchased July 21, 1969 in Whitehorse, Yukon, 4dr standard, new tires, new exhaust, engine clean and tuned, no rust. Lone Christensen, 807-667-7390, Yukon, email pepper@yknet.yk.ca</p> <p>65-122S Station Wagon, \$7500, 90,000 miles, one owner since 1969, Very good condition inside and out, never restored. Has been driven every day for past 4 years. Jenny Farkas, 250-721-1579 Vicoria.</p> <p>70-144Sauto, I am looking for new TLC owner for the gold 4 door sedan 144 Volvo that my father purchased new in 1970 in Victoria. It is in excellent shape with only 107,000 miles. It has Collector's plates on it. Body is in great shape with no rust. I am hoping that someone from the Club might be interested. Sharen Frewing 604-434-6737</p> <p>75 164E, met blue, offers, blue leather, some rust, auto, Patricia 604-536-2636</p> <p>66-122S,2dr, It blue, \$2300, 2nd owner (since '69), part restored, rebt eng., new brakes, booster and clutch, alternator, custom rear trailing arms that will never rust, 4 1/2" rims, exc. Susp., gas shocks, gd interior & new dash, solid fenders, manual and records, Ron, 604-599-0933.</p> <p>70-164S-\$3000, yellow, 4sp & od, 109,000 miles, black leather, gooe in and out Andrew 604-947-2617</p> <p>82-245GL, BLUE, \$1300, 4sp od, 202K km, ex cond, 2nd owner, Tony 416-237-9942 Toronto</p> <p>72 1800ES, \$5500 obo 3rd owner, met. light blue 4 sp. 115K original miles, near stock, good body w/ repairs primed for paint, runs well. interior: good condition: mint dash (no cracks!) Incl. many extras.. call or email Alex for all details: (604) 613-0418, alexdw3@hotmail.com</p> <p>82 262C Bertone Coupe, \$15,000 last registered Bertone sold in BC,11,000 km, kept in dry storage. Blk/tan. Modified B23 Turbo engine; IPD lowering springs, sway bars, full braces; Ph (250) 752-8961 or lss@shaw.ca</p> <p>80-Volvo-345 European Hatchback with CVT (Constant Variable Transmission) The only one in Canada. It has a B14A engine with 69K km. 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Dave Wallace 250-372-5748 Kamloops</p> <p>Baseball Caps from the Volvo Ocean Race around the World 2001-2002. new, high quality hats with embroidery on all 4 sides. Volvo and Yacht logo on front., Dark blue over black or Medium blue over royal. Never sold to the public. \$25 or 5 for \$100. John at 604.376.1719 or johnvankleek@shaw.ca.</p> <p>One 1800 NOS jacking struts \$65 (small frame members) c/w the jacking point. Mike Tomczak 250-477-8604</p> <p>83-760GLE parts car, disassembled & all parts available John 604-466-9110</p> <p>83 242 GLT Parts, Body, suspension, mechanical, electrical, interior. Cam Finnigan, 604-931-3729, 1980gt@telus.net.</p> <p>B18/B20 Clutch parts: New Quinton Hazell disks (\$20) and pressure plates (\$40). Also assorted water pumps for B18/B20/B30. Cam Finnigan, 604-931-3729, 1980gt@telus.net.</p> <p>240 and 740 series parts up to 1990, lots of, body , mechanical interior and trim. Mike 604-582-2837</p> <p>76 264 parts - new clutch \$150, rebuilt 4spd/OD transmission \$150, new 70Amp replacement alternator/with belts \$200, pwr steering pump \$50 & distributor \$50. Call Ted 875-0620.</p> <p>72 1800ES for parts. Gregg 469-1216</p> <p>Parts Cars: 13-120 series including one B16 car and a 123GT, 73-1800ES, 12-140 series, Ph. Peter Warrington in Prince George 250-962-8027</p> <p>ISLAND AUTOMOTION- SU rebuild & Volvo repair specialist internet address http://members.shaw.ca/islandautomotion Rhys Kent, 1 250-479-5192, Victoria or rhysskent@shaw.ca</p> <p>Vintage Import Parts, for 444/544/122/1800, Mail Order, Delta, Olof, 604-943-9663, Email vintage@telus.net website www.vintageimparts.com</p> <p>Yale Road Motors, Volvo Service all models, Jorgen, 604-792-9939 Chillimoody.bc.cawack</p> <p>Wrecking 65 PV544 complete car Gregg 604-469-1216</p> <p>Brake Fluid Level Alarm For Single Circuit Brake Systems. Fits 544, 120 and 1800 series cars. SS level sensor, solid state circuitry, audible alarm buzzer. These are the last of Sandy Will's stock and when they're gone they're gone. Be Safe. Prices 120 & 1800 \$70, Gregg 604-469-1216 grmorris@bc.ca</p> <p style="text-align: center;">WANTED</p> <p>Wanted ipd sway bars for 85-89 740T series 25mm front/25mm rear Lloyd Baggio, pgr. 604-735-1321</p> <p>Wanted Complete center consul for a 1989 760GLE, c/w radio/tape player, ash tray etc. Damaged in radio theft., also need 2 orange front lenses for same car 604-590-8562 Lata.</p>

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