



THE VOLVO CLUB OF B.C.

SEPTEMBER 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



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)

SEPTEMBER 8, 2013, SUNDAY. COURTENAY CRUISER Rendezvous at 09:30 at Simms Millenium Park, south side of 5th Street and adjacent to the Courtenay Car Centre. Departure around 10 for a leisurely cruise of the area to a lunch destination. Island Volvo-philies - watch your email/snail-mail for poster to follow. Contact Bob Cuthill lbscuthill@shaw.ca or 250-658-0126.

SEPTEMBER 28, 2013, (SATURDAY) V.C.B.C. 22nd ANNUAL CATES PARK PICNIC Rain or Shine, North Vancouver, B.C. from 9:30 am to 4:00 pm. Bring a picnic lunch, shine up the Volvo and bring the family. There will be ****LOTS**** of raffle prizes & **ONE BIG ONE FOR VCBC MEMBERS ONLY!** Of course dash plaques and trophies for the Peoples Choice, Runner Up & Modified. We will also hold our annual general meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. For info call **Chris Ainscough 604-521-6071**

OCTOBER 4-6, 2013, VOLVO CHALLENGE 2013, West Coast Vintage Volvo Race, Los Vegas International Raceway, Nevada, see website www.volvochallenge.com or call Alan Berry at 858-442-9098 email alanb@alanberrydesign.com

OCTOBER 20, 2013 (Sunday) ISLAND FALL COLOURS RUN, meet 0930 leave 10:00, Tim Hortons on Millstream Rd just north of the Trans Canada (Langford), 1 1/2 hr drive to restaurant TBA, info prior to event Bob Cuthill lbscuthill@shaw.ca or 250 658-0126 . On the day Chris Blasé will lead.

NOVEMBER , 2013 VCBC TECHNICAL SESSION Date, Time, Subject and Location to be announced. Watch VCBC website or contact John Cripps **604-466-9110**.

JANUARY 15, 2014 (Wednesday) VOLVO CLUB WINTER SUPPER, The supper 7:00 pm at the New Westminster Spaghetti Factory located at 50 - 8th St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

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

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

REPORT OF PAST EVENTS

Island Mystery Tour 2013

May 5, 2013

Bob Cuthill, Island Director

Sometimes the chickens come home to roost. But on Sunday 5 May the Volvo Club went back to the Roost. We had been there before and it's always a fun place. It's the Roost Café near the Victoria Airport at the corner of McTavish and East Saanich Roads. It's a popular local eatery often used by other local car clubs too.

The 2013 Island Mystery Tour was scheduled to meet there at 09:30 for a 10 am departure. But there is always the option of arriving early for a coffee, something from the bakery or even a full breakfast. Lucy and I opted for the latter and adjourned to the "school bus". It's a real school bus parked adjacent and fitted out with café style seating inside. Sunday weather was pristine blue skies and warm temperatures

and as is always the case, your organizers are always wondering which and how many members are going to show up for this year's event. It wasn't long before our grey P1800 wasn't the only Volvo in the



parking lot. But the first one to arrive wasn't even connected with the club or the Tour. It was a beautiful dark blue 1989 780 Bertone. It didn't take long asking around the restaurant to find the owners. Seems it was an inheritance and as the owners had two other cars and a sailboat the Bertone was for sale. (If interested I can put you in touch with the owners). I was watching for one car in particular this year. I had a call from Wendy a couple of days earlier. She had just bought a 97 850 and had seen the Mystery Tour on the schedule of island events at the checkout counter at Lordco. In fact, she was the next Volvo on the lot.

And it wasn't long before there were more. Bill Paitson and Jerry-Lyn arrived from Nanaimo in a dark blue S-90SE followed in short order by Al and Audrey Larmon in the grey 69 164, Mike and Joan Tomczak in the yellow 1800ES, Gordon Murray in the 123GT and Lorne Knutson and navigator Jim in the gold 1800ES. Unfortunately, Gordon couldn't join us on the run as he was feeling rather ill but came out for a morning coffee and to offer support. Talk about die-hard Volvo fan! Once all were assembled in the School Bus briefing room it was time to hand out route instructions and discuss a few safety matters. I was first out of the parking lot to make sure everyone got off on the right foot (correct direction) but just a short distance down the road I pulled over to let our participants fend for themselves. Our route was a pleasant casual drive on country roads, some of which were a little narrow and twisty just to make it interesting. Just to be different, this year a mid point break was planned so we could stretch out, take some more photos, return some borrowed coffee or buy a fresh one. Mark Pacey was waiting for us at Tim Horton's. It would have been very hard to miss his latest acquisition which is a sonic blue 2000 V70R. When Mark acquired it there was a blown engine and transmission under the hood. Mark found a replacement engine and installed a manual transmission he just happened to have on hand. It took some tinkering with the computer to convince it there was a manual transmission in place of the original automatic but Mark seems to have a knack for these things.

We wanted to stay and talk longer but we had to be on the road for Mystery Tour Part Deux if we were going to make our lunch reservation. Some more country roads for an easy 30 miles relaxing drive took us to Mom's Café in Sooke. We had been here once before a few years back and it was well worth coming back. We didn't know in advance but there was a parade scheduled past the Café so the staff at Mom's had arranged for us to use the parking lot at the community Centre across the road. It was signed as reserved exclusively for our classic cars as well. What a nice surprise. I guess our participants are getting used to my instructions as no one got lost and all arrived before the parade closed the street. Our

choice for a finish venue lived up to its reputation. The service was fast and friendly, and the food was quickly on the table and delicious. It was surprising how many of the locals approached us about the cars. A lot of "I used to own a Volvo like that" or "I have not seen an ES in years and now two in one day" or even "I didn't realize Volvo made a sports car". All too soon though it was time to pay the tab and climb back into our cars for the trip home.

A big vote of thanks to our hosts at our starting point at the Roost and our destination at Mom's Café. It's the friendly welcome and service that keeps us coming back.

IPD CELEBRATES 50TH ANNIVERSARY
May 18-19, 2013

Dave McAree

IPD celebrated their 50th Anniversary and held their annual garage sale on Saturday May 18th followed by a tech session and drive to the Oregon Coast on the Sunday.

Don and Susan Prociuk along with Louise and I headed down to Portland on the Friday to attend this event. On Saturday, the day began with early showers which dissipated later in the day. Around 7:30 a.m. several swap meet tables were seen being set up in the parking lot across the street. Display vehicles of all models and years representing the 50 years IPD had been in business, were directed in and parked on Ainsworth Circle which had been blocked off. Other Show and Shine vehicles along with Vendors including VCOA, set up inside IPD's lot.

The day's events began around 9:00am with a tech session, raffles, and auctions for various items that you had submitted raffle tickets into, games and of course the IPD sales counter offering 10 % discounts on all items. Certain other items were offered at 15% discount. A goody bag was also supplied. There was no shortage of enthusiastic Volvophiles wandering around the swap meet and counter sales. Hot dogs and hamburgers were made available and sold throughout the day.

Scott Hart and his crew were kept busy during the entire event and answered numerous questions asked of them. The MC for the day was Chris Delano, an IPD employee and he did a wonderful job. Richard Gordon, the co-founder of the company was introduced and spoke about the company. He stressed that it



ipd 50th Anniversary Garage Sale 2013

was the customers that make the business successful. His famous black #79 142 race vehicle was on display and fired up. Donations were collected from participants and raffle sales for the Parkinson's Resources of Oregon.

Don and I met numerous acquaintances from the past which just added to the enjoyment of the day. Neither of us attended Sunday's event but a tech session was being held at another business in the morning followed by a drive to the coast.

This was a wonderful event... thanks IPD.

DRIVE TO THE SPRING VINTAGE RACES

Gregg Morris

Sunday May 26, 2013.

This year the club's "spring show and shine event" was a bit different. It included a back roads drive to Mission's Riverside Raceway, where we parked in the car club parking corral and watched the last day (Sunday) of the Vintage Racing Club of BC's annual Historic Race Weekend. I always look forward to the Vintage Race Weekend and typically camp at the track for the weekend.

Racer and spectator participation at the races is hugely dependant on the weather; rainy weekend - low participation. I had been watching the weather report for all week to see what was forecast for the race weekend and particularly our VCBC Sunday drive. I should have saved myself the frustration. The weather forecast for week and the weekend changed every day. I understand that with all the budget cuts, Environment Canada has to forecast the weather using a roulette wheel, but even at that you would think they would get it right once in a while. Predictably the final 'partly cloudy'



ipd 50th Anniversary Garage Sale 2013



Mission Vintage Races

forecast for Sunday translated to variable intensity rain at the track. Pheasant plucking weather it was too! This year the race event had another challenge. A bridge on Interstate 5 decided that the Friday of the race weekend would be a good time to fall into the Skagit River. The resulting traffic jams made it very tough for the Seattle race teams to make it to Mission. Despite these impediments there was reasonable turnout an enthusiastic group racers and a terrific mix of cars.

Sunday morning I woke after a comfortable night's sleep in my 122 wagon, struggled into my clothes, cleaned up a bit and drove from the Mission track, back to Port Coquitlam to join the Volvo Club drive. 7 cars were waiting at the Tim Hortons and after some introductions, coffee, donuts, Dave McAree handed out maps and gave brief instructions and off we went. Our goal was to reach Mission in time for the 11:00 race that would include the 4 Volvos racing that day. John



Rain What Else

Cripps led the way on a route that largely followed the Dewdney Trunk Road on the north side of the Lougheed Highway. After we crossed the Stave Lake Dam we stopped for a

brief photo. As we were getting back on the road we were overtaken by a Ferrari Testa Rossa and a gaggle of Triumphs which sort of folded into our line of Volvos like shuffling a deck of cards. They stayed with us almost until we reached the track when the all took a wrong turn and we drove straight to the track.

We were welcomed into the club car parking area by Dennis Cowell who as usual had driven his 940 all the way from Kamloops Sunday morning to attend the event. It is great that Dennis is so enthusiastic about our club. It was a nice mix of Volvos parked there. Dave McAree green 142, John dark green V70, Carl Selden and his daughter in his new safari tan 65 122S, Gabriel Goilav and his family in their silver 244, Dennis Cowell and a black 940, Bill Malkin in a mid blue metallic 264, David James in his red 1800S, Mark Hershey and his family in a gold 74 142GL, and me in a light blue 65 122 wagon. After the obligatory picture of the group everyone dispersed through the race paddock and on the bleachers to watch the races. We learned later that there were supposed to be many car clubs participating in the car corral but they all whimper out over a little bit of rain.

Actually the rain made for pretty exciting racing. Track was very slippery. The racers needed a great deal of skill and a lot of caution to avoid spinning off the track or into the nearest car. Successful racing in the rain has way more to do with car handling, driver's skill and good rain tires than it has with power. There were lots of detours into the wet grass but none into the concrete barriers and not one accident on Sunday. Three of the Volvos were in the race. Gil Stuart in his red 444, Peter Valkenburg in his black 544 and Ian Wood in his white 142. Lorne Andras found out on Saturday that in the rain, his red 122 would accelerate but not stop or turn so he did not race on Sunday.

It was a good day and it was nice to talk with our club members. At the end of the day we helped Gil and Peter load up the race car tents tools etc and headed home. We have not decided what we will do with next year's spring event, but we have a year to figure it out. Any suggestions would be welcome.



Spring Drive to Mission Vintage Races



Spring Drive 2013 Osprey Lake

VCBC SPRING DRIVE 2013
June 15&16, 2013

Gregg Morris

For the last 5 years hosting the spring drive has alternated between the Washington VCOA and our VCBC. This year we were the hosts and the destination was Merritt, by the most indirect and scenic route we could find.

The drive started on Saturday Morning June 15th at the Chevron at 232nd St. and Highway 1. It is a convenient spot where we could fill up with gas and coffee and see who shows up. This year, I hadn't a clue who or how many were coming. The hotel in Merritt wouldn't tell me who was registered because that contravened the privacy act. That was a first.

Eleven cars turned up, 2 of them were Washington plates. Mel and Linda Collart (S60) from Federal Way and Don Voegel (122 wagon) from Bellingham. Steve and Jean Yabroff from Woodinville WA had to cancel due to a health problem. As an aside, to date way

more Canadians have turned up to the US drives, than Americans to the Canadian drives. Of course this is not a competition, but I think we should make it one. After say, 5 more years if Canadian participation outstrips American, then Steve Yabroff should arrange for the Canadian/US border to be moved south to Everett. Everett is on the same latitude as Victoria so that only seems fair. I am sure Steve can work it out.

Back to the drive. At 10 a.m. we headed east leaving Dave McAree, Fred deBoer and Eric Hettema behind as they had just come to see us off. Cars on the drive were: Rose and I, 122 wagon, John and Celine Cripps, S70, Carl and Kelly Selden, 122, Bert and Cathy Sherlock, 122 and John and Jenifer Cave a ferocious Subaru WRX and Alan Boreham, 1800ES. Ernie and Pat Hildebrandt joined us near Chilliwack and Dennis Cowell from Kamloops in his 940 and Rob and Janet Schwieger from Grey Creek in the Kootenays in their 123GT joined us in Princeton.

It was a sunny day and the drive was scenic. We stopped at the Manning Park Lodge for a picnic lunch. It was quiet there, just us and half a million ground squirrels that make the picnic area their home. Their tunnels are everywhere and the cute little characters are all over the place cleaning up any food scraps and cadging handouts.

Next stop was the Princeton Chevron where we added gas, Dennis Cowell and Rob & Janet Schwieger, before heading for the Princeton-Summerland road. This is a unique area of picturesque farm land sort of perched in a mountain valley. The road itself paved to Osprey Lake (our destination) and gravel for the rest of the way to Summerland in the Okanagan Valley. The road is just what we like, curvy, pretty and lightly travelled. Knowing that Bert and John Cave would set a lively!!! pace, I suggested they lead the pack. The rest of us watched as they disappeared into the foreground. We next saw Bert Cathy, John and Jennifer stopped by the roadside at Osprey Lake. Bert and John each had a big grin on their face and Jennifer and Cathy Sherlock both looked a little pale, but that might have been my imagination. The cars attracted lots of attention so we stayed and answered questions for a half hour or so, then retraced your route to Princeton and north on highway 5a to Aspen Grove. 5a is a wonderful road and that part of the drive was special. There was virtually no traffic and the only things that governed your pace were the road conditions and the competence of you and your car.

Everyone enjoyed the drive and we reached Merritt by about 4 pm and checked into the Quality Inn (formerly Best Western). It is a nice hotel and there was a big patio where we all sat and enjoyed a glass of wine and snacks in the sunshine. Bert & Cathy were their usual generous selves and brought a fine selection of cheeses and crackers. Eventually we headed for supper at various restaurants and then off to bed.

Sunday morning was sunny again and after the complimentary breakfast we said our good-bys and headed off in various directions. Actually one of the best things about Merritt is the incredible variety of ways of getting out of town, 8 by my count, and all of them paved and interesting. Look at a map.

While most people headed back to Vancouver on 5 or 1, the Schwiegers and Rose and I continued the road trip. We stopped in Osyoos Sunday night and Monday morning we headed south through Oroville into Washington and east on Hwy 20 to Coeur d'Alene in Idaho (where my parents eloped and I had never been). From there we headed back to Canada at Creston and north along the east side of Kootenay Lake to Grey Creek where the Schwiegers live and run North Woven Brooms in the Artisan community of Crawford Bay. The next day it was pouring so we left the Schwiegers and headed back to Vancouver via Nelson, Highway 3. In Nelson a mechanical ill hit the 122 wagon. The alternator light came on and the electrons stopped flowing into the battery. Of course now that I could not use the wipers or the headlights, the rain got even worse. I had a spare alternator with me but the challenge was finding a covered location to install it so I wouldn't drown. It finally dawned on me that the perfect place to stay dry in the rain is a coin operated car wash. Who washes their car in the rain?? Rose spotted one in Castlegar and we unloaded the car in peace and



relative dryness, changed the alternator and back out into the rain for home. Although we didn't know it at the time, these were the rains that led to all the flooding and had we either stayed another day with the Schwiegers or chosen to go home via Kaslo we would have been flood locked. We were lucky.

SCANDINAVIAN COMMUNITY CENTER MID SUMMER FESTIVAL

June 22, 23, 2013

Gregg Morris



This was our Club's third year of participation in the Mid Summer Festival and we were happy to attend. The site of the festival is a large grassy field behind the Scandinavian Community Center building, just north of the Kensington exit of the freeway in Burnaby. It is uncanny how rural it feels, yet you could throw a rock to the freeway. Around the perimeter of the field are tents housing displays from all the Scandinavian Countries. Ethnic crafts, products, foods, and costumes provide a wonderful atmosphere. A large stage holds a continuously changing selection of dancers, musicians and speakers. Food was interesting, delicious and plentiful and the beer tent had very few empty seats. Our Volvo Club contingent was placed next to the Viking encampment and those hardy souls live in their tents the whole weekend, demonstrating life in a Viking community, including the odd raid on the Beer tent.

Chris Ainscough organized our participation and we had a variety of cars both days. On Saturday 122s were the most represented model with 3 sedans of Chris Ainscough, Bert Sherlock and Carl Selden and 2 wagons one of which was mine and the other new member Alec Kelly. The other cars were Marg and Herb Hamlyn's 544, Ernie Hildebrandt's 544, Barry Nelson's 164E and Rose Morris' 940SE. On Sunday there were fewer cars and fewer festival attendees as the weather was not as good as Saturday. I brought a 544, Carl his 1800ES and Chris and Bert their 122s, and Fred deBoer his new 262 Bertone. Both days Chris brought a vat of Tim Hortons Coffee and boxes of Tim Bits for the visitors and that made us quite a popular stopping point.

What makes this event special for us, is hearing the comments and stories of the Scandinavian people who look at the cars. Numerous times people would approach me and start talking to me in Swedish, assuming that I must be

Swedish too. When they noticed my blank stare they converted to English and were marginally more understandable. The neat thing is their stories are about the Volvos they owned in Scandinavia and some of the tales are hilarious.

One fellow talked of spending a whole year in travelling around Europe, on less than a shoe string budget. He bought a rusty, bald tired, clapped out PV444 in Sweden and set out on his adventure. The car never failed to run but certainly provided other challenges. For instance when he got his first, and inevitable, flat tire he hauled out the stock PV jack, hooked it up to the jacking point and started cranking the handle. He watched in dismay as the rusty bodywork just collapsed above the jacking point and the car simply stayed on the ground. Today we would have just used a little trolley jack instead, but of course they had not been

invented yet., Even if they had, he could not have afforded one. His solution was great. He pilfered an assortment of boards and bricks and a shovel. When a tire went flat or blew up he would find soft ground, pile the boards and bricks up under the offending corner of the car and then dig a hole under the flat tire. Once the hole was deep enough he would remove the flat and install his equally ratty spare. He became very adept at this routine as he had 22 flats or blowouts during his year on the road.

The car wore a Swedish licence plate which was made of steel, but the numbers and letters were plastic. It was so old that the numbers eventually cracked and fell off. So here he was in some corner of Europe with no licence plate and no means of getting one. He knew this would not make him overly popular with the police so he needed a plan. He remembered



seeing a Rally in progress and all the cars had big numbers all over them and they were tearing over the countryside and nobody seemed to bother them. With this in mind he made 4 big "14"s and put them on each door, the hood, and the trunk lid, and on he went. He figured that if he was stopped by the police he would explain about the licence plate and tell them that he added the big rally numbers so he could be identified easily. It worked and he kept the numbers for the rest of his adventure and no one stopped him. At one border crossing his tires were all bad, but one was totally bald and the border guard wouldn't let him enter the country. He had no money for another tire so he went away and carved grooves in what was left of the tire and tried again at the border. The guard just shook his head and waved him through.

Another interesting gentleman told us about owning an Amazon in Sweden, and totalling it in an accident. Volvo's warranty at that time covered not only mechanical damage but even accident damage or loss. Because his car was a write off he could get a new car from Volvo and his cost would be 1 kroner for every 10 km he had on the odometer. His car had 50,000 km at the time of the accident so he got a new Amazon for 5,000 Kr instead of the 18,000 Kr. a new Amazon cost from a dealership.

Another fellow told us that he owned one of the earliest Volvo Dealerships in Vancouver and his story is elsewhere in this newsletter.

Sunday a fellow came to talk to us and he was a former supervisor at the Volvo plant in Halifax. Unfortunately I didn't get his name.

On Sunday afternoon the best competition of the weekend is held. It is the wife carrying contest. The contestants must carry their wife over an obstacle course and the first pair to the finish line wins the wife's weight in Beer. Quite an incentive. The beer was won by the big guy carrying a little wife but small guy carrying his big wife was definitely the crowd favourite.

The Mid Sommer Festival was an all round entertaining event and well worth visiting. Hope to see you there next Summer Solstice.

ISLAND SHOW-N-SHINE

July 13, 2013

Bob Cuthill VCBC Island Director

Just back from a 4000 km trip to the prairies (the 94 850 performed flawlessly and got great mileage) and reflecting back on our eleventh Show-N-Shine. Each year I think "It can't get any better than this" and along comes an even better one. Our hosts, Bjorn and Kjellaug had just returned from their European vacation the week before and the "Olsson Estate" as I call it, was ship shape and ready. Our friendly neighbourhood weather man also co-operated and we had crystal blue skies, light winds and very comfortable temperatures. By 10 am the traditional blue on yellow Volvo signs had been put up on some local telephone poles to help the newcomers find us and the coffee pot was on while we waited for the first arrivals.

And it wasn't long. Granted my 1800 with the magnetic club banner on the side was the first on the grass but that was more to catch the



Jason Greenway presents Peoples Choice Award to Al Larmon (right) & 69-164

eye of those looking for the right spot. All tolled at the end of the day we had 21 cars and two bicycles attend. Mind you, a few members couldn't bring their Swedish iron so subtracting the one Porsche 944 and the two VW buses, we managed to put 18 Volvos on display. I think

this year we had a very broad selection with only a couple of cases of almost duplication. In the 140 series – Michael and Brenda Kelly brought their 70 144 in original yellow paint while Joel Friesen brought a 72 142E in very shiny green. Sam and Micelle Wilson and Nigel and Amy Coulter were both driving V70s. Al Larmon was actually first on deck with his beautifully restored 69 164. He was followed very closely by wife Audrey in their 83 245. Another husband and wife team was Mark and Rebecca Pacey. Mark brought his much modified S70 while Rebecca brought the wagon. But not just any wagon – it was a 2000 V70R in which Mark had converted to a manual transmission after replacing the broken original engine, transmission and rad. Gary Barstow, our part time Victoria resident brought his 65 122 with plates from his alternate home in Washington state. Other participants were Bob Rowland in a 740, Bill Paitson down from Nanaimo in his S90, Lucy Cuthill in a cherry red 94 850, Peter and Pavla Landsman in the yellow 1800ES, Don MacVicar in a pearlescent 544, Ben Cikos in an S60 and Lars and Jennifer Junker in a 123GT. There certainly was a lot to choose from and there was a constant stream of people visiting from car to car either to talk about the car or scope it out for balloting for the People's Choice award.

It was soon time to gather the crowd for some door prize draws and for Bjorn to start the BBQ. After lunch it was

time to count the ballots for the People's Choice. It was a close race with only one vote each separating the top three. Third was Landsman's bright yellow 1800ES, second was Joel Friesen's 142 and first was Al Larmon's shiny grey 164. A big thank you to Greenway Auto-



The Olsson Estate

motive, our newest aftermarket Volvo shop just down the street in Saanichton, who sponsored this year's award. And a special thanks to all our supporters throughout the year, Landsman Motors, Chapman Motors (three locations), Dancia Motors and the Courtenay Car Centre.



Vancouver Island Show & Shine

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

Our club **Annual General Meeting** will be held at the **Cates Park Picnic**, the last Saturday in September. Come out to Cates Park this year and invite your Volvo driving friends. It is a good opportunity to recruit new members to the club. There will be lots of raffle prizes as usual.

Membership renewals are coming in at the normal rate.

Newsletter: Members are encouraged to submit articles or advertisements to the newsletter. We would like to hear from the owners of newer Volvos with their stories and tech comments.

Events: The **Spring "Show and Shine" event** will have to change again this year. Suggestions are welcome. A few ideas for consideration. Have another show and shine at a Volvo Dealership, Tag onto another general car show event, Do a local one day drive and picnic.

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

IRV GORDON THE 3 MILLION MILER

John Holtzapple, VCOA President

Sometime in early September, Irv is 'scheduled' to pass the three million-mile mark in Alaska. Why Alaska, you may ask? Well, it's one of the few destinations left in the USA that he hasn't yet visited.

Join his journey and add you own stories on Volvo's new website, volvo-cars.3millionreasons.com/irv. It has been specially created to commemorate this historic motoring event. You can even add you own 'reasons to believe.'



Letter from Beau MacGregor, Current co-owner of the clubs 145EXPRESS.

Knowing Beau's weakness for orphan Volvos, I was teasing him by telling him about a cheap 164 for sale in Bellingham. His response was to say "If I were a kazzillionaire, I'd buy this car and have it restored to new on principal." My response was to remind him that even

if he were a kazzillionaire he would still be driving old Volvos. He agreed saying "I will indeed be driving old Volvos no matter how grand my means may become." He followed this with a well reasoned argument for driving quality old rather than new cars. Here it is.

DRIVING QUALITY OLDER CARS

Beau MacGregor

I'm about to send the 245 in for a fresh coat of paint. (the roof rack will finally be deleted!) to ready it for the second 25 years of life. As a financial decision, this move may not be considered "sound" in some circles. The way I look at it, the depreciation and finance expense on anything new could easily eclipse the cost of a paint job on a tried and true piece of machinery like the 240, so why not? That, and I am nostalgic as hell. (On a side note, I just swapped out the 3:73 diff for a 3:31 to go with the M47 I installed only 12 years ago. Acceleration is off, but not by much thanks to a VX cam and 3 degrees of cam advance. The revs are down and so is the noise level. I can eek out nearly 29mpg on the Seattle-Bellingham run.)

I've jotted down some thoughts about the classic v. modern debate that is ongoing in my mind..

Old Volvos are great, but there are many old cars that are worthy in one way or another. I continue to be amazed at the vault-like build quality and raw, visceral driving pleasure offered by the 1971 Porsche 911. The 1982 BMW 633csi offers a similar experience, but in a refined custom-tailored suit and sunglasses kind of way. The 2012 Porsche 911 by contrast is laden with technology to the point of distraction (at least its engine still sounds raw) and the BMW M5 is so quiet that artificial motor noise has to be piped into via the car's audio system. Yikes. My point is that most moderns tend to be complicated, boring, and homogenized. But they are expensive..... Its interesting to look around in traffic from behind the wheel of a 245 and speculate which of the new 4-wheeled Sensory Depravation Chambers (SDCs) Sport Maternity Vehicles, (SMVs) and Incredible Identical Sedans (IISs) surrounding me will make it to the end of the decade.

At some point, some old cars make the transition to "classic" or "collector" status. But that doesn't mean they have to be regarded only as accessories to affluent people, or as impractical primary vehicles.

As modern cars become more expensive, and as services like Zip Car, Car-to-Go, and Uber, not to mention bicycle commuting, become increasingly en-vogue, old cars are becoming ever more relevant as cool, inexpensive occasional transport. In my home neighborhood of Wallingford for example, which is about five miles and one bridge crossing from downtown Seattle, there is no shortage of expensive late model sedans and SUVs. But there is also no shortage of old machinery. There are the requisite old Volvos, many other European and some older Japanese examples and, oddly, a sizable fleet of well maintained and updated VW Vanagons. One fellow commutes to his job at a local



fishery supply house in a very nice 1973 Mercedes 220D. Another trundles by almost daily in a well-kept Citroen DS wagon, and yet another in a 1967 Oldsmobile Toronado. Bicycles and scooters are ubiquitous, even in the winter, and when a blue and white Car-to-Go Smart Car turns up, it doesn't stay put for long. The irony is of course that most of the folks that can take advantage of these options tend to live close in to the city center and tend to be more affluent. The very same demographic that can easily afford new automobiles. Its the folks in farther-flung suburbs that need a modern car for daily use, but are less able to afford one.

When driving becomes a choice, options abound. As to weather or not the evolution of urban planning, zoning, and personal taste (or is that revolution?) will reduce the average commute, as well as the mode in which one commutes, remains to be seen. Once thing is for certain though, classic cars are a finite commodity. And while they are not for everyone, today's classic car has arrived at the point where they can be used on daily basis. They are cool, simple, and pleasing. Good examples will always be in demand. We are fortunate, as old Volvo aficionados, that our hobby has a low buy-in. But it may not always be that way. Our cars are, after all, among the most robust, well made, and rewarding old cars around. They were produced in high volumes and enjoy easily obtainable parts and service. In the face of increasingly bland, unobtainable moderns, old Volvos represent a sound alternative that is just waiting to be discovered.

WHATS NEW (OR OLD) AT VOLVO

VOLVO'S EVERGREEN 240: COMMEMORATING 20 YEARS SINCE THE END OF PRODUCTION

Mark J. McCourt May 5th, 2013
Photo courtesy Volvo Cars.

Sunday, May 5, 2013 will mark the 20th anniversary of the end of production of Volvo's most popular, best-selling model of all time: the hard-to-kill 240. Over its 19-year production run, an epic 2,862,573 examples were built, among them passenger cars and special use versions like [police cruisers](#). To this day, when many people think "Volvo," they conjure up an image of a 240 – to the faithful, the classic "brick."

Save for the [turbocharged models of 1981-1985](#), the 240 – built in two-door and four-door sedan and five-door wagon configurations – was primarily known as being slow, unassuming, boxy, and above all, safe. Indeed, the 240 series set the world's standards for both safety and environmental responsibility through the 1970s and 1980s. Volvo's clever 140 series begat the 240 in 1974, and the new car incorporated many of the innovative safety solutions developed for the company's 1972 [VESC safety concept car](#). The 244 was famously tested by the National Highway Traffic Safety Administration, and the test results were the basis for the standards that all cars sold on the U.S. market would need to meet in future years. Indeed, this writer has a personal appreciation for the 240, as [my family's examples kept us safe when collisions were unavoidable](#).

The upscale 260 sub-series was powered by the Peugeot-Renault-Volvo V-6 engine, the most famous of which was the [Bertone-built 262 C](#).

One of the most highly sought 240 variants is the neat 1978-1980 242 GT, a naturally aspirated, handling-oriented special with straight-line performance soon eclipsed by that of Volvo's answer to Saab's boosted 99/900, the 240 Turbo.

The station wagon variant of the early 1980s 240 Turbo quickly earned the title "world's quickest estate." The turbo-powered 240 also became the European Touring Car Championship Group A champion.

The ultimate 240 sedans and station wagons sold in America were the limited-edition (1,600



built) 1993 "240 Classic" models, which came in burgundy or forest green and featured cross-spoke alloy wheels, body-color exterior trim and wood dash accents.

special, wildly shortened wagon that its 240-bolaget builders built for fun and said represented Volvo's "shortened lead times." Other 240s have made good platforms for unusual [conversions](#).



In our part of New England, you'll still see many 20 (and more)-year-old Volvo 240s on the road, which continue to serve faithfully after hundreds of thousands of miles; indeed, last fall, a 1987 240 DL reached [1 million miles](#).

For more on the legendary 240, visit [Volvo Cars Heritage](#).

WHAT'S NEW AT VOLVO

Gregg Morris

Looking on the internet for Volvos 2014 line up I see 5 choices: S60, S80, XC60, XC70, XC90, no small cars, no normal station wagons, no sporty cars, no hybrids and prices ranging from \$32,000 to \$50,000. I assume American dollars. That means in the last 2 years we have lost the C30, S40, V50, C70 and V70, and nothing to replace them. That's progress? Twenty to thirty-five year old 240s are looking pretty good.





EDEN VOLVO IN 1961
4890 E. HASTINGS ST.

HISTORY OF VOLVO IN VANCOUVER AND WESTERN CANADA

Meet Henry Snickars

Gregg Morris

Our Volvo Club participation at the Scandinavian Community Centre, Mid Summer Festival always provides an opportunity to talk to interesting people from all of the Scandinavian countries. This year I was particularly fortunate to meet Henry Snickars and learn of his experience with Volvo cars when they were first introduced in Western Canada. Henry invited me over to his house in White rock where he told me of his association with Volvo in the very first years that Volvo appeared in Canada. It is amazing the detail that he could recall considering it was 55 years ago.

Henry was born in Finland and lived there until he was 20. Out of high school he apprenticed as a lathe operator at a large factory in Finland before entering a 2 year mandatory duty in the Finish army. He was 20 when he was discharged from military service and then

moved to Sweden and started working for Scania Vabis the trucking arm of Saab, making valve guides for large diesel truck engines. In 1951 Henry turned 21 and decided to immigrate to Canada. He flew from Stockholm to Montreal, took a train to Toronto and hitched a ride to Saint Catherines where he worked in a paper mill and then in the upper Niagara hydro-electric power project. In Niagara he operated a concrete pump in the construction of a pair of 50 foot diameter tunnels that ran 5 1/2 miles from upper Horse Falls to Lower gorge.

In 1954 Henry headed west again, this time bound for Vancouver driving his 1951 Pontiac torpedo-back. On arriving he found a job installing hardwood floors and he continued with that until 1958. In 1956 Henry made the acquaintance of a Swede named Eric Lyndal who had been a Volvo mechanic in Stockholm's largest Volvo dealership before coming to Vancouver. Henry was not a licensed mechanic, but was interested in auto mechanics, and in his words "played around with cars". Good jobs were a bit scarce, so in 1958, Henry and Eric, now good friends, decided to buy the Shell gas station called T.J. Motors at Hastings and Delta in North Burnaby. They specifically chose that station because it included a good sized shop and most importantly a reasonable sized show room. You see, they had been following Volvos progress overseas and were already planning to apply for a Volvo dealership.

It is interesting to see how Volvo made its way into Canada. I always thought the first Volvos in Canada came in on the East coast and made there way west. Henry corrected me. In fact the first Volvo that came to Canada did so via California to Vancouver. Volvos had been introduced in California in 1956 and by 1957 a PV444 made its way to Vancouver. As in California, Volvo would arrange for distribution of their cars in Canada using a private company. In Vancouver they chose a company named Auto Imports (Swedish) Ltd., owned by two Swedes, Gunderson and Wennergren. Their Volvo distributorship spanned western Canada from British Columbia to Saskatchewan and North as far as Dawson Creek and Whitehorse. They set up an office and parts warehouse at

Hastings St. and Clarke Dr. in Vancouver and soon started recruiting dealerships to market this new Swedish import car the Volvo PV444. Henry and Eric applied to them for a dealership in 1958.

Based on Eric Lyndal's experience as a licensed mechanic with Volvo in Stockholm, and the suitability of their Shell station, they were approved and they named their dealership Eden Auto Ltd. Theirs was Vancouver's second dealership, Ross Motors on Kingsway preceded them by about 6 months and Pete Docstader's Vancouver Volvo Sales on Georgia and Thurlow, followed them by 2 weeks. The first Volvos to be sold in Canada were 1958 model year PV 444s sold to customers in Vancouver.

In these early years there was a proliferation of Volvo Dealerships in the Western Provinces. In addition to dealerships, Volvo also recruited "service shops" in locations that had too few Volvos to justify a dealership. These shops would be given access to Volvo parts and were authorized to do Volvo service, including warranty work. From early listings of Volvo Dealerships that were provided to Volvo customers on purchase of their car, I found that by 1960 there were 17 dealerships in BC and that had increased to 21 by 1963. These early dealerships were not what we see now. There was a variety of facilities. They may be just gas stations as was Eden Motors, or dealerships that sold multiple brands.

The stock of new Volvos that came to BC in 1958 were transported from California by ship and were landed at Johnston terminals in Vancouver's False Creek. Johnstons had a garage facility and any damage the cars sustained on the journey from Sweden via California would be fixed there before being delivered to dealerships or the storage yard. At some point, probably after the construction of a Volvo assembly plant in Dartmouth Nova Scotia, new Volvos would come by rail from the east.

Eden Auto did well. They started by selling PV444s and these were soon followed by the 122S, PV 544, P1800 and Henry even remembers selling a couple of Volvo farm trac-



1958

**HENRY
SNICKARS**

**ERIC
LYNDAL**



tors. Henry and Eric handled the parts and service end of the business and they hired a sales manager to look after selling the new Volvos. Car sales were brisk and their mechanical shop became well respected and customers would come from other parts of BC and the US to have their Volvos serviced at Eden Auto.

In 1958, as a promotion for Volvo in Canada, a standard 1958 PV444 broke the Canadian coast-to-coast driving record, covering the Vancouver to Halifax run non-stop in 85 hours and 45 minutes, at an average speed of 75 km/hr over the 6400 km route. The drivers were Dave Roat and Trev Jones. Henry remembers that Eden Auto worked on the record breaking car before it left Vancouver on the marathon.

The people who bought Volvos in those early days were impressed by Volvo's power, handling and race and rally successes. The PV444 was advertised as the "Family Sports Car" and they were owned by enthusiasts. Almost immediately, the first Volvo club was started in Vancouver, the Volvo Car Club of BC. Barry Nelson (one of our club members) was the secretary of that first Volvo Club and Barry remembers Eden Volvo very well. (As an aside, we have 2 other members of that original club in VCBC, John Hooey of Coquitlam and Terry Lyttle of Keremeos.)

The early club ran what they called Economy Runs which were a bit like a rally. These events would start and end at Eden Volvo. Before the start, each car would fill their tanks from Henry's Shell gas pumps. Then the competitors would follow a set route that started at Eden Volvo on Hastings then south to Kingsway and east across the Pattullo Bridge where they would stop at the scales and be weighed. Why the weighing Barry??? The route then took them to the Westwood race track in Coquitlam, where they all had to do 3 laps within a fixed time period. Finally they would head for the Barnet Highway and back to Eden Volvo to refill their gas tanks and calculate their gas mileage. The car with the best mileage won. They all used tricks to conserve gas; like over-inflating the tires, backing off the brake shoes to reduce friction, coasting down hills with the engine off and coasting through stop signs. Barry remembers on one event getting 45.9 mpg in his 1960 B16 PV544. He figured he had the win in the bag, only to be beaten by a fellow in a PV444 that managed 49 mpg. (This type of competition is still popular today, with super efficient cars like the Honda Insight, but now they call it hypermiling.) Barry also remembers a story from Eden Auto's competitor Ross Motors. Ross is where Barry

bought his 1960 544. One day it was in for service at Ross Motors shop for service and Barry friend

was about to drop him off at the dealership to pick it up when Barry sees his own car tearing down Kingsway, being revved to redline in every gear. They followed his car to the restaurant a few blocks down Kingsway and watched as the lot boy jumped out of Barry's car and went into a restaurant. Barry had a second set of keys for his car so he carefully got in and drove it away. The lot boy noticed at the last minute and ran out of the restaurant yelling that his car was being stolen. Barry took it straight back to Ross Motors, tore a strip off them and never went back. We can only imagine what happened to the lot boy.

By 1962 after 4 years in business, Eden Auto had almost outgrown their premises. Business was booming and their hired sales manager was doing a good job of selling cars. Unfortunately he was also doing a good job of embezzling the profits. Henry and Eric had been too busy with the service shop to catch on, and the company was left with out the funds to continue. It was devastating for Henry and Eric and they just had to walk away.

Fortunately, the end of Eden Volvo was not the end of Henry Snickar's or Eric Lyndal's association with Volvo. Due to their valuable experience in servicing these early Volvos they were both hired as service reps by what was now Volvo Canada. In about 1960 Volvo took over the distributorship from Auto Imports (Sweden) Ltd. The Volvo offices and parts warehouse had moved to 1132 West Georgia, near Vancouver Volvo Sales on Georgia. According to Henry Snickars, that move actually gave Pete Dockstader an advantage over other local Volvo dealers. While others had to wait days for parts orders, Pete Dockstader's dealership had the parts source right next door and virtually instant access to service parts. (Henry remembered that about this same time, Volvo Canada opened an office in Toronto that would later become the Canadian headquarters. Vancouver headquarters moved twice more, first to South West Marine Drive and Knight and finally to Mineru Blvd. in Richmond)

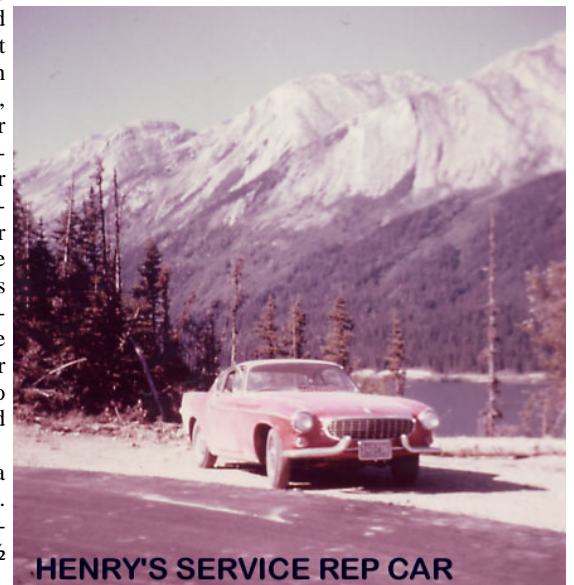
Henry found life as a service rep was a lot different from life in the dealership. First of all it meant a hell of a lot of driving. He was on the road at least 2 1/2



HENRY PUTTING MILES ON GENDEBIEN'S SHELL 4000 RALLY CAR

weeks a month and he put on incredible mileages. They were long days on the road and he was on salary and there was no overtime. He certainly earned his \$350 per month. On the positive side he liked to drive and he was given a brand new red P1800 as his company car. That was pretty classy for a service car, but apparently there were quite a few P1800s in inventory, and driving them throughout the provinces would be as good a way as any to display them.

Henry's territory spanned from Vancouver Island in the west to Regina Saskatchewan in the East and north to Dawson Creek and Whitehorse. He described to me, one of his typical routes. He would leave Vancouver on Sunday and over the next 2 1/2 weeks he would stop at BC dealers in Penticton, Kimberly, then Lethbridge Alberta then Regina & Saskatoon Saskatchewan then Edmonton Alberta. Sometimes from Edmonton he would make a 350 mile side trip to Dawson Creek to visit that dealership and then back to Edmonton to continue to Red Deer & Calgary Alberta, then Kamloops & Williams Lake BC and home to Vancouver. Henry said he wishes he had kept track of how many miles he put on during 8 years he was a service rep. If he had kept it up



HENRY'S SERVICE REP CAR

he may have been a competitor for Irv Gordon. I asked Henry how he liked driving the P1800. He said it was a great car, and it was really good for long distances at high speeds. He recalls once making that 350 mile side trip to Dawson Creek in 3 1/2 hours with one stop for gas. You do the math. He said the car was capable and comfortable at those speeds.

What did he do at the dealerships as a service rep? He helped them organize their parts departments, help the service mechanics solve difficult mechanical issues, and carefully reviewed the dealerships warranty repair claims to make sure they were not cooking the books. I asked him if he did Mechanic training at the dealerships. He said the mechanics were brought yearly to Vancouver for training and perhaps a separate trip if there was a new model introduction requiring new skills. Henry said that particularly in the service shops he had to prove himself before he would be respected by the mechanics. Mr. Miller, the owner of the Port Alberni dealership was particularly difficult. One day he called Henry and told him to get over to Port Alberni and help with a B16 544 that would have its exhaust header glowing red after a test drive. Henry came as requested and told the mechanic to take the distributor apart, clean all the parts, particularly the shaft, reassemble and reinstall the distributor and that would solve the problem. Of course they didn't believe him, but they did as he instructed and it did solve the problem. He had seen it in his dealership. The distributor would get coked up and stop advancing. Running with no advance would create the overheating.

(As an aside, the Port Alberni dealership did not stay in business long and Henry told me that when it closed, Mr. Miller took all his parts with him to Vancouver and kept them at his Surrey home, from there he would sell them at as close to dealer prices as he could get. I happened to be in Wilkinsons Automobilia many years ago and Wilkinsons had just bought a complete set of original parts and service manuals for B16 and B18 Volvo cars and they were all stamped with the name of the Alberni dealership. I happily bought them all. At about the

same time Mike Handfield purchased a huge collection of NOS early Volvo parts, and I bet it was the remainder of Mr. Miller's stash.)

Later at a dealership in Penticton the mechanic wanted permission to do a warranty engine rebuild on a B18 engine in a 122S, due to a severe rod knock. Henry told them to replace the fiber timing gear. They didn't believe him, but he said if that didn't cure the problem he would authorize the rebuild on warranty. Of course, the timing gear solved the problem. Lots of used Volvos were sold cheaply over the years because their owners thought the engine was shot, when all that was wrong was that fiber gear.

Henry remembers that the incoming Volvos were stored in a field at Fraser and S.W. Marine Drive. He remembers a lot of 544s and it seemed like every second one was pea green. Some times cars would stay in the lot for quite a while and they would have to pull the weeds out of the engine bay before they could drive the cars off the lot. He also remembers that at model year changeover time he would be sent to the storage field to find the lowest serial numbered car of each model, and they would be the first of the new model year cars.

The 1960s were the heyday of the Shell 4000 rally. In 1963 the race started in Vancouver travelling 4000 miles to end in Montreal. Volvo had provided a specially prepared car to be driven by Belgian, rally and formula 1 race car driver Olivier Gendebien. The car was sent from Toronto to Vancouver and Henry was asked

to put some test miles on the rally car prior to the Shell 4000 rally. In typical Henry-fashion he drove it all the way to Dawson Creek and back. He remembers Gendebien as being a real primadona and a bit of a jerk. He was also very hard on cars. Still, he must have been a good driver because he and his partner finished 4th in the 1963 rally. It is interesting that VCBC member Klaus Ross drove a Volvo sponsored 122S the next year and won the Shell 4000 outright with no penalty points and Gendebien again placed 4th. I recall that Klaus had no use for Gendebien either.

Henry would continue as a Volvo service rep on the west coast until 1970. After that he spent a little time with Fiat, and then with Toyota. In 1972 he started a Bicycle and sporting goods store in White Rock, which he operated until his retirement in 1992. Henry has enjoyed 22 years of retirement and has become an expert carver of birds. He is a very nice man that looks and acts far younger than his years and he still drives Volvos and still does some of the repairs. Thanks very much Henry for filling in some of Volvo's past for us.



TECHNICAL TIP

ALTERNATE WATER PUMP SEAL

Gregg Morris

There are 4 rubber seals and a gasket that keep a water pump from leaking. Two are tall



rubber seals that go between the top of the water pump and the underside of the cylinder head. The other two rubber seals are thin square shouldered rubber seals that seal the two external pipes that connect to the water pump. The small diameter seal goes to the small diameter pipe that runs from the right side of the water pump along the side of the block under the manifolds and connects to one of the heater hoses. This "seal" end of this pump is prone to corrosion and if it is too corroded the small washer that is supposed to make a water tight seal with the water pump is inadequate. A quick solution to the problem is to use a used seal from the top of the water pump instead. It



will be much wider but of the same inside and outside diameter. The greater width increases the seepage path and makes an effective seal even if the end of the pipe is rough.

SWEDEN'S ANSWER TO THE CROWN VIC, Hemmings Sports and Exotic Jan 2012

Police in Sweden drove Volvos; why shouldn't their American counterparts? This 1977 244DL is one of the cars built by a dealership called Volvo Capitol in Columbia, Maryland, who loaned them out to police departments for evaluation. "It had a real Swedish police package, which, if memory serves me, included a heavy-duty alternator, special brake pads, heavy-duty U-joints, and special, easy-to-clean floor mats, which were vomit resistant," recalled former Volvo P.R. maven Bob Austin. "The guy who was largely responsible for their sales was Fred Hammond. Fred was in the Special Sales Department before he joined me in the P.R. department."

According to Bob, about 100 of the police package Volvos were sold to various municipalities. One of those was Scarborough, Maine: "One of our real dyed-in-the-wool Volvo deal-

ers, Chuck Cunningham, had a dealership located right in that town. It was called Bates and Cunningham. He was a very active Volvo proponent. He belonged to the SCCA raced a 242 Turbo and he also raced a four-cylinder 780 Turbo in the Firehawk Showroom stock Pro series.... Other places where I know they had them were North Conway, New Hampshire (because we sponsored a tennis tournament there), and falls Church, Virginia, because our dealer there, Don Beyer, was very dynamic and politically connected."

Why didn't the experiment succeed? "There was periodically some push-back from the local voters," Bob said. "They asked how the police department could afford to drive Volvos when the voters could not. In fact the answer really

was that the durability of the Volvo allowed a police department to use 10 Volvos to do the job which had previously been done by 14 Crown Vics, because the Volvos had so much more up-time. But that is not a politically compelling argument."



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
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CLASSIFIED ADS (pictures on website)

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
64 PV210 WOODY \$16,000. One of a kind that I know of. Not a hot rod! Car was put together for my wife to go to Hawaii. Never left the NW or garage. Excellent original. Calif. Car. Bob 360 914 7062 email bob@harbormech.com Washington
67-123GT-\$1000 obo, -light green. One owner, parts or restoration, rusty but complete, last running 1997. Peter at peter.ferguson@telus.net. Kelowna
69-142S Race/Rally car-US\$13,000 with Halda rally instruments or \$11,000 without. Car is well developed and in excellent cosmetic and mechanical condition. Contact Ralph at zendeng@shaw.ca for detail description & photographs. Vancouver.
71-1800E-\$6500, turquoise blue, original wheels, clean and runs great, As is. Where is. Bill Karr, 250-553-2318, G.D. Crescent Spur, BC, VOJ 3E0 (100 miles east of Prince George off Hwy 16)
71-P1800E, \$8000, blue/black, orig owner, M41, extensive restoration in 1995, body, interior, engine & trim. some rust, Ronald Szala ron.szala@glacialent.com Edmonton
78-262C BERTONE, \$18,000, V6 auto, 54,000 km, Silver with black vinyl roof, 2nd owner, Mint original condition, perfect interior, exc. original paint, no rust. Mechanically sound. New Michelin Tires. Ready for Collector plates, Holden hjyp@shaw.ca.
79- 262C BERTONE, \$4400 obo. Silver lowner, purchased as retirement present. Orig. paint, straight, always rust free. Black leather interior and is still supple, vinyl roof perfect. It had a very early professional conversion to one of Volvo's best engines, a 135 hp, 4 cylinder B23E. Auto, Runs perfectly and passed AirCare Very low mileage and all the mechanical parts, body and trim are in excellent condition. For info call Gregg Morris at 604-469-1216, or cel 778-988-6694, grmmorris@shaw.ca.
89-740 Turbo Silver, straight and tidy. A.T., sun roof, ABS. Needs engine work. Options for wheels and tires. Ideal project car, contact Cam and we can negotiate a price. See VCBC website classifieds for more details, 604-343-4729 or email 89-740turbo@telus.net.

SANDY WILL'S PARTS COLLECTION: Tons of pre 75 Volvo parts, all models (544/122/1800/140/160) sorted and accessible, give us a call Gregg Morris 604-469-1216 or grmmorris@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
73 1800ES for parts., Gregg 604-469-1216 grmmorris@moody.bc.ca
83-760GLE parts car, all parts available John 604-466-9110
83 242 GLT Parts, Body, suspension, mechanical, electrical, interior. Cam & **B18/B20:** water pumps for B18/B20/B30 , 604-931-3729, 1980gt@telus.net.
240 and 740 series parts up to 1990, lots of, body , mechanical interior and trim. Mike 604-582-2837
Good Selection of used Volvo parts for cheap. Send requests to , volvolady@yahoo.com , 604-807-7675
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 mobile leather & vinyl repair, Vancouver, 604 313-4703, 20% discount
AUTO PARTS PICKER: Tell me what Volvo parts you need and I will pick from self serve auto parts yards and send them to you. Low prices. Dennis 250-571-5470, Kamloops. dennis@autopartspicker.com website [http:// autopartspicker.com/](http://autopartspicker.com/)
Weber downdraft carburetor and intake manifold from 1800S. \$100 obo Complete and working condition. , David, 604-534-8214 outtakes@shaw.ca