



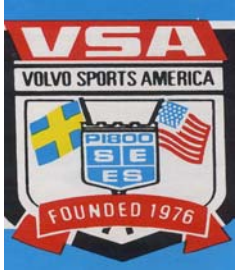
THE VOLVO CLUB OF B.C.

JANUARY 2008

29 Bedingfield St., Port Moody, B.C., V3H 3N2
Gregg Morris at Tel: 604 469-1216 Fax: 604 469-1117

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



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

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

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

JANUARY 23, 2008 (Wednesday) VOLVO CLUB WINTER SUPPER, The supper 7:00 pm at the New Westminster Spaghetti Factory at 50 - 8th St., just up from the Sky Train Station. call **Dave McAree 604-530-6097**

February 17, 2008 "The 2nd annual Swedish Cruise-In". Hosted by the Puget Sound Volvo Sports America Chapter Sunday 11:00 AM to 3:00 PM, at the 1930 original Pacific Northwest XXX Root Beer Drive-In ,98 NE Gilman Boulevard, Issaquah, WA. 98027, website: www.triplexrootbeer.com, contact Gary Ramstad, at ramslfp@hotmail.com club website is www.psvsa.org

MAY 3, 2008 (Saturday) VOLVO OF COQUITLAM HOSTS A SPRING SALE AND CLASSIC VOLVO DISPLAY: 10am to 2pm, Shine up your Volvo & bring it to the display. Arrive before 9:30 and be eligible for the early bird prize. People's choice and Runner-up trophies and dash plaques will be awarded. This is our second year with the Pattison Volvo Group. Lets help them make it a great success. There will be lots of coffee and donuts and a barbeque for lunch. They are at 2385 Ottawa St. Port Coquitlam, (north side of the Lougheed Highway, one light before the Pitt River Bridge, near Costco and Home Depot). **Darcy 604-538-7402 or Gregg Morris 604-469-1216 grmorris@moody.bc.ca** , Volvo of Coquitlam 604-942-8500

June 1, 2008, (Sunday) VANCOUVER ISLAND SPRING SHOW AND SHINE 10 - 3 at Volvo of Victoria Call Bob Cuthill 250-658-0126

September 12-14, 2008 VOLVOS IN OSOYOOS 2008 wine tour, scenic drive, car show, banquet— Information Gregg Morris 604-469-1216

September 28, 2008 —CATES PARK PICNIC AND VCBC AGM, Last Sunday in September — info Darcy Bullock 604-538-7402

REPORT OF PAST EVENTS

VOLVOS IN OSOYOOS 2007

September 14-16, 2008

Bob Cuthill and Gregg Morris

I had no intention of organizing a Volvos in Osoyoos event for 2007. We typically do these things every 2 years and we'd already had one in 2006. However, I kept getting calls asking if there would be an Osoyoos event this year and I started weakening. It wasn't that difficult to convince me as these Osoyoos events are great fun and Rose and I enjoy them as much as everybody else.

Before I got too carried away, I decided to gauge the general interest by emailing everyone who had attended past events to see if they were interested this year. The response was reasonable, so I started making arrangements for the September 15th weekend. Unfortunately nothing fell into place easily. I had just started too late in the season. There was going to be a Pro Am golf tournament in



town and all the rooms were getting busy and the hotels didn't want to commit to holding a block of rooms. The Holiday Inn hotel manager had changed and the new manager was not willing to offer the same friendly rates as last year, although I finally did negotiate a reasonable rate. Both past banquet locations were already booked, and luckily I found an alternative. At least the wine tour bus was ready and willing.

By the end of July it felt like I was fighting the tide, so I decided to heck with it, and cancelled all the arrangements with apologies. I sent a message to all those who had expressed interest in attending and told them that the official event was off, but that Rose and I were still planning to go to Osoyoos for the weekend and if people felt like showing up, they would be welcome. There would be no banquet, no car show and no wine bus, but we would be visiting wineries and doing a day long drive on Saturday ending at the Rock Creek Fall Fair. As a bonus the hotel said they would retain the negotiated rate for anyone who attended.

Lake road from Highway 3a to Osoyoos.

On Thursday we did a preview winery tour and found a bunch of wineries that we had not visited before. Wineries are popping up everywhere and according to one vintner there are another 42 winery applications waiting for approval. It's very tough on the dwindling fruit orchards but great for the Okanagan economy.



CHESAW TAVERN

By Thursday night a bunch of our friends had arrived and we shared a nice supper at a local restaurant. We were lucky to get a 25 person reservation at 30 minutes notice. Friday morning provided picture perfect Okanagan weather. Our herd of Volvos headed out mid morning and we spent the day visiting wineries. The wine tour route included some exceptional driving roads into the bargain. In fact we used most of the roads that Brian Coles showed us during our first "Volvos in Osoyoos" event in 2002. By the end of the day Rose and I had purchased so

much wine we had to ask Colin Dover to transport it home for us in his 945.

Late Friday saw an unexpected arrival. I guess Bob Cuthill gets this year's long distance award. Thursday a.m. he left Hall Beach in Nunavut (try 1800 miles due north of Toronto) and via Iqaluit (formerly Frobisher Bay), Ottawa and Toronto arrived Thursday midnight in Victoria. Thence, via the 0700 ferry out of Swartz Bay, The Cuthills arrived in Lucy's red 850 in beautiful downtown Osoyoos.

Saturday we all ventured back into the Excited States of America, specifically Oroville, Wa. I had planned a circle tour that included Nighthalk, Tonasket and back north to Chesaw and finally back into Canada through the border at Midway. It was a good route but too long, so we eliminated the Tonasket loop. I provided maps and explained the revision to everyone. Well almost everyone. Eric Hettama and his girls took the whole original tour and wondered where the heck everybody was.

The rest of us on our revised route headed east from Oroville to the Molson outdoor museum of ancient farm equipment and buildings. From there we carried on east arriving in the tiny town of Chesaw a little after 11 am. Some



Finally, I asked people to let me know if they were planning to attend so we knew who to look out for.

To my amazement, by the time Rose and I were ready to leave for Osoyoos there were 19 cars planning to attend and they were coming from Alberta, Washington and BC. We left on Tuesday evening so we could escape the lower mainland after the rush hour(s) traffic had died down. We took a room in Hope with a plan to see the Odessa tunnels on the old Kettle Valley Railway the next morning. These tunnels, dating from the late 1800s, are amazing and made for a great hike. Leaving Hope we headed east on Highway 3 and took a side trip from Princeton to Coalmont and Tulemeen and had a sunny lunch beside Otter Lake. By late afternoon we had loaded up on fruit in Keromeos and taken the mandatory curvy ride down Twin Lake/White



of us were already hungry so we asked at the Chesaw Tavern if they could handle all of us for lunch. They were happy for the business and we enjoyed some nice cold American training beer and some good burgers. Actually the Chesaw tavern is kind of famous. The walls and ceiling of the tavern used to be completely covered in paper money which had been signed, dated and stapled to every exposed surface by decades of patrons. In anticipation of visiting the tavern I had drilled a hole in a toonie and brought along a Robertson

previously in plain view on the back seat, today was "Trunk Day". With a short pause to regroup on the Canadian side the convoy was soon on the road again and enroute to the Rock Creek Country Fair. I'm not really sure how they do it, but the Rock Creek Fair seemed to have a parking lot bigger than the town and it was full to overflowing. There was something for everyone - craft booths, entertainment, livestock, midway rides (no Volvos though). It seems there is never enough time, so not everyone got to see everything before we had

It was Saturday night and most seemed in a bit of a party mood. I can't recall the exact numbers but the long table in the fancy hotel restaurant was barely big enough for the party crowd. And rather than consume the fine wine purchased earlier on the tour, it seemed almost each couple wanted to try a different bottle for themselves. It had been a fantastic weekend. There was a lot of camaraderie to share and there were lots of stories to relate.

Sunday dawned clear and bright and looked like another perfect day for Volvo driving. After breakfast at the Osoyoos golf and Country Club it was homeward bound for some while others took off for other parts of the Okanagan or the Kootenays to extend their vacations.

For an event that was not even supposed to happen, a lot of people from a lot of places drove a long way and had a lot of fun. We should do this again. Well guess what.

The next official version VOLVOS IN OSOYOOS 2008 is going to happen Friday September 12th to Sunday the 14th, 2008. Put it on you calendar now. I am starting the organizing early this time. The winery bus tour is already arranged and most importantly the Silver Sage Winery will host our car show and Saturday Night Banquet. This is a very nice place. Take a look at their website by Googling Silver Sage Winery. See you there..



headed screw to secure it to the wall. I figured they could never get it off because the USA has not discovered the basic goodness of the Robertson headed screw and still persist with stripping out Philips screws. To my surprise the walls were bare and the barmaid explained that the tavern was now under new management. The health inspector had refused to renew their licence unless the bills were removed as they were steeped in years of grease, smoke and beer and generally smelled like hell. Apparently when they cashed in the money they got \$4000 which helped with the renovation costs.

All too soon it was time to get our herd of sturdy Volvos back on the road - "head 'em up, move 'em out" someone called from the parking lot and we were off. It seems there's no end of fun trails (roads) to follow in this area. When we arrived at the Midway border crossing it must have been "Trunk Day" for Canada customs. We all dutifully lined up and waited our turns as the sole customs officer interrogated each Volvo crew and had them, one at a time, open the trunk of their car for inspection. It didn't matter that a certain couple had left the wine they had purchased

to make tracks back to Osoyoos.

September 30, 2007

Cates Park Picnic and Annual General Meeting

Chris Ainscough

To say the stalwarts of the VCBC have less than the collective intelligence of a Westcoast duck would have been appropriate given the weather conditions at the 16 th Annual Cates



Park Picnic. Rain...that's it ... rain, rain, rain. After a virtually uninterrupted succession of superlative September Sunday sunshine we got stuck with a Cascadia type near monsoon that kept away all but the hardy. Gregg managed to borrow a carportable from Peter Valkenberg and it was erected by B types in rain gear taking directions from A types who were trying to keep the instructions dry under a tarp suspended by human umbrella holders who were neither A nor B, make them C. Then there is the Vitamin D type in the person of Mike Handfield. Famed for providing 15 years of sunshine to this shindig and he didn't even show up.

Gregg's table was popped up and club wearables were spread out like it was a typical Northshore sidewalk sale. Then they started coming, the people we weren't sure would. To our surprise 35 cars and about 80 people showed up to huddle beneath the very popular Valkenberg carportable. Amazingly a large squad of Washingtonians showed up. Don and Mary Lou Johnson, Walt and Rick Tartar, Dick Libby, Gene Dvorak and Lynda Dawson all braved our weather, our border and our dollar and we thank them.

The coffee was poured and deep fried gooballs from Tim Horton's were consumed at an alarming rate despite obvious health concerns. Happy faces thumbed their noses at the deluge and people laughed and talked and once again had another good time that VCBC events seem to spawn. The only thing that was missing was a raging fire in a 45 gallon drum. Maybe it's time we unionized or at least got some more teamsters into the mix.

EDITORIALS AND LETTERS

BODYSHOP RECOMMENDATION

Badry Collision – 604-464-5225 in Coquitlam

Gregg Morris

When I wrote the article titled **Bodyshops and Restorations** for the May 2007 I did not have a particular bodyshop to recommend.

There were fewer old cars than in the past and lots more 200 and 700 series. There was one P 1800 and some 120, 240 and 160 series cars. Great that there were some young folks with old rides and some nicely modified 200 series cars. One fellow had an '81 242 with a 92 turbo charged B230 engine with a megasquirt fuel management system and it was very nicely done. Fred deBour and his 4 blonde children made the most impressive entrance in a beautifully restored 1989 Volvo F12 CabOver with a 400 hp straight 6 cylinder Volvo Turbo Diesel that Fred imported from the Netherlands. Jack Cheng from Volvo of Coquitlam generously brought us boxes of Volvo back packs and other gifts for our raffle and a new C30 demonstrator for us to ogle. We were quite prepared to raffle off the C30 but Jack thought it might be tough on his career. Probably right.

Occasionally some members wandered from the protection of the carportable to cast an eye over a Swedish tractor, but mostly people were content to admire the entries from a distance. Recent wax jobs were immediately obvious. Some new cars materialized and a couple in a red 740 wagon set themselves up with table and chairs and sat beneath an umbrella and waited for the sun. And waited, and waited and waited. About 10:30 Bert Sherlock and Dave Vansickle showed up with a tarp and a BBQ. Within a few minutes the aroma of caramelizing onions was wafting through the parking lot. Dogs were sizzling on the grill and people donated \$110.00 for the Run For the Cure ICBC Breast Cancer event which was being held that day as well. As

usual, non perishable food items were collected by Glenn Little and distributed to a local foodbank.

The People's Choice Runner Up award went to Patrick Lucy for his beautiful graphite coloured 1964 1800 S and the People's Choice Award went to Fred deBoer and family for the huge Volvo wagon (cab-over truck). Gregg tells me that Fred, and his herd of Volvos will be featured in the Member Profile next newsletter. Dave McAree summarized our club's healthy financial position and we held an abbreviated annual general meeting, which concluded with a show of hands approving of the club management. There were bountiful raffle prizes from the Pattison Group of Volvo Dealerships, Scandia Motors, Ed Schramm Motors, Don Dockstader Motors, Eric Hetteema Greg Wharry of Stanley Tools and of course our own Volvo Club. A big THANK YOU to all of those generous companies and individuals.

The Raiaiaiaian actually did let up in the early afternoon and by the time we packed up it was decent and the sky was getting lighter in Whiterock. A lot of good that does you in North Vancouver. Smart ducks emerged from various retreats and Coots began trolling the shoreline in search of primordial ooze. The laundry was folded, the carportable came down (did I mention that we borrowed Peter Valkenberg's carportable) and we left the site pretty much as we found it....quiet, wet and deserted.♣

That has changed. I have recently had some significant restoration work done on my 1972 142E. As you will see from the pictures, both rear quarter panels were removed and replaced and the inner fenders, spare wheel tubs and parts of the trunk floor were fabricated. The job required skilled bodywork and the result,

including the paint quality, was excellent. I had the car back within 2 weeks and the price was very fair.

Besides my 142, the shop has done restoration work and paint on 3 Volvo 120 series cars and they recently rebuilt a total rustbucket Chevy Acadian.



The shop is Badry Collision, at unit 8 – 2794 Aberdeen, in Coquitlam, (near Coquitlam Center) ph. 604-464-5225. Don Badry is the owner has been in the autobody business for 30 years. He cares about the quality of his work and he is good to deal with. The shop is clean, neat, bright and very well equipped. The majority of the shops work is collision repair and painting, but fortunately he is willing to do rust repair and he is good at it. ♣

CLUB STUFF

VCBC Newsletter,

Over half our membership now receive their newsletters digitally from our website. They are able to print the newsletter and enjoy the pictures in colour. This really helps the club finances as our largest expense has always been printing and mailing of the newsletter. All the digital folk have to remember, is to look on the website www.volvoclubofbc.com in **January, May and September** for the latest newsletter issue. The Username and Password are on your membership card, (and will be changed annually on July 1). Of course the surface mailed version of the newsletter will always be available.

Please send me articles for the newsletter or just send me Volvo related news from any source. It all helps to keep the newsletter interesting.

VCBC Events

I encourage you to participate in our club events. Over the years we have tried lots of

different events and have used that experience to select the number, variety and timing of the events we enjoy.

The next event for this season is the Winter Supper Wednesday, January 23, 2008 at the New West Spaghetti factory. It's a nice social evening, where we can enjoy some good food and the company of our friends with the backdrop of a digital slide shows of the years activities.

VCBC Website

Cam Finnigan continues to do a great job on our website. Take a look at it for notification of events, up to date classified ads, selected newsletter articles, membership information, links to other Volvo related websites, picture galleries, and ever growing selections of Volvo related information.

Washington Events

Our friends in Washington have chapters of Volvo Sports America and Volvo Club of America. They are quite active and you can see their schedules on websites www.psvsa.org and www.psvcoa.org Try out some of their events. They are very nice people and they will certainly make you feel welcome. ♣

KMS TOOLS - CLUB PROGRAM

Gregg Morris,

KMS Tools is a large tool store located across from the IKEA in Coquitlam. They offer a club membership program. VCBC is registered as a club with KMS and when individual club members purchase goods at the store the Club

receives a 2% credit against the purchase of future raffle prizes. Next time you buy something at KMS make sure you tell them you are a Volvo Club member so the club VCBC gets the benefit of your purchases. There are KMS stores in Coquitlam, near Ikea and Abbotsford near the freeway.

Sandy Will's Estate

Gregg Morris,

Sandy Will was an independent Volvo Repairman in Vancouver and a unique individual. He specialized in repairing pre 1975 Volvos and was a bit of an institution in Vancouver, much like Odvar in Seattle. Sandy died in February of 2003 and has been greatly missed by those of us still driving these cars. This note is for those who knew Sandy. (If you would like to learn about him look in the website under Articles/Member Profiles. Or the May 2003 newsletter.)

Sandy died without a will and he had no known relatives, consequently his estate went to the Public Trustees Office. He was originally from Scotland and the Trustees said they would hire an investigator to search for any relatives there. I checked with them for a couple of years, but they had not found anyone. Just for the heck of it, I asked them again this month and was surprised to find they had located a cousin and she became his beneficiary. ♣

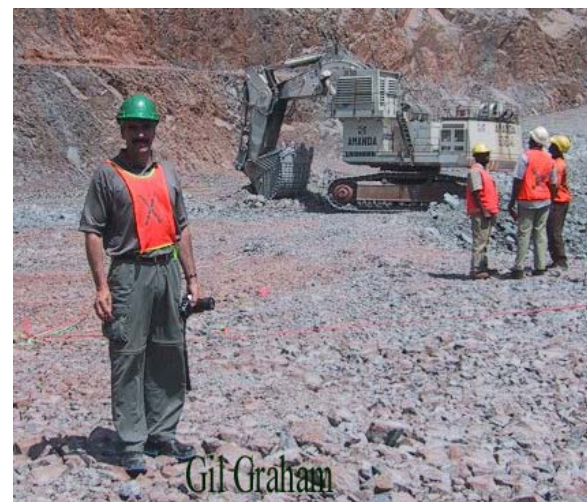
SOMETHING DIFFERENT

BACK IN TANZANIA:

Gil Graham

(Forward by Gregg Morris: Gil Graham is a talented fellow. I have mentioned him in other issues of the newsletter for his help with the graphics for our 2001 West Coast Meet and his kindness in preparing the digital slide shows of our various events. His Volvo claim

exploration season, and in the off season managing and displaying the reams of data produced from the field. Although most of Gil's field career has been spent in BC and the Yukon, he spent a few recent years commuting to Tanzania at 3 month intervals. Tanzania is on the south east coast of Africa and Gil's home away from home was in the city of Mwanza on the southern shore of Lake Victoria, the second largest fresh water lake in the world. The following is Gil's account of his second stint in Africa. His eloquent writing style allows you to almost feel and smell the place. So this is not a Volvo story, even though he did send a picture of a sad looking Tanzanian 740. I think you will enjoy the journey.)

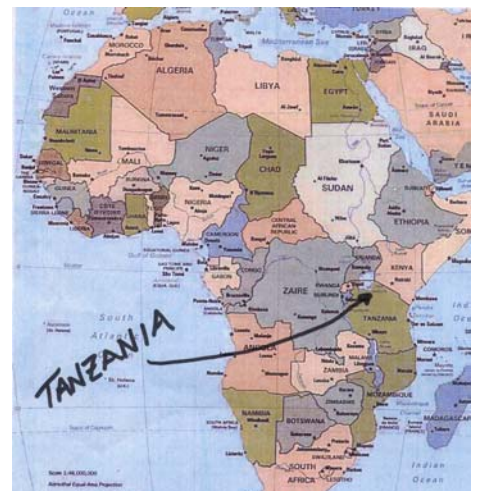


to fame is the incredible condition that he manages to keep his 69 122S, that is his only car and daily driver. Gil works in the mining exploration industry and has spent a good part of his working life managing field camps in the

Less immediately disconcerting than a first visit, this journey to Mwanza began with a warm and genuine welcome from local household staff and employees, plus the expats, and that comfort level helps of course. I do feel obliged to try harder to learn a little more Swahili with them, but time is a problem as in any job.

I remember the dust, the red dirt and the sand, and it is still here. Everywhere, all the

time, the moving humanity, wildstock and rickety vehicles are raising the dust. The dust hanging in the air and the teeming humanity is the different smell here. There is a constant movement of people coming and going en-masse from who knows where to wherever. Their heads and bicycles piled high with produce or water or wood or whatnot. Its quite striking, the constant ebb and flow, whether in



the cities and towns or out in what one would think is nowhere, there is always someone walking onwards.

I also can't help but notice the many cripples (oh pardon me, physically challenged,



a meaningless euphemism in this environment). Many are polio victims with severely withered or deformed lower limbs, to such an extent that they move about with flip-flop sandals on their hands dragging their worn out tapered waistline along the ground. Boards with wheels or carts are ineffective because the ground and pavement (ha!) is so uneven. There are many other afflictions to witness such as leprosy or birth defects like clubfoot or cleft palate that have never seen any treatment whatsoever of course. If anyone EVER solicits money it's usually these folk. Everyone else just offers something for sale. Makes it hard to have much sympathy for panhandlers anywhere else.

I look off the balcony of the company house and note the Digital TV Satellite dishes are oriented horizontally, like a birdbath. In Resolute Nunavut, they practically face downwards into the ground aiming for the satellites that girdle the globe at it's mid-point, which is where I am.

I feel the perpetual perspiration in the still Tanzanian evening air. The ceiling fan wafts the remaining hot air of the day through the ornamental "security" wrought iron work. The "Askari" (guard) next door guarding the vacant compound, possibly asleep, but to the sound of Swahili radio chat or Swahili preaching building to the typical evangelical crescendo.

Hopefully I don't hear the buzz of a Malarial mosquito around my net canopy (actually a pretty minor issue). The bedroom procedure is to "Doom" (brand of aerosol insecticide) the Room post sunset and hours before retiring. Toxic gas vs. tropical diseases, mmmmmmmmm?

If it's the weekend I hear the pulse of the weekend "Disco" (African "Rydym") down the hill at the "Yacht Club". A hot climate means everyone's doors and windows are open, if they have doors and windows at all, all noise is public. Frickin' dogs of the 'hood biding each

other into vocalizations and howls throughout the night! Recently the deluxe staff expat staff house has filled up with regulars, this has meant a move down the hill for me, to the other Tancan local staff house, which may help my Swahili, but damn it, the neighbours there have chickens and ROOSTERS! Cockle-doodle-doo-too-damn early. Though the lakeshore location/view and proximity to the Rock Beach Bar is a bonus!! There are also orange and grapefruit trees in the yard with ready to eat fresh fruit in abundance. These trees and others also house a wide variety of tropical songbirds and shore birds like egrets, some kinda' hawks and what they call "lake eagles" that look pretty much the same as balds, just smaller.

The bats come out at sunset for an hour or so to look for bugs. They don't seem to be the mystical radar flyers of yore. They frequently hit the tin roof over the vehicles or take a swing into the patio area where we dine and smack into the wall, which sends them to the floor. Apparently they are fairly incapable of launching from a horizontal surface so they just lie there 'til a cat or dog gets 'em or someone kindly pushes them over the edge. I had a bat get into my room during the wee hours the other night (EEEWWWW!) but I just put an upside down wastepaper basket over it and dealt with it the next day.

My first "Out Of Office Experience" this trip was early on and to the Anglogold/Ashanti

other into vocalizations and howls throughout the night! Recently the deluxe staff expat staff house has filled up with regulars, this has meant a move down the hill for me, to the other Tancan

Geita Gold Mine. 500,000oz.of gold/year. This involved a ferry trip across Lake Victoria (now easier to appreciate African ferry disasters) and



the usual Tanzanian "highway " experience. Due to the Mine, the town of Geita is as bustling as any frontier town. We had the benefit of staying at the LakeView (swamp really) guest house. It's fabulous by Tanzanian standards. The high point being the outdoor bar with lake view, attracting contractors and mine employees. Plus the usual assortment of "Ladies".

The ferry lineup, on the Mwanza side in



particular is a real circus. It's a huge gathering spot for the hawkers of all wares. Sunglasses, watches, cell phone covers, cell phone chargers, clothing, fruit, used books and newspapers. A jarring moment I wish I could have photographed was the bloke with a Montreal Canadiens jersey!! Sewn on crest and all, though threadbare. There are many of these clothing moments stemming from international donations to charity. For example, you see guys in Home Depot gear and know full well they'll never see one in their life.

The grand adventure on a recent afternoon was a long anticipated visit to Godfrey's Nyumba (house). He's a guard here that asked me for money by letter last year. It's expected that some lobbying will take place because after all, these guys have so little. I told him when I got here that I couldn't help. He was

fairly tactful and low key about mentioning it that day at his house. Because we have some good, though struggling conversations, I think he was sincere in wanting to show me his spread. I hope the pictures turn out. We rode the Daladala (crammed dilapidated mini bus) out the 5 miles (>1/2 hr with all the stops) to his village.

Godfrey is in his late 30's and has three daughters, 2, 8 & 9 plus a 19 & mid teen boy. 5 kids in two brick buildings the size of your living room. A dog and some chickens and a fair patch of ground with maize, cassava and some banana palms nearby round out the package. It's in a nice village that is orderly and occupies a place on a hillside overlooking Lake Victoria. The view is nice. He owns his house & land. He does this on \$114.USD/month. He wasn't always at this pay level. He also has a show shine job for any of the remaining hours in his day that he is not here, which is around 8hr x 6 days per week.

TECHNICAL TIPS

IMPROVING YOUR HEATER'S EFFICIENCY.

From the ipd newsletter

Give your heater a winter boost by detaching the coolant feed and return hoses at the engine end. Hook up a low pressure water feed and run water backwards and forwards through the heater core until it runs clean in both directions. You'll improve the thermal capacity and increase your heater's effectiveness. ♣

LUBRICATE YOUR 240 HOOD HINGES

Phil Mijo

The hinges on the hood of my 89 and 90 240s both broke recently. Lubricating them regularly would have prevented the breakage but I never thought to lubricate them . because they did not squeak. When the hinges break you cannot close the hood very easily. The pivot pin seizes, then the metal bracket snaps from metal fatigue. ♣

CLUB TECHNICAL SESSION

My Car Won't Start!

November 14, 2007

Cam Finnigan

It was another very useful and enjoyable technical session, and the fourth year in a row that we were able to use the service bay of the Volvo of North Vancouver Dealership. Many thanks to Parts and Service Manager, Mike Thompson, for letting us use the facility. Each year expert Volvo Technician, Ian Peterkin, has generously presented these technical sessions for us. We really appreciate his skill and his generosity in sharing his knowledge. This year he enlisted the assistance of Tony Do, a young Volvo Master Technician at the dealership.

23 club members showed up for the session and besides the education, they enjoyed a raffle for the numerous door prizes provided by Volvo of North Vancouver as well as a large

Harsh. But his kids, especially his young daughters were all happy and playful and clearly loving of "BaBa"(Dad). The youngest was fearful of me because I was likely the first Mzungu (white) that she would have ever seen. The boys were very respectful. It's the Tanzanian way, very polite. His other 2 daughters' drew me pictures in the dirt and took my hand when we walked around the property. Mother was friendly but stayed in the background as they do here.

I turned down Godfrey's offer of escorting me back to Mwanza (woulda' taken another hour outa' the guy's day when he was already home) and I rode the Daladala back on my own. It's the people's transport for sure.

What an animal show the Mwanza Daladala depot is. Daladalas are private so all are vying for your business. They wait 'til they have a full load to leave so while you wait inside a continual stream of folk pass by with fruit and scary local fluid concoctions on offer. It's a swarming mass like everywhere here.

tool kit supplied by Greg Wharry of Stanley/Proto tools.

This year's session, "My Car Won't Start", was intended to teach us some basic troubleshooting skills that could be applied in the event of being unable to get an engine started. We had three subject cars representing the 200,700/900 and 800series cars: Ryan Han's 1993 244DL (B230F engine), Glenn Little's 91 940SE (B230FT turbo), and John Bell's 1996 854T Turbo. (5 cylinder turbo). This year's technical session was handled differently. Rather than simply watching and listening, Club members were able to jump right in and exercise their troubleshooting skills. Ian first gave us a brief introductory course, which lasted about a half-hour. He covered the basic systems of fuel, ignition and compression for these cars, explaining the routine for assessing problems and what faults we might likely find. Our contingent was then split into three teams, each one assigned to a previously disabled car mentioned above, with the expectation that each team would diagnose and correct the ailment that was causing the no-start problem. Phil Mijo lead the attack on the 240; Glenn Little leading the team on his 940 and the balance of the attendees on the newer 850.

We were given some trouble-shoot diagrams and a step-by-step guide, all of which are available to members on our web site.

Ian started the

That's why going out to Godfrey's quiet little spot and sitting under a tree with him and his kids was actually refreshing.

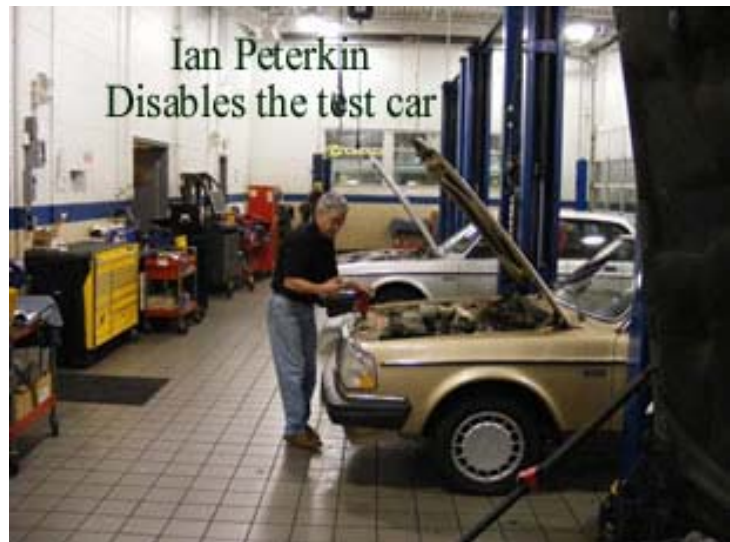
My work here is moving along slowly and I shall extend the trip by a week or so depending on flight scheduling. Advancements are being made but as everywhere else, learning new skills and doing the routine jobs at hand is a slow process, especially in Africa. It's one of those situations that could be never ending because any office appreciates the extra staff (me).

Though I will leave and perhaps check out Zanzibar on the way home. It is easily accessible from my departure city on Dar Es Salaam. A day on a beach by the Indian Ocean has it's appeal.

I am enjoying myself and try to go for a walk around each day . Always something interesting to see, like the women breaking granite into gravel by hand or charcoal making from wood fires to make cooking fuel and on and on.. ♣

tutorial by reminding us that there are three basic requirements for an engine to run: fuel, ignition and compression. Old-school tended to start with fuel, but Ian's preference is to look at ignition first. This is probably wise; with K-Jetronic systems the fuel pump relay is activated by impulses from the ignition system.

Start by looking for spark at the spark plug end of the ignition leads. Pull one lead off a spark plug and connect it to a loose spark plug. Hold the body of the plug on a part of the engine and have your assistance crank the engine over. A bright white to blue spark should be regularly visible in the plug gap . If there is no spark visible, move the test plug to the coil side of the distributor and redo the test. This will help rule out a fault in the distributor, likely a bad cap and rotor. If there is no spark visible at the coil, the next logical thing to test is the low-voltage power supply to the coil itself. Ian pointed out that a faulty coil is extremely rare, so much so that they may not



even keep spares in stock.

We next moved on to the fuel system. Both the 940 and 240 had fairly standard and common Bosch LH Jetronic systems. This system makes use of a single fuel distributor rail running the length of the cylinder head and supplying fuel to the four injectors. There are two obvious items to check with the fuel system: fuel pressure at the rail and impulses to the injectors used to open them. The fuel rail will normally have in the vicinity of 300 kPa of pressure and should be present while running or during or even after cranking the engine over. On newer LH systems, the rail has a Schrader valve (similar to that on your tires) allowing for easy testing of fuel pressure. If the centre of the valve is depressed with a small tool, pressurized fuel should be emitted from the valve. Assuming that the injectors are supplied with pressurized fuel, they will deliver the fuel into the intake stream only when electrical pulses are delivered to the injectors. On the LH systems, a simple test light could be used to verify the presence of pulses. A nicer solution, one that will work with the newer systems such as that found on the 850, is a small and inexpensive LED test light. You should be able to find one make for Mack Tools or GM. Optionally, you could check at the tool counter of any of your favorite automotive parts and supply retail stores. This tool can be plugged into the injector electrical connector after first disconnecting the plug from an injector. Crank the engine over and watch for pulses of light from the LED.

A lack of fuel pressure almost certainly points to a faulty fuel pump, a fuel pump relay, or a fuse. In his experience, Ian told us that a fuel pump relay will typically last about tens years. Unfortunately, the fuel pump, being more expensive and harder to replace, has a wider range of expected life span. When asked whether there is any warning sign of an imminent pump failure, he did mention that they tend to get louder. I can speak from experience that pumps generally pick the most inopportune time and location to fail, for example on the freeway heading for a bridge.

VOLVOS IN MOTORSPORT

2007 La Carrera PanAmericana Results by Gil Stuart

Why do I get the urge to travel to Mexico around Halloween time? The answer is "La Carrera PanAmericana" – a 7 day 2500 kilometer tarmac special stage rally for historic cars. I remember with pride and excitement running in the 1995 version of this Mexican Road Race and finishing an amazing 10th overall in my 1958 Volvo PV444.

La Carrera PanAmericana runs the last week of October from somewhere in the south of Mexico to the US border and creates a tremendous amount of interest among the

These pumps typically range in price starting from a few hundred dollars and going up.

The fuel pump relay can be found in a variety of locations, depending on the model and year. Earlier 240 relays are located near the steering column, above the clutch pedal, whereas later models are mounted on the passenger foot-well, between the ignition and fuel system control units. Fuel pump relays on 700 and 900 can be found in the vicinity of the fuse block, forward of the gear lever on all but



the very oldest cars.

One potential method of checking for an inoperative tank pump is by disconnecting the fuse for the tank pump while the engine is running to see whether that makes any difference at all in the sound of the main pump. If the pump wasn't working anyhow, then shutting the fuse off will not result in any change. Those of us who have owned an older 240 with the cylindrical, pointy fuses, know that they are a constant source of electrical trouble. It would be wise to simply replace any suspect fuses in advance of them causing troubles. You can tell when those poor fuses have had enough when they either show rings around the metal contacts whether they connect with the fuse block, or those contacts are simply missing or broken.

Assuming fuel and ignition spark is available, the final item to check on a non-starting car is compression. The most likely cause of no compression is as a result of a broken timing belt, though other causes are possible. A compression gauge should reveal a combustion chamber peak pressure of about 180 PSI (about 1200 kPa) while cranking. Ideally, pressure should not vary by more than 25% between cylinders. A bad cylinder head gasket would not normally result in a non-

starting engine, but will result in rough running. A leaking head gasket will also normally result in rising levels of coolant or bubbles in an un-capped coolant overflow tank.

In not every case is a non-starting car completely reproducible and consistent. There may be cases where the car fails to start only when the engine is hot and only after leaving it sit for a certain length of time. When an engine is shut off when hot, the temperature in the bay climbs as the source of cool air is reduced and the hot engine

components warm up the air and all components in the engine bay. Ian refers to this as "heat soak". This can affect components such as the crankshaft position sensor, resulting in the engine failing to start when hot. At the other end of the spectrum is cold starting. In many cases, the result of failure to start when very cold is the engine temperature sensor used by the engine management system. A faulty sensor could, in theory, send a message that the engine is actually quite hot.

Only Phil Mijo and his team on the 240 managed to get the restarted without assistance from Ian or Tony, but we all learned a lot. For more information on the session see our club website. ♣



Mexican people. They come out by the tens of thousands to see the cars. The event annually draws over 100 international entrants. While they enter the rally to experience the thrill of driving fast on the narrow, winding roads, they

also come to meet the people, to see a wonderful variety of city and countryscapes, and to party.

Over the years, many Volvo cars have successfully competed in La Carrera. Reliability rather than outright speed has been a key reason for the success. There have been a few fast ones, highly modified, attempting to keep pace with much heavier, more powerful straight six and V8 racers. Many of the entries are street cars, though, equipped with roll cage, 5 point harness and other safety gear to keep the driver and co-driver safe for high speed driving on the open road.

I want to take the PV444 again but, for now, have to be satisfied following rally progress on the internet. Since a total of seven Volvo cars competed in 2007, this blurb has been written to let Volvo Club of BC newsletter readers know how their favorite cars did. (1-PV444 43rd, 2-PV544 4th and 72nd, 3-P1800 47th, 51st and exhibition, 1-122S 80th)

This year, the rally was run from Oaxaca to Nuevo Laredo on the Texas border October 26 to November 1. Total distance was approximately 2500 kilometers. There were a total of 95 cars in the various competition categories. The winners were France's Pierre de Thoisy and Fred Stoesser in a 1953 Studebaker V8 with a stage time of 3 hrs 48 mins 14 secs. Best Volvo finish was an amazing 4th overall by Scheible and Forrest in a highly modified PV544 in 4 hrs 5 mins 56 secs.



Jones/Williams was timed at 3 hrs 22 mins 58 secs (26 minutes faster than the winning 1953 Studebaker).

Those interested in getting more details can go to www.lacarrerapanamericana.com.mx

(1st and 2nd and 3rd went to Stud ebaker, Olds mobile and Ford)



Production but was bumped up to Turismo Mayor class due to its significant engine modifications.

Historic Category is for 1955 to 1965 cars which are required to run nearly original specifications. The preparation rules are very similar to those used by vintage racer organizers in the Pacific North West at the present time. There are three classes based on number of engine cylinders – Historic A for 4 cylinder cars; Historic B for 6 cylinder cars; Historic C for 8 (or more)

cylinder cars. Historic A is the usual class for Volvo cars not eligible or not wanting to run with the pre-1955 cars.

Original PanAmericana Category is for pre-1955 cars running exactly to the specification of the period.

Exhibition Category is for cars not eligible to run in the above three categories. Although these cars are timed, their results are kept separate. This year, a well prepared Volvo P1800 ran in this category and achieved a time

of 4 hrs 26 mins 9 secs which would have resulted in a 15th overall finish if it had been eligible to run in Historic Category. For interest, a modern Subaru rally car by

p.s. Gil Stuart competes in the BC Rally Championship. He finished 11th overall in the recent Totem Rally, an 800 km, 2 day event which started and finished in Cache Creek. It is a very demanding rally with typical road conditions being 30% bare pavement, 50% snow and ice, 20% gravel.

Gil would have finished even higher but very early on day 2 he picked up a 9 seconds late on a narrow, twisty glare ice section followed soon after by another 10 seconds late when a rancher blocked the road with his truck so he could get his horses across the road from one field to another. Nothing he could do about it. He ended up with 35 seconds altogether and 11th overall position. The winner (a recent Subaru WRX) had 8 seconds.

His 11th place finish is impressive considering that most of the cars competing are modern cars and Gil is competing in a 1967 123GT. The Totem was the last rally of the season and it gave Gil this years Historic Group Championship. Well done.

WHATS NEW (OR OLD) AT VOLVO

NIGEL'S CAR FOR SALE

Gregg Morris

Nigel Smith from Qualicum Beach sent in an advertisement to sell his very unique Volvo. Before we look at his car let me introduce you to Nigel. For those of you that don't already know him, Nigel is an excellent Volvo mechanic and a particularly skilled fault tracer. He started out as a Helicopter engineer and then moved on to Volvo service. He owned and operated a first rate Volvo Service shop called Westview Engineering in North Vancouver and he now operates a similar operation near his home in Qualicum Beach on

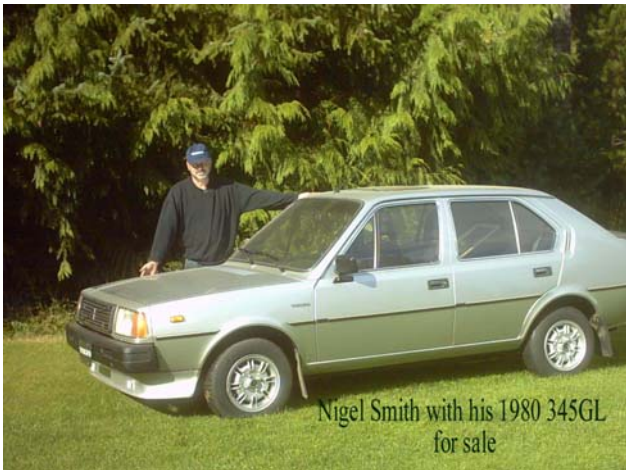
Vancouver Island. The company name is BYM Motors at 343 Baylis Road, Qualicum Beach. Nigels' phone number is 250-752-8961. If you own a Volvo within driving distance of Nigel's shop, that is where you should be going for service.

Anyway, you get the idea, so let's get back to his car. (Look for his ad in the classified section)

Nigel's car is a 300 series; a 1980 Volvo 343 to be specific. For you clever types out there, you probably think you make one of these 300 series cars by adding a 200 series to a

100 series. Well you'd be wrong. Its more a matter of subtraction.

In 1980, Volvo's numbering system still made sense, so Nigel's 343 is a 300 series 4 cylinder, 3 door hatchback. (As you will see Volvo lost their way in the numbering system when the 360 came out, but that's later) What makes Nigel's car particularly notable, aside from the fact that it may be the only one in Canada, is that it is in virtually new condition. It only has 60,000 km. With Nigel, sometimes even "virtually new" still isn't good enough, so he rebuilt the 1.4 litre engine. The car's real claim to fame is its transmission. It sports the



Nigel Smith with his 1980 345GL for sale

55 that was powered by a 1100cc Renault engine and sported the Variomatic transmission.

The Swedish Motor Vehicle Inspection company was not impressed. They mercilessly reported that the 1971 and 72 DAF 55s had been among the worst cars sold in Sweden for "frame defects and suchlike", and that the 1972 models were fitted with the worst exhaust system of all cars inspected. It was as if a by Volvo co-founder Assar Gabriellsson made in the 1930s had come back to haunt them.

famous CVT, continuously variable automatic transmission, also known as the Variomatic.

Nigel's ad provided a great excuse to take a closer look at this whole "300-series" of Volvos that were never imported to North America. It is actually an interesting and successful part of Volvo's recent history that we, in Canada know virtually nothing about.

In the beginning of the '70s Pehr Gyllenhammar took over the reins of Volvo from Gunnar Engellau. Pehr was quick to realise that Volvo again needed a 'small' car, but all of Volvo's design and development resources were hard at work on the successor for the 140 series i.e. the 240 series. Mergers between carmakers became increasingly common during the 60's and 70's and it did not take long for Volvo's attention to turn to Van Doorn's Personenautofabriek DAF B.V. in Holland. Alias Daf.

In some aspects Daf was considered a highly progressive carmaker and had been steadily developing and improving their small cars since their start in 1958. Their signature, "continuously variable automatic transmission" (CVT or Variomatic) was both unique and revolutionary, if a bit odd.

The CVT transmission usually known as the Variomatic) consists of an infinitely variable V-belt transmission using two belts running on pulleys with movable flanges. Centrifugal weights (assisted by an electrical vacuum controller) force the flanges on the front pulley to move closer as it rotates faster. The flanges on the driven pulley are held in contact by springs which pull the flanges inwards as the belt is forced outwards on the driving pulley, thereby altering the gear ratio as the speed changes. This transmission was ingenious, if a bit quirky in its operation. It was viewed with some scepticism in its day but now, long after its abandonment by DAF/Volvo the concept is still being used successfully in several makes of car.

In the fall of 1972 Volvo acquired 33% of Daf. I am sure there were many who considered Volvo's move buy Daf to be daft. Because the Daf cars were "known" in Sweden. They sold a little sedan called the Daf

founder Assar Gabriellsson made in the 1930s had come back to haunt them. Assar expressed the fear that a cheaper Volvo of necessarily lower quality might "contaminate" the Company's solidly-based reputation for high quality. Volvo obviously knew they had some work to do to bring the quality of the DAF cars up to Volvo standards.

At the time of the partial acquisition by Volvo, DAF had been working on a considerably improved version of the DAF 55 featuring a De Dion rear suspension and an advanced version of the Variomatic transmission. This car became known as the DAF 66. In the winter of 1974 Volvo introduced the "Super Luxe version of the Daf 66 in sedan and wagon versions to the Swedish market, to be sold along side the Volvo 140/160 & 1800 series in the Volvo dealerships. The Super Luxe featured redesigned doors, seats with headrests and a vastly improved heating system. Corrosion protection was improved by applying anti-rust primer electrostatically while as an extra precaution a rust inhibitor was injected into all enclosed body sections on their arrival in Sweden. ..

In May 1975 Volvo increased its ownership in DAF to 75% of the shares, and changed the name to Volvo Car B.V. By the Autumn of 1975, Volvo engineers were satisfied that the quality of the DAF 66 was such that it could be christened the Volvo 66. It arrived as a 2 door sedan and 2 door wagon powered by a 1100cc or 1300cc Renault engine. Externally the main differences between the Volvo version and its DAF predecessor were the heavy bumpers and



The first offering from Volvo's Dutch subsidiary, Volvo Car B.V., was the Volvo 66.

the traditional Volvo diagonally slashed grill. However, they were still endowed with the peculiar Variomatic transmission (now called the CVT or continuously variable transmission) which came as an unpleasant surprise to many buyers. For example, there was no freewheel effect as on other types of automatic gearbox. Releasing the accelerator and braking before a corner resulted in an automatic downchange accompanied by an irritating engine braking effect. Added to this, it felt funny. When the accelerator was pressed to the floor the engine would speed way up but the car only gain speed slowly. Despite its drawbacks, the Volvo 66 was actually relatively successful and became accepted as the baby of the Volvo range. The wagon version ended in 1978 and the 2 door sedan continued until 1981.

During the early 70s DAF had been busy developing a "medium" sized model the DAF 77 and now under Volvo control it was launched in the fall of 1976 as the Volvo 343 (3 door hatchback). It was built on a wheelbase of 239 cm and was proclaimed to be a 5-seater although those who tested it



FIRST YEAR OF THE 343 (1977)

considered that four passengers were more than enough. (It was a similar size and even appearance to the Chevrolet Chevette that we are familiar with in North America) The 343 was powered by a 1400 cc four cylinder Renault engine of 70 hp called the B14. (not to be confused with Volvos earlier B14 engine of the PV444 era) The body was of conventional unitary construction. Brakes were by front discs and rear drums. The transmission was an improved version of the Variomatic incorporating a kick-down function and automatic clutch disengagement below 1750 rpm.

Unfortunately for Volvo the launch of the 300 series, was met with very critical test reports and the wrath of customers. The critics found fault with most of its features – the engine was too weak, the transmission was both “peculiar” and noisy, seating comfort in the rear as poor because the seat was set high to clear the the large CVT transmission and the

It was because the 300 was basically a good car. It was rear wheel drive like all Volvo cars of the period and in addition it had nearly perfect weight distribution thanks to having the transmission mounted directly to the differential. To take advantage of the weight distribution it has McPherson Strut front suspension with rack and pinion steering and a De Dion tube type rear suspension. This whole

series. They exploited the models excellent handling by producing a number of specially-equipped Rallycross models equipped them with a newly developed 16-valve competition



heating was not even adequate for autumn conditions in Sweden. Volvo claimed 0 to 80 kph in 10.5 seconds but the testers took 18-20 seconds. The verdict was that the car was just not up to Volvo standards. It leaked, it rattled, and it lacked performance and should have undergone at least another year of development. Smarting from the rebuke, but not beaten, Volvo Engineers promptly tackled the problems.

The Engineer’s tenacity paid off and the 300 series gained a loyal following and continued in production until 1991 after selling over a million cars, making it one of the most popular Volvo series ever.. You have to wonder how Volvo managed this come back.

package resulted in exceptional handling.

As the 300 series progressed the model line was expanded and Volvo made continual evolutionary improvements throughout the life of the series. The first body style introduced in 1976 was the 343 - 3 door hatchback which had a 70 hp 1.4 litre Renault engine and the Variomatic transmission. In 1978 a traditional 5 speed manual; transmission became an available alternative to the Variomatic. In 1979 the 345 – 5 door hatchback body style was added. 1980 brought the option of a 95 hp 2 litre engine and with it a big improvement in performance.

Volvo had also turned to motorsport competition to increase the presence of the 300

engines based on the B21. This combination rapidly won a string of major successes culminating in winning the 1980 European Rallycross championship. Volvo capitalized on this success by producing tuning kits and specially appearance packages that were available to ordinary buyers.

In 1982 the 300 series was expanded by the addition of the 360GLT which was related to the 340 much the same as the 240/260 or 740/760. It incorporated a number of structural and cosmetic changes and the big deal was the addition of fuel injection to the B19A engine making it the 115 hp B19E which gave the 360GLT 0 to 100kph performance of 10.5 seconds. In 1983 the 360 range was expanded to include a 4 dr sedan and a 5 dr hatchback.

All this development work did not come cheap. Volvo negotiated with the Dutch government to provide 300 million kronor in public funds to finance new development from 1979 to 1986. Volvos share in ownership of Volvo Car B.V. decreased to 30% as the Dutch government increased its holdings. It was all worth while because these changes were well received and the sales of the 340/360 range increased by 60% from 1979 to 1985 and continued to sell well to the end of production in 1991.

So what does this tell us about Nigel’s 1980 343. It benefited from all the initial development work that led to the success of the 340 series and yet it still has the Variomatic transmission. If you are going to own a 340 in Canada you just have to have the feature that makes it most unique and the Variomatic is the feature. ♣

CLUB DIRECTORS: Chris Ainscough, Darcy Bullock, Bob Cuthill, Glenn Little, Dave McAree, Gregg Morris
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Don Docksteaders Motors, 8530 Cambie St, Van, 325-2999, or 1-800-663-3359, New pts: 20%,
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%

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%
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Volvo of North Vancouver, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 20%

Volvo of Surrey, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 20%
Volvo of Victoria, 2735 Douglas St., Victoria, BC, ph 250-382-6122 New parts: 20%
Courtenay Car Center, #12 5th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.
Fibrenew leather and vinyl repair, mobile service Vancouver, Ph 313-4703, 20% discount
Lordco Part Stores up to 30% with Lordco card.

CLASSIFIED ADS

69 1800S, bare straight shell, \$800, with title, c/w doors, hood and trunk lid. All have been bead blasted (cost \$1500), much of the bodywork complete, completely painted with acid etch epoxy. Perfect basis for a restoration or vintage racer. Combine with a rusty or damaged parts car to produce an excellent 1800S. Lots of pictures and detailed description available. Gregg Morris, 604-469-1216, grmorris@moody.bc.ca

71-142S- \$, Yellow/brown interior, 1 owner, 45K orig miles, 4speed, excellent mechanical condition, new exhaust, very straight, only minor rust. Mike 250-389-0752 or 384-3099. Victoria

72-1800E-\$4000 obo light green, tan leather, storage for 3 years, nice paint, good body, good trim and tires, estate sale, Judy 604-514-9876

83-142 rust free rolling shell \$950, former rally car Ian 604 433-4717
80 345GLT, silver, hatchback, 60,000 KM, 1400cc engine rebuilt by Nigel, mint condition, imported by a German immigrating to Canada, Variomatic transmission Nigel, 250-752-8961.

80-242GT-\$4000 obo, silver, rebuilt engine and clutch, complete brake system rebuild, new paint and no rust ever, new: CD stereo, exhaust, tires (on original mags), rad, sun roof seals, everything works, trailer hitch, exc. cond. Needs nothing, Wes, 253-988-2038 Puyallup, Wa

86-760GLE V8 PROJECT-, 302 Ford engine installed, but not yet running. , call to discuss details and price, lv message, Bob 604-530-6046

90-244DL-\$5500 obo, 195K, 5 spd, white/blue interior, estate sale, one enthusiast owner, mint condition, meticulous servicing and all service records, air care to July 2008, Irena, 604-942-1621, irendar@shaw.ca

90-740 turbo-\$4000 obo, silver with grey leather, Auto, Full load including upgraded 134A air, hitch, alarm., Always meticulously serviced, records from new, Recent front pads and rotors, complete exhaust and catalytic converter, Michelin hydro edge tires. Exc. Cond. Dave 604-530-6097, 604-319-8558

93-850 sedan-\$5,900 Dark Blue/tan leather, 322,000Km, auto, all options, upgraded stereo with 6 disc changer, dealer serviced, excl.cond,4 mtd studded snows, Jeff. Tel: 250-398-0491 Williams lake

94-850T5- \$7000, dk green, automatic, 151K km, beautiful interior, walnut capped dash, moon roof, all history, comes with new snows, drives faultless. Mike Cook 250-546-9144 Enderby

98-S70-\$12,000, Blue/green, One owner, 75K, pristine cond. impeccably maintained, all service records. Serviced by the best Swedish Volvo mechanic in Canada, Landsman motors of Victoria. For photos and info see: <http://www.websitemanagement.ca/personal/volvo> Located in Sidney. No email, please call 250-656-1242

Wanted Parts for 68-122S, vintage race car. 1. M40 or M41 close ratio complete gearbox or close ratio gear set for my vintage 122s race car. The ratios required are the Volvo optional 2.62; 1.67; 1.24; and 1.0 to 1. , 2. 4.88 ratio differential gear set , Jim at 604 795 0618 or e mail lathamconsult@telus.net

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

Set of 4 - 5 spoke 240 Turbo mags with 195/60-15 Yokohama A008R tires, (2 tires very good, 2 fair) \$500, 2 other turbo mags, \$60 each. Jim 604 -795-0618, lathamconsult@telus.net

Parts for 544 and 122S, Sterling 604-583-8836 simon77@telus.net

Parts for 200, 700, 900 series: 4-15"-760 Turbo rims powder coated, exc, \$300, 4-15" steel wheels, \$130, For 200 series 4 -14" 240 \$40, 2 rear facing wagon seats, 1 black, 1 brown, \$45 ea., For 7, 9 series wagons plastic cargo mat \$25, Dog guard \$50, for 850/S70 Volvo roof rack \$40, Haynes Manuals 120, 240, 850 \$10 ea, Free Stuff: various hubcaps, 2,7 series, spare emergency wheel, 850 5 spoke wheel new, 2 series windshield, 4 steel wheels (rwd) Mike Cook 250-546-9144 Enderby

Snow tires (2) Gislaved, 185-65 x 15. 60% tread left, \$80 Dave 604-530-6097, 604-319-8558.

B230FT engine, \$750, from an 86 760Turbo. About 200,000 km, complete with wiring and computer. Mike 604-715-5574

B14 and B16 engines, with 3 and M4 transmission and 1 1/4" SUs, trade or offers, John Picard, 604-467-1405

240 Parts, 4 tan formed floor mats \$20 set, Bosch H4 headlights \$40 a pr. wagon cargo barrier \$70, upper strut braces \$40pr , Charlie 1-604-892-3801

72 1800ES for parts., Gregg 604-469-1216 grmorris@moody.bc.ca

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

83 242 GLT Parts, Body, suspension, mechanical, electrical, interior. Cam Finnigan, 604-931-3729, 1980gt@telus.net.

69-122S parts, Gregg 604-469-1216, grmorris@moody.bc.ca

B18/B20: assorted water pumps for B18/B20/B30. Cam Finnigan, 604-931-3729, 1980gt@telus.net.

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

4 new Michelin 205/45-ZR17 mtd on 7 spoke 850/S70 alloys + one spare rim, \$2250 obo Ted 875-0620.

Good Selection of used Volvo parts for cheap. Send requests to , volvolady@yahoo.com , 604-807-7675

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.

ISLAND AUTOMOTION-SU rebuild & Volvo repair specialist internet address, <http://www.sucarburetors.com/>, Rhys Kent, 1 250-479-5192, Victoria or rhykent@shaw.ca

Vintage Import Parts, for 444/544/122/1800, **Great Pricing on complete 122S Exhaust Systems**, pr 67 \$130, post 67 \$173. Made in Sweden, great fit Olof, 604-943-9663, or vintage@telus.net website www.vintageimparts.com

Yale Road Motors, Volvo Service, Jorgen Rhode, 604-792-9939 Chilliwack
Brake Fluid Level Alarm For Single Circuit Brake Systems. Fits 120 and 1800 series cars. \$60, Gregg 604-469-1216 grmorris@moody.bc.ca

Wanted for 1989 Volvo 780, headlight set for driver's side. 463-2566 days; 466-2866 evg. Hugh hfdonkin@telus.net.