



THE VOLVO CLUB OF B.C.

JANUARY 2013

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.

JANUARY 16, 2013 (Wednesday) VOLVO CLUB WINTER SUPPER, 7:00 pm at the New Westminster Spaghetti Factory at 50 - 8th St., just up

from the Sky Train Station, Al Imrie, P.Eng, will talk about the huge Hydro Power Project in Columbia, info 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

CATES PARK PICNIC (21 st. ANNUAL)

**Last Saturday!!! In September
September 29, 2012**

Chris Ainscough

Cates Park 2012, the last Saturday in September, was another great success this year, even though the long range forecast for the week said intermittent rain, showers and rain all week. This always concerns me since I have to pack the pop-up tent if it does. I remember hearing the rain through the night but when I finally awoke there was blue sky with some layered cloud and I said "What the heck!!" and drove out sans tent. It gave me some extra time to get the coffee and donuts from Hortons.

Cates was held on the last Sunday in September until last year when we changed it to the Last Saturday. I am sorry about the few people who still show up on Sunday to an empty lot.

The early bird directors had successfully blockaded the lower parking lot by the time I had arrived and there

were already a half dozen cars there including a very cool hand built tear drop trailer behind Howard Haefner's (I wonder if his brother is named Hugh) yellow 1800ES. We quickly

spread out the coffee and tim bits, hung the banner and made the place look ours.

Within an hour the lower lot was a quarter full and they just kept coming until we lost



CATES PARK PICNIC 2012



Vancouver and all the proceeds are to charity . PA Sherlock (AKA Bert) circulated through the crowd, encouraging raffle ticket sales for the draw and it was a dandy this year. Charlie Teetzel wove his way through the throngs with the old leather camera bag dispensing the lucky numbers to the “thrifty by nature” crowd.

And speaking of thrifty by nature there is going to be a change to the BBQ next year. Lunch is by donation and all the money donated goes to Canuck Place, but the donations were not particularly generous we will be actively encouraging you to be more generous next year. Those on fixed incomes should bring an apple and a bag of kibble or go to the concession stand. Nuff said other than we raised about \$235 this year.

count in the fifties which was also a great era. There were an incredible number of Washington plates with the like of Don Johnson with his immaculate 1800ES. It was unfortunate that Mary Lou was not well enough to travel this time and we all hope she is faring better.

The former Club 1972 Express reappeared with a Washington plate piloted by Eric Sandlund for its’ new owners Beau MacGregor and Adam Richardson. It was nice to see the old girl again. It was a mystery to me why some-

Now onto the Annual General Meeting, raffle draw and Peoples Choice award presentations. Gregg Morris reviewed the year’s events and activities and asked for input or changes to club operation but it seems like everyone is as contented with the club status quo as they are having turkey every Christmas. Please forgive that analogy Gregg.



Dave McAree delivered the Treasurers Report which was lovingly prepared by Rose Morris and while the bank balance is admirable our membership has slipped a bit. We obviously need to keep this count up in order to maintain the operations base for the club so please please please bring in a few

one did not jump on that vehicle a lot earlier so congratulations to Beau and Adam. It was good to see Eric Sandlund, long time Volvo expert and enthusiast come up from Washington in addition to Rick and Walt Tartar.

Also amongst the crowd was an Australian fellow, John Grant a Volvo enthusiast from Victoria in Australia who was on a tour of BC and came out to enjoy our event. Thanks for making the effort.

We picked up a few new members and sold some shirts in between a couple of hours of critical information exchange and greetings to some long lost cars. It seemed the morning flew by and then I lost contact because I became the cheese and condiment applier...I said CON-DIMENT... for Mr. Barbeque, Dave Van Sickle. Each year Davey hauls his barbeque to the event and makes hotdogs and hamburgers for everyone. The food is all donated by the Market Place IGA at 150 W Esplanade in North

new memberships...they make great birthday, anniversary and Christmas presents. You never know, someone may reward you with a free BBQ package meal at the next Cates Park event.

And the winners were : People’s Choice Award Walt Tartar for his black 1953 444. The People’s Choice Runner Up award went to David Warner for his 1972 metallic blue 1800ES. The Modified winner was for an incredibly well done and detailed black 1997 855R owned by Theo Remegio. “ Go Tuners”...and I’m sure it does.

So then came the draws for all the swag which was spread out on a tarp. This is what people REALLY come for. Thanks to all the generous folks who donated gifts, Volvo of North Vancouver, Ed Schram Motors, Don Dockstader Motors, Olof Malmberg of Vintage Import Parts, Scandia Motors, Volvo of Surrey, Greg Wharry of Stanley Tools, KMS

tools, VCBC, and to Dave VanSickle who is not only a master BBQ chef but has so many contacts from his body shop dealings that he is like Santa for the club. It took at least an hour to go through all the tickets and then it was opened up to anyone who wanted to take the last of the swag. Amazing it was.

So there we spent another lovely last Saturday of September in glorious sunshine, shorts and polar fleece tops yakking with an assortment of Swedish tractor pilots mixed in with some overhead cam turbo heads. There was a great contrast to this year’s event and we look forward to the tuners keeping in touch with the club and adding to the fabric.

POST SCRIPT : Garry Wikjord, from Logan Lake drove his beautifully restored 67 122S down to attend the event for the first time. He had a great time talking to other members and reminiscing about his rallying days in the 70s, when he rallied an identical car. We are sorry to tell you that his son Eric contacted us to say that Garry suffered a fatal stroke when he returned home.

THE COURTENAY CRUISE 2012
September 9, 2012

Bob Cuthill, Island Director VCBC

Now I know what retirement should be all about. The Courtenay Cruise was my first VCBC official duty after retiring from 46 plus years in aviation. What a way to start my new career.

Up until recently all the Vancouver Island VCBC events had been centered on the south end of the island around Victoria. Over the past few years I had received a number of requests from the up island Volvophiles for something up in their neck of the woods. So I decided earlier this year to follow up on an offer of help from Wendy and Gary Woodley in Courtenay. Not only did they have previous car club and rally experience, Wendy worked with several local newspapers and had a wealth of local knowledge and contacts. More detailed planning occurred over the course of the summer, most of which I spent at work flying helicopters around the Canadian arctic (but that’s another story). I’m just thankful for the internet where the Woodleys and I exchanged emails and finalized plans for the First (and hopefully annual) VCBC Courtenay Cruise.

Ol’ Reliable, my 61 P1800, transported Lucy and I north up the island highway on Sat 08 Sep to where we met Gary and Wendy at a lovely seaside restaurant in Comox. After lunch we reviewed the planned events for Sunday and being the very thorough person she is, Wendy had covered all the bases down to having the normally closed for lunch Silverado restaurant at the Crown Isle Golf Resort reserved for the Courtenay Cruisers and to having bouquets of Swedish blue and yellow pansies on each table. I later learned that the blue and yellow runs in her blood as her Swedish heritage can be traced back through her maternal grandfather.

Sunday morning dawned overcast with a threat of rain in the heavy clouds that could be seen rolling over the mountains just to the west of us. This is I guess is typical of the area as



one of our major sponsors, Robert and Eunice Kirk of the Courtenay Car Center showed up in a lovely C70 with the top down no less! Actually, when we arrived at Simms Millennium Park, our rendezvous location adjacent to the Car Centre, Peter Sharples, ever the early bird was first on scene in his 57 444. In quick succession Chris and Marja Blasé arrived in their 96 850 followed in an 850 wagon by Peter and Maggie Gibson who had caught the early ferry from up on Quadra Island. Another of our constant supporters, Bill Paitson arrived from Nanaimo followed shortly in 70 122 by Bert Sherlock, another of our club directors, who was visiting the island on other business and had added in the Courtenay Cruise to his itinerary. Rounding out our 9 car group was Ralph Zbarsky driving, of all things, a fully race prepared and street legal 69 142S. Ralph, who hails from the mainland, was visiting son Mike and grandson Nickolai and brought them along to the start.

For many in the group it was a first time for introductions and it wasn't long before some hoods were up and small groups were gathering to discuss things Volvo. We let this go on as long as we could but soon it was time to get things on the road. The driver/navigator meeting was convened at the appointed hour and Wendy went over the safety reminders and orders for the day then a brief outline of the route. Wendy and Gary had laid out the route and refined it several times so they got the bye and proceeded directly to the destination at the Crown Isle. For the rest of us, all new to the area, the chosen route turned out to be a lot of fun for drivers and navigators. Wendy had directed that I would lead off in the 1800 and others were to follow at discrete intervals. About 15 minutes into the drive we met Peter Sharples coming from the opposite direction. Being without a navigator we allowed that he could join in and remain in sight of the lead car. It had been a long time since Lucy and I had driven a route we had not set up and were totally familiar with. So I think we had more fun than most and with only one very short miscue we completed the route successfully.

I think everyone else must have done as well because it wasn't too much longer and we

were all gathered in the Silverado dining room with much animated discussion about navigation techniques or interesting things we had come across enroute. Once we were all seated and meal orders had been taken, Wendy started us off on the draw for door prizes. First, each participant got a goody bag, including pins from Courtenay/Comox, information on local sights to visit and discount ski lift passes. As Ralph Zbarsky had to depart early for business on the mainland I think just about everyone else got a door prize of some sort.

The Crown Isle lived up to its reputation as a luxury resort and served a delicious meal. The camaraderie amongst this first gathering in Courtenay continued well after lunch but soon it was time for us to start heading to our respective homes. Lucy and I decide to relax and take the old highway, a slower but much more scenic route to about half way back south to Victoria. The First Annual VCBC Courtenay Cruise must definitely be rated a success. A hearty

vote of thanks to Wendy and Gary Woodley for organizing a great meet. We must make this an annual affair.

ISLAND FALL COLOURS RUN

October 21, 2012

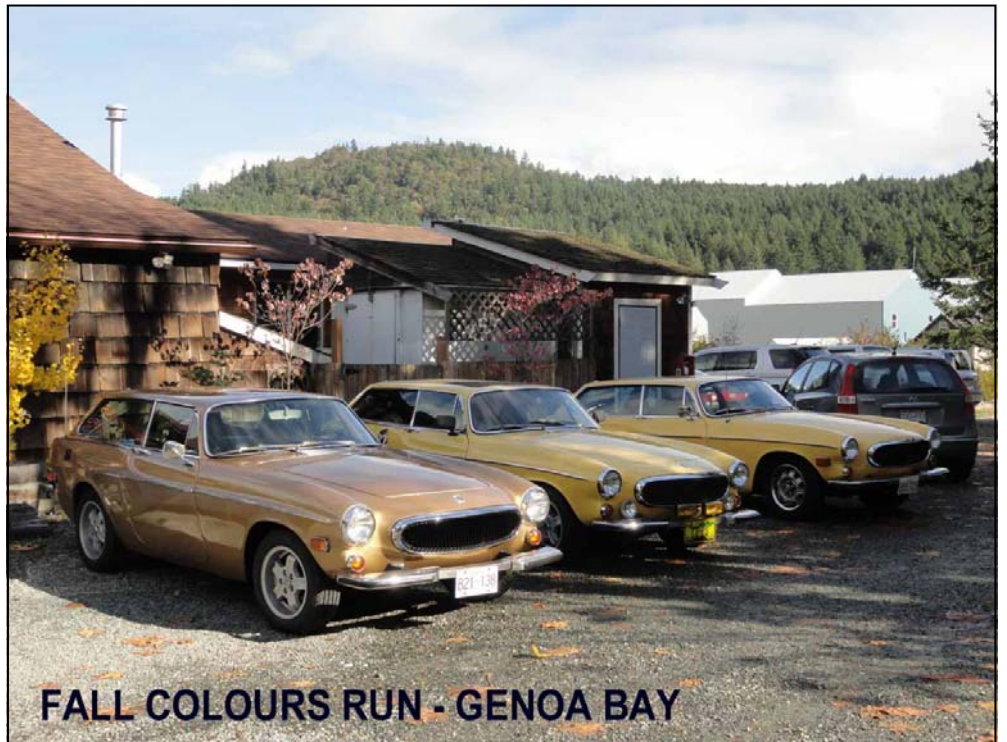
Bob Cuthill, Island Director

I try to schedule the Fall Colours Run for later in October hoping to catch the trees at their fall best. But now we also have to take into account the apparent influence of Global Warming. October had started off sunny and dry like most of the last three months and the trees were showing only a traced of colour change. Then about mid month we started to get some wetter weather, more typical of the fall and winter weather of the southern end of Vancouver Island. Towards the end of the month, the damp weather continued and the day before Sunday 21 Oct there were conflicting forecasts for our final Island event of the year. But true to form, when we arrived at our favourite Tim Horton's starting point there were patches of blue and bits of sun poking through.

I nipped inside for my morning cuppa and by the time I was back out the door two more Volvos, and 84 245 belonging to Lars Junkers and Jennifer Oaks and a gold ES with driver Lorne Knuston and navigator/daughter Anna were parked beside our 61 P1800.

You couldn't miss Mark Pacey's midnight black S70 judging by the sound from the exhaust. Mark usually drives with his laptop on the passenger's seat so he can adjust the engine output to suit! Chris Blasé arrived in his white 850 followed shortly by twin yellow 1800 ESs belonging to Mike and Joan Tomczak and Peter and Pavla Landsman. The three ESs drew admiring glances from a number of people lined up for the Time Horton's drive through.

Just before pulling out of the parking lot a quick call to Gord Rumley at the Genoa Bay



Restaurant confirmed our numbers and Gord confirmed the weather up island was mainly blue skies and sunshine. Our route north was a mix of easy city streets, a challenging twisting hilly section, some nice open highway with salt water views, and some gently winding country roads where the fall colours were in full bloom. We had started out with good spacing so as not to obstruct any traffic by traveling in a close convoy. At least that was the theory. Drivers and navigators were briefed to follow their own instructions and to remember that the car ahead may be more lost than you are. It all worked well for the first half of the trip. But as time wore on and folks were slowing down to enjoy the colours; we started bunching up until a group of five was pretty well together. Knowing the route, Lucy and I opted for a short break for call of nature for me and a cool refreshment for both. I think the others took the hint and on the last five kilometers to the restaurant through a beautiful pastoral valley we didn't see another car in our group. Joining us from up island Bill Paitson arrived in a "non-Volvo" entry from Nanaimo and Bob and Edna Pellow in their 82 240 down from Parksville (they were planning a trip to Victoria anyway and timed it to include their own southbound version of a Fall Colours Run, meeting us at the designated lunch stop). All in all we sat 13 to lunch but I'm not triskaidekaphobia so it didn't really bother me.

The Genoa Bay Restaurant is a bit of a well hidden secret. The view from the dining room is gorgeous – seascapes, mountains in their fall palette, lovely yachts (both power and sail) and of course, an excellent menu of gourmet meals. There was a lot of catching up on news, sharing stories about the drive and enjoying the Genoa Bay's wonderful food. After lunch we gathered in the parking lot to finish our stories, decide on a route home and finally, to say farewell until next year. The weather and scenery had pro-

vided a beautiful day for a drive and a wonderful finale to this year's Vancouver Island activities.

VCBC TECHNICAL SESSION 2012

SUBJECT: BODYWORK

held at KMS Tools, Coquitlam

Nov.14, 2012.

John Cripps, & Gregg Morris,

A special thanks to Chris Ainscough for arranging this technical evening and to John Cripps for documenting the daunting quantity of technical details and advice provided by the presenter. The technical subjects covered dur-



ing the session included: body work, materials, patch panel fabrication, welding, grinding, sanding, body shop tools, painting tips and a look at two project cars. Details of all these subjects, complete with pictures, as documented by John Cripps, can be found on our www.volvoclubofbc.com website.

There were 17 vcbc members on site to participate in the evening. The event started at 6:30 and took about 2 hours.. As usual VCBC provided food and beverage. John even managed to coax some membership renewals out of those in attendance.

The KMS presenter was Geody Rose, an accomplished finsmith, panel beater and fabricator, who provided a whirlwind tour through auto bodywork repair at KMS Tools in Coquitlam, BC. In a very short time we realized that Geody is a contender for the Eveready Energizer Bunny, energetically explaining everything from tools of the trade to paint tips and choices.

KMS is providing an interesting alternative to the typical body shop experience. They have a body shop in the building next to the tool sales building in Coquitlam. The shop is fully equipped and welcomes the do-it-yourself customers to help work on their own cars. They have a paint booth to rent \$275 for 24 hrs and an expert painter Bodo at \$75/ hr is available to help you prep and paint your car or can paint it for you. If Bodo does all the work then the booth rental is free. There is also a qualified body man and panel beater available at the same \$75 per hour rate. These trades can be hired by the hour and you can work along with them, as much, or as little as you want, learning from them, and hopefully saving yourself some money in the process. If you would like take advantage of this facility contact Richard Pridham at KMS telephone number 604-554-0043. They are quite busy, so it may be easier to have them do smaller jobs rather than complete restorations. However that is really up to them to schedule.

VCBC director, Chris Ainscough worked with painter, BODO to prep and paint the 19-- Toyota Land Cruiser that Chris restored to take him to his favourite fly fishing locations and provide accommodation when he is there. He can give you first hand knowledge on how the system at KMS works. Try him at 604-521-6071.

EDITORIALS AND LETTERS

OUR CLUB

Gregg Morris

Our club is doing just fine. We have been enjoying our Volvos, and the friends we have made through the club, for 20 years. I have been lucky enough to be part of this for the whole time. We started in 1992 as a small group of enthusiasts sponsored by Don Docstader Motors, and we are now an independent club, and non-profit association with about 340 members.

That is a large membership for a single marque local club, and in some years we have even had in excess of 400 members. This year

we increased our membership advertising by putting up posters and applications in the Dealerships and Independent Volvo Repair shops ,and our website has proven to be an effective source of new members.

Another excellent way to get new members is via word of mouth from our existing members. Please tell your Volvo-driving friends and acquaintances about our club. Give them the club website www.volvoclubofbc.com or simply ask them to 'Google' Volvo club of BC. Tell them about the club discounts and benefits that will quickly save them their \$20 membership fee. We have made business cards to put

on car windows. If you want some just call Dave McAree or myself and they will be sent to you.(Dave 604-530-6097, Gregg 604-469-1216 or).

Thanks! It all helps.

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. 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

A TALE OF ANOTHER EXPRESS and MORE ON THE OSCAR.

Mitch Duncan

(Ed. In the May 2012 newsletter I wrote a member profile, on Mitch Duncan, describing his fascinating career with Volvo. Mitch has sent along some more information on the 145Express, described in the May and September 2012 newsletters, and more info on the Volvo powered special called the Oscar described by Rob Schwieger in the September 2012 newsletter.)



EXPRESS: Mitch writes, “I thought you would find the following interesting. Back when I was running parts for Volvo Western in Torrance, CA, we replaced our PV210 wagon, which we used to run parcels to the post office and UPS, with a dark blue 145 Express. Later the Express was very tricked out and used for a Baja Desert race support vehicle. I later moved the competition department along with our manager, Wayne Baldwin, to Rockleigh, NJ. He brought the Express with him and used it in support of his pro-rally racing. It subsequently passed through several owners (without the competition service components), repainted and now is rusting away in a gas station near Volvo headquarters in Rockleigh, NJ. Yours and our Volvo Western Importer are the only two known to be in North America.” (The R&T article is included elsewhere in this newsletter ed.)

OSCAR:

Mitch writes, “Hello Gregg, I really enjoy reading your newsletter. Your writings give a unique perspective to Volvo club activities. I have some personal experience with the Oscar that Rob Schwieger wrote about in your Sep-



tember 2012 newsletter. I believe it was in the early 80's, Bill Hoover then VP of Marketing Volvo Cars NA, and I visited Ole Sommer's place in Copenhagen to check out the Oscar (Ole Sommer car), and we also had the opportunity to tour his car collection. It was impressive. He had a large number of Jaguars including several C and D Jag race cars, also a number of other exotic sport cars and many vintage Volvos.

I believe it was on this occasion that Bill Hoover arranged to have 2 Oscar kits shipped to the US [at the time could not import cars that did not meet Federal safety standards]. One was for himself and the other for Lee Shields, the Volvo dealer in State College, Pa. Automotive Import Recycling in Allentown, Pa, (the company I believe I mentioned that had a production line that recycled Volvo's for resale with a warranty), painted and assembled the two Oscar into complete cars with B23 turbo engines

and with Volvo four speed and overdrive transmissions. Both cars were painted red. The Shields car had a brown interior and I believe is still in their possession. Hoover's car had a black interior. When it was completed, Bill and I picked his Oscar up in Allentown, Pa and drove it back to Rockleigh, NJ. It was very fast, handled extremely well and was a big kick to drive. Hoover later traded the Oscar to Kjell Berg, of Borton Volvo and it was kept at his Delray Beach, Florida dealership. Some years later Berg sold it to Frank DiCristafano of Volvo of Tucson, AZ and he still has it. To Bill Hoover's knowledge these

are the only Oscar's in the US.

Rob's article also referred to another Volvo base special called the Beyer Special owned by Ole Anderson in Calif. According to the book Vintage American Road Racing Cars 1950-1970 stated the body was similar to a Devin and had a Volvo B16 drive train and was built by Jim Byers from 1957-1960. If you “google” Ole Anderson, California, Beyers Special you can read about it on the internet.”

VOLVO MARYLAND MAN LATEST VOLVO 'MILLION MILER'

Western Driver

On a recent Saturday morning, Baltimore-area resident Selden Cooper, 66, visited his dealership of 25 years, Lehman Motors Volvo, for a routine oil change in his 1987 Volvo 240 sedan – the vehicle's 200th oil change. That very day, Sept. 22, 2012, Cooper joined Volvo's growing list of million-mile drivers, a rarity for auto manufacturers.

“I never contemplated that I'd reach one million miles,” said Cooper. “I previously had a 1975 Volvo 164-E. When I traded it in, it had nearly 250,000 miles on it, which I thought was outstanding. Needless to say, after that experience, I was not going to get anything other than a Volvo.”

Years of commuting to New Jersey, Washington, D.C. and Philadelphia for work and to pursue a doctoral degree at Temple University steadily piled on the miles. A volunteer fireman for many years, Cooper recalls fondly his trusted mode of transit. “My Volvo 240 took me to the fire station in Hershey, Pa., to respond to calls thousands of times, including a night when the ambient temperature was -22 degrees,” he recalled. “It started right up!”

For Cooper and his family, road trips also contributed to the 240's growing mileage. There was Halifax, Nova Scotia, at more than 700,000 miles; several diving expeditions to the Florida Keys; and dozens of visits to mountainous western North Carolina. “I've never had any trepidation about taking my Volvo on long trips,” he said.

To reach one million miles, Cooper maintained diligent care of his vehicle and followed the service manual. “For 25 years, Mr. Cooper spent many Saturday mornings in our service lounge,” said Ray Bromley, owner of Lehman



Motors Volvo. "His commitment to maintaining his car really made the difference over the years."

"Mr. Cooper's dedication to his Volvo 240 reflects the loyalty Volvo owners have to their cars," said Volvo Cars of North America President and CEO John Maloney. "At Volvo, we build cars designed around people. We can't image a better testament to the safety and longevity of our cars than several Volvo drivers surpassing the one-million-mile mark."

What's Next?

Cooper has no plans to trade in his high-mileage Volvo. "It does everything I want, and it does it very reliably," Cooper said. "It's absolutely my pleasure to drive it. Over the past two decades, this dealership has become like family. Even after moving to Baltimore, I continued to drive 190 miles to Lehman Motors Volvo in Mechanicsburg, Pa., for service. I couldn't imagine bringing it anywhere else."

While Cooper may try for a second million, "he's not too sure he'll be the guy behind the wheel of it," joked Mike Danzi, service manager at Lehman Motors Volvo. "Perhaps his son or daughter will assume the driver's seat."

Kudos from The Original One-Million-Mile Man

Shortly after reaching the milestone, Cooper met Irv Gordon, the only person to drive nearly three million miles in the same car – a 1966 Volvo P1800. (Gordon, a 71-year-old retired science teacher from Long Island, holds the Guinness Book of World Records recognition for most miles driven by a single owner in a vehicle, and has driven 2.97 million miles in his shiny red Volvo.)

"It was a pleasure to congratulate Selden personally and commend him on the impressive condition of his 240," Gordon said. "We share

a sentiment for the reliability and comfort of our Volvos, and we also share a diligent maintenance regimen and practice preventive care vigilantly. Creating vehicles that can last millions of miles reflects the ingenuity of Volvo's engineers, but it always comes down to how the owner treats that car."

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. Today, Gordon breaks his own record every time he drives, and, like any mighty record-holder at the top of his game, is mindful of his legacy.

"I'm not sure if Selden will ever break my record, but I certainly invite him to go for it," Gordon said. "There's so much to explore in this country – and there's no better way to do so than from the comfortable driver's seat of a Volvo."

MORE ON THE DON DOCKSTEADER MOTORS LTD. SALE
Gregg Morris

Don Docksteader Motors was purchased this fall by the Dilawri Automotive Group, a family owned business that bills itself as Canada's largest autogroup. I had never heard of them but a quick trip to Google solved that problem. They have something like 45 dealerships spread between Ontario (Toronto), Saskatchewan (Regina), Alberta (Calgary) and BC (lower mainland). Many of them are luxury brands. In the Vancouver region they own MCL motorcars selling Jaguar, Rover, Aston Martin and Bentley. Vancouver Porsche center, 2 Acura Dealerships and now Don Docksteader Motors Volvo and Subaru dealerships.

From their website the The Delawri Vision Statement is:

At Dilawri, we strive to be a leader in the market by offering exceptional service to every customer that comes through our doors. Our professionally managed dealerships offer competitive pricing, knowledgeable staff, and superior service. With a commitment to maintaining the highest level of integrity with customers, manufacturers and employees, we are building a dynamic company that puts people first.

In 2002 the Delawri family established the Delawri Foundation through which they have donated many millions of dollars through targeted philanthropy to support communities in Canada. For instance in June of 2012 the Dilawri Foundation committed a \$7 million to the Sick Kids Centre for Research and Learning and the Patient Amenities Fund

It would appear that Don Docksteader Motors has been bought by an ethical and philanthropic Canadian family owned company. The Delawri's seem to have the same business ethic that has made the Docsteader's family business successful through three generations and 80 years.

It is largely due to sponsorship by Don Docksteader Motors that the Volvo Club of British Columbia exists. Paul and Don Docksteader and General Manager Ron Brown supported us from the formation of the club in 1992 to 2007, by which time we were self sufficient. They were generous sponsors and we hold them in high regard.

THE CANADIAN VOLVO CLUB
Gregg Morris

I recently responded to an email request from the Canadian Volvo Club asking for information on our club. Their Newsletter Editor, Denis Orendt, kindly reciprocates by sending

Docksteader. One of the classic names in the car business.

FOR THE LAST 80 YEARS the Docksteader family has been in the automotive business. The brands and models that we sell have changed, but our commitment to our customers has remained the same.

The time has come when I have made the difficult decision to act on a successorship strategy for the company. This year, Don Docksteader Motors Ltd. will commence a new ownership.

I am incredibly proud of our family legacy, particularly my late father Don, whose belief, vision, dedication and hard work helped form the company we know today. I'm also very grateful to everyone who has



contributed to our achieving the long-lasting success of this Vancouver company. That includes the support from my family, as well as decades of hard work from a consistently dedicated staff. And of course, the loyalty and trust of our customers. As far as I'm concerned, you're all part of a bigger Docksteader family. And a big part of the reason we made it to 80.



I leave this business confident that the Docksteader philosophies instilled for the last three generations will remain in place for the business going forward. I want to assure everyone that very little around the business will be changing. For the foreseeable future, the company will continue to operate from the existing facility, fulfilling the automotive needs of Volvo and Subaru customers throughout Vancouver and the lower mainland, under the same corporate name, and supported by all the same wonderful staff who have been so loyal, and so diligent, for all these many years.

I thank you, one and all, and send my fondest best wishes for the future.

Sincerely,
Paul Docksteader

Three generations of Docksteaders. Paul, Peter and Don Docksteader back in 1987.



**DON DOCKSTEADER
MOTORS**

8530 CAMBIE STREET AT MARINE, VANCOUVER 604-325-1000
DONDOCKSTEADER.COM

the following information about the Canadian Volvo Club. Denis and I will be exchanging newsletters in future and hopefully sharing information. Denis can be reached at 905-372-2722 or email newsleter@canadianvolvoclub.org

Denis Orendt

The Canadian Volvo Club is turning 33yrs next year and all club information can be found at www.canadianvolvoclub.org. Our membership has fluctuated over the last few years and our executive members are hard at work with new initiatives including a new format for the CVC Newsletter, in the hope of attracting new members. The club mainly consists of older model Volvo's however our annual Family Day has witnessed a growing younger crowd with newer models.

Our annual Family Day is the largest single day Volvo event in North America, typically attracting upwards of 140 or more Volvo's. Next year's event will be held on July 28th. The CVC is currently reviewing how we can hold regional events with the Ontario Volvo dealer network to promote the club and the Volvo brand.

Should any BC member be heading through the country and into Ontario, keep our July date in mind!



VOLVO RELATED WEBSITES

Here is one to watch. Turbo Tractor, real tractor with 240 turbo engine. Nuts but fun. <http://www.flixyy.com/swedish-turbo-tractor.htm>

WHATS NEW (OR OLD) AT VOLVO

VOLVO LAUNCHES HERITAGE CLUB FOR OWNERS OF OLDER AND HIGH-MILEAGE CARS

By Jeffrey N. Ross

Posted Oct 26th 2012 8:46AM

(Thanks to Nigel Mathews of Haggerty Insurance for sending us this link.)

Although we haven't heard from Irv Gordon and his almost-three-million-mile 1966 Volvo P1800 in a while, we can't help but think of him for this story. Starting next month, Volvo will be launching the Volvo Heritage Club to distinguish owners celebrating long-term or high-mileage milestones with their car.

The automaker had a High Mileage Club that dated back to the '60s, but this new club also recognizes people who have simply owned their car for a long time, if not driven it hundreds of thousands or millions of miles. Joining the club is easy as long as you have owned your Volvo for at least 10 years, own a Volvo with more than 100,000 original miles and/or are a member of the Volvo High Mileage Club.

As a way to celebrate with its club members, Volvo will be handing out medallions for hitting specific ownership and mileage intervals. Club members will also receive exclusive offers and invitations to Volvo events.

For Gordon, he would have a whole wall full of medallions since he is the original owner of his car, which was just 34,000 miles short of the 3,000,000-mile mark last time we heard from him back in July.

WHAT VOLVO HAS TO SAY ABOUT ITS NEW HERITAGE CLUB

Via Press Release

ROCKLEIGH, N.J. (Oct. 25, 2012)

Volvo Cars of North America (VCNA) will launch the new Volvo Heritage Club on Nov. 1 as a way to recognize and celebrate long-term

or high-mileage owners. Membership in the Volvo Heritage Club will be granted to anyone who meets one of these eligibility requirements:

An owner who has had one or more Volvos for at least 10 consecutive years

An owner whose Volvo has more than 100,000 original miles

Any owner who was a member of the former Volvo High Mileage Club

"We decided to launch the Volvo Heritage



Club with one distinct difference from our previous High Mileage Club," said VCNA President and CEO John Maloney. "This club acknowledges our passionate owners who may have had many different Volvos over time but never had a particular car with high mileage. When you combine both long-standing loyalty and high-mileage achievements, well, that's a club that truly represents the heritage of a car brand."

Volvo was one of the first auto manufacturers to reward drivers for their high-mileage accomplishments. In fact, origins of the first Volvo High Mileage Club date back to the 1960s when the first car medallions, then only produced for 100,000-mile achievements, began to appear.

Upon acceptance into the new Volvo Heritage Club, club members will receive a commemorative Volvo Heritage Club medallion to display on their vehicle. They'll be kept up-to-

date with the latest Volvo news, obtain previews of new product offerings, gain access to exclusive promotions and offers, receive special invitations to Volvo events and more.

The commemorative Volvo Heritage Club medallions will be issued in the following achievement levels:

Consecutive years of ownership: 10, 15, 20 and 25 years

Mileage milestones: 100,000, 200,000, 300,000, 400,000, 500,000, 750,000 and 1,000,000 miles

Owners who believe they meet the membership requirements for the Volvo Heritage Club can sign up at:

<http://www.volvocars.com/us/top/community/clubs/heritage-club/Pages/default.aspx>

Club Members Receive:
A commemorative Volvo Heritage Club medallion to proudly display on your car

The latest Volvo news
Previews of new product offerings
Access to exclusive promotions and offers
Special invitations to Volvo events.
Opportunities share your own Volvo story with the Volvo owner community

VOLVO S60 POLESTAR: M-KILLER From Hemmings Sports & Exotic Car October 2012

Polestar, the official Swedish racing and tuning partner firm that famously builds and campaigns Volvo Cars' C30 and S60 touring car racers, shocked the establishment with its new concept car, unveiled at the Gothenburg City Race on June 16, 2012. The fully functional S60 Polestar is a street version of the S60 TTA Elite race car, and is considered a one-off that was built for sale – for \$300,000 – to a Volvo fan who wanted, but couldn't buy the 2010 C30 Polestar concept.

The S60 Polestar, painted in searing Pole-



POLESTAR RACE CAR

S60 POLESTAR STREET CAR

star Blue (AKA Rebel Blue, with limited availability on Volvo's 2013 R-Design cars), features a modified body with flared fenders. Underpinning this lowered, widened stunner is an adjustable Ohlins suspension, Haldex all-wheel drive (with Saab co-developed e-limited slip differential) and a reinforced close-ratio six-speed manual gearbox mated to Volvo's turbocharged 2,953cc T6 inline-six, modified to make 508 hp at 6,500 rpm. This family sedan trounced the Germans, doing 0-62 mph in 3.9 seconds and topping 186 mph.

"Whether there will be more cars built is an open question," says Polestar marketing director Hans Baath. "First of all, we want to get feedback on this first prototype."

Learn more about this mental Swede at www.polestar.se.

VOLVO S60 POLESTAR – ROAD TEST
Nic Cackett, Uk Autocar Magazine

FIRST VERDICT ON THE S60 POLESTAR - 4.5/5 STARS – Mad power, madder price, but it's an incredibly well rounded product.

SPECS: PRICE \$300,000, 0-62 MPH – 3.9 SEC, TOP SPEED 186 MPH,

Polestar, the Swedish race team and established Volvo tuner, was so pleased with the enthusiastic reception given to its lusty C30 concept back in 2010 that it has followed it up with another gloriously nonconformist piece of auto-erotica.

Having secured Gothenburg's blessing (and with a private buyer already lined up) the firm set about rebuilding the S60 in its own image at the start of this year, using the top-spec T6 model as a blueprint.

The familiar 3 litre straight six has been retained. Not so familiar are the new cylinder head, Garrett turbocharger and gargantuan induction system, which nudge the output to a fairly unbelievable 501 bhp – an increase of some 200 bhp.

A reinforced six-speed manual gearbox was needed to cope with the 424 ft-lb torque, while a fifth generation Haldex system – which incorporates an electro-mechanical limited slip rear differential – has been mated to a lower, leaner and wider chassis. Fatter tyres book-end revised tracks front and rear, while a new body

(only the roof, bonnet and front doors are carried over) sits 30 mm lower on three-way adjustable Ohlins shocks.

The revised engine might suck in air and expel it like a Derby winner, but it isn't highly strung or oversensitive. Revving much louder and marginally longer than the T6, the Polestar sprints away with brawny, eyeball-compressing enthusiasm and often yanks at the steering wheel. But the power band is not all about on-boost frenzy, and an intuitive throttle pedal means it's surprisingly easy to drive.

Likewise, the chassis has been tuned not to snap or startle.

Predictably, with a far broader footprint, track-focused suspension and better weight distribution (60 kg has been shaved from the nose), the car pivots around an apex with far greater finesse than anything else wearing a Volvo badge.

Despite all the power on tap, Polestar has make the handling as idiot-proof as possible; even on a rain-soaked track the rear axle was very much in cahoots with the front, answering the Haldex's request for extra traction, but never to the point of flagrant, sideways action.

So, the S60 is responsive, balanced, ultra-fast and dependable. Just where you might expect to find a 186 mph Volvo. And that's the point. Polestar, by its own admission, has one eye on the manufacturer's cheque-writing hand, and would like to nudge the car into limited production. At \$300,000 a pop, that seems somewhat unlikely in its current form, but we can only hope that Gothenburg is running out of reasons to say no to its enthusiastic and ambitious tuner.

STEPHAN JACOBY REPLACED AS CEO OF VOLVO CARS

October 2012.

Gregg Morris

Stephan Jacoby (54) left VW in 2010 to become CEO of Volvo. In October 2012 he was 'fired?', "let go"? Who knows, but one thing is for sure he doesn't work for Volvo any more. Various articles state he was respected within the working ranks of Volvo as a very well informed, honest, straight talking guy with high standards. He was replaced as CEO by

Håkan Samuelsson, a Swede who is the former chief of MAN Group, the Munich-based trucking conglomerate. Mr. Samuelsson, is a 35-year veteran of the automotive industry, and has served as an independent member of Volvo's board of directors since 2010.

Stephan had suffered a mild stroke and was on sick leave prior to his replacement. It is difficult to tell why he was fired although the stroke apparently had nothing to do with it. It was thought for instance, that Jacoby had deep philosophical differences with Geely founder Li Shufu over Volvo's long-term direction. One article said that few weeks before his replacement Stephan had fired the whole marketing organization in China for failing to meet their sales targets, he was very unhappy with their strategy and achievements. Volvo was aiming for a sale of about 200,000 cars in China but had only achieved just under 25% of that and the sales are even going down for 2012. Other explanations for his firing are more generic such as "signs of strain between Mr. Jacoby and the company's board over expansion and marketing plans." "Volvos sales performance did not live up to what Stephan predicted". Whatever the reason, he is gone and Volvo's sales performance is not great.

His replacement Håkan Samuelsson also has received mixed reviews in print. One article cited a long history of failed ventures. He was apparently part of a team who tried to buy Saab from GM in 2010 but was quickly turned



down and inside information to SU tells the story of the reason for GM's refusal was due to a very unrealistic business-plan. He tried to merge Scania and MAN but was given the cold hand by Investor, the former owner of Saab Automobile AB.

Who knows what you can believe from the internet.

One report said that Håkan most likely got the job because he has a lot of friends within Volvo since he has history within the Volvo Cars board since 2010. What does Håkan say? "My time on the board has provided me with insight in the Volvo brand and the company. My focus will be on execution and performance, to secure profitability and meet our sales objectives." How, I wonder??

Lets hope that this is the guy for the job and a person who can make some very tough decisions and get Volvo back on track. I guess he will also have to get along with Uncle Li.

SELF DRIVING VOLVO

Wall Street Journal

December 2012

(Sent by Carl Selden)

Volvo, which is owned by China's Geely group, is currently developing cars that drive themselves and plans to launch a first model in 2014 that can drive at 50 kilometres per hour. "Our vision is that no one is killed or injured in a new Volvo by 2020," Anders Eugensson, Volvo's head of government affairs, told the Wall Street Journal. According to the newspaper, Volvo has tested the prototypes on "thousands of miles of test drives on public roads in Spain and on the company's test track in western Sweden." "The car of the future will be just like the farmer's horse. The farmer can

steer the horse and carriage but if he falls asleep the horse can still get back home. And if the farmer tries to steer the carriage against a tree or off a cliff, the horse will refuse," Eugensson said.

Volvo refused to comment on how much they were investing in the project. The news came as the company announced its total investments for the period 2011-2015 would amount to \$11 billion of which a third would go toward the renovation and expansion of its facilities in Sweden. An undisclosed sum would also go toward developing a new, more fuel-efficient four cylinder engine. UJS internet search engine Google has also been testing its own prototype of a self-driving car since 2010.

Volvo Car Corporation is a separate entity from the Volvo Group, the maker of trucks, buses and construction machinery. Since the auto company was sold to Ford in 1999. It was sold to Geely in 2010.

ONLY VOLVO SHINES IN US PART-

FRONTAL CRASH TESTS

FROM AUGUST 12 Autocar

UK magazine

Sent by Vince Bubica

The Volvo S60 is the only compact executive car available in the UK to score a "good" rating in a new US crash test that replicates more real-world conditions.

The 'small overlap frontal crash test', introduced by the American Insurance Institute for Highway Safety (IIHS), is designed to replicate what hap-

pens when the front corner of a car collides with another object such as a tree. The car is crashed at 40 mph into a 1.5 metre tall rigid barrier.

After the S60, the next best performing car available in the UK was the Infiniti G-series, which was given an 'acceptable' rating. The Audi A4, BMW 3-series, Lexus IS, Mercedes C-class and Volkswagen CC all received 'marginal' or 'poor' ratings.

The test is a response to the more than 10,000 deaths in frontal crashes in the US every year, despite the fact that the vast majority of new cars pass the regular frontal tests. Small overlap crashes – less overlap than is used in the EuroNCAP test – account for one in four crashes in the US each year.

The IIHS believes the test could be "the next step in improving frontal crash protection". Poor performance is most likely due to the fact that crumple zones are avoided, which means outer edges are hit and many cars suffered extreme footwell intrusion.



SOMETHING DIFFERENT

ROAD TRIP, ARIZONA

November 9-14, 2012

By Janet Schwieger

Mix together two 120 series Volvos, add two Volvo nuts and their supportive wives, bins of car parts, one 6 lb Chihuahua named Tiny, and 1800 miles of mostly Arizona back roads. The plan was to take as many curvy roads as possible for a week - attend the Volvo show in Tempe, see the Grand Canyon, follow the lengthy Arizona section of Route 66, and head back to San Diego and Sunsites.

From my perspective, this road trip started





in September. While still at home in BC, Rob would be huddled over the map, talking to Gregg Morris on the telephone about the natural contours of this place and that place.

Late in October we picked up our new beautiful red 1967 123 GT that we purchased from Peter Valkenburg in Port Moody, B.C. Our plan was to haul it down to our winter digs in Sunsites, S.E. Arizona on our flat bed trailer, and bring it back to BC in the spring. We had heard good reports about its condition, so went ahead with the plans for an early road trip. Upon arriving in Sunsites, we clocked over 300 miles on the 123 to test it out. A few tweaks here and there and we had confidence in a larger trip. She is a beaut, and our first 120 series. We named her Lucille, after B.B. King's favourite guitar, but Lucy if she is feeling pesky, after Lucille Ball.

Gregg, Rose and Tiny Morris joined us in Sunsites, traveling from their winter home in San Diego in one day in their white 1965 122. We enjoyed the sunsets, shopped in Tombstone, and explored area sites for a couple of days before heading out. The weather turned from hot to cool and rainy overnight, but we

were not daunted.

The first back road was across the Sulphur Springs valley, north through Willcox, we passed by Eurofresh's 318 acres of greenhouses – the largest complex of hydroponic tomato and cucumber greenhouses in America. The road branched to #266 at the base of Mt. Graham and moved through the contours of rugged terrain, setting the stage for many fun roads to come. We met up #191 to Safford, up #70 through Globe and onto #60 through the copper and moly mines of Miami. The next winding mountain grade was unexpected and phenomenal, coming down to Apache Junction and Tempe, just south of Phoenix.

We checked in to the Days Inn, right across from the *Autoplex*, which assured us that we could not get lost finding *Volvo of Tempe*. It was a good day, hobnobbing with Volvo nuts, thankfully in unusually cool temperatures. Since we discovered we had no brake lights, Rob and Gregg were able to do a hands on tech session replacing the switch. Think of how handy it was – we were at a Volvo Dealership and they had a switch in their parts department. One screw went missing, we couldn't find it anywhere so it the switch is attached by just the one remaining screw.

Our 123 GT won the modified pre 1974 class much to our delight. We headed out later that afternoon towards Wickenburg, seeing way too much of Phoenix on the way out. Next time we will try a different route.

One recurring problem with our 123GT was



a miss, usually after a backfire. It seemed that the spark plug wires were past their prime. Usually a good jiggle would fix the problem until it happened again. Lucille became Lucy several times over this.

Next day we headed up towards Prescott on #89, and were thrilled with the mountain grades. Sadly just when you could boot it, there were areas of frost and ice. We were experiencing an unusual cold front, and the snow from the day before was evident by the side of the road. Prescott is over a mile high, and the road leading into it went at least that high. After filling up with picnic lunch supplies at Safeway, we boogied across the Prescott Valley and again up through the mountains towards the impossible town of Jerome. These extreme mountain grades after the flat desert valleys are what make Arizona so amazing to drive and explore.

Jerome is a bustling touristy town, started in the early years as a copper mine by a Cana-



dian, James Douglas. He made his mark all over Arizona with Phelps Dodge, one of the largest copper mining outfits. Each building is placed precariously on an extreme grade above each other, and you wonder why they don't fall over. In the 1970's Jerome was a ghost town, when the hippies moved in and gave it the artistic flavour it has now. At the Flat Iron Café, I ordered a salad for lunch, and after 20 minutes of eating I had barely dented it, so I took a 'to-go' box for it and we wandered around the streets of Jerome. This overfed attitude of USA restaurants became a reoccurring phenomenon.



Heading west on Route 66 was a real treat. My favourite part of it started at the Cool Springs Store, and commenced through extreme Martian like mountains, winding and snaking up and over a mountain range, down into the town of Oatman. It looked like it came out of western movie and was the most entertaining stop in our whole trip. Driving into town we saw burros all over, they stopped traffic while they wandered about receiving pats from tourists and looking for handouts of alfalfa pellets. We parked and took in the sites. When I asked a storekeeper if the Oatman Chamber of Commerce owned the burros, she said, "Not at all. They were wild ones that came out of the hills into town." We grabbed our lunch fixings and sat down on a bench on the board-

Leaving Jerome, there were many choices of sites to see in the Verde River valley, but Sedona was calling, so we headed up #89a to see the colours and sites of the sandstone bluffs. We checked into the Super 8 and Tiny was charged the most expensive

chose the road up to the Grand Canyon on the right, #180, a very pretty drive through high elevation fields that reached 8600 feet in elevation. Rose and Gregg had not been to the Grand Canyon before, and did not know what to expect. They were not disappointed, given the hundreds of pictures that we both took. The canyon is almost an impossible break in the earth; imagine being an explorer and coming upon it. "Oh oh, I guess we have to go back!"

walk to make sandwiches, and just as if we ordered it, a gun battle was about to commence right in front of us. Three local guys entertained tourists with their bank robbery twice-daily performance, which included the audience



It was extremely cold and windy at the rim, and we nearly froze to death taking pictures, so we did not waste too much time. At any rate, vertigo was not far away while we watched young people posing on outcroppings that in Canada would be fenced off. It is amazing that US parks allow such risky behavior of their tourists.



dog charge yet - \$25.00. It seems only logical that pets should be charged by the pound, not per dog. Sedona is a very beautiful town in a beautiful setting, and is the result of successful marketing campaign extolling the new age virtues of vortexes and crystals.

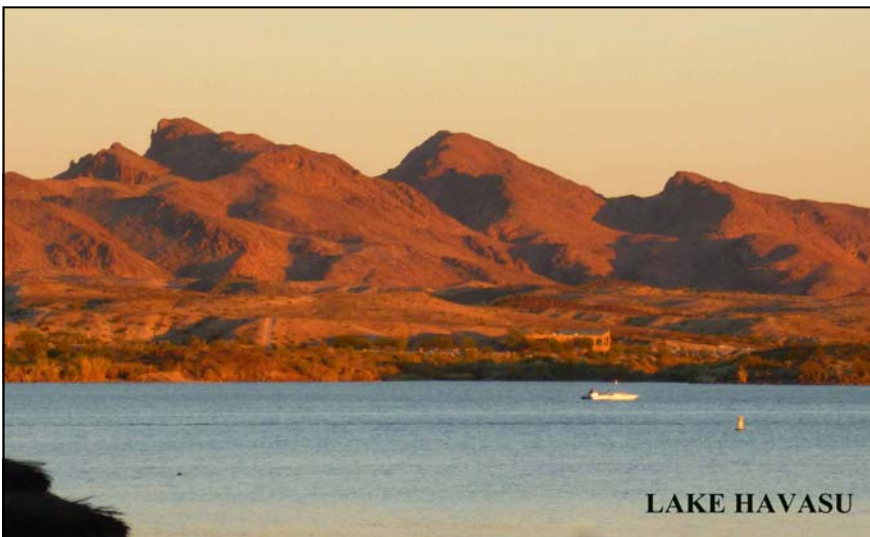
Heading down #64 towards I40, we took a quick run west to the beginning of this section of Route 66 and drove to Segliman, a town that refused to die when the Interstate went in. A local businessman named Angel Delgadillo became angry when he saw his town without customers and did what it took to put Route 66 on the map as a designated historic route.

in their capers. Entertaining or what? It seemed like things couldn't get much better in that town for our visit. We wandered up and down the streets taking pictures of burros. There were eight adults and five young ones, all as charming as can be except for the one who nibbled some paint off of our car. Oatman, Arizona is a must stop along Route 66.

We left Sedona and drove up 89a through Oak Canyon, a nice gentle winding road on the way up to Flagstaff. Through Flagstaff we

We stayed overnight there and shopped at the touristy shops. Segliman is the location used in the cartoon movie *Cars*.

The road then wound the contours of the hills towards Topock and Lake Havasu City. It was work for the steering wheel and driver, but very satisfying. We finished that part of Route 66 and headed towards Lake Havasu for the night. The brief stint on I40 was a sad reminder of leaving Route 66.



However, there was more fun to come, as next day we headed south on #95, on the California side of the Colorado River. We were anticipating the whoopdeedoes that we discovered during the fall of 2011 on a mini road trip. The road sign called them "Dips for the next 5 miles". Oh boy! But on the first dip, Lucy showed a noise - a loud vibration that Gregg and Rob determined to be in the U joint area. Indeed the U joint between the seats was vibrating something awful, so we ended up limping



GIANT STEEL SCULPTURES IN BORREGO SPRINGS DESERT

through the dips on our way to the nearest town 50 miles away to have a mechanic look it over.

Gregg and Rose drove slowly behind us in sympathy, giving up the chance to zoom the dips. 12 miles from the nearest town of Brawley, the noise stopped. Lucy became Lucille, and has been fine since. Perhaps it was that missing screw from the brake light switch

finding its way somewhere it shouldn't. Further investigation has revealed nothing broken.

We headed west on #78, stopped to see the monster sculptures at Anzo Borrego, drove the mountain grades, picked up an apple pie at Julian and made our way to Gregg and Rose's winter home in La Mesa. After seeing the sites around San Diego, we headed back to Sunsites and our winter home.

Total miles driven: Nearly 1800 with 100% sunny days minus the first day, good eats, lots of shared aged two buck Chuck, great roads, excellent camaraderie with friends - now to plan the next one.

Note: Lucille is becoming too cumbersome to say, so the jury is still out on the name of our new favourite Volvo. Perhaps we will revert to 'the 123' or 'the GT'.

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

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, this is a rust free rolling shell with all the parts for reassembly, including good B18 drive train. Car came from Spokane, Wa, but is, registered in BC, rolling shell. The perfect starting point for an excellent 544. Gregg 604-469-1216 grmorris@shaw.ca

66-122s. 4dr-\$0400, 4Sp, Light Blue, Retired Daily Driver. Runs well, some rust. \$2000. Jordan 250 339 1172 Comox rochel1@telus.net.

66-122S4dr-\$10,500, 60,000 miles, new paint, baby blue, southern Washington car, BC registered, Fully Restored No Rust!, All new rubber, windshield, Rebuilt B18 engine, good M40, New headliner, Reupholstered front seats, New rear shock, front tie rods, exhaust pipe, The original B18 engine runs beautifully. Ready for collector plates. Justin, 604) 812-5406 or justinwilkie@shaw.ca to view.

67-123GT-\$19,900, 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 under classic cars. Serious inquiries only, pauljer9@gmail.com

67-122S-\$4500 Repainted original dark green, tan interior, new headliner, brakes, needles, springs, bushings and more. Reliable and well loved. **Lynne** 250.932.7663 (Lake Cowichan)

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

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

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

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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

Vintage Import Parts, Contact me for all your vintage Volvo parts 444/544/122/1800/140, Olof, 604-992 9664 or vintage@telus.net website www.vintageimportparts.com

"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

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82-244BLT- \$2500, red, black cloth interior, , 5 litre injected Mustang V8 professionally installed, 3 speed + od auto . Exc., smooth, powerful drive train, 3:54 diff, effortless freeway cruising and good mileage. Solid body with very little rust, needs paint. Sunroof, 5 spoke turbo wheels. One owner last 15 years. Honest solid car. Dave, 604-987-4101 .