



THE VOLVO CLUB OF B.C.

SEPTEMBER 2011

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

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Annual membership fee \$20, To join: Call or write Gregg Morris, 29 Bedingfield St., Port Moody, BC, V3H 3N2, 604-469-1216, or view our Website www.volvoclubofbc.com



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

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352 Email: membership@vsa.org Annual membership fee US\$35 Website www.vsa.org

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

- NOTE:** Always check our website for any last minute date changes to our event schedule, or call events director Chris Ainscough 604-521-6071.
- SEPTEMBER 25, 2011, (Sunday) V.C.B.C. 20TH ANNUAL CATES PARK PICNIC** Rain or Shine, North Vancouver, B.C. from 9:30 am to 4:00 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 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 **Chris Ainscough 604-521-6071**
- OCTOBER 23, 2011 (SUNDAY), VANCOUVER ISLAND CHAPTER FALL COLOURS TOUR,** We will rendezvous at Tim Hortons, west side of Millstream north of the Trans Canada Highway in Langford at 09:30 for a 10:00 am departure. Bob Cuthill 250-658-0126
- OCTOBER 14-16, 2011, THE P1800 50TH ANNIVERSARY EVENT,** Malibu California, This is a Volvo Sports America West Coast National Meet and will be the biggest Volvo 1800 celebration ever! See our website for details www.volvoclubofbc.com or www.socalvsa.org
- NOVEMBER 16, 2011 (Wednesday) VCBC TECHNICAL SESSION** 6:30 p.m Volvo of North Vancouver. Tuning and Maintenance of SU carbs, presenter Rhys Kent of Island Automotion Ltd, expert SU rebuilder See VCBC website or call John Cripps **604-466-9110 for information.**
- JANUARY 18, 2012 (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, Guest speaker will be Nigel Matthews formerly of ICBC collector program and currently with Hagerty Insurance (for collector cars). call **Dave McAree 604-530-6097**
- WASHINGTON VOLVO CLUBS EVENTS** see www.psvsa.org and www.psvcoa.org

REPORT OF PAST EVENTS

Note: Some of the pictures associated with the various event reports will be spread throughout the newsletter. Read the captions.

SCANDINAVIAN COMMUNITY CENTER, MIDSUMMER FESTIVAL

**JUNE 18-19, 2011 need Viking pictures
Gregg Morris**

This is the first year we have participated in the Scandinavian Mid Summer Festival held at the Scandinavian Community Center in Burnaby. We did so by the invitation of the event organizers and they finally settled on us displaying 5 cars on the fair grounds on Saturday and Sunday of the event. We chose different cars for each day to provide variety for the people at the event and to allow more of our members to participate as well.



MIDSUMMER FESTIVAL AD

A week before the festival, the organizer Eva Nerilius arranged for a Vancouver Sun photographer and a "Now" photographer to take some advertising pictures for the event. She asked us to provide a couple of classic Volvos to use as a backdrop for the "Vikings" in the photo shoot. It worked out well and Kimberly Morris's 122 wagon was used in the Sun photo and Chris Ainscough's 122 sedan was used by the Now.



Typical of Spring 2011, the first day of the festival was raining. We showed up at the Scandinavian Community Centre at 9:00 am ready to set up our display on the large grassy event field behind main building. It is quite a place. You would think you were in the

kids were dressed as miniatures of their parents.

Around the perimeter of the festival field there were display tents for each of the Scandinavian countries, Sweden, Norway, Finland, Denmark and for the guest country this year Japan. The tents displayed and sold crafts from the different countries and had booths for cultural organizations. Lots of people were dressed in the traditional clothing of their home country.

We set up our club tent without too much difficulty. We just bought it last year and it is one that expands like a 4 legged umbrella and the cloth cover is secured to the top. Once it was erected we saw that we should have dried it better when we put it away after Cates Park. The top now displays an interesting but not very decorative series of mould spots. Oh well. I was glad no one was watching the next part as we tried to figure out how to open the folding table lent to us by Chris

Ainscough (who wasn't there). Five guys, of which 3 were engineers and one a machinist took 10 minutes with this particular Rubik's cube.

We provided a nice assortment of cars. Al



country as the field is mostly bounded by bush, when in fact you are only probably a rocks throw from the freeway. (I guess a "rocks throw" is not such a good choice of terms after the stupid recent riots in Vancouver.) They directed us to park our cars and set our tent next to the Viking encampment. The Vikings looked pretty authentic and they were camped there as family units in tents for the whole weekend. The fashions featured lots of chain mail and furs and leather tunics for the men and multilayered muslin dresses for the ladies. The

and
Todd
Imre
brought
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71
142E,
Carl
Selden
his 73
1800E
S, Rob
Warner
his 68
1800S, Ed and Edith Lay and a 67 123GT and finally my 62 PV544.

It was a great mix for this event. There was a continuous series of people inspecting our old Volvos and reminiscing about their experiences with them in their Scandinavian home countries in their youth. It was obvious that the cars evoked many happy memories for many people. We stayed until about 4 pm, but the event would continue till midnight. There was a large beer garden in the opposite corner of the field from the Viking encampment and raids were organized regularly.

On the stage there were a variety of ethnic bands and coral group and story tellers for the children. I understand that the Abba tribute group Aba Cadabra would entertain until midnight. (Get some pictures of the Vikings.)

Sunday was supposed to be sunny but was overcast and at least not wet. John Cripps was keeping track of the VCBC crew for the day. We had a completely different set of cars and people. Ralph Zbarsky brought his 142 Racecar, My 544 there briefly, Johns 72 1800E, Fred deBoer 65-122S, Berts 70 122S, Del Torgalson's 1800S. I dropped in for a very short time around 10 to show Rose the displays and to my surprise none of our cars were on the fair grounds. I soon learned why. A big pink Greyhound Bus operated by the Breast Cancer Society was stuck to the axles in the middle of the fair ground and they hoped to tow it out. They soon gave that up as a bad job and left it where it was for the day. John was able to get all our cars in and parked and soon there were lots of visitors to our assortment of old Volvos.

John said there were people inspecting the cars all day long and many had stories to tell of the cars when they were new. Some people even had manuals and brochures from long ago when they owned similar models. I think we provided an appreciated addition to the festival and it was fun for us to hear the stories about the car in their home country.

The weather for the festival was not great and that refle



cted in the attendance. I am afraid the income for the festival was not as much as the organizers had hoped. There were also very few of our club members other than those displaying cars that visited the event. I hope we are invited again next year and it really is an interesting event so hopefully more of our members will come and support our club and enjoy the Scandinavian festival. ♣

VOLVO CLUB SPRING DRIVE
JUNE 25 & 26, 2011

Chris Ainscough

John Cripps and I failed to get to St. David's church on time and it was a good thing. Instead of arriving at 10:00AM as we planned we got there halfway to the departure time of 10:30AM so that the mingling was

retarded slightly and low and behold other stragglers did not make it until 10:45. They would have otherwise have been eating our spray as it lay on top of the wet pavement looking for its lowest point. Yes it was drizzling a bit with threatening grey skies and shiny blacktop.

The forecast was typical of this spring; a bit of everything including rain. So it is to the credit of our members that by the time we set out there were 12 cars and 23 people and in thanks for their fortitude I will mention every one of them. Although this was a joint BC, Washington event, I think the weather must have scared off most of our American friends. It was great of Steve and Jean Yabroff in their V70R and Howard and Pat Haefner in their yellow ES to make the journey north to join us. The Canadian contingent included Dave and Louise McAree, V70, Don and Sue Prociuk, XC70, Del and Mrs. Torgalson, 1800S, John Cripps and Chris Ainscough, 1800E, Ernie and Mrs Hildebrandt, PV544, Bob and Lucy Cuthill, P1800, Barry and Donna Gordon, 122S, John and Jennifer Cave Subaru WRX, Bert and Cathy Sherlock, 122S, and special thanks to Dennis Cowell who started from Kamloops at 5 am, drove his 240 to North Van, and with the others to Lillooet and after a visit closed the loop by driving home to Kamloops

nowhere in sight. That car is about as good as it gets for un-restored original and my eyes scanned for nicks, tears and wear spots in the interior. None to be found. Even the piping on the driver's side was unworn and the seat leather still had that orangey hue to it. With only two other owners, and a history of garage hiding from UV it had barely 63,000 odd miles of road time and was remarkably unworn other than exterior sunspots and fading of the copper paint.

Somewhere around 1972 was the last time I had spent any amount of time in an 1800 and I was reintroduced to the fabulous legroom, great forward vision and cockpit-like comfort of the innards. The torquiness of the 130 fuel injected horses was really apparent, all reinforced by smooth, firm short gate shifts unlike what is encountered in the 122 or 544 world where shifting is more like water witching. Nice nice car and so quiet. It's only by looking at the vintage Smiths gauges did I fully realize that this car is 40 years old.

So, me behind the wheel and at the back of the pack found us winding judiciously on our way past Lion's Bay through intermittent drizzle to the first stop of the day, Shannon Falls. Lots of water, nice display, a few photos taken, a washroom visit now let's get going. There were an even dozen cars on the road, all

All of the 10 gallon tanks pulled into the Chevron outside Squamish to indulge in the highest octane fuel to be found for the next leg of the trip. It piddled a bit from time to time and we maintained a nice pace to Pemberton where we picked up Barry and Donna Gordon at the picnic site. Their blue 122 was laden with a bit of gear from an extended road trip and they were relaxed after an evening in Whistler.

Then it was off to the Duffey Lake road leg and there were patches of blue that opened and closed as cumulo nimbus clouds formed then moved, allowing sunshine to dry the pavement. For the balance of the trip the wipers were retired but it remained cool, my kind of weather. Traffic was really quite light heading towards Lillooet and we pulled over to an empty parking lot at the Joffree Lake lookout. Oh there was snow in the trees and still some ice on the lake but no Canuck prospects were seen.

Onwards and upwards we went and the sun was a nice addition that pretty well stayed the rest of the weekend. There was a great pace to the drive and of course we rarely saw Bert Sherlock or John Cave, except fleetingly. What's new there eh! With few cars to pass everyone seemed to get into their own groove and other than several lumbering Teutonic Motorhomes and an occasional motorcycle, the weather forecast seemed to have worked.

Next was the Seton Lake lookout which was accompanied by buffeting winds and it was cool even in the full sun. But a beautiful view and the Seton River and Cayoosh Creek was raging beside the road all the way into Lillooet. It was about 4:30 and our hosts with the purple hot tub. Suite 104 occupiers, Bert and Cathy motored ahead to set up a spirited Lillooet wine beer, cheese and animal flesh welcome.

The Mile Zero motel has a new look. The pickers cabins are gone and the new owners seemed thrilled that we filled up an appreciable part of their parking lot. So after they sorted the room keys and scanned Visa cards we made out way to Bert and Cathy's for a couple of hours of chuckling, glass clinking and noshing. There was a major issue however. Our Greek restaurant was booked with a large party so we had to work around their schedule...shocking really but we made it work. In true VCBC tradition it was lights out by 10:00 and a nice day it had been. I did find out two things that first day: I want an 1800E and John Cripps snores.

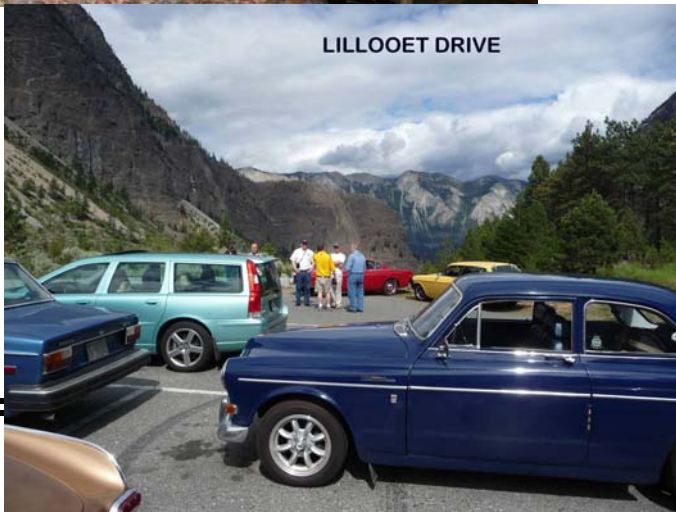
John Cripps and I were up early washed and ready to go but some of the club seniors were still sawing logs so we walked the town looking at a few historic buildings before finding our way to the dining room in the hotel on the west end of town. Real estate signs and ads well explored I needed coffee and a



Volvos except John and Jennifer Cave Brown Cave Brown Cave in a shocking blue Subaru WRX. It was raining you see so no motorcycle or white 1800 S was going to be used by John this weekend, and we all knew that Thursday.

the same evening.

I must admit that I spent most of the trip saying over and over aloud and in my head "This is a beautiful car, I just can't believe what great condition it's in." You see I was co-pilot in Celine Cripps's new-to-her 1972 1800E and she was



breakfast to accompany it. Dave and Lou McAree joined us at our table and within 15 minutes pretty well everyone had trickled in and the street was once again littered with Volvo sheet metal. The old cars still draw curious views from people who probably can't believe people drive them to distant places, like what do they think? They're Swedish, not English.

Since we don't have breakfast in Cache Creek anymore some folks decided to retrace their steps but John and I pressed on towards the Fraser canyon. John and Jennifer Cave were in front and a very worried John Cripps asked semi timidly if I was going to try and stay with the Subaru... "WHAT I exclaimed...we're room mates for one night and you ask me that...of course not." Soon a speck of blue appeared and disappeared and reappeared in front of us along the canyon blacktop. I would never try to keep up with John Cave Brown Cave Brown Cave. I could never match his style.

The only problem with the Fraser Canyon route is that it ends on the freeway which is not free at all, and forget about trying to shorten the time on that 90 mile stretch. If you're thinking of passing all those trucks which lumber along in both lanes, side by side with critical loads that require them to slow down the fast lane so they can talk on their hand held cell phones oblivious to more than a couple of laws, just forget it. Sit back, enjoy the fact that you're in a comfortable Volvo seat and let the sun make you blotchy. ♣

VANCOUVER ISLAND SHOW-N-SHINE

IX

**Bob Cuthill, Island Director VCBC
July 9, 2011**

Our Vancouver Island interpretation of Show-N-Shine has always been - "Show up and we'll hope the sun shines". Well, this year it all came through in flying colours. The forecast for Saturday 9 July had been good all week. And Saturday morning dawned bright and sunny and as the day wore on it only got better.

Your island director arrived at the Olsson Estate bright and early in his 50 year old grey P1800 to find host Bjorn already at work setting up. The next two cars on scene were a unique combination. Previously we have had a brother sister team with different 140/240 series Volvos. This time the match was even closer. Lucy Cuthill parked her (418) red 94 850 next to daughter Jill Bone's (418) red 96 850. About the only difference in the cars is a slight tint to the rear windows of Jill's car (extra shade for 3 1/2 year old Kaylee riding in

back) and a set of after market mags on Jill's car. That matched brace of shiny red 850s really stood out.

Of course there were many other cars there too. I mean what sunny island day would be



complete without Peter and Paula Landsman's sunshine yellow 1800ES? To contrast this, Steve Sakiyama, instead of his lovely 122 wagon, brought his newly acquire 1800E which is classed as a work in progress. At the other end of the front line Lorne Knutson positioned his gold 73 ES. Monika Price brought her 92 940 but thought it wasn't shiny enough to enter the paddock. But it didn't take much convincing for her to join in the fun. After all, the sun was shining and she did show up and so was most welcome. Host Bjorn Olsson added a bright red 544 and from up island Chris Blasé

down from Courtenay/Comox. I had to make sure Bill Paitson from Nanaimo parked in a sunny spot. I just love the rich deep blue of his pristine S90. Rounding out the visitors roster were mainlanders Bert and Cathy Sherlock in a 122 in town on business trip which they extended to include the weekend meet.

It seemed the 120 series was the popular car of the day. Two 123 GTs by Colin MacLock and Gordon Murray and two more 122s belonging to Joel Friesen, and Roland deSchepper. Well, the 122 driven by Roland was actually son Chris's who arrived in his V70. But this was a very unique 122 - it was an automatic and immaculately restored. It was destined to eventually take the People's Choice award. I put both names on the plaque and will let them sort out who gets to keep it.

To round out the collection of 850s was Mark Jackman's 850 wagon (co-incidentally the same 418 red as the two previously noted sedans) and a grey 94 wagon owned by Bob Woodrow. For variety Ron and Marie Walker brought a beautiful example of the 164, a 1973. From downtown Victoria, newcomer Pavel Kurdedov arrived in a 240.

And from nearby Brentwood Bay Don Chambers brought his 83 245.

Last in was Don MacVicar in his shiny white 544.

All in all we had twenty four cars on the front lawn. Following refreshments and an open BBQ we got to the ceremonial cutting of the P1800 birthday cake. The fire marshal said we couldn't put fifty candles on it to celebrate the 50th birthday of the 1800 series due to the risk of the fire spreading. So we had hosts Bjorn and Kjellaug go ahead and slice the cake with blue and yellow icing in the pattern of the Swedish flag. There was enough to go around plus a little left over.



brought their 84 760T down from Shawnigan Lake, Henning and Monica Kristensen brought a silver 740T from Duncan and the Gary and Wendy Woodley drove their 242T all the way

All too soon the sun had traversed to the western section of the sky and it was time for folks to start taking their leave. Some had ferries to catch back to the mainland and others had a bit of a drive ahead returning up island. All in all though a very successful meet. Ideas and addresses exchanged, technical items discussed, stories told and almost too much fun was had by all. We really must do this again some time! I'm sure we will. ♣

EDITORIALS AND LETTERS

Event Description:**THE P1800 50TH ANNIVERSARY EVENT
1961-2011
VSA West Coast National Meet October 14
- 16, 2011**

The Southern California chapter of Volvo Sports America will be hosting a West Coast National Event in Malibu California, celebrating the 50th anniversary of the P1800s production and the 35th anniversary of Volvo Sports America. (How is this for a cool coincidence; October 14th is also Roger Moore's birthday (84th to be exact). Ernie Shack of VSA and Chapter Leader Dylan Osborne are organizing the event. I spoke with Ernie and his enthusiasm is infectious. He and Dylan are very busy working on what should be a legendary event.

The meet will be the weekend of October 14-16, 2011 with accommodations at the Hotel Angeleno. I googled Hotel Angeleno, Los Angeles and it sure looks nice. October is a really nice month in Southern California. The boiling heat of summer is over but the sunshine persists, perfect by our northern standards. Dylan and Ernie hope to get 200 1800s to attend & of course 120, 140, PV cars as well. That may be conservative estimate, given that there are probably more 1800 series cars on the west coast of the US and Canada than anywhere else in the world. Join the convoy from the Pacific North West.

The event format will follow the success of past meets with the Meet & Greet and Registration on Friday, followed with a busy Saturday of: concours, seminars, swap meet, tech sessions & banquet. All these will be held right at the beach at Gladstone's Restaurant on Pacific Coast Highway and Sunset Boulevard! You can't get a classier address than that. If you don't believe me google Gladstones Malibu and look at the pictures. Sunday will be novel. There will be a 1 hr Pacific Coast drive to private showing of Mike Malamuts Vintage Car Museum. Mike is one of the SOCAL VSA members.

WHATS NEW (OR OLD) AT VOLVO

Thanks to Vince Bubica and John Cripps for the news items

PETER HORBURY

Fine automotive design is a matter of national pride.

From the July 2011 issue of Hemmings Sports and Exotic Car.

This article was written for Hemmings by Mark McCourt. I have included the Volvo related paragraphs.

Ask Peter Horbury a specific question about automotive design, and the first thing he does is search for a scrap of paper and a pen. Once he's found them, each idea inspires a quick line. Like many creative designers---be they industrial, architectural or automotive---Peter



Details of the meet are still being concluded and more information and a registration form will be available soon. To keep up with progress see the www.socalvsa.org website and VCBC will post the latest information on our website www.volvoclubofbc.com. See you there. Bring your surfboard.. ♣

**CLUB STUFF
VCBC WEBSITE**

Cam Finnigan and Barry Gordon are doing the hyper-important job of maintaining and developing our website. These days an effective website is critical to the health of any club. For instance the majority of our new memberships come via the website. Barry and Cam have initiated a self help system of placing and maintaining classified ads on our site. The explanation is below. For those who want to use the old system email your ads to

the club contact email address. Our classified ads are becoming a very effective way to market your cars or parts, as more and more people visit the site. This will no doubt improve further now that ipd has ceased accepting free classified ads on their website.

Cam has prepared some instruction on using the self serve ad system and here it is.

If you have comments or suggestions for the site please send them to Our webmaster, Cam Finnigan at either wbmstr@volvoclubofbc.com or phone Cam Finnigan at 604-931-3729

Newsletter

Over half our members now receive their newsletters digitally from our website. This really helps the club finances as our largest expense has always been printing and mailing of the newsletter. The "digital" members are able to print the newsletter and enjoy the pictures in colour and they have access to all the past digital newsletters. All they 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 that are needed to access the newsletter section of our website are noted on your membership card and will be changed at the end of our membership year June 30th. Of course the surface mailed version of the newsletter will always be available.

Please write articles for the newsletter or just send me Volvo related news from any source. It all helps to keep the newsletter interesting. Members can place free classifieds ads in the newsletter and website. ♣

explains his thoughts with both words and pictures. Quick of pen and quick to smile, this industry veteran counts the rejuvenation of Volvo's, Ford's and Lincoln's images among his successes, and enjoys discussing how good car designs turns the head and reflects its homeland values.

Around age 7, this native Englishman from Alnwick, Northumberland, decided that he was going to design cars; he pursued his passion single-mindedly and earned a master's degree in automotive design from London's The Royal College of Art in 1974. His employers since then have included Chrysler UK, Ford of

Europe, Ford motor company (premier automotive Group) and Volvo Car Corporation (Consultant Designer 1979-1986, Chief Designer, 1991 to 2002, Vice President, Design, 2009 to present). In his nearly 40 year career, Peter has worked on the designs of more than 45 cars, trucks, buses and motorcycles, including the Chrysler Sunbeam, Horizon and Tagora, The Ford Sierra, Lincoln C Concept and numerous Volvos.

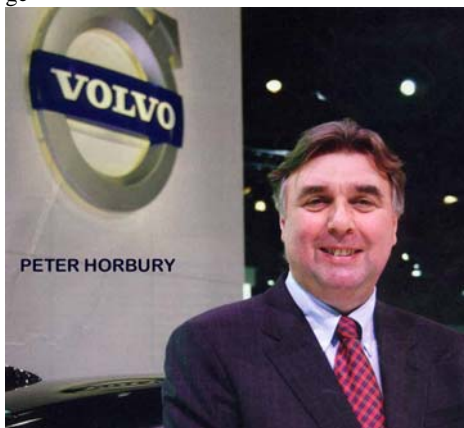
Whether in regard to his long-term design work with Volvo or his recent executive design director position at Ford, Peter has often been quoted talking about car design and national

identity. "The fact that we use national identity properly gives us a market advantage. Volvos would never have been so safe and functional if they'd been designed in Italy; Volvo's safety was a direct result of Sweden's care for people, its car for the environment... this is a national way of living.. Good Scandinavian design serves a purpose, and blends function with beauty. You can buy a modern art-style chair today that was designed in the 1930s, and it's still attractive. The simple, clean pure design from Scandinavia is very difficult to date."

We ask about Volvo's "Swedishness": "In the 1940s and 1950s, American cars had bulbous styling that was echoed in period furniture design; the 1940s armchair was a rounded as the motorcar. During this same period in Sweden, The Volvo PV444/Duett was very simple; if you look at a Swedish chair with a bent wood frame from the same era, you see the similarity of the shapes. Even the 140 and 240 were simple, with what might be called 'anti-styling'; those cars were designed from the inside out, and the shoulders—that radius at the top of the doors—were a physical representation of protection. When the 7-series came out, the external doors were flat, and all the width was on the inside. It didn't look as safe as the 140-240. We developed that shoulder again, starting with the S80.

"Another element of Volvo design that shows its Scandinavian roots is the tail lamp in the shoulder of the S60; it wasn't something applied on top of the design, it was a line of surface detailing drawn into it. That's Scandinavian—not piling details on top of details like the Japanese, and even British cars used to do."

The man who led the team that effectively rewrote Volvo's design language in the 1990s with modern classics like the first ge



neration C70 Coupe and Convertible, the second-generation V70 and the current XC90 and C30 is back at the helm, but he's not looking back. "We do not repeat the past, we remind of the past. That way we don't have to explain again what al Volvo is—people will

subconsciously recognize a Volvo and know that it's safe and functional," he says. "I don't want to tie ourselves down to a set of rules, when we just make clones. When we first changed Volvo ewe had to maintain that look over a number of vehicles because it takes a while to be able to recognize the change. The S60 looked nothing like the S70, the V70 looked nothing like the original V70. In the late 1990s, there were still a lot of boxy Volvos driving around, and it took a long time to change that perspective. To this day, research tells us that people think of Volvos as the 'boxy ones.' And to this day, people will see a newer S60 or V70 and still say, 'Oh, that was nice, I wonder what it was.' We've established a new look, and I think it's time we take bigger steps so that we can maintain that red thread of DNA without cloning each model. Our ambition is to have different horses for different courses."♣

TWO VOLVO LEGENDS CELEBRATE

MILESTONES

Jun 15, 2011 -

The P1800, a Swedish Style Icon, Turns 50; Irv Gordon, an Automotive Pioneer, Passes 2.9 Million Miles ROCKLEIGH, N.J. (June 15, 2011) - Two automotive celebrities are commemorating milestones in 2011. Recently, Irv Gordon, a retired science teacher from East Patchogue, N.Y., passed 2.9 million miles in his 1966 Volvo P1800. Volvo's legendary P1800 model also is marking its 50th anniversary. The stunning two-door Volvo P1800, for decades Volvo's most internationally renowned model, reached showrooms in 1961 after four years of careful planning and development and remained in production for the next 12 years. Gordon is celebrating the Volvo P1800's half-century milestone by reaching 2.9 million miles in his own P1800, and by making several appearances on behalf of Volvo and the P1800. In March, he attended the TechnoClassica show, the world's largest indoor classic car show, in Essen, Germany, and in September, he will travel to Australia to celebrate the car's golden anniversary. Gordon has also restated his goal to hit three million miles. Gordon Aims to Turn Three Million Miles "In honor of the P1800's 50th anniversary, I'd like to reaffirm my goal of reaching three million miles within the next two years," said Gordon. "Recently my P1800 has been through some terrible weather, and never complained once. What a great automobile! Hitting 2.9 million miles is a true testament to Volvo and those who designed it." Gordon purchased his Volvo in June 1966, and immediately fell in love, driving 1,500 miles in the first 48 hours. With a 125-mile round-trip daily commute, a fanatical

Dedication to vehicle maintenance and a passion for driving, Gordon logged 500,000 miles in 10 years. In 1998 with 1.69 million miles, he made the Guinness Book of World

Records for most miles driven by a single owner in a non-commercial vehicle. In 2002, he drove the car's two-millionth mile down Times Square to international media attention. Today, Gordon breaks his own record every time he drives, whether it's to Cincinnati for coffee, Rolla, Mo., for lunch or Green River, Wyo., for dinner. Gordon - like any mighty record-holder at the top of his game - is mindful of his legacy, as well as setting a record no one can beat. ♣

VOLVO IN INDIA

Volvo Auto India announced the appointment of Mr. Tomas Ernberg as the Managing Director of the company. He will be responsible for the overall planning and operations in India. Ernberg, 40, has been associated with Volvo for past 17 years. He was last posted in Dubai as the Regional Managing Director for Volvo, where he managed 13 markets in the Middle East and North Africa.

Mr. Ernberg has taken over from Mr. Paul de Voijs who completed a successful stint in India. Under the leadership of Mr. de Voijs, Volvo grew significantly in India, which included launches of two luxury SUVs XC90 & XC60 and two luxury sedans S80 & S60. Ernberg said, "India is one of the fastest growing markets for Volvo and holds great promise. I am extremely excited about my new role and I look forward to further strengthen Volvo's presence here. We have invested considerable time and effort in understanding Indian customers and offering them world-class products. I personally hope to learn from every challenge that unfolds. Together with my team, we will strive to take Volvo Auto India a notch higher with every opportunity." "We are looking at introducing stripped-down version of our luxury sedans. The corporate editions would have less features and may hit the Indian market in the first quarter of the next year." A stripped-down version would help Volvo reduce the prices of its cars and help compete



with much larger German rivals BMW, Mercedes and Audi.

Currently, Volvo Cars imports and sells luxury sedans S60 and S80 and premium sports utility vehicles (SUVs) XC60 and XC90 in the country. Volvo has no plans to set up a manufacturing unit in India in "the foreseeable future". "In the segments in which we have products, our pricing is aggressive and

comparable to competition. We are not looking at setting up an assembly unit in the near future”, said Ernberg. The company’s scale of operations in India is currently small. Volvo sold 130 units last year and expects to triple its sales to 400-500 units this year. It sells its four models through seven sales outlets in New Delhi, Mumbai, Chandigarh, Coimbatore, Hyderabad, Kochi and Pune.

The luxury car market in India has been posting strong growth numbers and is projected to increase by 40 per cent this year♣

NEW BABY VOLVO XC30 SET TO SPEARHEAD SALES

C30 based SUV to take on BMW’S X1 and AUDI’S Q3 by 2013

Greg Kable

Volvo is prioritising development of an entry-level SUV as part of its future strategy, instigated by new chairman Stefan Jacoby. Aimed at increasing sales in Europe, where Volvo has seen market share plummet, the new 4x4 is also being looked upon to provide a basis for planned production activities in China, foll



owing the Swedish car makers recent purchase by Geely. The car is due in the UK y late 2013 under the name XC30. It has been conceived to compete on performance, features and price with the new BMX1 as well as the upcoming Audi Q3 and a junior off-roader under development at Mercedde3s that may be badged GLC.

The XC30 will be based on a four-wheel-drive version of the C30’s contemporary unitary platform, and Volvo hopes it will provide the sort of profitability achieved by the XC60, its best-selling model. Insiders describe the five-seat XC30 as being instantly recognizable as a Volvo with an appearance “in the mould of the XC60”. At 4350mm in length, the new Volvo is 280mm shorter than an XC60.

The XC30’s prioritization has come at the expense of the new S40 which has been placed on indefinite hold some 18 months out from its planned introduction in a bid to free up engineering capacity.

Jacoby said, “I’d rather get two or three cars right than attempt to compete in every market.”

There may be two different versions of the XC30: a standard model for Europe and a stretched on for China and perhaps North America. ♣

VOLVO SAFETY CHIEF: ‘CAR TRAINS WILL HAPPEN’

Road trains will be a feature on Europe’s roads by the end of the decade, according to Volvo’s senior safety engineer.

Thomas Broberg said closed-road trials had already successf



ully got two cars attached to a road train and revealed that Volvo will be conducting field trials in Sweden by the end of the year.

Road trains feature a lead vehicle setting a pace on motorways that other cars can communicate with and connect to, leaving the speed and steering to the lead vehicle. Small fees are likely to be paid to the lead vehicle, said Broberg.

“Road trains allow a driver to use their time better, drive safer, reduce congestion and improve the environment,” he said. “You’re always following another car, so why now let the driving be done by someone else?”

Broberg believes road trains are a step towards fully autonomous cars, technology that Volvo is also researching.

“I believe they will happen,” he said. “From a technological point of view it’s challenging, but possible.”



He concedes there were legal and social issues surrounding road trains and autonomous vehicles, but added: “Until you try it, you cannot grasp these issues.

Mark Tisshaw♣

SOMETHING DIFFERENT

ELECTRIC VOLVO 245

Petrol-free motoring at last!

GREG SIEVERT (editor of the Volvo Club of Australia’s Rolling Australia newsletter.

Thanks very much to Greg for allowing us to include this article in our VCBC newsletter.

As most of you know, Wayne and I have been in the process of converting a 1993 240GLE wagon to an EV (Electric Vehicle). The project started in August 2008 when we ordered our motor controller, and we purchased the donor car a couple months later. In January 2009, I began removing bits that would no longer be needed (eg. petrol tank, exhaust, fuel lines, radiator...the list goes on) and also

removed and sold the original B230FX engine. Over the next 11 months, we continued to order the necessary items for the conversion including the “WarP 9” DC electric motor. Early in 2010 we brought the car back home (on a trailer of course

since it had no engine) and I began work on fitting the electric motor and 4-speed manual transmission. In mid-2010, we



ordered the batteries, and when they arrived in October, I began work on the "big project" of designing and fabricating the battery box. (This is why I didn't attend any of the club events in January!) The battery box was completed in mid-

January of this year, and the remaining ancillary systems and wiring took another several weeks. We took our first test drive on the 5th of February



. Yes, we had the EV grin, but we were also stressed out because the acceleration seemed very sluggish and the controller got pretty hot. Turns out Wayne had to adjust some of the computer settings (you hook it up to a laptop to adjust the parameters), and we fitted the controller water cooling system, and all fears were relieved.

There was still a lot to do, and the self-imposed deadline of completing the car and having it signed off by the VASS engineer before our 3rd April Display Day was coming up fast. Fortunately the engineer was able to come out and view the car about a week and a half before the display day, and he only requested a few minor changes to approve the car for road use. Once we had the engineer's certificate in hand, it was just a matter of driving the car down to VicRoads and having the description changed from "petrol" to "electric", the seating capacity reduced to 2, and the new engine number and tare recorded and printed on a new rego label...and we did this only 4 days prior to the Display Day - nothing like cutting it close.

So, what's it like driving an EV? The most obvious difference is the lack of engine noise. With the windows up, you can only hear a bit of motor whine when

the revs get up around 3500 rpm, and there's the slight hum of the DC/DC converter fan (which is located in the glove box). I turned the radio on once, but turned it off again as it spoiled the ambiance! One of my work colleagues

who rode in the car likened it to riding in a much more expensive car (think Rolls Royce!) due to the lack of noise. Because the electric motor has so much torque, driving around town (up to 60 kph) is done in 2nd gear. There's no clutch, so when you come to a stop, you just stop. The motor stops too - it doesn't "idle" like a petrol car. When you're ready to take off, you just push the pedal and go, just like an automatic. To shift, you just ease the lever from 2nd to 3rd once you hit about 60 kph and you can then go up to speeds of 100 kph. For continued driving on the freeway, you ease the gear lever into 4th gear. It's fine to take off in 3rd gear, but this does draw more current so it drains the battery a bit faster, and the acceleration is a bit slower than taking off in 2nd gear.

How far can you go on a full battery charge? We've found that in normal commuting (mainly 60 kph with traffic, and some stretches on the Westgate up to 80 kph) the range is 60-70 km, and that's with 30% "reserve" left in the batteries. It's not recommended to draw the batteries down too much as it can affect their lifespan. If you treat them nicely, the batteries should last up to 3000 charges (which would be about 11.5 years if we charge 5 times per week). I've been driving the car to work every day since we got the car on the road. My total daily commute is 23-27 km depending on the



route taken. In the evening, I plug the car

in to the 15-amp power point we had installed in the garage. In 3-4 hours, the battery is fully charged and ready for the next day's commute, using about 6 kWh of electricity (depending on the length of commute and how aggressively I drove that day!) We have solar panels on our house that generate an average of 5.9 kWh daily, which would equate to about 23 km of driving, 365 days of the year (nearly 8400 km). Overall, this is a lot more than my annual usage (commuting 48 weeks at 25 km per day is only 6000 km), so our solar panels are providing 100% of the power required to commute, plus the excess goes towards our household electricity usage. A word of caution - if you have an EV and don't use "green" electricity, the CO2 created by the charging of the batteries will be almost as much as the CO2 produced by a similar petrol car due to Victoria's use of brown coal in the power stations. Another interesting (or boring?) fact is that a litre of petrol contains about 9.7 kWh of energy. Doing the sums, the eVolvo is getting the equivalent of about 2.5 L/100 km "petrol equivalent" fuel economy. Given the car's weight, performance and driving style are the same as before the conversion, it goes to show that the electric motor and batteries are much more efficient than a petrol engine (that used about 11 L/100 km on the same commute). In the future, if batteries improve and can store the same amount of energy as a 60 litre petrol tank, we'll be set.

Are we happy with the car? YES! The acceleration exceeded my expectations (and feels much better off-the-line than the original car), and the range is spot-on what Wayne had predicted. The weight came in at 1450 kg (about 50 kg heavier than the original car with a full tank of petrol) and fore/aft distribution is 47% front, 53% rear (slightly better than I had expected). It's been fun to explain the car's features to those who have seen it, and we appreciate all the positive comments and feedback we've received. I even took Richard Marshall - Director of Environment at GM Holden - out for a spin and he seemed impressed (I think he expected the car to be a battered-up old Volvo wagon, so the car's clean condition helped!) Now, the question everyone asks (or is afraid to ask): how much did it cost? At about \$30k all up (including original car and

pretty much every nut, bolt and washer purchased - we kept good records), it was much cheaper than any of the currently-available EVs (the Castlemaine-built Blade Electron - which is a converted 2-yr old Hyundai Getz - \$49.5K, or the Mitsubishi iMiEV - \$60k+ and not yet available to the public in AUS) and most hybrids. Of course, we did all the labour, so if you were having somebody else convert a car for you, it probably would cost a lot more. Unless something drastic happens, we

Australia in 1999 to follow his Australian partner. ♣

CORONADO CAR SHOW

April 16, 2011

Gregg Morris

I was beginning to think that the Southern California car culture in general was a hoax, and that all the nice cars had been scoured up by brokers and put in containers bound for Europe. I was certainly wrong.

I was certainly wrong.

The cars are definitely here, and in great numbers, and the quality is just astounding.

They simply live in garages and only come out for special events like the Coronado Car Show and any number of other car shows held here throughout the year. The cars are old and so are most of the owners, so I guess in day to

day driving they just don't want to do without the creature comforts like air conditioning.

Each year the opulent island of Coronado, a beautiful curving bridge away from San Diego's city centre, hosts a car show; and what a car show! Personally I can take or leave these static car events. I much prefer driving events, but this one is a striking exception.

I have been spending quite a bit of time in San Diego and my daily driver there is a "California white" 65 122S. As I said above Southern California is the heart of the "car culture" and in San Diego is full of amazing classic cars, but you seldom

see them. I thought there would be lots of old cars on the road, given the amazing weather. Not the case. In day to day driving it is rare to see an old car of any



GREGG MORRIS & JERRY JONES

fully expect to be driving this car for the next 25 years!

So, what's next on the project list? Ask me in a few months once I've had some R&R and time to think about it. The EV project was monumental compared to anything else I've tackled on a car. At the moment, I'm just happy to drive silently into the sunset!

Greg Sievert is the editor of "Rolling Australia", the member magazine for Volvo Clubs in Australia, published by the Volvo Club of Victoria (www.volvovic.org.au). Originally from the USA, Greg moved to Melbourne



CORONADO CAR SHOW

kind on the road, even an old beater. Except for Volvo Club events, I think I have only seen 4 early Volvos in 7 months of driving down here over a couple of years.

Recently I did see a 122S on a "Kingsway-type" road called University Blvd. I was travelling in the opposite



CORONADO CAR SHOW

direction and took a chance that I could catch up with the driver. San Diego is the land of the U-turn and they are legal at almost every intersection so at the next, unfortunately long, light I turned around and gave chase. I didn't give it much hope because I was stopped so long at the light but a few blocks later there was the 122S parked in front of a Napa Store. I parked beside it and waited for the owner to appear. Apparently it was such a novelty to see two of these cars at once people were stopping to say they thought they were seeing double.

A while later great big tall guy comes out of the Napa and does a double take and then a huge smile settles on his face and he came over and introduced himself as Jerry Jones. He had been in the Napa buying lead additive to help his old B18 keep clattering on. Jerry only knew of a couple of other 120 cars in the area and, like me, hardly ever saw them on the road. This was his only car daily driver. He had a few mechanical issues with the car and over the next few weeks I helped him to sort out his clutch hydraulics and introduced him to the Volvo Club. He has turned out to be a great guy who works as a councilor and athletic coach to some very tough kids.

Lets get back the Coronado Car show. What made this show special was the beautiful location and the sheer number and variety of cars. Certainly there were tons of American Street Rods, which are undeniably beautiful, but there were also original American cars from the teens to the 70s and Jags, Volvos, Alphas, Porches etc. The setting is a circular grassy park with streets radiating off in all directions, similar to

Shaughnessy in Vancouver. The central park and all the side streets were covered with beautiful cars all posing against the bougainvillea and palm trees. There were, hundreds of cars. The area was so big that



the had a band playing 50's 60's music at one end and a big disc jockey truck at the other end and in the middle you could barely hear either of them.

Jim MacIndoe, the San Diego VSA chapter leader coaxed five of his members to enter their cars in the show. Even though they were not as pristine as most of the concours hot rods etc, they Volvos attracted lots of positive attention from people attending the event and Jim got a couple of new members for his club. One couple from Mexico were particularly interested in Dave Luzec's mint PV544, because they had honeymooned in one of these many many years ago. I think they would have bought his car on site if he had been willing to sell. Instead I think Jim will restore them a car that will fulfill their nostalgic request. This event is a keeper and I would love to participate again..

TECHNICAL TIPS

WINTER STORAGE FOR YOUR PUSHROD VOLVO

By Dave McAree

Even though we are still waiting for summer in the Lower Mainland, I got to thinking that it won't be long until I'll be preparing my old 142 for winter storage. I normally put it away in early October but before that go through a repeat process before saying "sleep well". I start by fuelling the vehicle and adding the fuel stabilizer "Sta-bil." I then wash the vehicle and vacuum the inside. I change the oil and filter then go over various areas in the engine bay looking for obvious issues. I then pump the tires up a little above normal to avoid flat spots and possible loss of air. I leave two windows slightly open for air circulation. I run the engine up to operating temperature before my final steps. I then park the vehicle leaving the gear shift in neutral and prop the clutch pedal down with a stick between the pedal and the steering wheel to avoid the clutch plate and fly wheel for "freezing." I then attach my "trickle charger" to the battery. Lastly, I cover the vehicle with a car cover. After all that, I usually run the vehicle up to operating temperature each month. For those who prefer to just park their vehicle, you may wish to place the vehicle on jack stands to take the pressure from the suspension and tires.

WATER PUMP REPLACEMENT ON A 1987 VOLVO 240 DL SEDAN

Keith Tom

A mechanic replaced a water pump and a timing belt on my Volvo 240 DL about 6 years ago. I thought that I would share a few pointers with my fellow DIY enthusiasts, so that they can avoid the mistakes that I made in repeating the task. As a hobbyist in tinkering with my aging Volvo, I always get plethora of help and advice from my favorite Parts Specialist Chris at Don Dockstader on Marine Drive and Cambie Street, and a friend who works in a car repair shop. However, I was not really prepared for the job.

I like using original parts from Volvo because I am a lazy person. I want to do the job once--right the first time. When I compared the generic parts against the OEM, I noticed that they are not identical. The OEM plastic seal and O-ring from the dealership looks more durable. The OEM water pump is made in UK. The generic pumps cost about half the price, but they do not include any hardware. You cannot go wrong with an OEM parts—my bias opinion of course!

First study the water pump from a box—something that I seldom do. You will notice those 2 oval holes and 4 round holes on the water pump housing. The 2 oval holes are designated for the studs, and the round ones are

for the bolts. They made this arrangement intentionally. When you are ready to install the pump onto the engine block, secure the pump onto the 2 studs (11 & 5 o'clock position) first, and then push the pump upward against the cylinder head prior to inserting the remaining 4 bolts into the round holes. It is helpful to have a friend who can give you some assistance and emotional support. I inserted bolts into all holes and tried to position the pump onto the engine block—extremely cumbersome & difficult! It took me many hours to force the pump into place since I broke a seal in the process. That was the wrong way of mounting the water pump onto the engine block. The correct approach is to position the pump onto mounting surface with 2 studs (not bolts). The oval holes on the water pump housing allow you to push the pump upward onto the engine head. Use studs for these 2 elongated holes located near the 11 and 5 o'clock positions of the pump. If you fill up all the holes with bolts, you will not be able to push the pump upward onto the engine block. That was the mistake I made.

Disconnect the negative terminal from the battery if you want to play safe.

Remove the fan shroud (2 screws (Phillip) behind the top border near the radiator

Remove the 4 nuts (10 mm) securing the fan (use a small wrench for tight spots)

Remove drive belts by loosening tension on power steering and alternator (use 10, 12, 13 mm sockets & wrenches)

Mark belt orientation on the 3 belts—examine belt integrity and replace them if necessary

Drain off coolant from the engine before disconnecting the water pump from the car. Loosen a 13 mm drain plug on the right engine bay with a deep socket. You will see a valve type drain plug above the exhaust pipe. Use a container to catch the coolant (ethylene glycol) which is toxic. You may even connect a 3/8" water hose onto the valve to keep your work space tidy. Disconnect the lower radiator hose will yield similar effect, but watch out for the mess! I replaced the water pump when I replaced the timing belt, so it gave me easy

product (e.g. use rubber grease or brake grease) and insert O-ring onto the pipe. I placed the O-Ring into the water pump instead—another mistake. I broke the O-Ring as a consequence. Petrolatum or Vaseline destroys rubber. The generic rubber rings can easily disintegrate in front of your eyes. I can buy a tube of Vaseline for about a dollar. Lordco wants \$28 for a tube of brake grease. Always have extra parts such as rubber seals and hardware on hand. It is hard to find parts on the weekend.

Next, loosen and remove 2 nuts and 4 bolts from the water pump housing. Dislodge the pump from the engine head. Downward and lateral movements will help dropping the pump. A mechanic previously put in a bolt on the oval slot—a red herring. That was the reason that I had so much frustration in

and attach 4 bolts onto the engine. Re-connect a 10 mm nut & bolt onto the lower left pump (facing the water pump). Re-connect (red) water pipe onto the water pump. You can also do this while you are mounting the pump onto the engine block. Remember to lubricate the seals prior to connection or insertion. A rubber seal can easily rupture due to excessive pressure or force.

Position the water pump for a tight fit and tighten nuts and bolts.

Fill radiator with water first, so you won't waste new coolant if it leaks (I wasted a gallon of coolant because I did not to re-use dirty anti-freeze leaking from the water pump)

Reconnect everything in reverse order. Start engine and look out for water leaks.

Drain off water and refill with new coolant (1.5 liter) 50/50 mix or use Pre-mix anti-freeze) if you are happy with your work

Read label on coolant to ensure that it is compatible with aluminum radiator

You can complete this job in about 2 hours. I understand that there is more than one way to tackle the problem. It can be an easy task if you understand the principles.♣

HEAVY CLUTCH EFFORT MAY BE CABLE.



CHARLIE'S NEW WAGON

access to the site. You may need to remove the upper timing belt cover if you want easy access to the water pump. Remember to cover any opening or gap to the timing belt housing — you don't want to drop a nut or something into that housing. It will take you a long time to fish out small nuts from there. Remember to remove the cap on the overfill expansion tank, so you can easily drain off coolant from the cooling system

Remove lower radiator hose from the water pump by loosening the 7 mm C-clamp nut. Inspect radiator hose and replace it if necessary.

Trace for a 10 mm nut on the (red) heater pipe that connects to the water pump. This will facilitate the removal of heater pipe from the water pump. Examine the end of the pipe which goes into the pump. Use fine sandpaper to remove corrosion on the pipe if necessary. Grease this opening with non-petrolatum

mounting the water pump. Two studs and 4 bolts for securing the pump onto the engine. This is very unique to Volvo as you cannot simply mount the pump onto the engine with 6 bolts. The sequence of mounting the pump onto the block is very important.

Sand off gunk (old gasket or silicone) from the contact area to which the water pump attaches (interface between the water pump and the engine block). You may leave the 2 studs on the engine head as this will guide you to re-install. Place plastic seal (use silicone if you like) onto the port—potential leaking spot post installation.

Apply gasket spray or adhesive onto the water-pump gasket and attach it onto the water pump or engine block. I did not use any silicone previously and I did not see any leaks afterwards. So, decide for yourself! Align water pump with the studs and push the water pump upward against the engine head. Insert



Gregg Morris

I was getting ready to replace the clutch in my Volvo 142E because it had been in the car for ever and the clutch effort was getting really heavy. My other car with a cable operated clutch is an 1800E and the clutch effort is nice and light. Before I got around to replacing the clutch the clutch cable broke and I replaced it with a new one. I typically lubricate everything that can be lubricated to I took the new cable and used a oil can full of automatic transmission fluid and slowly poured the oil

down the cable until it dripped out the other end.

When I reinstalled the cable and drove the car the clutch pedal effort was now amazingly light. Since that revelation I have solved the same problem in other cars without even removing the cable. Just disconnect the cable at the engine and perhaps a clamp in the engine bay. Pull the cable up into the engine bay and pull it up as high as you can. (I secured it to

the open hood on one car.) Now pour light oil into the cable being careful to get the oil between the steel cable and the clear plastic sheath until it drips out the other end. This is a slow process made easier if you use automatic transmission fluid because is quiet light and moves down the cable easily. Make sure you put some rags inside the car under the clutch pedal so when it drips it isn't on your carpet.

Use the clutch pedal to work it back and forth and to spread the oil.

I actually left the cable suspended high overnight and the next morning the oil had made it all the way through the cable. Reconnect the cable to the clutch fork and I suspect you will notice a significant lessening of clutch effort.



<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 Docksteaders Motors, 8530 Cambie St, Van, 604-325-2999, or 1-800-663-3359, New pts: 15%, Ed Schram Motors, 112-13375 76th Ave., Surrey, Ph. 604-599-6081, 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. 250-475-2213, parts and service: 10% Chapmans of Nanaimo 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10% Volvo of Coquitlam, ---2385 Ottawa St., Port Coquitlam, B.C. Ph.604- 942-8500, New parts:15% Volvo of North Vancouver, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 15%</p>	<p>Volvo of Surrey, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 15% Volvo of Victoria, 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 New parts: 15% 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.</p>
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CLUB DIRECTORS: Chris Ainscough, John Cripps, Bob Cuthill, Dave McAree, 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 #., E-Mail & the year model and colour of your Volvos to the club address noted on page 1 of the newsletter. Membership application form is printable from club website, www.volvoclubofbc.com
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CLASSIFIED ADS

65-P1800-\$10,000, . I am the 3rd owner of this lovely 1965 P 1800 originally from Vernon, BC. I have many records and the original sales brochures for the car. Lots of work has been done but it needs a Volvo enthusiast to take over. Just over 70,000 miles. Peter (604) 278-6124 or plevelton@telus.net
67-123GT-\$3000, -lt grn, for restoration or, parts, subframe and floor rusty. Essentially complete. Model 133951 M, VIN 13395 275722. Colour 91, Upholstery 426 553, special equipment codes 5145, 5324. One owner, last running in 1997. In West Kelowna. See pic. Contact Peter at peter.ferguson@telus.net.
67 122 WAGON PROJECT, mechanically 90% done, all parts to complete plus spares plus complete parts car. tools, manuals etc. to a good home only,
DAVE 250-338-1869.
69-1800S-\$8900, rarest year, well maintained, Good B20 with single Weber, M41, cruise control, A/C, auxiliary rad fan, new paint, new windshield, new interior, rechromed bumpers, new tires, ipd bars, new grill and grill surround. Great Condition, **Gail 253-267-0096** volvo1800s@comcast.net Tacoma Wa.
69-144-free, needs reassembly, good body, has all parts, 2 engines, 2 trans etc Julius 604-269-0039 for more info and pictures see our vcbe website.
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1974 Volvo 164 : \$5,900 320,000 kms, Green over tan, Auto with electric sunroof, was restored over 10 years ago and is in excellent condition, leather interior, A/C converted, mostly used for the school run and weekend family shopping. 4 owners, first was Bruce Johnston of the Beach Boys, later from California to Vancouver, then to Edmonton 10 years ago. Comes with many spare parts ontact Raymond 780-886-9266 or raymond@mediashaker.com

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 Gregg Morris 604-469-1216 or grmmorris@moody.bc.ca or John Cripps 604-466-9110 or volvoridge@hotmail.com
Weber downdraft carb model 32/36 DGV 5A (manual choke), c/w air cleaner and new filter, jetted for a 2 litre Volvo B20 and on a Volvo manifold. Exc cond, Call bob 604 926-9573 or bob@witzel.com.
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"Island Automotion Ltd - SU carburetor rebuilding, www.sucarburetors.com Rhys Kent, 1-250-479-5192 Victoria or islandautomotion@shaw.ca
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73-1800ES-\$11,500 dk grn/tan, 4sp/OD, California car, exc. body, interior and drive train. New flex brake lines, clutch, new 17" tires on alloy wheels, Serviced at Scandia Motors, Patrick 604-761-1401, Patrick@cafedivano.ca

