



THE VOLVO CLUB OF B.C.

SEPTEMBER 2012

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

Gregg Morris at Tel: 604 469-1216

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Annual membership fee \$20, To join: Call or write Gregg Morris. See 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: 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 9, 2012 (SUNDAY) "NEW!" THE COURTENAY CRUISE. Meet at 10 AM at Simms Park on 5th Street, just around the corner from the Courtenay Car Centre. After a short drivers meeting we'll depart for a pleasant cruise around the area, a short interesting stop enroute, and end at a local eating establishment for a meal. Please join us for a fun day and an opportunity to meet and get to know other local Volvophiles. Contact: Bob Cuthill lpscuthill@shaw.ca (anytime) or 250 658-01260126 (after 19 Aug)

SEPTEMBER 29, 2012, (SATURDAY) V.C.B.C. 21TH 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 & **ONE BIG ONE FOR VCBC MEMBERS ONLY!** Of course dash plaques and trophies for the Peoples Choice, Runner Up & Modified. 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**

NOVEMBER 14, 2012 (Wednesday) VCBC TECHNICAL SESSION 6:30-8:30 p.m COQUITLAM KMS TOOLS BODY SHOP (located on the west side of the firstbuilding west of the KMS store at 110 Woolridge St.). You can rent body men, painter and booth by the hour. They welcome and tutor customer participation. Learn how to get economical body work and paint., info John Cripps **604-466-9110**.

JANUARY 16, 2013 (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**

VANCOUVER ISLAND EVENTS: Monitor www.volvoclubofbc.com for dates as they are confirmed or call , Bob Cuthill 250-658-0126

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org and www.psvcoa.org

REPORT OF PAST EVENTS

FUN IN THE SUN ON THE BIG ISLAND

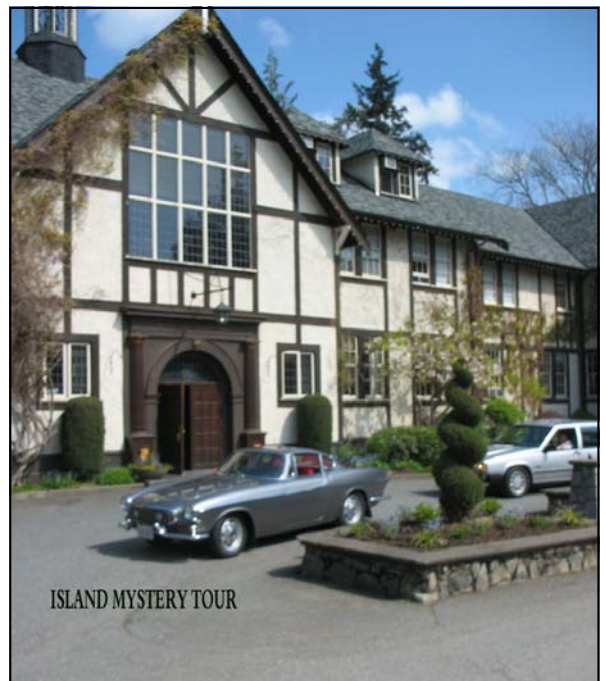
Bob Cuthill
Vancouver Island Director, VCBC
May 6, 2012

I actually had given some thought to not writing this article. I almost felt guilty at having so much fun driving my 50 year old P1800 along the picturesque secondary roads of southern Vancouver Island. Almost being the operative word. Sitting here in my room at the NORAD radar site in Cambridge Bay I realized that while we almost had too much fun, I really should put pen to paper (figuratively of course) and record a few words about our Island Mystery Tour of 6 May 2012.

This year was considerably different from previous events of a similar name. While I was away and working in the arctic, Chris and Marja Blasé of Shawnigan Lake had volunteered to put together a Mystery Tour route and select a dining destination. We corresponded by email, swapped ideas and polished the draft route to final copy.

The start point was kept to a familiar location, namely the Tim Horton's on Millstream

Ave just north of the Trans Canada Highway in Langford. But from there on it was very different. As cars gathered in the parking lot we noticed one of Canada's finest national constabulary (aka RCMP) had parked adjacent to us. Not to worry, we had all been good boys and girls. When he returned to his car with coffee and some nourishing supplies I was taking a picture of our group (including his white non-Volvo with large blue POLICE on the side). Being the typical friendly Volvo driver, I extended an invitation to join us on the drive, but he politely declined, citing more pressing business elsewhere. Oh well, his loss. We were a slightly smaller group this year, six cars and ten people. The locals included Lorne Knutson and daughter/navigator Anna in the 73 ES; Bob Rowlands sans a navigator in a 740 GLE and of course your author. From way up island in



Nanaimo Jan and Rosina Nilsson had driven down in their 02 V70 and Henning and Monica Kristensen came from Duncan/Maple Bay in a 740T (not the Smart car Volvo wannabe of last year). And last, but certainly not least, our route organizers, Chris and Marja Blasé from Shawnigan Lake in their 84 760.

Once we were all suitably refreshed and introductions made all around it came time for the driver's meeting. The six page handout of route instructions took a little explaining. Chris and Marja had done a lot of work not only finding a lot of roads we had not seen before, but in being very creative with the instructions for said route. Instead of making it easy, most of the turning points were described by colour pictures which described the turning point in a somewhat cryptic fashion. Participants were advised that as they neared a given mileage they should approach cautiously and slow down or even pull over and stop to give themselves time to think about how to interpret the pictures. For example – a picture of a windmill with a field of tulips in the foreground meant to proceed next on "Holland" avenue. A few extra minutes were allowed for reading and digesting the verbal and written instructions then we were on our way.

Typical of southern Vancouver Island, it was a lovely sunny day with the tall trees along the route providing just enough shade. I had pre-driven the route, as must be done once the final instructions are printed, just to verify all was in order and that there were no significant variations in mileages between the course car and mine. This also gave me time to observe the other cars at various locations along, and sometimes off the planned route. If I observed another participant ahead of me misinterpret a route instruction, I tried to let them get out of sight before I made the correct turn. But I also waited out of sight after the turn just to make sure they were able to get back on track. As a last resort, my cell phone number was printed at the bottom of the last page (but miraculously, I didn't get one call that day!).

Having organized a number of these events before, I sometimes wondered if I was going to run out of roads and new ideas. I must admit, I saw a lot of new and interesting territory on this

drive. Our mid point stop at the Merridale Estate Cidery, a beautiful pastoral location, was most welcome, particularly after the large coffee consumed at the start point. It served as a good chance to get out and stretch, chat with fellow participants and note the location for a return visit. We were soon on the road again, having almost too much fun and off to our lunch stop, the Rock Cod Café in the charming waterfront village of Cowichan Bay. Needless to say, Chris and Marja had found a restaurant as interesting as the route they had devised. The food was great and the conversation and individual stories from the route very entertaining. We certainly must do this again some time.

All too soon we were wending our individual ways home. At this point a big heartfelt thank you and round of applause to Chris and Marja, not only for helping organize this year's event, but for their innovative and entertaining instructions format.

SPRING SHOW AND SHINE AT VOLVO OF COQUITLAM

MAY 26, 2012

Gregg Morris

Sadly Volvo of Coquitlam had to cancel this event at the last minute, due to a lack of staff and time to devote to it. We will be looking at other options for our future spring events and would welcome any suggestions from our membership.

SPRING DRIVE TO CONCRETE WASHINGTON

JUNE 22-24, 2012

Gregg Morris

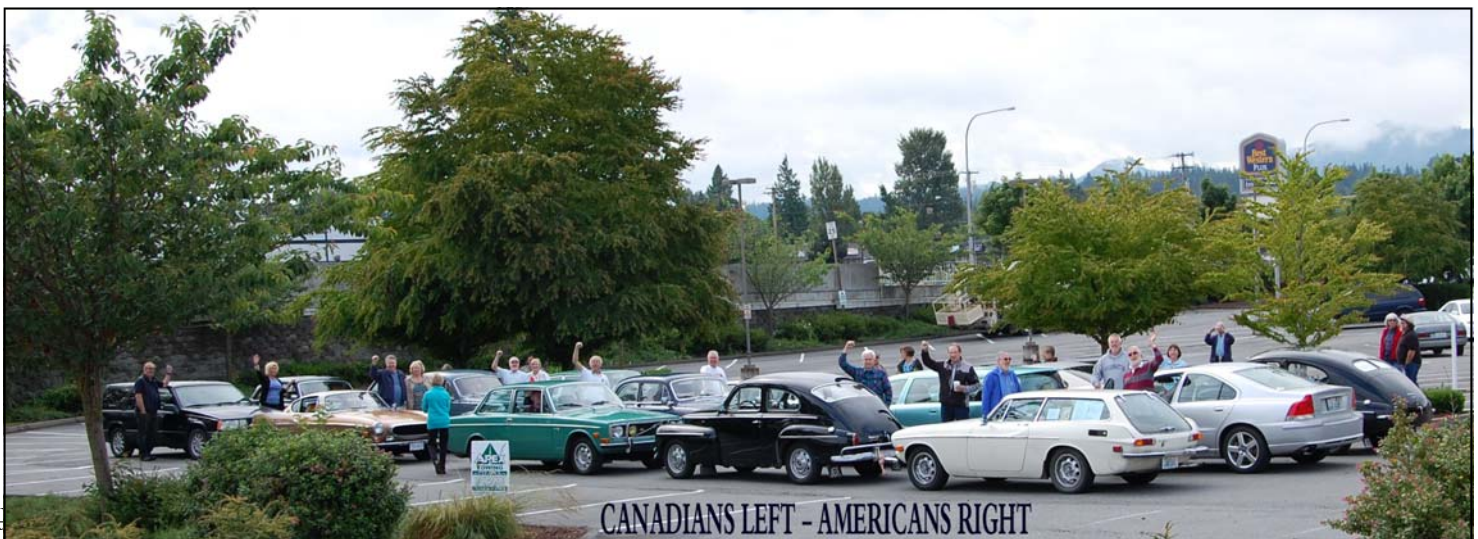
Since the Spring Drive of 2010 we have been alternating Spring drives between VCBC and the Puget Sound Chapter of the Volvo Club of North America (PSVCOA). In 2010 we visited the Olympic Peninsula, 2011 was Lillooet. This year the PSVCOA arranged to start on Saturday morning from the Best Western Hotel in Mount Vernon Washington, roughly 50 miles south of the border on I5. Mt. Vernon/Burlington is home to roughly a zillion stores, of the "Outlet" variety and others. Purgatory in my books, but strangely the ladies seemed to gain some enjoyment from these endless boxes

with a cash register at every door. At least you would think there would be a Harbour Freight store (sort of a mix of KMS tools and Princess Auto) but not a chance. Actually the PSVCOA were originally going to center the weekend's activities in Bellingham, but a soccer tournament as well as a baseball tournament booked all the hotel rooms in the area.

The weather forecast for the weekend looked pretty grim. Mostly along the lines of rain and wind, but that didn't stop 20 cars worth of Volvo enthusiasts from turning up in the Best Western parking lot and 11 of them wore Canadian plates. About half the Canadian contingent drove down on Friday and stayed overnight at the motel. Herb and Marg Hamlyn in their 63



PV544 (good on them) met Rose and I in our 142E south of the Aldergrove Border crossing on Friday morning and we drove east on Badger Rd to Meet John and Celine Cripps in their 1800E at the north end of highway 9. The weather was spotty with rain, but not terrible. We stopped for lunch at a diner south of ACME then continued south to Sedro Wooley, then west on Hwy 20 to Burlington. Unfortunately we could not get to the hotel without driving past all the outlet malls, so John, Herb and I took a nap in our cars while others the ladies braved the stores. When finally even the women tired of that we made one stop for some junk food and refreshment and checked into the motel. Dave and Louise McAree were already



there and Bert would arrive later in the evening. Some of our host turned up as well.

Saturday morning dawned overcast but dry, after a “complimentary” breakfast we talked to our hosts Gene Dvorak, Steve Yabroff and Ingvar Carlson and the other participants that were arriving in the parking lot. Gene handed out route notes at about 10:00 and we head off at a scalding pace east through Mt Vernon. After some planned turns and missed turns we eventually all made our way east on the South Skagit Highway towards Concrete Washington. Skagit Highway is nice rural road that parallels the Cascade Highway 20, but on the south side of the Skagit River. We were on our way to the Skagit Aero Education Museum located at the Concrete airport. As we passed through Sunshine Valley, amazingly, the sun actually came out and it felt like summer for a change.

The museum and the airport were obviously well loved and meticulously cared for by the airplane buffs that inhabited them. There was well tended grass between spotless hangers full of vintage aircraft and period cars, motorcycles and even an antique canoe. The theme of the collection is small civilian aircraft that would have been used by enthusiasts’ pre and post WW2. Displayed beside some of the aircraft were cars or boats or motorbikes that were of the same era as the aircraft. In one hanger the whole ceiling space was festooned with hanging large scale radio controlled model aircraft that looked great above the full scale machinery on the floor and apparently were all in working order.

After about an hour of observing and appreciating the planes, we had to jump start Dave McAree’s 142 which had stopped charging. Dave’s a very observant fellow and he noticed that the field wire had slipped out of its holder at the voltage regulator and that cured the charging problem, but his troubles were not over.. We headed for Cascade Burgers for a great lunch. Some of us ate inside the “diner-like” burger joint while the rest ate at picnic tables outside the sunshine.

Next on the agenda was a drive on the quaint main street of Concrete, which didn’t look like it had changed since the 30s or 40s. From there, it was up a steep and curvy paved road to Baker Lake and across a concrete arch dam. With all the rain lately the reservoir was full and the spillway storming. That was the

last destination of the day and it was time to make our way back to Mt. Vernon. On the way out from the dam Don Voegele was at the side of the road, flagging us over for what he described as a brake problem with his 122 wagon. Eric Hettema was already there and with his help we found the problem. The upper control arm was almost falling off due to one very loose and one broken bolt where the control arm bolts to the cross member. Don is a lucky man, because if that had fallen off he would have lost steering. Time for AAA and a tow. Don’s luck continued as the tow truck driver was kind and took him to a friends shop where the broken bolt was removed and replaced, allowing Don to drive back to Bellingham under his own steam.

As we made our way down from the dam the sky turned black and the wind really picked up and it started pouring. Highway 20 was soon littered with leaves and branches. The

not happy, but we pinched off the hose to the rear carb with needle nose vice grips and drove for a while more. Then the car started starving for fuel on that carb and we removed the clamp and it ran perfectly after that.

The drive on Park Road was spirited for those in the lead, and the owner of the Volvo dealership in Bellingham had opened up just for us and was most hospitable. I couldn’t help noticing that the “old cars” we were driving were much more visually interesting than the new crop of Volvos on the lot, but that is just my opinion. Waiting for us at the dealership were Jim and Louissette Tennant and their immaculate light blue metallic 1988 244 that won peoples choice last Cates Park Picnic. After eating treats and consuming all the coffee on hand, we all thanked the owner of the dealership, and Bert Sherlock thanked Gene, Steve and Ingvar for organizing such an enjoyable weekend. Some of the Canadians including



wind was strong enough to blow over trees and sure enough, the police had closed a section of the highway and we were diverted on an unmarked and totally unfamiliar detour hopefully towards Sedro Wooley. It was a bit like the keystone cops on the back roads as I saw various Volvos travelling in what I thought to be the wrong direction. They were right and I was not, but we all managed to find our way back to the Hotel.

Saturday evening saw a hearty supper at an Italian restaurant, followed by more socializing back at the hotel. We all slept well. Sunday the plan was a drive up Hwy 9 from Sedro Wooley and then on Park Road around the south and west side of Whatcom Lake ending at King Volvo the Bellingham Dealer for Coffee. There was one unplanned stop to help Dave McAree again. This time the Rear SU HIF carb on his 73-142S had turned into a gas fountain and had filled the air cleaner box with gas. This is totally out of character because Dave has owned the car since new and it has always been utterly reliable and now two mishaps on one trip. He was

Rose and I made our way home while the rest headed south on the Chuckanut and a lunch at a rural café before dispersing and making their various ways home.

Next year the Spring Drive will be in Canada and we challenge our American friends to outnumber us next time.

SCANDINAVIAN MID SUMMER FESTIVAL

JUNE 22-24, 2012

Chris Ainscough

THE EVENT:

I passed on going on the Spring Drive in Washington this year because I thought I might just drop my car off at the Scandinavian Midsummer festival and go back home to work on the Toyota Land Cruiser that I bought last year. Cutting out did not happen on either day because I found the event so interesting; before I knew it, it was 4:00PM and it was time to pack up. For those who have never been to this event it is a MUST attend. It was social, it was entertaining, it sounded good, it tasted good, it looked good and the people who rolled through were interesting. On the last day, organizers asked if we would be back next year so I told them I would be for sure, and doubtless other club members will be there as well.

It is interesting that the Scandinavians call it a Midsummer Festival when the VCBC was on its Spring drive. That’s geography for you given that June 21 marks what most Canadians



know as the beginning of summer. This event is sponsored by an association representing the Scandinavian Houses of Finland, Sweden, Norway and Denmark. The whole thing takes place at their facility on Kensington in Burnaby, which consists of a beautiful set of meeting rooms, dining hall and kitchen and a huge field (well huge boggy field) all enclosed by a chain link fence.

Hardcore activists show up Friday and pitch tents around the perimeter. At the back of the field next to where we park was a sordid group of " Vikings invaders". They spent the weekend in authentic raiding costumes, sleep in striped canvas tents in the Viking-village where they recline on the sheepskins of failed marriages but good meals, and furs of other unfortunate animals. They drink and eat whatever they bloody well want because they regularly pillaged the food stalls and beer garden, just like they did in the old days.

There is regular hand to hand combat, sword fights, and guttural roars resulting from through-running with broadswords, hatchets axes and spears. There are fairly constant, fictitious noisy death role plays and occasional captures of unsuspecting tourists. Young boys from the crowd are invited to enter the ring to don helmets and whack away at wooly clad Viking instructors who teach them something of anatomy and about the space between the ribs to look for, and I am not talking about the parking lot outside Tony Romas. There are full read beards on the men and a lot of braids on the women and they all look like they know more about knives than any of us.

The village also comes with several smoky fires, a blacksmith shop, crafts tents, weapons manufacturing, wool spinning, yarn spinning (I'm talking about stories here) and an occasional Dutchman trying to claim Jutland. There was a scribe translating names into old Danish with a piece of charcoal and did I mention regular noisy marches to the beer garden with shield clattering, chain mail clinking, axe wielding with horns outstretched and the security man looking sideways, not asking to see wrist bands. Then filling, swilling and spilling took place. Ah...I heard Kim Bolan say they were like the original motorcycle club.

Along both sides of the playing field were large tents full of all kinds of Scandinavian memorabilia to be looked at, pondered, bought or bargained for. Clogs, dogs, mugs, plates, preserves, capes, swords, books, hats, caps,

helmets, horns, earrings, cloaks, trolls, bowls, pie, violins, sweaters, feathers, clasps, hooks, knives; hawkers, sellers, tellers...they were everywhere. Why there was even a cash machine with a solar panel stuffed into a very nice lime green and white 1957 VW bus parked inside the entrance.

THE WEATHER

It was way better than what was happening in Washington. When I met up with Fred de Boer and family on Friday night to place his 1800 ES, it was drizzling but not enough to extinguish 2 or 3 or 4 stories from Fred about Volvo related lore. His kids are outgoing and well on their way to tale telling and had a few good ones about their dad. We popped up the tent and Saturday morning saw grey skies and cheers from the Viking camp when I brought out the cistern of Tim's coffee and deep fried goo balls. Soon there were outstretched horns and rough hewn drinking cups brimming with Arabica. The Middle East might have a different complexion now had the Nordic raiders been introduced to coffee when they toured Great Britain 800 years ago.

A brief rains shower about 4:00PM hit me

thirst in. Saturday morning at 10:00AM saw a group of dignitaries including MLA's Burnaby politicians an occasional MP and the RCMP parade into the centre field with groups of costume clad representatives from the 4 Scandinavian houses carrying a flower festooned maypole. That maypole was erected with poles pushing from one side and ropes pulling from the other in the most peculiar manner that caused me to wince and occasionally look away. However, it was done without injury and they have done it that way for years I was told, which is also what roofers say about their work.

Waffles and strawberries were being wolfed down at the Norwegian vendor while the scent of Finnish meatballs and Danish meatballs collided at midfield. Plates of Swedish style open faced sandwiches appeared and disappeared in regular fashion and European Wieners were wielded like weapons by gaping appetites. No need to pack a lunch for this event. It was delicious, except they sold out the Finnish meatballs on Sunday by 11:30. Thank goodness there is a next year.

The Saturday main stage featured fantastic music and folk dancing for about 3 hours in-

cluding choral groups, choirs and a mean string set consisting of an upright bass, 2 violins and some fantastic accordion, yes I said accordion music. The 4 houses demonstrated ethnic dances in beautiful costumes. They really must be seen, not described. You'll just have to go next year. Sunday had some of the same entertainment and a great jazz group played for a couple of hours, leading up to the wife carrying contest. Wife carrying contest... you can't be serious!? Yes...wife carrying contest I said. Who with a good back would not want to win his wife's, weight in beer



for running through a muddy circuit, hopping over obstacles with that person draped over your back with their helmeted head at your calves, upside down looking backwards while you hold onto their shins running like a madman for glory and their weight in Carlsberg Pilsner. The I.O.C. should look hard at this one.

The Nordic Village deserves further mention because of all the effort that went into re-creating and demonstrating history. It was a big hit and was filled at all times with all ages, plus the village was far more educational than either the beer garden or the wife carrying contest combined. Those village people sure know how to have fun.

THE PEOPLE

Our cars, big tent, table, club banner and



VIKING WITH SAAB SONETT

urn of Tim Horton's coffee with 120 timbits attracted a lot of attention each day. There was a constant trail of souls looking to share tales of cars they had, or that their father's had back in the old country or they just wanted free coffee. It also helped being located close but not too close to the fiber cans at the back gate where the liquid and solid balance was maintained.

At one point a distinguished looking, leather tough octogenarian with a full head of silver hair sat down and introduced himself over a cup of Tim's. He looked vaguely familiar and when I heard the name Siggi I realized it was Siggi from Siggi's Sports who sold me cross country ski gear 30 years ago. He is 87 and just missed his first year of cross country skiing.

Siggi looked admirably over at Fred deBoer's 1800ES and said that he bought a 1961 P1800 from Clark Simpkins, then had it shipped back to Europe where he and his wife drove it all over the place during a 2 month summer vacation. Every time he pulled into a campground people would speak to him in Spanish and it wasn't for weeks that he made the connection that people saw the British Columbia license plate and assumed he was from Colombia, as in South America. They drove north through the Scandinavian countries where the Swedes had never seen a P1800 because they were being built at the Jensen factory in England. He said it was a great car and the demands of family and practical reasons required him to eventually sell it. Siggi looked great for a man of 87. Hell, he looked great for a man of 67.

Lots of sixties something men loitered in and around the cars telling and retelling stories to each other about our tough Swedish tractors driving in formidable lands during tougher times. Most were attracted to Terry Walton's 544 which appears to have been the most common Volvo "over there". One woman told me that she and a girlfriend stole her dad's 122 Amazon then drove non-stop from Finland to

Paris to go to a party and ended up on a 2 week road trip. She never did say whether she got hell or not. Another Finnish gentleman said they used their 122 to skid small logs out of the bush and onto the road, bucked them up, loaded up the trunk with firewood and drove home. I mean who wouldn't.....it's cold. And when you think for a moment, it's a car, it's a skidder, it's a Volvo.

THE CARS... AT LAST

There were mighty slim pickins' what with the Washington road trip people committed for the same weekend. My phone calls came up with no after no after maybe after possibly. First to the rescue was Fred deBoer who offered to deliver his 73 1800 ES on the Friday night which he did. I was able to guilt Terry Walton into providing his lovely grey 1964 PV544 for both days and it took on lots of eyes. Then Gregg suggested I try Peter Vankenburg who brought his beautiful red and very modified 123 GT on Saturday.

Then nothing, no responses to e-mails or phone calls, no 142 no P1800 nada, nyet nuthin...so I thought of expanding into Saabs. They're around, they're Swedish, they deserve to be there so I googled Saab owner clubs and found out they meet at on the last Saturday of the month at Ikea. There was no way to contact them so Gregg put me onto his connection at Reel Cars who put me in touch

with Jason Bailey.

Jason is an interesting guy who owns some interesting cars including a 1967 Porsche 911 T, 1968 Saab Sonett and a 69 Saab 96. He showed up in tiny his red Sonett and spent the morning yakking with onlookers and trading bits with Peter Valkenburg about racing and Porches and other things. Jason even joined our club and is the first interloper for future Volvo/Saab events.

Out of the blue on the Thursday night before the event I got a call from Barry Nelson who brought his dog and a burgundy 1974 164 E. Barry is a regular with the Norwegian House contingent and was right at home with a cup of coffee, a chair and an audience. Thank you for that unsolicited call Barry and thank you club members.

We had my 122 S there for both days as well as the Club 145 Express wagon. The Express drew lots of attention but not enough to sell it. Other than compromised right side vision it is a great runner and fires up enthusiastically as soon as it sees the key, doesn't rattle cough or sputter. Someone should scoop that ride.

Sometime next June expect to get a phone call or e-mail about attending this event and if you read this article just say yes, bring your camera and don't pack a lunch.

ISLAND SHOW-N-SHINE X

July 8, 2012

Bob Cuthill, Vancouver Island Director

They say time flies when you are having fun. I think we are coming seriously close to having too much fun on the island. I find it hard to believe that 8 July 2012 was our tenth Show-N-Shine. We've had a great turn out at each meet and to top it all off, we have also had some great sunshine.

This year with a total of 18 vehicle in attendance, we saw a wide variety of cars, from Pete Sharples' 57 544 which he drove down from Qualicum Beach area, Bill Paitson's immaculate 98 S90 down from Nanaimo. Peter Landsman's 72 ES parked nose to nose with Lorne Knutson's 73 made a lovely looking vintage pair. But I think it was agreed, judging by the votes for People's Choice that it was the dueling duets, Olof Malmberg's 58, and Lars Junker's 59, in matching blue and white paint schemes that were the hit of this year's show.



ISLAND SHOW AND SHINE

Only one vote separated the two but it must have been the original roof rack on Lars vehicle that topped it off (so to speak). Also from up island way (Shawnigan Lake) were Chris and Marja Blasé in their 84 760 (which led the way on our mystery tour) and Henning and Monika Christensen from Duncan. A number of people spent a fair amount of time asking Mark Pacey about all the extra work under the hood of his 98 S70. I'll save the details for another article, but suffice to say, when someone arrives with a laptop computer up and running on the passenger seat so he can dial in the desired performance, it does spark a lot of interest.

A first time visitor this year was Jason Greenway in a 94 850 wagon. I initially spotted him parking off to the side of our unofficial concourse display. It took a little cajoling but I eventually convinced him to park on the grass beside Jill and Kaylee Bone's 850. Jason felt his car, a daily driver, was not up to show status. But once I explained that the meet title of Show-N-Shine really meant "please show up and we will hope the sun will shine", he didn't hesitate to join in. Jason is also the proprietor of the newest Volvo shop in the area – Greenway Automotive is less than a half mile from the "Olsson Estate" in Saanichton, just north of Victoria.

Also in the "matched brace" category, we had two beautiful 123GTs belonging to Gordon Murray and Colin Macklock. And rounding out the field of GTs was Don Chambers in an 84 245. Don is well known to us for his bio-diesel conversions and I'm wondering if the 245

might be next in line.

Shortly after lunch it was time for some door prize draws. I called on the youngest member present, 4 ½ year old Kaylee Bone to make the first and very impartial draw. But she outfoxed me royally by drawing the number on the ticket in her own hand! Being so young it was a sure thing that no one could call foul on that one. So mom Jill got to pick the prize and Kaylee got to draw the next winner. We had a lot of support this year and only one or two had to go home without a prize. Thank yous go out to Volvo of Victoria for the People's Choice plaque, VCBC for jugs of oil for those handyman oil changes, and a variety of other prizes from Olof Malmberg, Landsman Motors and

Greenway Automotive. And of course, a big thank you to our hosts, Bjorn and Kjellaug for allowing us to parade our cars on the front lawn of what I affectionately refer to as the "Olsson Estate".

All too soon it was time to commence the departures. But one of the Duets was delayed by a rough running engine on start up. Needless to say, there was no lack of mechanical advice to be offered and an impromptu tech session was soon under way. Sufficient repairs and/or adjustments were made and I received an email after supper that the Duet, although lacking some power, made it safely home. A successful ending to a very fun day.



ISLAND SHOW AND SHINE
DUAL DUETS

EDITORIALS AND LETTERS

NEW SHOP IN VICTORIA GREENWAY AUTOMOTIVE

Bob Cuthill

Your Vancouver Island Director would like to take this opportunity to welcome Jason Greenway and Greenway Automotive. Some of you will already know Jason from his time at the Chapman Motors establishment on Cloverdale Ave in Victoria. Jason has now branched out on his own at a new location at 7865 East Saanich Road just north of the Prairie Inn in Saanichton (250 544-8899) about half way between Victoria and Sydney. The shop opened officially on 8 May 2012 and marked a

return to the area for Jason.

Although he grew up in Campbell River, he traces his roots back several generations to the early farming community in the Saanichton area. Together with mechanics Kyle and Dan, Greenway Automotive will offer a complete line of service to both foreign and domestic cars. Jason brings a solid background in Volvo service, has a complete line of diagnostic and maintenance equipment and continues to be a strong supporter of VCBC.

VOLVO RADIO REPAIR COMPANY

Bob Rowlands hobrowlands2@gmail.com

Hello Bob and Gregg,

radio places in Victoria. Without looking at the car, they told me that: 1) it couldn't be fixed; 2) it couldn't be fixed at a reasonable price; and 3) I ought to buy new one. One of them suggested that I try a scrap yard.

I was considering my options when I happened upon a small shop in Vancouver. I was greeted by a man at the front counter who removed the radio from the car and said he'd call me when he was finished.

He completed the job about 10 days later. The radio now works fine and the repair bill was very reasonable in my opinion.

The shop is: JL Electronics Services, 4678 Main St. Vancouver, B.C. V5V 3R7 604-872-0672

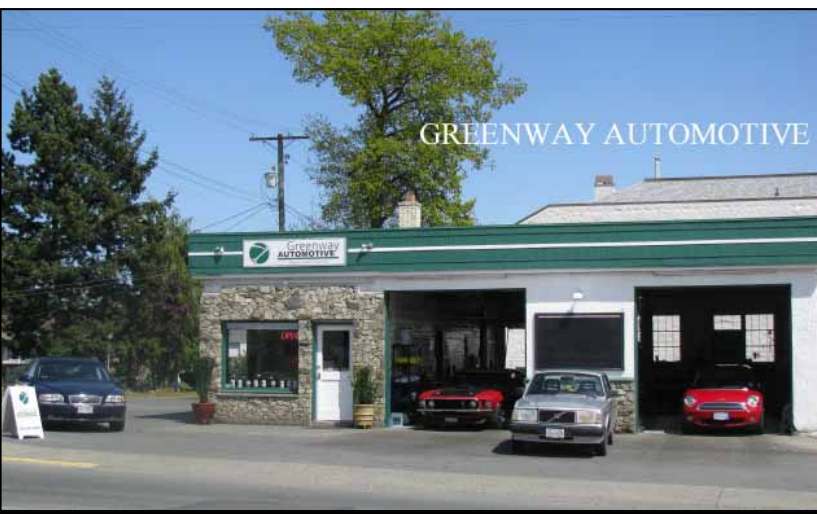
My guess is that members who are going for Collector plates or those who simply want to keep their cars in original condition would be interested in this store.

You should be aware that JL Electronics Services has a \$20 minimum charge. When you consider the hype and flimflam I received at the other places, I would have been happy to pay that amount even if the repair hadn't turned out.

VISIT FROM LANCE PHILLIPS,

President of the Volvo Clubs of Australia
Gregg Morris

This spring I received an email from Lance Phillips, who is the president of the Volvo Clubs of Australia. He and his wife were com-



I recently found a car radio repair shop that might interest you and other club members. When the FM band on my Volvo 740 radio stopped working a number of months ago, I went to a couple of car

ing to BC and wondered if we might meet. Their visit to BC was certainly packed with activities. Their tour flew Lance and Pam into Vancouver then immediately on to a bus to Victoria, Okanagan, & Banff; then onto the Rocky Mountain Express back to Vancouver where they had ½ day off before embarking on an Alaska Cruise. It was that half day off he was emailing me about, wondering if we could meet, and compare notes on Volvo Club stuff.

Sure enough, we got the call and Rose and I

of Australia on behalf of all the clubs.

Their newsletter is skillfully edited by Greg Sievert, who I recently learned is a Mechanical Engineer who works for GM of Australia. I have included a couple of his projects in our newsletter. The first was supercharging his 240 and the most recent is the conversion of a 245 to electric power. Both projects were very professionally accomplished. Greg's "Rolling Australia" newsletter is huge, 42 pages in the May June 2012 edition. All the clubs submit

their schedule of events and event reports and Volvo related businesses post many advertisements. They also have technical and special interest articles, the best of these are the work of Greg himself. I have been trading newsletters with Greg for years now. I send him 12 pages 3 times a year and he sends me 40 pages 6 times a year. Works for me. What really amazes me is that they print paper copies of the newsletter and surface mail it to every member. We used to do that, and it was our biggest ex-



met them at the Blue Horizon Hotel on Robson St. for a short but very interesting visit. It is amazing how a common interest can make new acquaintances seem like old friends. Lance is into 140 and 242GTs and of course I am up to my neck in all manner of old Volvos.

The way the Volvo Clubs operate in Australia; and their association with Volvo of Australia is quite unique. As Lance describes it there are 4 separate Volvo clubs on the continent; Victoria, New South Wales, South Australia (Incorporating Western Australia) and the Volvo 1800/120 Club of Australia. They all contribute to a single newsletter "Rolling Australia" which is published by the Volvo Club of Victoria. Lance is the president of the Volvo Club of Victoria and sort of general manager of the whole works. He is the contact with Volvo

pense and our newsletter is small. So where does the money come from? They have a sliding scale of membership fees, \$20 for students and pensioners and \$40 for adults. (The Aus \$ is near par with the Canadian dollar.) I don't know what their membership is. What really helps is their cooperative association with Volvo of Australia. Volvo of Australia gives each of the 4 clubs \$1000 per year and the club that hosts the bi-annual meet gets \$5000 for advertising expenses in return for a full page dealer listing in each issue of Rolling. In turn the Volvo Clubs of Australia help Volvo of Australia whenever the opportunity arises. For instance Public Relations have asked for a Concourse 1800S to use in a display later in this year so the Victorian Club has supplied one. Good arrangement.



Rose and I really liked the Phillips. They were unpretentious, knowledgeable and very friendly. I hope we came across the same way. Those traits seem to be common among Volvo enthusiasts in my experience. Nice way to have it.

If you would like to read one of their newsletters send me an email to grmorris@shaw.ca and I will send you an example.

SAAB TO BECOME ELECTRIC CAR COMPANY

Globe and Mail,

June 14, 2012

A Chinese-Japanese investment group has agreed to buy **Saab Automobile AB** and convert the bankrupt Swedish manufacturer into a maker of electric cars. The first vehicle under the plan will be based on Saab's 9-3 car and will go on sale early in 2014, with China as the main market, purchaser National Electric Vehicle Sweden AB and the bankruptcy administrators for Trollhaettan-based Saab said Wednesday. The parties agreed not to disclose the price of Saab's sale. "We're striving to be a world-leading company for electric cars," said a spokesman for national Electric Vehicle Sweden. The purchasing group consists of Hong Kong-based National Modern Energy Holdings Ltd., and Japanese investment firm Sun Investment. §

SAAB BANKRUPTCY SPURS SPYKER TO SUE GENERAL MOTORS FOR OVER \$3-BILLION

Globe and Mail August 2012.

GM bought 50% of Saab in 1990 and the remaining 50% in 2000. In January 2010, Spyker NV, a sports car maker based in Holland bought Saab from GM. Saab went into bankruptcy December 2011.

Spyker's suit against GM claims that GM deliberately forced the bankruptcy by blocking a deal between Spyker and a Chinese investor for the sale of Saab to China. Spyker contends that GM blocked the deal to avoid a potential rival in China.

CLUB STUFF

WHAT TO DO WITH OUR SPRING EVENT

Gregg Morris

As you probably know, we had to cancel our Spring Show and Shine scheduled for the Volvo of Coquitlam Dealership at short notice. We don't want this to happen again so we are rethinking our plans for future spring events. Originally our spring show and shine was part of the Don Dockstader Motors, Garage Sale and we provided a selection of Classic Volvos as entertainment to supplement their event. When Dockstaders stopped having Garage sales we approached the Jim Pattison Volvo Dealerships to see if they would like us to host our events at their dealerships and they enthusiastically agreed and we have had 4 such events and they have been great hosts. We had always hoped that our presence would be part of a special car and parts sales day so we could be of assistance to a sales success at each dealership. We very much appreciate the welcome we have received at the three Pattison Dealerships and hope to continue have spring events with them, but not every year.

We need some alternative events in order to add variety and to give the dealerships a rest from repeat events.

Here is one possibility. Quite a few years ago our Spring drive was not the overnight event that we enjoy now. It was originally a local drive on back roads to an interesting picnic destination and home in the same day. These were fun and we could do that again without it compromising our Spring Drive.

WHAT DO YOU THINK??? We would welcome suggestions from the membership.

HELP VCBC GET MORE MEMBERS!!

Word of mouth is our best way of gaining new members, so please tell others about our Volvo club. The simplest way is just tell anyone who is interested to "Google" **Volvo Club of BC** and the **link to the membership application form** is right on our **Home Page**. We will also be making some business cards so if you want some to hand out they will be available at the next VCBC event. Thanks for your help.

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.

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

VOLVO RELATED WEBSITES

Here are a few:

<http://boingboing.net/2012/02/10/extreme-diy-car-mods-volvo-wi.html> 240 with wood stove heater

<http://vimeo.com/36789395>

Above is a link to some very nice Volvo videos from Holland. Click on the button at the bottom right of the video start screen and watch in full screen, and the music is not bad either.

(Dennis Cowell)

<http://thethrottle.thehive.com/2012/02/02/volvo-makes-some-fun-rally-machines-24-photos/> 24 volvo rally pictures

<http://www.hagerty.com/valuationtools/HVT/VehicleSearch/Report?vc=1327990>

This is a decent car valuation guide.

http://www.youtube.com/watch?v=EBKBtZmiqAk&feature=youtube_gdata_player

From Bert: Check out this video on YouTube: Song about The Medallions -1959 Dootone 446-'59 Volvo.wmv

WHATS NEW (OR OLD) AT VOLVO

DON DOCKSTEADER MOTORS SOLD

Gregg Morris

Don Dockstader Motors has been bought by the **DILAWRI** group, who on their website call themselves Canada's largest Autogroup.

I had never heard the name, but they already have 8 auto dealerships in the lower mainland and Docksteaders will make nine. They are not small time dealerships either. How about Acura of Langley, Burrard Acura as well as Bentley, Jaguar, Aston Martin, Land Rover, Audi, all of Vancouver and the Porche center.

In the "about us" section of their website they say:

The Dilawri Group of Companies encompasses a number of dealerships in Ontario, Saskatchewan, Alberta and British Columbia. Owned and operated by the Dilawri family since 1985, the company continues to expand throughout Canada, building on its history of excellence in the automotive industry. With more than 1,600 employees, the company is proud to offer exceptional products and service in every dealership. The Dilawri Group of Companies is not only a leader in the automotive industry; it is also a leader in the communities it serves. Through meaningful and targeted philanthropy, the Dilawri Group is committed to giving back to the communities through the Dilawri Foundation.

So it looks like Don Dockstader Motors is in good company and I hope they are very successful. Dilawri is getting a dealership with a long and proud history and excellent staff who we as customers hope will all remain with the dealership.

DOWNTOWN GEORGIA STREET WAS VANCOUVER'S ORIGINAL AUTO MALL

Alyn Edwards

[<AEdwards@peakco.com>](mailto:AEdwards@peakco.com)

(When I was writing the article on our 1971 145 Express for the May 2012 newsletter, I was trying to find the original location of the Clarke Simpkins

Dealership that imported the Express for their parts delivery van. In the search I came across this interesting article included here. I never did figure out exactly where the Clarke Simpkins Volvo Dealership was. If anyone reading this knows, please let me know. Clarke Simpkins must have had more than one location and sold a wild and wide variety of makes. A picture found by Gil Graham shows an early location and it certainly shows an interesting variety of cars I am not sure exactly where this is. The author of this article, Alyn Edwards, kindly gave permission to use it here Gregg.)

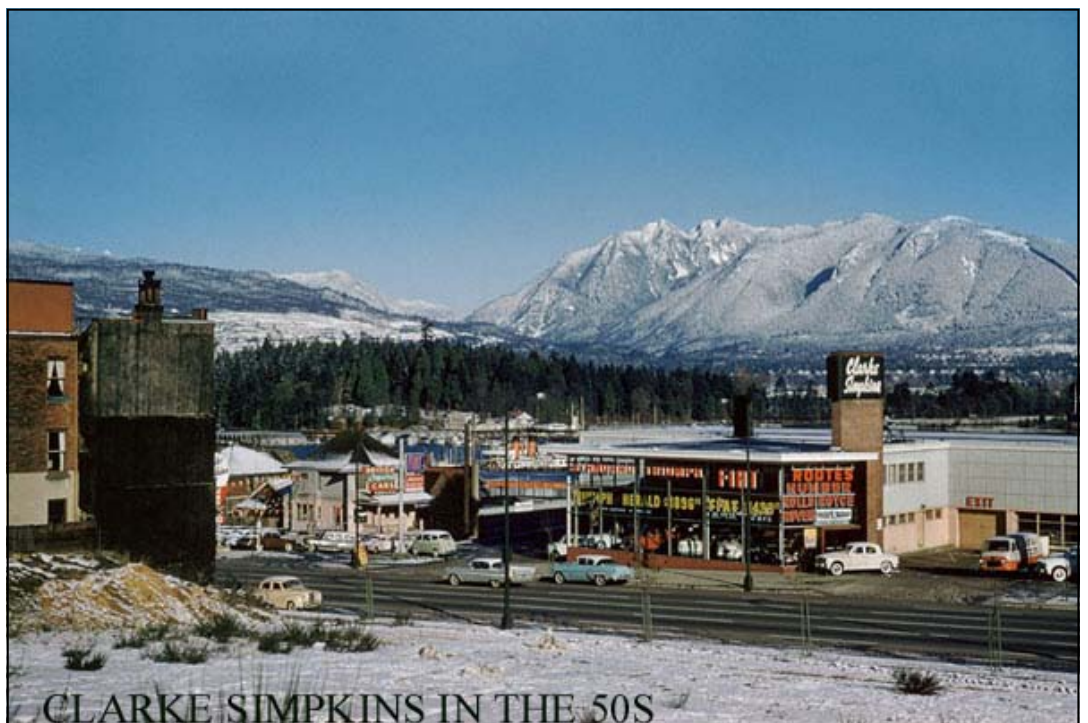
It's hard to believe as you travel along Vancouver's West Georgia Street lined with office towers and high rise condominium buildings that this was where Vancouverites once came to buy their cars.

At one point in the early days of the automobile, more than a dozen dealerships were located on the city's main downtown central

east west corridor. Car sales companies on Georgia Street date back to 1906 with the Western Automobile & Real Estate Company located at Granville Street where the Pacific Centre mall and tower is today.

The epicenter for automotive sales activity became the intersection of Georgia and Burrard Streets with **Bowell-MacLean** selling Cadillacs, **Empire Motors** selling Ford products and **Oxford Motors** selling British cars right next to **Christ Church Cathedral**. **A.W. Carter Motors** had the Hudson franchise at 845 Burrard where the **Sutton Place Hotel** is today.

At new model introduction time in the fall, showrooms were blanked out with paper, searchlights shone in the sky and hordes of people crowded downtown to see the new Studebaker at **J.M. Brown Motors**, the new Nash at **Dan McLean Motors**, **Packards** at **Consolidated Motors**, **Plymouth**, **Chrysler**, **Dodge**, and **Desoto** cars at **Begg Motors**, **Chevrolets** and **Oldsmobiles** at **Colliers**.



CLARKE SIMPKINS IN THE 50S



PETE DOCKSTEADER MOTORS
IN THE '60S
GEORGIA AND THURLOW

One of the first dealerships to locate on Georgia Street west of Burrard was the McLaughlin Carriage Company selling McLaughlin cars manufactured in Ontario and rail shipped right to downtown Vancouver. Pierce Arrow of Canada would later sell its luxury cars from this location.

Dominion Motors was alongside selling Fords first and then representing forgotten makes including Moon, Paige and Jewett automobiles.

Bowell MacDonald Motor Company started nearby selling Oldsmobile and Oakland cars. The dealership would later move several blocks to Burrard Street as Bowell-Maclean.

In the same block on the north side between Bute and Jervis Streets, Consolidated Motors began selling Packard and Hupmobile cars and White trucks alongside Walmsley Motors selling British Cars. A modern condo building called Venus occupies the prime site today.

Who remembers Willis Kingsley Motors on the southeast corner of Georgia and Bute Streets? This company sold Pierce Arrow motor cars in the 1920's and 1930's until the Depression ended production of these luxury cars. Then the dealership began selling Willys cars and trucks and finally Studebaker products.

In 1912, Begg Brothers had moved their dealership from Seymour Street across from the Bay department store to a new building on the south side of Georgia Street just east of Burrard where the Grosvenor Office Tower is today. Begg Motors began selling Chevrolet, Oldsmobile, Cadillac, Hudson, Chalmers and Dodge Bros. cars along with Republic and National trucks. The company later extended its buildings on the back of the property through to Thurlow Street ending up as a full line Chrysler dealership also selling Fargo trucks.

Across the street on property now occupied by the Royal Centre mall and tower, Nash Motor Sales began selling cars and trucks bearing that name.

At the east end of Georgia near today's

entrance to the viaduct, Stonehouse Motors was selling Ford products and Day-Smith Motors was selling Studebaker cars and trucks. Collier Motors sold Chevrolet and Oldsmobile cars right through the 1950's on Georgia Street at Homer kitty corner to the main Vancouver post office.

Pete Docksteader Volvo had a dealership on the southeast corner of Georgia and Thurlow Streets where the 1090 West Georgia office tower is today.

One of the last of the great Georgia Street dealerships was operated by wartime Ford of Canada vice president Clarke Simpkins. He opened his dealership in 1946 to take advantage of a four-year wartime production hiatus that created a frantic demand for vehicles. The first location was in the 1200 block of West Georgia Street where the buildings that housed some of the city's earliest dealerships still stood.

Understandably, Clarke Simpkins sold Ford products including Meteor, Mercury and Lincoln cars along with Mercury trucks. In 1953, Clarke Simpkins opened a new ultra modern dealership in the next block at 1345 West Georgia. This featured a showroom facing the thoroughfare, the most up-to-date service department in the city and beautiful offices looking down on the cars for sale.

As the eldest son of the owner, Michael Simpkins remembers helping out in the parts department and washing cars in his early years before becoming a car jockey at the age of 16. One of his duties was to take customer cars through the City of Vancouver motor vehicle testing station across the street.

Clarke Simpkins was a brilliant business strategist and he seized the opportunity to sell small fuel efficient British Fords to motorists seeking more economical transportation. That was so successful that Clarke Simpkins became the largest volume English Ford dealer in North America. That didn't make Ford of Canada very happy because their cars weren't moving.

Ford fought back in 1958 by setting up

Zephyr Motors to sell their English cars and Clarke Simpkins responded by dropping the Ford franchise. Soon, Clarke Simpkins Motors on Georgia Street was displaying a wide range of cars from small imports to racy Ferraris.

Michael Simpkins recalls that the dealership stored 300 to 400 vehicles on vacant property now occupied by one of Vancouver's best known hotels – the Bayshore Inn. The company became the first Fiat dealer in Canada and soon added Rolls Royce, Triumph, Rover, Borgward and of course Ferrari. "My father signed up for every car franchise that was available," Michael Simpkins recalls. "That's how he stayed in business."

By the late 1960's, real estate prices were skyrocketing as office towers being built were spreading west down Georgia Street from the city centre. Clarke Simpkins sold out the New York Rockefeller Group and moved his dealership - across the bridge to Burrard Street and 8th Avenue. The entrepreneurial auto retailer subsequently became the first Honda dealer in Canada.

So the era of the colorful car dealerships that once dominated West Georgia Street came to an end only to start another auto row on uptown Burrard Street. Clarke Simpkins was the last of those pioneer dealers when he passed away in 1999 at the age of 94.

Alyn Edwards is a classic car enthusiast and partner in Peak Communicators, a Vancouver-based public relations company. aedwards@peakco.com

CONVOY OF SELF-DRIVING CARS NAVIGATES SPANISH HIGHWAY

The Globe and Mail, Wednesday, May 30, 2012

A convoy of self-driving cars has taken to a public motorway in Spain in normal traffic, a world first, according to Swedish Car maker AB Volvo.

A professional driver took the lead of the convoy in a truck, and was followed by four self-driven Volvo vehicles: A second truck and three cars, Volvo said. Vehicles in the road train were equipped with safety systems including cameras, radar and laser sensors, enabling them to monitor the lead vehicle and other vehicles on the road, Volvo said. "By adding in wireless communication, the vehicles in the platoon mimic the lead vehicle using Ricardo autonomous control – accelerating, braking and turning in exactly the same way as the leader," it said. The cars successfully drove for 200 kilometres on May 22 along a motorway outside Spain's north-eastern city of Barcelona, a Volvo spokesman said.

Volvo Car Corp.'s project manager Linda Wahlstrom, was filmed driving one of the cars in the convoy as the system instructed her to lift her feet from the pedals and then remove her hands from the wheel. As the car sped along

the highway at 85 kph, she leafed through a magazine. "It is quite funny to see the passing vehicles. They are quite surprised seeing me not driving the car but reading a magazine, Ms. Wahlstrom said. "We've learned a whole lot during this period. People think that autonomous driving is science fiction, but the fact is that the technology is already here," she added in a statement.

"From the purely conceptual viewpoint, it works fine and the road train will be around in one form or another in the future." It was the first-ever test drive of a self-driving road train among other road users, Volvo said, describing the trial as "highly successful." "The project aims to deliver improved comfort for drivers, who can now spend their time doing other things while driving. They can work on their laptops, read a book or sit back and enjoy a relaxed lunch," Volvo said.

"Naturally the project also aims to improve traffic safety, reduce environmental impact and, thanks to smooth speed control, cut the risk of traffic tailbacks." The close distance between the cars also creates a slipstream that allows the vehicles to use less fuel, it says, with savings of up to 20% possible depending on spacing and



On the road: Self-driving cars 'will be around in one form or another in the future.' vccuo

AUTO MAKING

Convoy of self-driving cars navigates Spanish highway

geometry.

The Safe Road Trains for the Environment (SARTRE) project is a partly European Commission funded joint venture led by British Engineering and technology developer Ricardo UK. Other firms collaborating in the venture

are Volvo, Idiada and Tecnalia Research & Innovation of Spain, Institut f5/8r Kraft fahrzeuge Aachen of Germany and SP Technical Research Institute of Sweden

SOMETHING DIFFERENT

THE OSCAR.

Rob Schwieger

In November of 2010, while Janet and I were enjoying winter in our new part time home in South-Eastern Arizona, we decided to take in the Cactus Chapter Volvo Club of America rally in Tucson. The rally was interesting and we found an enthusiastic group of Volvo aficionados in attendance.

What really caught my eye, however was a car owned by the Volvo of Tucson dealership where the rally was being held. It was a bright red two-seater car that looked powerful and expensive. It was called the OScar, by local club members and had been a kind of mascot for them for many years. The OScar was a sports car based on an AC Cobra like body and 100% Volvo running gear and had been made in the early 1980's in Denmark. Nobody seemed to know much else about the car. I was curious and decided to see what I could find out about the car.

Searching the internet, I found very little info at first, but managed to track down a couple of sites with information. The OScar (Ole Sommer car) was the brainchild of Ole Sommer, an importer and car dealer who at the time owned the biggest Volvo dealership in Denmark. Ole wanted to design and build cars as well and decided to use Volvo as the foundation of his vehicles. In the 1970's Ole produced seven cars that he called the Joker, based on 140 running gear. The Joker was a strange rectangular car that looked like it was designed by the Mecanno Erector set Company.

He tried again in 1983, this time with the design based on the Ac Cobra,

using a 140 front end and 240 rear axle and running gear. Much of the car was custom made including the interior and a rectangular tube frame and gas tank. Various sources report somewhere between 20 and 40 cars being individually made between 1983 and 1985. Different engine transmission and rear end versions were made depending on the wishes of the customers. The Oscar was advertised as a "sports car without mechanical problems". The biggest problem for potential buyers, however, was the price. With an estimated price of 80,000 DM (\$41,000) in 1984, there were almost no takers

and Ole Sommer was forced to shut down production. An owner of an OScar in Germany, who was trying to track down surviving cars had only found three in Europe, including one in the Ole Sommer car museum in Copenhagen.

An interesting footnote was that as I was getting ready to write this article, Gregg Morris sent me a picture of a much earlier car, the Beyer Special, that looked similar to the OScar. Perhaps this was the inspiration for Ole Sommer.



AMERICAN EXPRESS

Gregg Morris, Dave McAree, Bob Cuthill

Our 1971 Volvo 145Express has been sold to two of our Volvo Club members who live in Washington State, Beau MacGregor and Adam Richardson. These two fellows are as keen on Volvos as we are. The only difference, — and it is a good one—, is these two are about 30 years younger.

Despite their youth they have had quite the selection of cars. Beau currently has an 72 1800ES, 72 164E, 245 and a Porche 911T and I have seen Adam driving a two stroke Saab, PV544 (both departed) , Porche 914 and a beautiful 66 122 4 dr. The Express fits right into their rather eclectic taste in cars.

Their plan for the Express is one of preservation rather than restoration. We are very glad it was Beau and Adam who purchased the car. They will care for it well, and it will even enjoy indoor storage. Best of all we will likely see it at future VCBC Events. However, instead of the Volvo Club of BC sign it may be wearing the Star Spangled Banner.



TECHNICAL TIPS

A FEW SUGGESTIONS ON TUNING B18, B20 & B21 ENGINES

Rhys Kent

(Rhys Kent gave our technical session in November 2011 and provided these suggestions at the session. He has a company that rebuilds SU (and other) carburetors in Victoria, BC, see him at www.sucarburetors.com)

Having rebuilt, modified, maintained and tuned these engines for almost forty years, I have a few suggestions regarding how they can be tuned.

General condition: - the biggest concern is a worn camshaft on the pushrod engines. Compression must be even. On the B21's a severe loss of power would mean checking the camshaft timing.

Valve Adjustment: - set pushrod engines, hot or cold, to .018-.019". A thousandth either way is not a concern, and more lash is introduced because the rocker arm tips are usually worn by the tip of the valve stem, and the feeler gauge bridges it. B21's can be checked, but rarely need adjustment – .014-.018" cold is fine.

Ignition: - I use Bosch breaker points, condensers, cap and rotor ONLY. Wires are best Bosch or other known manufacturer. NGK copper spark plugs, BP6HS for B18-B20, BP6ES for B21A. Precious metal spark plugs have a higher firing voltage, and multiple electrode plugs seem not to be an advantage with breaker points. Breaker points gap at .016", plugs at .028.

On late B20's the distributor used a vacuum retard unit, which most mechanics assume is an advance unit. Although it lowers nitrogen oxide emissions, it increases the total amount of fuel burned. Idle quality is made worse, and throttle response is also delayed. As well the breaker plate pivot will wear out – and probably

has at this point. The vacuum retard hose should be removed and plugged at the manifold/carburetor. It can also be removed on the dual action B21A distributors, although one has to monitor for pinging.

Timing Adjustment – for the B18-20, start at 10degrees BTDC, and advance from there two degrees at a time to the point where it does not ping on hard acceleration. This circumvents manufacturing errors and gets the timing to the best power and mileage. For B21A set as the sticker on the fender indicates, remove the vacuum retard hose, and experiment with increasing timing advance.

Uncontrollably high idle: - Crankcase ventilation system, loose or cracked intake/exhaust manifold or cracked manifold gasket on pushrod engines, weak decel valves in carburetor throttle plates, brake booster hose, or the brake booster itself.

Once all these things are done, and only then should the carb(s) be adjusted.

B18/B20 WATER PUMP REPLACEMENT

Gregg Morris

I know this seems like a fairly mundane subject for a tech article but there are definitely some tips that make the water pump installation easier and leak free when you are installing it without assistance.

I recently replaced the pump on my daughter's 120 wagon. Although, the pump wasn't noisy, the bearings were worn, as indicated by the play when pulling the top or the fan back and forth from the engine. The pump was leaking from the little hole in the bottom of the pump shaft.

Removal is quite straight forward. Drain the coolant, made easy on the early cars thanks to the drain cock in the lower tank of the radiator. Remove the radiator and flush it while it is out. If the car ran cool flush it with a hose. If it was overheating have a rad shop flush it.

At this point I remove the grills in the front of the car so I can see straight at the fan and pump etc. Remove the fan and fan belt pulley and loosen or remove the alternator. Now the water pump is exposed. Be careful when removing the bolts securing the water pump and



the lower water pump pipe. Don't shear them off or you are in trouble. Add WD 40 and work them back and forth if they are stiff. Pull out the two pipes from the passenger side of the pump. Remove the square shouldered rubber seals and clean the ends of the pipes in preparation for installing new seals. Use grease on the seals (ideally brake grease) so the seals will slide easily into the new water pump.

With the pump removed clean the surface of the block and the underside of the head until smooth. Use grease on the gasget so it sticks to the back of the pump for installation. Your kit may include two sizes of rubber rings for the top of the pump. I have always used the longest ones. Use never-seize graphite paste on all the bolts so you will never have to worry about seized bolts again. Install the two pipes into the side of the water pump.

The next step is the useful part. I have a

large welders clamp vice grip to hold the pump firmly up to the underside of the head while you tighten the water pump bolts. First start a couple of the bolts. It may help to use a punch to locate the bolt holes. Next put one jaw of the vice grip into the thermostat hole in the engine head and the other under the water pump and clamp the pump up against the head. Start all the other bolts. Tighten them all evenly and make sure the vice grip has the pump firmly held to the head so the top seals will not leak.

You are now ready to reinstall the pulley fan, alternator, fan belt. Do not overtighten the fan belt it just wears the water pump shaft bushing prematurely.

Reinstall the rad and bottom rad hose. Add 50/50 mix of antifreeze and water through the thermostat hole until the block is full then install the thermostat with a new rubber seal. Make sure you carefully clean the indent in the

thermostat housing that will hold the seal. Install the top rad hose and finish filling with coolant.

If the car had any overheating problems suspect the thermostat. If you have a collection of used ones, pick 4 or so and boil them on the stove noting which opens quickest. That one is the cool one no matter what the temperature rating stamped on it says. If you don't have a collection, buy a new thermostat from Volvo or at least one with the same configuration as what you took out.

Start the car and check for leaks. Turn off the engine and let things cool down and check and if necessary add more coolant to the rad and you are finished.

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 15%

Chapman Motors, Cobble Hill, B.C., 1-800-663-

7208, New parts 10%, Used parts 20%

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%

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.

Lordco Part Stores up to 30% with Lordco card.

Oceanside Auto Appraisers Ltd 10%: appraise cars but drive Volvos 250-927-4634

CLUB DIRECTORS: Chris Ainscough, John Cripps, Bob Cuthill, Dave McAree, Gregg Morris, Bert Sherlock

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

CLUB BENEFITS: events, membership list, newsletters, club decal, membership card entitling members to savings from companies on our discount list.

CLUB CLOTHES: T shirts \$15, golf shirts \$25, Sweat Shirts \$30, Hoodies \$35, Jean Shirts \$35, fleece vests \$40, Ball Caps \$15

DISCLAIMER: V.C.B.C. cannot be held responsible for any technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or its members'

CLASSIFIED ADS

60-544-\$1000, project car, complete but partially disassembled, white ext blue int, B20 engine, 12v converted electrics, floors and some body work already done, brake and clutch linkages redone, B16 engine and electrical components included in sale. Jan 403-320-2575 Lethbridge, jdeem-ter@shaw.ca

64-1800 \$20,000 firm, 62,000 original miles. Original show room condition. This is probably the finest example of an original P-1800 anywhere. Same owner since 1965 and the vehicle has been in dry protected storage for 35 years. It is in "pristine condition" inside and out. This is truly a rare offering. \$20,000 firm. Bob 780-983-2500, avaero@telus.net

64-PV544-white, \$2000, rust free Spokane Wa, car, registered in BC, rolling shell , all the parts for reassembly, including good B18 drive train. The perfect starting point for an excellent 544. Gregg 604-469-1216 grmorris@shaw.ca

66-122s-2dr-\$2900, tan ext/tan int, M40, orig owner, garage kept, no accidents, Body and chassis are sound, few small rust spots. Immac. interior . In storage but ran well prior to storage, Brian 604-464-1451 Coquitlam, bkirton@telus.net.

66-122s. 4dr-\$2400, 4Sp, Light Blue, Retired Daily Driver. Runs well, some rust. \$2400. Jordan 250 339 1172 Comox roche11@telus.net.

67-123GT-\$29,900, Restored to better than new. No rust. 2nd owner since 1993, repainted last summer. Engine rebuild 40k miles ago. The original dash was replaced by a beautiful custom walnut fully instrumented dash. Wheels are American Racing, 17" on the back, 16" on the front. Wheels and tires are brand new, less than 20 miles. Pictures on Kijiji Vancouver. Serious inquiries only, pauljer9@gmail.com

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

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 grmorris@moody.bc.ca or John Cripps 604-466-9110 or volvoridge@hotmail.com

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73 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.

B18/B20: water pumps for B18/B20/B30. Cam 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

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

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"Island Automotion Ltd - SU carburetor rebuilding, www.sucarburetors.com Rhys Kent, 1-250-479-5192 Victoria or islandautomotion@shaw.ca"

Fibrenew leather and vinyl repair, mobile service Vancouver, Ph 313-4703, 20% discount

WANTED

PV444 1953 rear bumper, Walt Tartar 206- 524- 2694

SALES CONTINUED

07-C70-T5 hardtop convertible, \$25K, 56,000 km, Zanzibar gold, beige leather interior, wind blocker, 6cd changer, one owner, dealer serviced, exc cond. **Gisela 604-925-9125, giselas3@telus.net**