



# THE VOLVO CLUB OF B.C.

## MAY 2013

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

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Annual membership fee \$20, To join: Call or write Gregg Morris. See above.  
or view our Website [www.volvoclubofbc.com](http://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](mailto:membership@vsa.org) Annual membership fee US\$35 Website [www.vsa.org](http://www.vsa.org)

## UPCOMING VOLVO EVENTS (also see our website [www.volvoclubofbc.com](http://www.volvoclubofbc.com))

**MAY 5, 2013 SUNDAY. ISLAND MYSTERY TOUR.** Meet at 09:30 at the Tim Hortons on Millstream Rd just north of the Trans Canada Highway in Langford. Departure at 10:00 am for about an hour and a half drive to a secret lunch destination. Island Volvophiles - watch your email/snail-mail for poster to follow. Contact Bob Cuthill [lbscuthill@shaw.ca](mailto:lbscuthill@shaw.ca) or 250 658-0126.

**MAY 18, 2013 Saturday IPD, 50TH ANNIVERSARY GARAGE SALE:** 11744 NE Ainsworth Circle, Portland, Oregon, 97220, 1-800-444-6473 email cameron@ipdusa.com , accommodation Holiday Inn and Suites a block away, 1-800-992-2694

**MAY 26, 2013 SUNDAY, DRIVE TO THE VINTAGE RACE WEEKEND AT MISSION RACEWAY PARK, (See more detail in Letters and Editorials)** Meet at 09:00 at the Tim Hortons at 1320 Kingsway Avenue, Port Coquitlam, BC V3C 6P4, beside the Chevron at the intersection of Kingsway Ave and Mary Hill Bypass just west of the Pitt River Bridge. We will take a scenic drive to Mission Raceway, for the last day of the annual Vintage Race Weekend. Track admission is \$15 per carload (tell them you are part of the car club corral). You can watch the races and participate in the noon parade laps of the track if you want. Bring a picnic lunch or use the Vendors at the track.. **Dave McAree or 604-530-6097**

**JUNE 15-16, 2013 SPRING DRIVE TO MERRITT (See more detail in Letters and Editorials)** This year on Saturday June 15, 2013, we will be heading for Merritt via Princeton on Hwy 3 and 5a. On Sunday we will return via Highway 8 to Spences Bridge and Highway 1 south to Vancouver. Make reservations at the Nicola Inn (now Quality Inn formerly Best Western) in Merritt, Rates \$95 for one king or one queen bed or \$105 for 2 queen beds. Cancellation policy 4p.m. day of arrival. Reserve before May 31 to ensure these rates by calling 1-800-663-2830 and mention the Volvo Club. Meet Saturday 9:30 am at the Chevron gas station (23182 72 Ave., Langley, V2Y 2K2) at the 232 St exit (south) from the Hwy 1 (the freeway). We will leave at 10:00 am. For info call Gregg Morris @ 604- 469-1216, [grmorris@shaw.ca](mailto:grmorris@shaw.ca) or Chris Ainscough 604-521-6071.

**JUNE 22-23, 2013 SCANDINAVIAN COMMUNITY CENTER MID SUMMER FESTIVAL,** Classic Volvos will be on display on the fair grounds. This event will substitute for our Spring Show & Shine.. General Admission is \$8 per day. The center is at 6540 Thomas Street in Burnaby (just north of the Hwy 1 using the Kensington Ave. Exit). for more details see the website . [www.scandinavianmidsummerfestival.org](http://www.scandinavianmidsummerfestival.org) If you would like to display your classic Volvo contact Chris Ainscough 604-521-6071 .

**JULY 14, 2013, SUNDAY. ISLAND SHOW-N-SHINE.** 11 to 4 at the "Olsson Estate", home of Bjorn and Kjellaug Olsson, 790 cultra Ave, Saanichton. Everybody show up and we will hope the sun will shine! Island Volvophiles - watch your email/snail-mail for poster to follow. Contact Bob Cuthill [lbscuthill@shaw.ca](mailto:lbscuthill@shaw.ca) or 250-658-0126.

**SEPTEMBER 8, 2013, SUNDAY. COURTENAY CRUISE.** Bob Cuthill [lbscuthill@shaw.ca](mailto:lbscuthill@shaw.ca) or 250-658-0126.

**SEPTEMBER 28, 2013, (SATURDAY) V.C.B.C. 22nd ANNUAL CATES PARK PICNIC** Chris Ainscough 604-521-6071

**Oct 4-6, 2013, West Coast Vintage Volvo Race, Los Vegas International Raceway, Nevada, see website [www.volvochallenge.com](http://www.volvochallenge.com)**

**VANCOUVER ISLAND EVENTS: Monitor [www.volvoclubofbc.com](http://www.volvoclubofbc.com) for dates as they are confirmed or call , Bob Cuthill 250-658-0126**

**WASHINGTON VOLVO CLUBS EVENTS** see [www.psvsa.org](http://www.psvsa.org) and [www.psvco.org](http://www.psvco.org)

## REPORT OF PAST EVENTS

### VOLVO CLUB WINTER SUPPER

January 16, 2013 (Wednesday)

Gregg Morris

The Spaghetti Factory restaurant in New Westminster reserved us our traditional private corner room. We did our part by filling its 38 seats, for our annual spaghetti and spumoni feast. Thanks to everybody who came. I hope you enjoyed the evening. The weather was balmy for January and everyone seemed in good spirits. Dennis Cowell drove all the way from

Kamloops to join us and Bob and Lucy Cuthill came from Victoria.

John Cripps was the designated electech for the evening. Initially his laptop, memory stick and digital projector were not cooperating with each other. He finally beat them into submission and was able to project pictures, old Volvo YouTube videos and most importantly Al Imrie's slide presentation, on to our wide screen slide screen. Al Imrie gave us a talk in 2010 on his role in the construction of the Rampur Hydro





led him to be chosen by the World Bank as an engineering specialist in large scale hydro electric projects. On projects funded by the World Bank, they protect their investment, by having Specialists like Al, reviewing and observing the design and construction of the project.

Al's current assignment is the 2,400MW Ituango hydroelectric project that will be the largest hydro-power plant in Colombia. This is actually not a World Bank funded project. It is being developed

and funded by a Colombian multi-utility group EPM (Empresas Publicas de Medellin). The plant is being built on the banks of Cauca River, located in the north-western region of Antioquia, about 170km north of the Colombia's second largest, and very beautiful, city of Medellin.

The project will utilize the hydroelectric potential of the Cauca River in its middle stretch. Ituango was identified as an ideal site for the dam due to its narrow river valley, with steep banks that has not

Electric Project in the Himachal Pradesh province of India. This year he offered to tell us of his latest project, the Ituango hydro electric dam, located north of Medellin in Colombia, South America.

We were all starving so we decided to have our supper before listening to Al's presentation. Everyone was given a raffle ticket, and while we waited for dinner, Chris Ainscough entertained us with his quick wit as he raffled a selection of gifts. After supper, Dave McAree introduced Al's talk, by giving us these details about Columbia: With over 46 million people, Colombia is the 27th largest country in the world by population and has the second largest population of any Spanish-speaking country in the world, after Mexico (and slightly ahead of Spain). Colombia is now the third largest economy in South America producing coffee, flowers, emeralds, coal, oil and significant hydro power (hydro represents over 70% of the generation sources in the country).

We know Al as a long time club member who, with his son Todd, often attends club events. They are usually driving Al's "original owner" gun metal grey 1971 142E. They are both great guys. Todd is an author and has a wealth of knowledge on all things literary. Al Imrie is an internationally recognized specialist in Hydro Power projects. As a geological engineer, Al spent much of his career with BC Hydro during the "boom" period of hydro electric dam construction of the 60s, 70s and 80s. He, eventually reached the lofty post of Chief Technical Officer. In that capacity, he became very active in BC Hydro International, working in China, India, Venezuela, Sweden and New Zealand and became respected internationally. After retirement from BC Hydro, Al started his own consultancy, Imrie Engineering Inc. His depth of experience



been developed for agriculture and is very lightly populated. As a result the reservoir will be quite confined and narrow and will not flood developed land nor displace many people. The river has a steep gradient that will provides for good driving head for the turbines and at the dam site the rock banks are sound and there are sources of construction material for the massive 225 m high rock-fill dam. The first stage of commercial operation of the plant is expected to begin in 2018 and the second stage in 2022. Upon its completion, the project is expected to generate 13,900GWh each year, accounting for about 13% of Colombia's total installed

power capacity. The total investment on this mega project is estimated to be \$5.51 billion and it is expected to generate around 6,000 direct jobs and 24,000 indirect jobs.

Al's presentation using animated slides, demonstrated the siting and technical features of the dam, spillway, powerhouse, and bypass tunnels. He gave examples of how he and the other members of the review panel use their vast experience with other dams to warn the designers of potential hazards that they will have to consider in their design. He also described Colombia and particularly Medellin as a beautiful place (the City of Eternal Spring) that finally has political stability and a good economy. When Al's presentation ended he was thanked with applause and we packed up and headed home until next year.

**VOLVOS IN OSOYOOS 2012**

**Gregg Morris**

**Sept 13-16, 2012**

For a few years after hosted the 2001 West Coast Volvo Convention, I organized and held a formal VCBC, Volvos in Osoyoos weekend event. We stayed in a fancy hotel in Osoyoos, rented a bus for a Friday winery tour and had a big Saturday night Banquet after a days scenic drive and enjoyed a Sunday breakfast at a golf course before departing for home

Then one year, the Silver Sage Winery that was to host our banquet cancelled at the last moment, leaving us with no other venues available. That was annoying and I wasn't about to let it happen again, so I simplified the event considerably. Instead of a fancy hotel we now stay at a modest beachfront motel on the strip and have pot-luck barbecue dinners on Friday and Saturday. On Friday we drive ourselves on a winery tour and Saturday we do an all day scenic drive. Sunday some go home and others continue on a southern BC or Northern Washington tour on the way home.

To initiate the trip. I simply send an email to those who have attended in the past and let them know that Rose and I will be spending the second weekend after labour day in Osoyoos and anyone who would like to join us would be welcome. That has been going on for probably 5 years now and it is not only a heck of a lot easier to organize, it is even more fun than the formal events were.

I am telling you all this because this article describes "Volvo's in Osoyoos 2012". If you like the sounds of it, and want to be notified of future informal Osoyoos weekends just let me know. (grmorris@shaw.ca)

Osoyoos is a wonderful place to be in mid September. The weather is usually great and the summer crowds have retreated to the cities they came from. I sent out the email invitation in June, asking people to let me know if they were interested in attending and with that infor-

mation I arranged for a friendly room-rate at the Poplars Motel. It is always a wonderful group of people that join us in Osoyoos and this year folks came from Vancouver, Lethbridge, Edmonton, Olympia, Port Angeles, Bellingham, Kootenay Lake, Kelowna and Kaslo.

Most arrive Thursday and we go for supper at the Diamond Steak and Seafood Restaurant, to get reacquainted and discuss the plans for the weekend. Many of us have attended multiple times and it is much like a reunion of friends.

This year Rob and Janet Schwieger organized and led the winery tour. The tour is different every year because there are so many wineries in the south Okanagan to choose from. This year the plan was to stay close to home and get back to the motel early and just take it easy. They led us through the Friday morning sunshine along scenic Black Sage Road, stopping at 4 nice wineries between Osoyoos and Oliver. After the wineries, we stopped for a late picnic lunch in a little park in Oliver and from there, some of us went on a bit of a blast on Green Lake and White Lake roads back to Osoyoos. Others went shopping and many just went straight back to the motel to get ready for the pot luck dinner to follow.

The pot luck dinners work very well. Each room in the Poplars has a kitchenette and there is a bank of barbeques on the lawn for the use of motel guests. There was so much food that

by the time appetizers were devoured no-one was hungry anymore. Practical Volvo people that we are, we simply decided to save the main course and cook it for Saturday Night. The rest of Friday evening was spent sampling wine and chatting on the edge of Osoyoos Lake while watching the sunset. Nice day.

There is usually at least one mechanical issue to keep us entertained on these weekends. This year, Charlie Teetzel who was expected to show up Thursday night from Edmonton, didn't turn up. He later called to say the water pump pulley on his 72 1800E had cracked and fallen apart at the summit of the Salmo Creston Highway (the highest summit in Canada as it turns out). That pulley is definitely not something you would expect to fail. I carry enough spare parts to rebuild half the car, but I don't carry one of those. Nothing phases Charlie, so he just parked the car in a safe spot and hitched a ride to Trail. This is



Winery Tour

where being a club member really comes in handy. It took us all of 10 minutes to think of 2 sources for that 40 year old part within 10 miles of Trail. I suppose that is not really very surprising because the Kootenay region was a popular spot for the hippies and communes of the 60s and 70s and there were lots of old Volkswagens and Volvos clattering around. The most promising source was an old hippy mechanics shop at the south end of the Slokan



Pot Luck at the Poplars



Valley called the Organic Mechanic. This fellow's storage yard was full of old Volkswagens and Old VW bugs and vans. With the help of a friend in Trail, Charlie found the place, found the part, was driven back up the Salmo Creston, fixed the car and arrived in Osoyoos in time for Friday night dinner. Charlie is never one to miss a meal.

Saturday morning was picture perfect with the sun rising over Anarchist Mountain. By the time Rose and I headed to a restaurant for breakfast, others were out washing their cars or talking to friends. By 9:00 the cars were loaded with picnic lunches and we all had our pass-

ports and headed for the Osoyoos/Oroville border crossing. I chose the route for the Saturday drive, and I strive to find challenging, (i.e. curvy), roads with beautiful scenery and minimal traffic. This year's route was right up to standard.

By 9:15 we were already talking to the US border guard. A nice change from the long waits at the lower mainland border crossings. The border guard seemed grumpy at first but soon displayed a dry sense of humour. He could see there was a line up of Volkswagens at his booth and right in the middle of the line was Peter and Connie Valkenburg in their 911 Porsche. He asked why we were allowing a Porsche to travel with us and we told them it was ok, because they had a Volvo at home. He said they should have driven the Volvo or stayed at home. As much as I like to tease Peter about the Porsche, I really could care less what people drive to these events. It's the people that count and they are very nice people.

After gassing up in Oroville we set off on a cir-

cle tour. We headed west on Central Ave. which becomes the Oroville Loomis Rd. This is a nice stretch of road which winds its way through cattle grazing grassland along the Similkameen River. At about mile 8 the road T's, with the north road taking you to the Nighthawk border crossing. We turned south, still following the Similkameen towards Loomis with a short pit stop at the Palmer Lake rest area. From Loomis the road heads east again through pretty farming country and on the hill-sides you can see the remnants of old flumes probably part of the areas mining past. About 9 miles brought us to the Okanogan River and 3 miles south we were in the town of Tonasket. Tonasket has some interesting hardware, antique and coffee shops to visit and we stopped for a while before continuing east on Hwy 20 for 20 miles to Wauconda. Highway 20 is a name brand highway and even it has hardly any traffic. The rest of the roads had no traffic. At Wauconda we turned north on Torada Creek Rd and in a couple of miles we came to the Wauconda Hall where we had a picnic lunch. After lunch we continued north for some miles before turning west on Oroville-Toroda Creek Rd which twists past Beth Lake and on to Chesaw. Chesaw is a tiny farming town with a few houses, general store and Tavern and a rodeo grounds, depending on your wants or needs. Continuing west takes you past the road to



Molson, a very interesting living museum, but we continued on to close the 110 mile loop in Oroville and back through the border to Osoyoos.

I had been unaware that John Cripps had a bit trouble with Celine's 72 1800E. Apparently it didn't want to leave Chesaw and acted like it was starving for fuel. John topped up the fuel tank in Chesaw and that seemed to cure it. Back at the motel, I got the not-so-bright idea that we should clean the secondary points in the distributor as a possible cure. We diligently

removed the distributor, carefully cleaned the fuel injection points and reinstalled the distributor in the car. Perhaps predictably the car now wouldn't even start. Great. So with 4 "mechanics" and various wine-sipping observers we spent about a half an hour, substituting various spare parts and tightening ground screws to no effect whatsoever. Finally we just put everything back the way it was before we started screwing around with it, and thankfully it started. Man I was glad when that thing started.

We had all worked up a bit of a thirst by this time so it was eat, drink and be merry with supper cooking on various barbeques and food lining the picnic tables on the lawn beside Osoyoos Lake. A 10/10 evening.

Sunday we said our farewells and headed off in all directions. We will probably do it again Mid September 2013. If this sounds of interest to you send me a message at [grmorris@shaw.ca](mailto:grmorris@shaw.ca) and I will keep you informed.

## EDITORIALS AND LETTERS

### VOLVO CLUB "NEW" SPRING EVENT.

**Gregg Morris**

For the past many years our spring event, usually held in late May, has been a show and shine at one of the lower mainland Volvo Dealerships. Last years event at Volvo of Coquitlam had to be cancelled. Since then we have been searching for alternate events. I am sure we will have future show and shines at Volvo dealerships but this year we have decided that our spring event will be scenic drive on the north side of the Fraser River heading to the Vintage Racing Club of BC's, Historic Motor Race Weekend at the Mission Raceway Park.

This is BC's biggest and best vintage race and this year it is happening on the May 25, 26, 2013 weekend. The timing is perfect for us. We will start the drive at the Tim Hortons at 1320 Kingsway Avenue, Port Coquitlam, BC V3C 6P4, beside the Chevron at the intersection of Kingsway Ave and Mary Hill Bypass; just west of the Pitt River Bridge. Dave McAree will find an interesting route that will get us to the Racetrack before noon.

Our admission will be \$15 per carload (mention the Volvo Club) and that will get us parking in the Car Clubs special parking lot and the opportunity to do parade laps around the

track shortly after noon. Best of all, we will be there to watch the races and there is always an interesting variety of vintage cars from all over the Pacific North West competing. There will even be as many as 5 Volvos racing. Peter Valkenburg black PV544, Gil Stuart, red PV444, Lorne Andras Red 122S, Ralf Zbarsky blue 142, and Ian Wood white 142. You can pack a picnic lunch or get food at the race track food vendors. See you there.

### VOLVO CLUB SPRING DRIVE 2013

**Gregg Morris**

For 3 years now, hosting of the Volvo Club Spring Drive has alternated between Washington State and British Columbia. This year it is our turn in BC, and our destination will be Merritt, a small town in south western BC. The town is fine, but it is the roads that get you there that are the real attraction. On Saturday June 15, 2013, we will head to Merritt via Princeton on Hwy 1 and then Hwy 3. We will take a side trip from Princeton to Osprey Lake and back, and then continue north on Hwy 5a to Aspen Grove with a short stretch East on 97c to Merritt. On Sunday we will return to Vancouver via Highway 8 west to Spences Bridge and Highway 1 south to Vancouver. For those in a hurry, a quicker way back to Vancouver from Merritt is the Coquihalla Hwy 5.

Accommodations will be at the Nicola Inn in Merritt (4025 Walters St., Merritt, BC, V1K 1K1). It has been a Best Western Hotel, but will have changed to a Quality Inn by the time of our drive. Room rates includes a hot complimentary breakfast and there is an indoor swimming pool. The hotel is pet friendly, but there are a limited number of pet rooms. They have given us rates of \$95 for one king or one queen bed or \$105 for 2 queen beds. To ensure you receive these rates reserve before May 31, 2013 by calling 1-800-663-2830 and mention the Volvo Club. Their cancellation policy is no charge up to 4p.m. the day of arrival. I would help if you reserve early so I can convince them to increase the room block if needed.

To start the drive we will meet on Saturday 9:30 am at the Chevron gas station (23182 72 Ave., Langley, BC, V2Y 2K2). This is at the 232 St exit (south) from the Hwy 1 (the freeway). We will leave at 10:00 am.

The roads chosen for this drive provide beautiful scenery and are wonderful driving roads. We will provide all participants with a map of the drive route. Our typical driving instructions are as follows. If you want to drive fast go first. If you want to drive slowly and enjoy the scenery go last. If someone wants to pass, make it easy for them. We will stop at

## Volvo Technical DVDs

843-760-0170 • [www.vp-autoparts.com](http://www.vp-autoparts.com) • \$59 each



The Swedish Volvo (and vintage Ford Mustang) parts specialist firm of VP Autoparts is importing six Original Volvo Technical Publications DVD-ROMs to their North Carolina warehouse: *Volvo Models 1927 to 1958 (Excluding PV444); Volvo PV444, PV544, P110 and Sport; PV445,*

*P210 1944 to 1969; Volvo P120, P130 and P220 [122] Amazon 1956 to 1970; Volvo 1800, 1800S, 1800E and ES 1961 to 1973; and Volvo 240, 260 Models 1974 to 1993.*

These computer-playable DVD-ROMs are filled with valuable information that isn't often easy to locate, including Volvo's

official spare parts catalogs, service manuals, showroom brochures, photo galleries and more. Bring your laptop out to the garage, and find exactly what parts you need and how you can best replace them.

strategic locations to regroup, so no-one gets lost. We have been doing these drives for 12 years and they are great fun. For more information call Gregg Morris @ 604- 469-1216 or [grmorris@shaw.ca](mailto:grmorris@shaw.ca) or Chris Ainscough 604-521-6071. There is no charge or registration form for this event, but please send me an email if you plan to attend. It helps me to know how big the group will be.

**ICBC TO FIX OR WRITE OFF, THAT IS THE QUESTION**

**Gregg Morris**

I learned something about my ICBC insurance coverage this winter. The cost of this new knowledge was \$300, but very nearly could have been \$1300 or more. I have not really kept up on how our ICBC coverage and claims procedure has evolved. I have been lucky enough not to have needed the service; until now. I recently grazed a concrete column in a parkade. The result was a scraped/dented the left rear quarter panel on our 1991 940SE. The damage was quite superficial. Scraped paint, minimally dented body panel, scuffed plastic bumper cover and one broken chromed plastic bumper trim. I kicked myself around the parking lot for half an hour for being so stupid, and then considered what to do about the damage.

I was under the impression that claiming it against my ICBC insurance policy would raise my insurance premiums and may not be the best thing to do. I called ICBC to find out, and was pleasantly surprised to find that due to my lack of accidents, high "Roadstar" rating, and carrying collision coverage, I could get the car fixed by

ICBC for the cost of my insurance deductible of \$300. There would be no increase in my insurance premium and although my "Roadstar" rating would go down a notch, that would only cost an extra \$10 in next years premium. They set me up with an appointment at one of the ICBC claim centres. I was told that an estimator would inspect the damage, estimate the repair cost and give me a claim form to provide to the body shop of my choice.

I am a bit obsessive about the condition and appearance of my cars, so I turned up for my claim centre inspection on a miserable sleety day, but with the car clean and shining inside and out. Probably a good thing as it turned out. The first thing that struck me was that the huge claim centre was empty. I was the only car being inspected. (Apparently ICBC is now approving some body shops to do the damage estimation, reducing the traffic at the claim centres.)

The inspector was friendly but reserved. He looked at the damage, while poking away at

his hand held computer. Finally he said, the damage is just superficial, but he was afraid the car may be written off. That got my attention. This is after all my "new" car, a full 18 years newer than my next newest car, and besides that it is in great shape. You don't write it off for a couple of dents and scrapes, do you? Next came the lesson.

In his words, it's all a numbers game. He estimates the damage (\$1300) in this case, (and about twice as much as I would have guessed). With his little computer he sends a message to a consulting company that tells him the market value of my car. He told them the year, make and model and condition of the car, rated under a number of categories. He rated my car as excellent in all categories, and I am sure that was largely due to spit and polish job I did to the car before coming to the claim centre. That had the effect of increasing the value placed on the car. Next he asked me if there had been any



significant work done to the car. Finally he checked ICBC records for the salvage value paid for recently written-off 940 series cars. All this information is used to determine whether the car will be written off or repaired. I will describe this in more detail in a bit.

I wasn't too worried yet. Firstly I thought my car has to be worth substantially more than \$1300, and even if I was wrong, I would just offer to make up the difference and carry on. When I suggested that alternative he said "Nope, can't do that anymore." There were only 2 choices for me if the car was declared a write-off and I still wanted to retain the car. First choice, I could withdraw the claim and fix it myself, which begs the question why I carry collision insurance in the first place. The second option was to allow the write off, get the settlement, presumably the market value of the car less deductible, then buy the car back from ICBC for its salvage value, have the damage fixed, submit the car for a full provincial inspection, fix anything they may find and then

apply for a new registration which will declare that the car is "salvaged, then rebuilt". Remember this is all because of a scratched quarter panel. Now I was worried.

There is a happy ending. The car was valued highly enough to proceed with the repair, and the damage was fixed competently and the paint match was perfect. I was very pleased, because it is difficult to match old gold metallic paint using the new water-based replacement paint. My cost was the \$300 deductible. It was definitely worth having collision coverage in this case.

I always thought of collision coverage as covering damage to my car if I caused the damage or if I was at fault in an accident. There is another reason. What if the car is damaged by someone else, for instance by one of the large flock of morons who inhabit shopping centre parking lots. And then they just drive away. Collision coverage will pay for this hit and run damage and without it, you pay.

I was still curious about exactly how ICBC makes the "fix it or write-off" decision. I called my estimator for a lesson. He explained that estimator puts a value on the damage. The consulting company puts a market value on the car based on its year, model and condition and documented repair work. ICBC records provide the salvage value of similar cars sold as write-offs. If the market value of the car minus the potential salvage value is greater than the collision damage estimate they fix the car. If it is less they write the car off. It took a bit to get my mind around that. Remember that they take the choice that cost them the least amount of money. So here is an exam-

ple.

In the case of my car the market value was determined to be \$3500 and the salvage value was only \$400. That meant they would repair the car up to a damage limit of \$3100 and as the claim estimate was \$1300 the car would be repaired.

Here is where it could have been more complicated. Say my 940 was in only average condition and had been valued at \$2000. If they fixed it they ICBC would be out \$1300. If they wrote it off it would cost ICBC the \$2000 they pay me for the car minus the \$400 they would get for salvage ie \$1600. It is still cheaper for them to fix it. What if the salvage value had been \$800 rather than \$400. If they fixed it they ICBC would be out \$1300. If they wrote it off they would be out the \$2000 they pay me for the car minus the \$800 they would get for salvage i.e. \$1200. Now they spend less writing it off than fixing it and it would be written off. Ultimately I learned that the maximum they will pay for repairs is the value of the car

(as determined by the outside consulting company) + tax minus the salvage value. Ironically a high salvage value can lead to your car being written off.

Here is another real example, sitting at the same body shop that my car was repaired at. A nice condition 2005 S80 had suffered a fairly minor front end accident. It needs a hood, grill, bumper cover and rad support. According to the body man it was a simple repair requiring no pulling and it could be fixed in a day. The car was written off, much to the disgust of the owner. Why was it written off? There were no used parts to be found, and new parts from Volvo were so ridiculously expensive that it exceeded the allowable repair allowance. To make matters worse for the owner, the salvage value of the car will be quite high, because there are no used parts around and that makes the wreck valuable.

If your car is written off you must be careful and persistent to get a reasonable settlement. The owner of the S80 was offered \$10,000 settlement for his car and he disputed that by demonstrating that comparable cars to his were worth at least \$12,500 and that is what he got.

I wondered what the alternative insurers to ICBC might have to offer. My agent told me they deal with "Family Insurance" as an alternative to ICBC. You still have to buy your basic coverage through ICBC ie 200K of liability, but the rest can come from the alternate company. Apparently Family is choosy about who they cover. They don't want people with bad driving records, nor drivers with under 10 years driving experience, etc. However, if you are a good risk you may get cheaper insurance cost than ICBC and possibly better coverage from Family. According my agent, her clients have been happy with them.

I asked my bodyshop owner what he thought about private companies v.s. ICBC. He said first there are numerous private companies and not all of them are good. Family seems to be a good one. From the bodyshop perspective ICBC has the benefit very fast reaction to requests to modify a repair claim. If the body shop disputes a part of the ICBC claim they get an answer within 2 hours. Private companies may take days or weeks to decide. When it comes to the "fix vs. write-off" ques-

tion, private vs. ICBC will be similar. No insurer wants to pay out more than they have to. When negotiating the payout of a write-off ICBC may be a better bet as they don't like bad press and may be more negotiable when determining how much to pay you out.

What I learned from all this is to really think carefully about the decision to carry collision coverage. Even if your car is "old" it may still be worthwhile coverage. I will continue to carry collision coverage. If my car was a beater, I would not. If you have to have a claim estimated, take the time to detail the car before the ICBC claim centre appointment as it will increase the determined value of your car. If the car is written off, be diligent and negotiate for the best settlement by keeping records of work done on your car, keeping track of the value of comparable cars, and be stubborn until you get as much as possible.

**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](mailto:wbmstr@volvoclubofbc.com) or phone Cam Finnigan at 604-931-3729

**JANUARY 2013 NEWSLETTER**

**Gregg Morris**

I have to apologize for a minor screw up in the January newsletter. In spite of proof reading, I managed not to notice that the first page masthead still said September 2012 rather than January 2013. Thanks to Terry Walton for noticing. I was able to change the digital version but the printed version went out with the wrong date.

**DID YOU KNOW?**

**VOLVO MADE A 960 TURBO**

**Dennis Cowell**

It is interesting to learn of the variety of engines and transmissions available in other markets. In the North American market the 960 series (The last of Volvos rear wheel drive cars 1992 to 1998) came only with its 2.9 L [B6304](#) 24 valve aluminum straight six cylinder engine and automatic transmission. The 960 turbo did not have an aluminum straight 6, but instead it used a turbocharged 2.0 litre version of the 16

Valve double overhead cam 4 cylinder the B204 FT or GT developing up to 200 hp. It was sold in certain markets for tax purposes, like Italy. Some European 960s even came with a M90 5 speed transmission related to the 850 series standards.

**BIKE HAULING 544**

**Steve Hutchens**

I went to a bicycle workshop this morning and they referenced a website on bicycles in Africa. When I went to the site I found a series of pictures of bicycles in various situations including vehicles hauling unbelievable numbers of bikes. One was the 544 picture. What a workhorse!



**INTERESTING VOLVO RELATED WEBSITES**

**Beau MacGregor sends this Utube trying to kill an 850 in a wrecking yard. You will be amazed how strong this car is**  
[www.youtube.com/watch?v=vAeYJV5P0jk](http://www.youtube.com/watch?v=vAeYJV5P0jk)

Old Volvo ad videos on YouTube. These are great. The first is perfectly politically incorrect. Husband tries to interest wife in a 1965 122S and the second is a very clever ad for the 71 144E

[http://www.youtube.com/watch?v=6evy\\_yokfog](http://www.youtube.com/watch?v=6evy_yokfog)  
[http://www.youtube.com/watch?v=Vqf71FF-3\\_g](http://www.youtube.com/watch?v=Vqf71FF-3_g)



960 Turbo in Indonesia



960 Turbo engine B204FT/GT

## WHAT'S NEW (OR OLD) AT VOLVO

### NEW YORK MOTOR SHOW: VOLVO REVEALS NEW R-DESIGN MODELS

Lewis Kingston

Autocar UK, 27 March 2013

Volvo has unveiled new R-Design versions of its S60, V60 and XC60 models at the New York motor show. Volvo claims that the new cars deliver "an outstanding blend of renewed sports appearance and a dynamic driving-focused chassis."

All three feature unique front-end styling, a matt black grille and a 'silk metal' diagonal Volvo emblem. LED daytime running lights are standard, and fitted to the outer corners. The rear end of each car benefits from a diffuser and different exhaust tailpipes.

Inside each new R-Design model gets sports seats as standard, with part leather trim, and a black headliner. Buyers can specify full leather seats if they wish. Minor R-Design cues are integrated into the cabin, including embroidered R-design logos on the seats, which Volvo claims emphasizes the distinctive R-Design aura.

Volvo's 'Adaptive Digital Display' is fitted, offering three display modes - Elegance, Eco and Performance.

Engines for the new models range from efficient 114bhp 1.6-litre 'D2' diesels to a 300bhp turbocharged straight-six 'T6' petrol. T6 buyers can increase their engine's output to 325bhp by specifying a factory-approved Polestar software upgrade. T6 models also benefit from a faster-shifting automatic transmission. In the S60 T6 this helps cut the 0-62mph time from 6.1sec to 5.9sec, with similar improvements experienced by other T6-engined variants.

It's not just the engine and cosmetics that are tweaked, however. The R-Design Sport chassis sits 15mm lower than the Dynamic option, in the S60 and V60, and the spring stiffness is increased by 15 per cent. "The driving experience should be so connected that it boosts



the dynamics without making the chassis feel too raw", said Peter Mertens, Senior Vice President of research and development at Volvo.

S60 and V60 R-Design models further benefit from rear monotube dampers, stiffer bushes and structural improvements to improve body control and response times. The XC60 R-Design chassis is also stiffer than the standard car, and gets more sports-oriented suspension and anti-roll bars.

The new S60, V60 and XC60 R-Design will be offered in the UK. Volvo expects that over 30 per cent of UK buyers will opt for these cars. (Given that the introduction is happened at the New York Auto Show I assume the R Design cars will be available in North America as well . Ed.) Doug Speck, senior vice

president of marketing, sales and service at Volvo, stated "The new R-Design models are a perfect match for performance-minded individuals with a passion for exquisite detail".



## TECHNICAL TIPS

### DETAILING SHOP & TECH TIP

Gregg Morris

Last year we took our 145Express to an auto detailer in Langley recommended to Dave McAree.. The detailer cut and polished the exterior paint and it turned out very well. Subsequently I took my 92 244 (still wearing its original metallic base/clear paint finish) for the same treatment and was even more impressed. The company is TLC Auto Details, owner (and polisher) Pat Beson at 604-532-1770.

He offered this tech tip which I have tried and can recommend. If you have aluminum wheels on your car and the wheels get grimy from brake dust, the dust can be difficult to remove. Pat's suggestion was simple but effective. First clean the wheels by what ever means

it takes to rid them of dirt and brake dust. I have had to resort to strong detergents and even careful scrubbing with "sos" pads. Try not to damage the clear coat finish. Once clean and dry, apply a few coats of any type of car wax. I used Zymol, because that is what I have, but Pat says that any wax will do. Sure enough, with the wax applied, the wheels were much easier to clean. When the brake dust starts to adhere again I just clean the wheels again and then re wax them.

### SECRETS OF A NEW BREED OF CAR THIEVES

By Joseph Younger

From the March/April 2013 San Diego, Westways magazine for Auto Club Members

You pull into the grocery store parking lot and park your car. As you head for the door, you point your arm toward the car and push a button on your keyless remote to lock the doors. You don't hear the usual faint chirp, but you are in a hurry and don't give it a second thought. When you return 15 minutes later, you discover that your car is gone. Welcome to the world of 21<sup>st</sup>-century auto theft.

"Nowadays, anyone can go to a home improvement store and buy a \$20 device that jams the remote keyless entry transmitter on a vehicle," says Mike Bender, a former special agent from the National Insurance Crime Bureau (NICB). "If a driver isn't paying attention, he walks away from his vehicle, presses the button on his remote, and assumes that it locks."

But a thief may be sitting two or three cars over in the parking lot, punching a button to block the signal. The vehicle doesn't lock, and the thief has access to your laptop, portable GPS, or whatever's inside. If he has enough time, he can get away with the whole vehicle. The thief just might find the valet key that the dealer had tucked inside the owner's kit in the glove box or trunk; many owners don't even know it's there.

To guard against jammers, Bender says, pay attention to your surroundings and make sure the doors do indeed lock when you press the button. Listen for the click or chirp, or look for the quick flash of lights that on most modern cars signals confirmation. "If it doesn't lock, try again," he says. But if it doesn't work on the second attempt – or if you see someone lurking nearby – move your car to a different spot.

Auto theft is attracting a different class of criminal these days – smarter, technologically savvy, and a lot harder to deter and apprehend. On the surface, things appear to be improving. Vehicle thefts dropped by 3.3% nationwide in 2011 (the most recent statistics), marking the eighth consecutive year of decline. Experts attribute the cool down to several factors, including better factory-installed anti-theft systems on newer vehicles, stricter law enforcement, and more rigorous prosecution of offenders.

But those shining stats also have a dark and unsettling shadow, and Californians have particular reason for concern. The state leads the nation in the number of motor vehicle thefts (nearly 157,000 were reported in 2011) and ranks second only to the tiny District of Columbia in per-capita theft rate. What's more, the recovery rate for stolen vehicles has dipped to about 52% nationwide, the worst in nearly a decade. Now, when a car is stolen, it's likely gone for good.

"The garden-variety knuckleheads who plagued police departments for decades aren't much of a problem anymore," says Frank Scafidi, the NICB's director of public affairs. "Sure, you'll still find the opportunistic joyriders looking for an easy target. But, thanks to tougher enforcement, they're more likely to be taken off the streets now."

If not joyriders, then who makes car theft a persistent, 4.3 billion-a-year problem? The answer is pros – from the streetwise thugs who feed chop shops to geeks gone bad who supply

lucrative international black markets. In addition to jamming remotes, here are some of the latest tactics they use, plus tips on how you can head them off.

#### **Cloning Cars**

A technique usually reserved for high-value vehicles such as luxury cars and SUV's, car cloning actually is automotive identity theft. Let's say thieves need to move a stolen black 2009 Cadillac Escalade. They find another vehicle of the same year, make, model, color, and trim level in a dealer's lot or in a shopping mall parking lot and copy its unique vehicle identification number (VIN). Then, using the copied number, they make new VIN plates and stickers for the stolen vehicle.

"With the cold VIN on the hot car, they ship it overseas or take it to a state where titling laws aren't as strict," the NICB's Scafidi explains. "No one knows there are two cars with the same VIN until an insurance claim is filed or the number gets into the system some other way."

**Best defense:** You can easily discourage thieves from lifting your car's VIN, which is displayed on a small plate on the dashboard at the base of the windshield on the driver's side. Just slip a 3" by 5" card between the windshield and the dash to cover the VIN," Scafidi says. You can simply remove the card if the proper authorities need to see the number.

#### **Cloning Keys**

For the past 10 to 15 years, the ignition keys for most new cars have come embedded with a tiny radio-frequency identification (RFID) chip, which sends a digitally encrypted code to a receiver linked to an immobilizer in the vehicle. Without the proper code, either the car won't start, or the fuel pump won't work. Even an identical mechanical copy of the key won't work unless it also contains the properly coded RFID chip, making old-fashioned hot-wiring nearly impossible. Within years after RFID chips were deployed, carmakers and insurance companies claimed that auto thefts had dropped by 90%.

The technology proved practically unbeatable – until lately. Now, with the proper electronic equipment (not much bigger than a laptop), thieves or their accomplices can read the code on an embedded RFID chip within minutes, enabling them to produce copies that are not only mechanically identical but digitally identical as well.

**Best defence:** "All you can really do to prevent key cloning is to know the people you're giving your key to and remember your steps," Bender says. For example, he personally doesn't hesitate to turn over his key to a repair shop, restaurant valet, or parking lot attendant, but he always makes a mental note of it when he does.

#### **Sniffing Smart Keys**

So-called "smart keys," or "proximity keys" – systems that use bladeless key fobs to automatically unlock the car and allow you to start your car with a push of a button – work on a principle similar to the RFID chips in bladed keys. A receiver inside the car detects and reads digital pulses from the key fob transmitter.

It takes a smart thief to crack a smart key, but the bad guys have risen to the challenge. One method involves a team of two people. The first thief stands within a few feet of the vehicle's owner in a restaurant or supermarket; his electronic equipment, which he carries in a bag or briefcase, "sniffs" the smart key fob and wirelessly relays an amplified signal to a second thief standing near the targeted vehicle. The car unlocks; the second thief enters the car, pushes the ignition button, and makes a get away.

**Best Defence:** Owners can do little to prevent a determined, well-equipped team from hijacking a smart key's signal, except for shielding the key fob inside a metal box - which then undermines the technology's convenience and user-friendliness. Luckily, smart-key hacking hasn't become widespread yet.

Nevertheless, many luxury and near-luxury car owners supplement the factory-installed anti-theft system with aftermarket vehicle locators to improve the odds of recovery in the event of a theft. But these devices often cost about \$700 for a base system, a hefty investment to back up an OEM anti-theft system.

"Every system can be defeated," Bender says. Only one thing is certain: In the ongoing war between carmakers and car thieves, technology will continue to evolve. "As today's vehicles age, the ways to defeat their sophisticated anti-theft systems will probably become more commonplace." In other words, 10 or 15 years from now, cars with RFID-reading immobilizers and smart keys might well top the list of most-stolen vehicles. And the war's frontier will have moved to other, yet-to-be-developed countermeasures.

## **VOLVOS IN MOTORSPORT**

### **GUNNAR ANDERSSON – VOLVO'S FIRST COMPETITION CHAMPION**

**From the Volvos in Motorsport Book  
Published By Volvo Car Corporation  
Author Peter Haventon**

About the same time as Volvo president Assar Gabriellsson and the Volvo dealer in Stockholm, Ernst Grauers, tired and covered in dust reached the Grauers car dealership at Brunkebergstorg having covered 500 km in the

first series-produced Volvo car in 1927, a little boy was born in the village of Hogsater in the province of Dalsland. He was christened Gunnar. His family name was Andersson.

When Gunnar grew up, the big racing idol of Swedish boys was Per-Wiktor Widengren. A racing driver in those days mastered all sorts of surfaces and disciplines. Such things impressed and stuck in a young and receptive mind. After a move to Gothenburg and having finished school, the technically-minded youth





enrolled in the Swedish air force in order to learn how to become an aircraft mechanic. At the same time he hired a shed and started a small car repairing business during leisure hours and also learned how to sailfly.

The temptation to try his skills behind the wheel came very quickly and the first event he entered, a combined speed and manoeuvre trial, he won. Once bitten, he was smitten. Gunnar tried his luck in hill climbs, ice racing, reliability trials, racing and eventually he focused on rally.

After having tried different car makes, Gunnar was talked into buying a Volvo PV444 in 1957. "They never break" his friend said and a somewhat reluctant Gunnar Andersson took maybe the most important step of his life when he closed the deal which included the 85 hp US-spec engine. He showed his gratitude by winning with the Volvo. Volvo, in turn, showed their gratitude by hiring Gunnar to the Volvo service school and when the 1958 season started, he was almost considered a works driver.

The competition climate at Volvo had vastly improved when Gunnar Engellau took over the presidency after Assaar Gabriellsson and 1958 turned out to be a really successful season for Gunnar Andersson and co-driver Niels-Peter Ellemann-Jakobsen, who had a Volvo tuning shop in Partille outside Gothenburg. In the picture accompanying this article, you can see these two gentlemen flying over a hump in the 1958 Rally to the Midnight Sun, which they won.

During this, his first international rally season, Gunnar Andersson became European Champion. Indeed an achievement. Being a true all-rounder, Gunnar also found the time to win the 2-litre class in the Swedish Touring Car Championship the following year with his PV544 as a privateer. By doing so he won in front of a very young and keen Tom Trana. This by the way was the first year that Swedish

racing had real championship status.

In the same year, 1959, the competition operations were turned into a proper competition department, led by Arthur Wesblad and with Gunnar as the big name. In 1960 Gunnar Andersson had the opportunity to participate in the race which he always considered to be the greatest achievement

during his entire career; [The Gran Premio de Argentina](#) – a gruelling six-day road race, 4650 km (3000 miles) on narrow and winding Argentinian roads, climbing heights and going down gorges. Gunnar won it outright and the five PV544s were among the first eight finishers. Volvo's marketing department got the best possible tool to use and Gunnar Andersson – who received no less than 17 silver trophies for his win – went on to become an Argentinian national idol, which he remained for the rest of his life.

After this, the active career of Gunnar was gradually turned into one of racing manager. In 1961 he had taken over the responsibility for the competition department but he did not confine his activities to the office, in fact he took yet another European Rally Championship for himself and Volvo in 1963. The department built and serviced the cars of successful Volvo drivers like Carl-Magnus Skogh, Tom Trana and Sylvia Osterberg. This all came to an end after two very tragic accidents in connection with rallies, but not during the actual rallies. Because of this Volvo in 1966 decided to withdraw altogether from the international rally scene but the competition department was kept, doing good business through the marketing of tuning kits, accessories and the sale of complete race and rally cars to paying customers.

Gunnar was the man behind the

Swedish Volvo Cup, an economically feasible racing series purely dedicated to 142 and 144 Volvos and where many big talents made their debut. The idea was later developed further into the 240 Turbo Cup.

During the second half of the 1970s Volvo restarted their competition operations on a works basis again. Gunnar Andersson came back into the limelight, heading the R-Sport department with an international involvement in rallycross. Five very busy seasons led to both Swedish and European Championship titles. After this hectic period, Gunnar switched to the marketing department and became a travelling ambassador for Volvo and its core values up until his retirement in 1992. His demonstration driving was very much appreciated all over the world and all those who saw him or went with him in his car could easily understand the meaning of the sentence: once a rally driver, always a rally driver.

After his retirement, Gunnar built his own version of his winning car from 1958, a heavily -tuned version of a bright red PV444 from 1957 with a double overhead camshaft 16 valve engine with twin Webers of a later date. This period of his life also gave him more time for another of his hobbies – bridge. He was actually Swedish Champion one year. In the early summer of 2009 Gunnar Andersson peacefully passed away following a short illness, leaving a grieving family, friends and admirers all across the world. He was the man who first put the Volvo name on the competition map, respected and admired. Just like his own.

### VINTAGE VOLVOS WILL RACE IN LOS VEGAS

**Alan Berry (Race Organizer and driver of a fast red PV544 racer)**

This will be the second West Coast Vintage Volvo Race. The first one was in 2010 at the Infinion (Sears Point) Raceway near San Francisco. In 2013 it will be run with VARA (Vintage Auto Racing Association) at Las Vegas International Raceway. The dates are October 4<sup>th</sup> to 6<sup>th</sup>, 2013. All Volvos and Saabs will run in VARA's regular race groups twice each day, but there will also be a dedicated All Volvo & Saab race on Friday and Saturday.



ALAN BERRY

The weather should be great in early October and besides the racing there will be a designated area near the race car pits for a Volvo/Saab Car Show and any related Vendors. We plan to do plenty of socializing and the Vegas strip is close by. VARA will get all racers and spectators a great group deal on hotel accommodations. Generally, entry to the track for

spectators is \$10 or \$15 for the whole weekend. You can't even park for that amount of money at any sports event in San Diego!

We are hoping to attract 15-20 Volvo and Saab vintage race cars and all 1979 and earlier models should be well represented. We attracted 17 cars at the last event in 2010, so I'm hoping for at least that many racers this year.

Any detail questions can be fielded by Alan Berry at [alanb@alanberrydesign.com](mailto:alanb@alanberrydesign.com) . and on the dedicated website [www.volvochallenge.com](http://www.volvochallenge.com) . There will be Canadian Vintage Volvo Racers going down to attend this event. What a great combination, watching Vintage Volvos race and spending time in Los Vegas.

## SOMETHING DIFFERENT

### CLASSIC ALTERNATIVES

From Classic Motorsports  
July 2009

In the world of fashion, it's considered something of an embarrassment to show up at a prestigious event and find that someone else is wearing the same designer outfit. Luckily, the automotive world is more forgiving—many great friendships are formed at car shows and races between drivers who happen to own the same type of car.

Still, being just a number in the crowd can be a bit discouraging.

Standing out in a large crowd of enthusiasts requires a car that's a bit obscure. However, few drivers want to give up spirited performance and quality engineering simply for the sake of being different. Fortunately, nearly every desirable classic in the world has a lesser known spiritual counterpart, a car that provides the same thrills while avoiding the me-too syndrome that comes with the ownership of more popular autos.

Here is an interesting example of a Classic Alternative in the Sporting Sedan classification.

### Instead of an Alfa Romeo GTV, how about a Volvo 123GT?

The Alfa Romeo Giulia-based GTV coupes of the 1960s and '70s are embraced by enthusiasts for their willing engines and nimble performance. The GTV also provides great leaps in relative comfort and practicality compared to an open-top sports car. Best of all, the back seat allows you to bring along three friends for that spirited jaunt along a winding road—providing two of them are either small or don't mind eating their knees.

Alfa cranked out nearly 150,000 105 and 115-series GTVs in more than a decade of production and many have survived to become classics. At vintage races and car shows across the U.S., the GTV is a popular sight. For something a bit different, however, set a course due north for Scandinavia.

Swedish manufacturer Volvo has always manufactured cars to the beat of their own drum, and their products are rarely confused with those of any other marque. The company has earned legions of fans by making automobiles that are sturdy, uniquely styled and, more

often than not, surprisingly fun to drive.

One of the most popular Volvos in history was the Amazon, launched in 1956 and marketed around the world as the 120 Series. It was an upscale compact sedan, and like many Volvos it showcased the company's focus on safety and solid construction.

Volvo already had a sporty offering at the time with the P1800, but for the final two years of Amazon production, they decided to spice up their little sedan with a 123GT version. Fitting the Amazon with a high-compression B18B-spec engine sourced from the P1800 livened performance considerably. The 123GT also got an alternator, four-speed manual transmission fitted with electric overdrive, sport-tuned suspension, racy steering wheel, dash-mounted tachometer and driving lights in European made 123's and limited slip differentials in Canadian produced 123GTs.

These changes transformed the usually sedate Amazon into a surprisingly lively little monster. The sporty bits weren't just for show, either, as the Volvo was homologated for racing with the FIA; it bears registration No. 5152.



ALFA ROMEO GTV



VOLVO 123GT



Like the Alfa GTV, the Volvo 123GT is a two-door 2+2 with a punchy inline for displacing a bit less than 2 litres. Only about 1500 123GTs were made, however, so the GTV is downright common by comparison. The 123GT was never officially imported to the U.S., but several came to our shores through private channels and from Canada. For even

more exclusivity, Volvo made a few European-spec 123GTs powered by larger B20B engines, though they were not FIA-homologated.

The 123GT's standard powerplant lacks the spin-happy nature of the Alfa, but the Volvo's engine features a robust pushrod overhead valve design with twin SU carburetors and a five main bearings. Like many Volvo engines,

the B18 can go reliably for hundreds of thousands of miles. It's a bit down on power compared to the larger-displacement Alfa GTV engines, but the 123GT has ample torque down low—great for getting out of corners in a hurry.

The 123GT can work beautifully as a daily driver or a weekend track warrior. The Viking helmet is optional.

## WHO KNEW???

You probably know that Chris Ainscough, is the Events Director of VCBC. But did you know that his twin brother is the newly ordained, Pope Francis.



### 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 5<sup>th</sup> 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](http://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 miles. Original show room condition. Same owner since 1965, 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](mailto: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. From Spokane but registered in BC, . The perfect starting point for an excellent 544. Gregg 604-469-1216 [grmorris@shaw.ca](mailto:grmorris@shaw.ca)

**66-122s-2dr-\$2500**, tan ext/orig exc tan interior, M40, orig owner, always garaged , no accidents, mechanics sound, Straight sound Body, few small rust spots, In dry storage. Brian 604-464-1451 Coquitlam, [bkirton@telus.net](mailto:bkirton@telus.net).

**66-122s. 4dr-\$2000**, 4Sp, Light Blue, Retired Daily Driver. Runs well, some rust. .

Jordan 250 339 1172 Comox [roche11@telus.net](mailto:roche11@telus.net).

**66-122S4dr-\$10,500**, 60,000 miles, new paint, baby blue, S Washington car, BC registered, Fully Restored No Rust!, All new rubber, windshield, Rebuilt B18 engine, good M40, new headliner & front seats, New rear shocks, front tie rods, exhaust pipe. Ready for collector plates. Justin, 604 812-5406 or [justinwilkie@shaw.ca](mailto:justinwilkie@shaw.ca)

**67-123GT-\$19,900**, Restored to better than new. No rust. repainted Engine rebuilt, . custom walnut dash. New American Racing wheels & tires. Pictures on Kijiji Vancouver under classic cars. Serious inquiries only, [pauljer9@gmail.com](mailto: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)

**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 .

**95 940 Turbo Wagon, \$5500**, recent upgrades. Battery, timing belt, alternator, water pump, hoses, exhaust, trans and brake flush, Excellent condition. Ownership & service history, Chris 250-752-9720 [goldenlion88@shaw.ca](mailto:goldenlion88@shaw.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](mailto:grmorris@moody.bc.ca) or John Cripps 604-466-9110 or [volvoridge@hotmail.com](mailto: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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