



THE VOLVO CLUB OF B.C.

JANUARY 2014

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

Gregg Morris at Tel: 604 469-1216

E-Mail: grmorris@shaw.ca

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)

JANUARY 15, 2014 (Wednesday) VOLVO CLUB WINTER SUPPER, The supper 6:15 with dinner orders taken by 7:00 at the New Westminster Spaghetti Factory located at 50 - 8th St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

JANUARY 2014 (Wednesday) VCBC TECHNICAL SESSION Date, Time, Subject and Location to be announced. Watch VCBC website or contact John Cripps **604-466-9110**.

CATES PARK PICNIC AND ANNUAL GENERAL MEETING, Last Saturday in September. from 9:30 am to 4:00 pm.

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

THE 2ND ANNUAL COURTENAY CAR CRUISE 2013

September 8, 2013

Bob Cuthill, Island Director VCBC

It looks like the VCBC Courtenay Car Cruise is going to be a regular event. Lucy and I got off to a good start for the drive north from Victoria and we had a successful drive ending at Chad's in Courtenay. But 20 minutes south of Courtenay there was some doubt my 61 P1800 was going to be part of the fun.

The generator light came on. How dare it! I mean, it was only the original generator but with two year old new brushes. Anyway, with all electrical services off we made it comfortably to Robert Kirk's Courtenay Car Centre and Volvo Emporium at 3 pm. By 4 the mechanic and Robert had run the appropriate tests, removed and disassemble the generator and determined there was a fault of some kind in the armature. Much to Robert's surprise I said I had a spare (in Victoria of course). A quick call to son Sean located the spare in my workshop and by 6:30 we

had it in hand in Courtenay. After supper Robert met me back at the shop at 7:30 and by 8:00 I was out the door without that little red light on. Talk about dedication to the Volvo motto

"I ROLL" – Robert Kirk is certainly a shining example.

Sunday morning dawned with blue skies and sunshine. We arrived at the starting point



COURTENAY CRUISE



COURTENAY CRUISE

BOB & EDNA PELLOW
82-242GLT

at Simms Millennium Park at the appointed time and we didn't have to wait long for some more Volvos. First on deck were Eric and Bronwyne Young in a 65 P1800 followed closely by Phil Mansfield and his young son navigator in the grey 122. Bill Paitson and Gerilyn brought the shiny blue S90 up from Nanaimo and Bob and Edna Pellow a 240 down from Quadra Island. A third P1800 (1968) driven by Jordan Roche rounded out the group. Unfortunately, our primary local contact, Robert Kirk was not able to join us. It seems summer business at the Courtenay Car Center was turning out to be a seven day a week job. Maybe next year Robert.

After a few introductions and visits to cars we had a short drivers meeting to go over the instructions for the route. Although it was mentioned not to necessarily follow anyone else from the group as they may be more lost than you, about halfway through the course we had five of the six cars travelling in a loose packet. There was a wide variety of roads with speed limits varying from 30 KPH to 110 KPH and road types all the way from four lane divided freeway to one and a half lane with no centre marking and at one point a one lane bridge. But it was all fun and we all arrived safely at Chads West Coast Bar and Grill on the other side of Courtenay from where we started. A delicious lunch was soon on the table and everyone commented on the fun of the drive. A member from the local area stated that while he had done a lot of riding and driving in the area, we covered some new ground he had never seen before. So even with good map pre-planning and a Google Earth review, it seems the organizers getting lost on the first drive while setting up the route actually had some benefits. I'm going to have to remember that when setting up for next year.

CATES PARK PICNIC AND ANNUAL GENERAL MEETING

September 28, 2013

Gregg Morris

It was going to be wet. Ominous forecasts all week for wind and rain for our picnic Saturday. In 22 years of Cates Picnics we have only had heavy rain once. Well now it is definitely twice.

I arrived at 8:30 to reserve our parking lot, by parking my car across the entrance. I was welcomed by steady rain, 4 people and 4 dogs, none of which had anything to do with Volvos. By 9:00 I was happy to see cars arriving. I was beginning to wonder. John Cripps and Carl Selden parked and immediately started making a tarped lean-to using a huge tarp supported by a rope strung between a tree and a sign post. With a few props and tent pegs we had a reasonable shelter. Bert Sherlock arrived to help and Chris Ainscough turned up with a vat of Tim Hortons coffee and lots of low fat, herbal, diet donuts. We set up our pop-up tent, and under

it, a table for accepting memberships and renewals, selling VCBC apparel, collecting food donations and generally refereeing the day.

Volvo owners are tough. If this had been a picnic for British Car driving tea-baggers the lot would have been empty. Not us. We ended up with about 35 cars and everyone equipped with umbrella, gortex etc and set about enjoying themselves and ignoring the rain. There were less old cars than usual and more 240s etc, but a good selection none the less. Hoods were opened, and multiple conversations kept everyone entertained. We sold raffle tickets gave out dash plaques and peoples choice ballots during the morning.

Beau MacGregor drove his 164 from Washington with Erik Sandlund and Adam Richardson as passengers. We appreciate their support, particularly on such an inclement day. We even got 5 new members and a bunch of renewals.

Before noon Bert and Chris fired up the Coleman stove and started cooking Hot dogs and onions to feed the masses. We were asking donations for the lunch and, to the credit of those in attendance we collected \$170 that we passed along to the food bank along with the food donations.

Our one concession to the weather was to hold our Annual General Meeting, Raffle draw and Award presentation earlier than normal.



CATES PARK



PHIL MOUL
MODIFIED
242GT



our soggy way home. Just in time as it happens. The trip home was in torrential rain through multiple mini lakes forming on the Barnet Highway. Despite the conditions, Cates Park Picnic 2013 was a great success thanks to the enthusiasm and hardiness of our members. Thanks to all you intrepid folk for supporting the club and for being so generous towards the food bank collection.

ISLAND FALL COLOURS RUN

**Bob Cuthill, Island Director
Sunday, October 20, 2013**

Originally I had not planned on writing an article on this event but on second thought feel I should. Due to a preplanned (like 2 years) vacation, I was not here for the annual Fall Colours Run. In my stead Chris and Marja Blasé had helped organize the route and had agreed to host the event on Sunday 20 Oct. To say the turnout was disappointing would be an understatement.

Weather for the day was good and the coffee at Tim Horton's, our usual starting point in Langford, was hot and ready. But come the time for departure there were only two cars with a third joining in for lunch at the finish at the Spitfire Grille adjacent to the Victoria airport. The route was a little different this year. After checking out some back roads and the new interchange over the Trans Canada highway to Bear Mountain, the route was a little more urban. After a look at the Esquimalt Lagoon it cut across Helmcken/Wilkinson Road in the southern part of Saanich to the east side of the Saanich peninsula, up the Cordova Bay coast then back west through rural Saanichton to West Saanich road and up to the airport and lunch.

In discussing the meet with Chris over a coffee, the impression was that the route was great, the food was the usual high standard at the Spitfire, and the camaraderie over lunch most enjoyable. But the question now must be asked, in view of declining attendance, should we continue with the Fall Colours Run? I am only too happy to continue setting it up; I've got it down to a bit of a science and I find searching for new routes fun and challenging. But if there is not enough turnout and support it is a bit disappointing. If this event has run its course, I am open to suggestions. So I would ask the island Volvophiles to let me know by phone, email, smoke signal or whatever, if they want to continue having a Fall Colours Run.

The AGM was short and sweet. Treasurer, Dave McAree informed us that we have a healthy bank balance and I summarized the club activities of the year and thanked our many Volunteers. With a show of hands, those present gave us the support to carry on for another year. There were lots of raffle prizes thanks to VCBC, Don Dockstader Motors, Ed Schram Motors, Volvo of North Vancouver, Coquitlam and Surrey, Scandia Motors, Olof Malmberg's Vintage Import Parts, and Stanley Tools. We really appreciate the support these companies provide to our club. A special mention goes to Gary Talkes the new owner of Allvo Automotive, now called Allvotech Automotive (106 - 4833 Byrne Rd., Burnaby, 604-451-5103). Gary Talkes came to the picnic

with 3 other employees all driving 240 series cars and donated a gift to the raffle.

The peoples choice award was won by Larry Sharp, for his very nice 1957 PV444 and runner up was Carl Selden's 65 122S, The peoples Choice Modified was won by Phil Moul for his turbocharged 242GT. Phil had the same powertrain in his wildly modified 1800S, but all the power literally tore the car apart. He has since transplanted the drive train into a 79-242GT, which seems to be holding together. By coincidence the 1800 had won the same Peoples choice modified award a few years ago.

It was about 1:30 by this time and the clouds were getting blacker and the wind picked up so we packed up the circus and made



Fun in the Rain at the
CATES PARK PICNIC

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

Newsletter: NOTE, DUE TO THE IMPENDING POSTAL RATE INCREASES, EVERYONE WITH A COMPUTER PLEASE GET YOUR NEWSLETTER DIGITALLY FROM OUR WEBSITE. IT IS EASY, WE CAN HELP! If you are currently getting a paper newsletter and have a computer, email me at grmmorris@shaw.ca & I will send you the user name & password needed to get the digital newsletter. Thanks

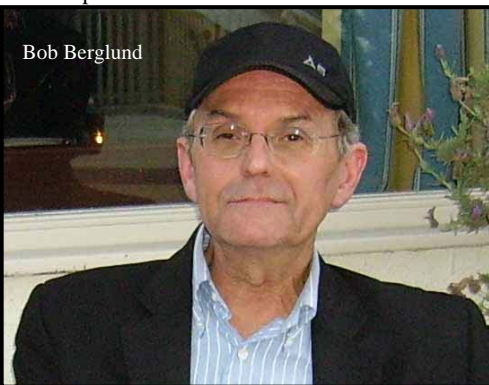
AGM: Our Annual General Meeting held at the Cates Park Picnic confirmed that our club is in good financial condition and the directors were given a vote of confidence to continue for another year. Membership is about 320 and renewals and new memberships continue to arrive.

Event Changes: The annual Club Technical Session is usually held in mid November. This year we had difficulty confirming subject and host so we have postponed it to January. The Spring Show & Shine, will change to a Summer Show & Shine, to be part of a larger event, perhaps the annual Port Coquitlam Car Show in August.

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 webmasters Cam and Barry at wbmstr@volvoclubofbc.com or phone Cam Finnigan at 604-931-3729

EMAIL FROM BOB BERGLUND

(Bob Berglund from Minnesota has been a friend and Volvo enthusiast for a long time. He is an expert on the 1800 Series and is a former



Bob Berglund

president of Volvo Sports America)

Gregg, good afternoon. I have been meaning to write to you for several weeks now, but I am becoming quite adept in my old age at letting virtually anything distract me just long enough to entertain any new whim that pops into my head and change direction completely.

Anyway, there is a Volvo TV commercial running here in the States, and probably in Canada as well, that starts out with a view of an empty road from a moving camera-vehicle and



Bob's 72 1800E

a male voice-over begins by saying something along the lines of, "Picture a Volvo..." and after the voice-over says that, I start trying to do as he asked and almost nothing comes to mind.

Pivot now to your last newsletter wherein you were lamenting the demise of many previous Volvo models, leaving them with what, the S-60 and the XC-60, for all markets? The TV commercial ends up showing just those two cars, neither one of which is especially remarkable/or memorable, but trying to make the best of a bad deal nonetheless. What a sorry state of affairs.

Here's hoping that at least that prototype coupe makes it to market.

Best, Bob

FROM THE INTERNET

The Concept Coupe is the first of three new concept cars to be released by Volvo over the next 7 months. The last model in the series, the XC90 will be launched in 2014 when the company promises "the culmination of the 3 concept cars will become apparent."

"We add emotion to the Volvo brand with the calm, confident beauty that is the hallmark of Scandinavian design" Thomas Ingenlath, Volvo's new Senior Vice President of Design, said in a statement.

The Concept Coupe takes design cues from the Volvo P1800 made famous by Roger Moore in the British TV Drama The Saint and marks "a

key moment in the rapid transformation of Volvo."

NOT FROM THE INTERNET

It has been suspected that there was a competing design for Volvos Concept Coupe. There are not very many photos available, nor is it clear whether it was the work of a Volvo insider or perhaps Giugiaro or even Zagato. Whoever the designer was he certainly took many design cues from the P1800. Look at the fins, the shape of the greenhouse, the engine hood and the shape of the nose and front fenders. Given that armament was obviously going to be at least an option, the intended market may well be 007, any of the Arab States or Arizona. Perhaps we will never know. There was supposedly a



Concept Coupe



Concept Coupe Competing Design



sighting of the car in Anaheim but the current whereabouts of this intriguing prototype is simply not known.

SHOP RECOMMENDATION FROM JOHN DYMOND, GRAND FORKS, BC

Hi Gregg: Just wanted to pass on to you the following couple of emails. Much against my better judgment, because I detest other people working on my vehicles, and do not trust any shop, I booked our 960 into Europro Autohaus, (1755 Harvey Ave., Kelowna, BC, V1Y 6G4, 250-870-8339 email kevin@europroautohaus.com) to fix a problem that I was just stumped about. I had spent hours looking for the cause of a P0500 code, with no success. Autohaus quoted me a couple of hours, but it turned into two days at the end of which they were cautious in saying that the problem was fixed. I expected a whacking great bill, but without blinking an eye they stuck to their estimate. And as it turns out, they cured the problem by tightening two ground screws on the back of the instrument cluster. I told them (below) that, because of this experience, I would recommend them to the VCBC membership.

Hello Kevin: I want to express my thanks and appreciation for the work you and your people did on my car in Kelowna on Tuesday and Wednesday. We arrived back home in Grand Forks in good time Wednesday night and the car ran great, with no reoccurrence of the CEL, so it would seem that your techs found the

problem.

By noon yesterday I had become quite frustrated, and was anticipating a nasty bill, a scene, and an unsolved problem. What a great surprise when I arrived at your shop to find that, with no comment from myself, you had stuck to your original estimate of costs, (thereby absorbing a considerable amount of your actual cost), and had indeed found the problem! You sacrificed gain and profit, but demonstrated true responsible customer service and integrity.

As a long time member of the Volvo Club of BC, I will make sure that you are recommended to the membership as a reputable and knowledgeable place in Kelowna to have their Volvos looked after.

Many many thanks!, John Dymond

Good afternoon John: Thank you for the email. It's nice of you to spend the time to send us this information. You always hear from the unhappy customers not the happy ones so we sincerely appreciate your email and referral to the Volvo Club of BC.

Kevin Delaney, Europroautohaus

INTERESTING VOLVO RELATED WEBSITES

From Alan Boreham - A link to the web page with the Volvo manuals in PDF or Word format http://volvo1800pictures.com/sweden/Volvo_1800_dokumentation_main_page_en.php
Volvo Jacob the new hotrod http://www.youtube.com/watch?v=QF4cNbXHNfI&feature=youtu.be_gdata_pla

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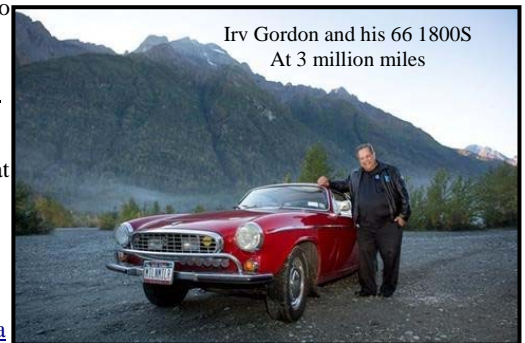
From Dave McAree- A website that gives info and tips on all classic Volvos from the PV to the 850.

<http://www.volvotips.com>

IRV GORDON DOES THE IMPOSSIBLE- HE HAS DRIVEN HIS 1800S, 3 MILLION MILES

Gregg Morris

Congratulations Irv from all of us in the Volvo Club of BC. I sometimes think you have done as much for Volvo's fine reputation than they have done themselves. Your feat is simply mindboggling. Beyond that you are a good man and a fine ambassador for Volvo. We were proud to have you attend our VSA national meet here in Vancouver in 2001, and you will always be welcome, should you be passing this way.



Irv Gordon and his 66 1800S
At 3 million miles

SOMETHING DIFFERENT

SHAKE DOWN CRUISE

Sunsites, AZ to New Mexico, November 2013 - 1000 miles in four days.

Written by Janet Schwieger

Supplemented by Rose Morris

Can there ever be too many mountainous curves in a road for a team of two 1800ES's and a 122S? It was a question that was brought up by the drivers in our group, after scaling the White Mountains along #191 in SE Arizona during a four-day road trip in November of 2013.

To back up, this road trip into New Mexico was planned long before by snowbirds Rob Schwieger and Gregg Morris. Rob knew the route well, and we were happy to include John and Celine Cripps from Maple Ridge, BC as they made a last minute decision to purchase a nearly

perfect blue 1972 1800ES in San Diego, on recommendation. They flew into San Diego from Vancouver, completed the paperwork, picked up the car and drove it 15 miles back to Gregg's house in La Mesa. That drive confirmed what was already known. The car ran well but transmission was noisy and the brakes needed bleeding. *There was no time for repairs*

or the traditional 300 mile loop to identify other problems and gain confidence in the 'new' car. Instead, they loaded up the car and left the next day on what would be a 2000 mile, high speed and very curvy test drive.

Rob and I had bought a red 1972 1800ES in excellent shape in Washington State and hauled it to our winter home at Sunsites, S.E. Arizona.



Rob and Janet Schwieger's home
Sunsites, Arizona

We were behind schedule to do a test run due to pesky Az. registration rules. While waiting for further paperwork to come via Fed Ex, Rob finished a M41 overdrive transplant in the 142S, just in case the 1800 was not ready. Once registered, insured and tested, we took the 1800 to the Cactus Chapter Volvo meet in Tempe AZ. It ran beautifully at first but by the time we got to Tucson, it acted like it ran on just three cylinders. We limped home after the car show and Rob found a corroded fuel injector plug. Once repaired, the 1800 ran smoothly.

Gregg was juggling Volvo repairs himself at his winter home in San Diego. He had his three Volvos in the driveway – at one time none of them running. He replaced a cracked intake and exhaust manifold gasket on his trusty 122S and he was ready to go.

From San Diego, John and Celine in their 1800ES, and Gregg, Rose and Tiny, the feisty Chihuahua in their 1965 white 122S drove 9 hours east to our home in Sunsites. The men spent a day washing and comparing cars and for further fun, we all drove over to nearby Tombstone for a meander in the shops in an old west setting.

The following day we packed the cars and



Hannigan Meadows, Arizona
El. 9100 ft.

headed out. We formed a very patriotic trio. Rob's car in red, Gregg's in white and John's blue. Always preferring quiet back routes, Rob lead the way across the Sulphur Springs Valley, but before long we heard noisy exhaust vibration. We turned around to swap the 1800 for the 140, but immediately the noise stopped so we continued as planned. We met up with Interstate 10 east for 8 miles and rejoined 191 north through Safford and over to the White Mountains. At the base is the little mining town of Clifton, where we stopped in the sunshine to visit a craft sale in their nicely restored train station and did some treasure hunting in a junk store in the crumbling historic district.

The road from Clifton winds right through the middle of the giant Morenci open pit copper mine where from above huge ore trucks looked like toy trucks. We were disappointed that the pit overlooks were gated closed, so we pulled over to a wide spot on the road to take a look and enjoy a picnic lunch. We didn't linger long, after noticing that the air around had a distinct haze of dust, surely not friendly on our lungs. Up and up, around corners upon corners for several hours we crested at 9324 feet in elevation, before heading down to 9100 feet

and our rooms for the night at Hannigan Meadows Lodge where there was a skiff of snow. We thought it would be interesting to stay overnight at that elevation, and indeed the resort was as rustically nice as it looked online. It came with a restaurant, so we indulged in the fare of the night, and as we were the only customers at the resort – we tipped the hard working manager well. We stayed in a three-bedroom cabin, complete with a woodstove, which we lit immediately on arrival. We had a visit from Topo Gigio and I was convinced that Tiny would play the role of the great protector, but she didn't seem to mind the rodent at all.

After an excellent breakfast at the resort, we scraped the ice from our windshields and continued on #191 seeing frosty patches until the sun was higher in the sky. Again curves upon curves, grades up and down as we followed the contours of the Mogollon Mtns. It was truly a scenic route, but our drivers did overtime work with their shifting and steering. It was a tough drive, especially for John as he struggled with his transmission which was getting noisier and had added some vibration. His speedometer quit working after it developed a distinctive death rattle. Rob's 1800 exhaust noise came back with a vengeance, especially noisy on the curves. We kept going.

At the town of Alpine, we turned onto #180 and drove into New Mexico and south towards Silver City. We tried to visit the historic town of Mogollon and 'The Catwalk' in a narrow canyon, but both were left inaccessible by recent torrential rain and flood. We booked into Motel 6 at Silver City for two nights and explored the antique shops and arts in the historic downtown area, as well as the local flea market. The next day we were up early and took the winding #15 road into the Gila Mountains; (pronounced Heela) which are the headwaters of the Gila River. At an interpretative sign we read that the serene treed landscape was actually a caldera and remains of two huge super volcanoes, which blew themselves apart many eons ago. The area has numerous hot springs to this day. The road ended at the Gila Cliff Dwellings, a



Rob John Gregg

spectacular example of ancient Mogollon cliff architecture. As dogs were not allowed, I offered to dog-sit a sobbing Tiny while the others walked the mile and a half trail to peek into the 700 year old ruins. Ancient cliff dwellings are awe inspiring and plentiful in the canyons of the South West USA. Returning to Silver City we took a different return scenic route through the Mimbres, with less mountain grades and yet another huge open pit mine.

Next morning, we happily checked out of smoky Motel 6 and drove north to nearby Pinos Altos, an intriguing little town that we noticed the day before. It has a number of historic buildings, together with an old log building gift shop and museum, run by the grandson of the man who built it back in the day. We made a number of purchases, and took lots of pictures.

We chose a simple route to our next destination - back to Silver City and straight south on #180, and I mean straight - for a couple of hours. Our first destination was Deming, and the ever-famous flea market where John found tools to stock his bin, while the rest of us enjoyed grilled corn on the cob. We took #11 south to the town of Columbus, adjacent to the Mexican border town of Palomas. Columbus's claim to fame is that in 1916 during the Mexican revolution, Pancho Villa led 500 men into town to take control, to which the U.S. responded by sending 10,000 troops into Mexico to seek revenge, unsuccessfully.

I talked the group into walking across the border into Palomas for lunch, as we knew of a



Good ol' red white and blue

good restaurant and tourist shop called the *Pink Store*. You could see it from the border crossing – a very easy amble. The store is amazing – displaying tons of Mexican tourist goods, as well as offering excellent food. Our hour-long Mexican experience was complete with a Mariachi band at our table. I had read that Palomas had been plagued by gang warfare several years ago, but that things had quieted down, so I assured our friends that they should be safe.

Back stateside in nearby Columbus, it is mid-afternoon and we have to high tail it out of there to somewhere?? Our house in Sunsites, AZ, is still a long ways away. With the magic of a smart phone we find a B&B willing to put us up, near Rodeo, New Mexico at the eastern foot of the Chiricahua Mountains. That is two and a half hours away according to the map,



PALOMAS, MEXICO

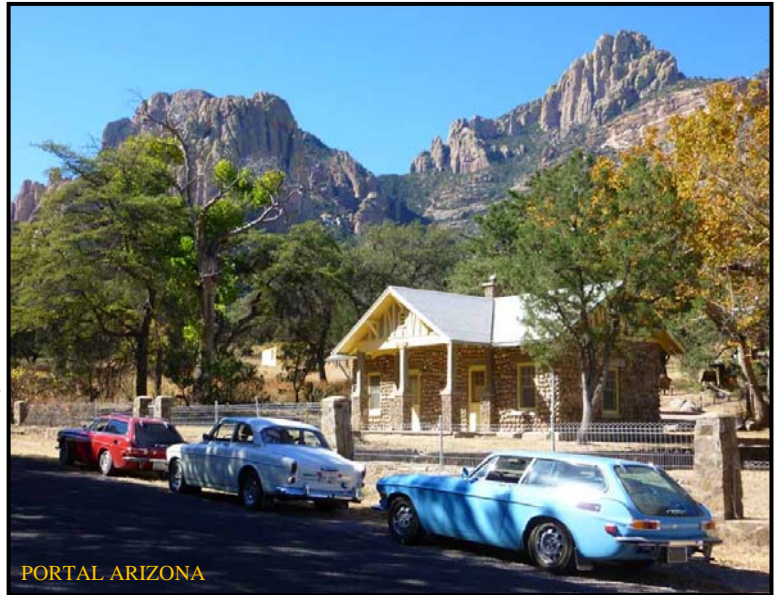
and the sun sets early. We are warned that there is only one gas station on route and no cell phone service after Columbus. We pay close attention to the directions.

The route takes secondary Highway 9 west through what is considered the boot heel of New Mexico, parallel to the Mexican border. This road is deserted except for border patrol trucks. We followed one out of town and find he is adding 20 mph and more to the posted 55

mph speed limit. We did the same. He turns off after ten miles and we continue the pace. The drivers are enjoying themselves and there is no fear of them losing concentration at this clip. Gregg is leading and he suddenly has to brake as a coyote lopes across the road in front of us. The coyote realizes almost too late that we are

bearing down on him and he accelerates like a rocket, disappearing into the desert. The road is straight as an arrow, occasionally punctuated by high speed curves that traverse the few hills and gullies in the landscape. The sun is getting low over the Chiricahua Mountains. We cannot resist stopping for a photo shoot of the cars against the golden grasslands in the soft evening light. With that done we race on, slowing through Rodeo. We are now on #80 south, searching for the mile marker where we are to turn onto a mile and

a half dirt track of ruts and washboard. Low slung 1800ESs don't like ruts. We finally reach the green gate to the DD Gamble Guest Lodge. We swing open the gate and drive through and are swinging it shut as the welcoming committee arrive. Two miniature horses, a mule and a 17 hand mare, all curious to see what this red, white and blue parade is all about! Tiny included. The horse and mule are too big for Tiny to register as animals so she ignores them, but the



PORTAL ARIZONA

two miniature horses are another thing. She's thinking 'Are these big dogs, or what' and the miniature horses probably wondered what kind of tiny horse she was.

The ranch owners Alicia and Tom Davidson were so friendly - they cooked us dinner and breakfast, and we talked about everything under the sun. They took their meals with us, and after they went to their own home a mile away, we had the beautiful stone house to ourselves. This ranch specializes in gentle miniature horses that are used for therapeutic purposes. They run it as a retirement project, and volunteer to take the horses to schools, seniors homes, even prisons. Next morning we had a tour of their ranch and met the other 35 miniature horses and 4 great danes and learned much about life in the remote back country of New Mexico, Arizona and Mexico borderland. What a great place and great people. Tom asked if he could pose his animals with our cars to add to his picture album. We were happy to oblige. With that done we crept back along the dirt track to the highway.



DD GAMBLE GUEST LODGE AND RANCH
PORTAL, AZ, 520-558-1090, 10% OFF FOR VOLVO CLUB

We drove up to nearby Portal and took the paved road into Cave Creek Canyon and stopped for picnic lunch at a campsite surrounded by colourful rhyolite bluffs. We then headed south and west on Hwy 80 towards Douglas, which is back in Arizona on the border with Mexico. After restocking supplies at Walmart, we joined 191 again and drove an hour north to our home in Sunsites. To attest to the fact that our 1800 needed new springs, we managed to touch bottom on a healthy speed bump at the nearby border patrol station. Once back, one of the first tasks was to wash the cars after the dusty road into the lodge at Rodeo. After a good visit, next morning the team of Morris and Cripps headed back to San Diego, via the scenic #86 road to Ajo. All in all, the cars performed well, considering 1000 miles of extreme

topography. John's 1800 needs a transmission and the vibration turned out to be a bad U-joint. Removing the angle drive cured the speedometer, at least for a while. Rob has since tightened up the flange for the muffler, and has installed new rear springs, Gregg had a fuel smell from the engine of his 122 from time to time and had to use some haywire at the ranch to secure his tailpipe. With bins of Volvo parts between them, and three long-term handy Volvo enthusiasts at the helm, we ladies were not too worried about possible breakdowns. Fun, comradery and friendship, along with beautiful Volvos and sunshine and scenery are the winning components in this and all of our road trips.

San Diego return: 1975 miles

Sunsites return: 1000 miles

Postscript to Volvo Tour of New Mexico

SPECIAL CARS, SPECIAL PEOPLE

Gregg Morris

Rob & Janet Schwieger and John & Celine Cripps are the very fortunate new caretakers of two very special cars. These two 1800ESs are not just pieces of metal, they are cherished members of two, and now 4, families. They have heritage. Their new owners are special too.

The red ES comes from Don and Marylou Johnston of Federal Way, Washington. That's midway between Seattle and Tacoma. I first met Don and Marylou at Volvo Sports America (VSA), West Coast meets in the 1990s. Don and Marylou are fine people and they have been involved with the west coast VSA for decades. At the VSA meets I attended, their white 1965 1800S was winning all the marbles in the judged car shows, that were a fundamental part of these events. They won first place so many times that a Masters class was formed for theirs and other exceptional cars to be judged.

Marylou wanted an ES and made that known to Bill Webb. Heard of him? He literally wrote the book on 1800s. Swedish Iron. Get a copy and keep it. Bill is a great guy. Ethical, knowledgeable and generous with his knowledge. You will find this is a common trait with everyone mentioned in this article.

Sure enough Marylou got the call. In Bill's driveway was a bright red, rust free California 1800ES and it had Marylou's name on it. She bought the first available airline ticket to California and drove her beauty home. It was her car

and she looked after it. That was many years ago now, and it is finally time to pass the torch, reluctantly' but time has its way. Don asked me in spring 2013 if I knew anyone who would like to buy their car. They had almost sold it a few years back to Steve Hutchens, (another great guy), but Marylou just wasn't ready to sell it yet.

This time they were ready. I thought that Rob and Janet Schwieger would be ideal candidates to buy Marylou's car. Rob has a pretty serious interest in Volvos and he has lots of them, PV210, 544, 123GT, 1800S, 142S&E, 745T. You get the picture. I mentioned the car to Rob and he, with thought, declined. Janet heard the story, and the colour (arrest me red) and told Rob to go for it. Well car guys, how rare is that?!!!. Excellent decision as it turns out. Great car, and good value. How much money do you make in the bank these days, the square root of nothing. The car will be an appreciating asset that provides fun as a side benefit. New Mexico for example. Don and Marylou are happy with the car going to caring and competent new owners.

How about the Turquoise blue ES. First let us back up to this summer and the Volvos in Osyoos meet. Rob and I are scheming about our next southern old Volvo tour; this time to New Mexico. Rose and I have never set foot in New Mexico and Rob and Janet have. That makes them the tour guides although I did keep an eye out for the squigilyist roads on the maps. John and Celine overheard our scheming and thought that a tour of New Mexico in old Volvos would be fun. Only flaw is they didn't have an old Volvo anywhere near there.

That didn't stop John. He wanted to join us, and started searching the internet for a suitable car. He found lots of marginal cars, but none that were both interesting and in the condition to withstand the trip we had planned.

I met Bud Hartwell through the San Diego Volvo Sports America Chapter, enthusiastically directed by my good friend Jim MacIndoe. I had often marvelled at Bud's immaculate turquoise blue 1972 1800ES. I was also aware that he was considering selling his car. I gave Bud a call and arranged to visit him and his car at his home in El Cajon, just east of San Diego. Bud made it clear that it was paramount that the car go to someone who would look after it as well as he

had for the last 35 years. I knew John Cripps would fit the bill perfectly. John is a skilled mechanical engineer who appreciates quality and strives to maintain it. He is also a very personable fellow and I suspected that Bud would like him. Bud agreed to let me inspect his car on John Cripps' behalf. I know these cars pretty well, and I looked it over from top to bottom, and it was just incredible.

This car has lived in Southern California its whole life. It has been owned by Bud since it was 6 years old. In fact Bud was present when his best friend bought it new in San Diego. He was so taken by the car that he told his friend that when he was finished with it, Bud would buy it. He did just that and has used and preserved it since 1978. It is not as easy as you think to preserve a car in southern California. It is hot in the summer. I mean really hot. Leather seats turn into shrunken heads. Vinyl dashes crack. Paint burns off. Everything that is UV perishable, does. Bud managed to preserve this car in its original pristine form, seats, dash and all, for 35 years with only a paint job. The car even wears the original blue vanity plate 1800ES. There is only one of those in California, and this car has it. It also has a box of awards won at VSA events. Bud knows what he is doing in his enviable garage (two hoists would you believe). He has had Mercedes 300 SLs and Gullwings and an amazingly restored 38 Caddie. He is a Machinist by trade and it shows. Bill Webb comes into this as well. Now that Rose and I spend time in San Diego he keeps asking me every time I talk to him, whether I have seen Bud's exceptional ES and his shop. There's that flawless recommendation again.

Now the trick was to convince John that this was the car for him. I wrote a condition report and sent it to John and suggested he would never find a better car. I was tempted to buy it myself and sell mine. After some consideration and the thumbs up from Celine he decided to go for it. He and Bud seemed to get on well and I have no doubt that the car will be maintained with Bud's heritage in mind. By the way, Bud still has one Volvo. A unique project that he has had on the back burner for a couple of decades. Can you picture a Volvo 1800 "El Camino". It is being assembled as I write this and I will include it in a future newsletter.



Don & Marylou Johnston with Rob Schwieger



John Cripps with Bud Hartwell

WHATS NEW (OR OLD) AT VOLVO

MIKE THOMPSON NOW WITH VOLVO CARS OF CANADA

Gregg Morris

You probably know Mike Thompson as the parts and service manager at the Jim Pattison, North Vancouver Volvo Dealership, and as a great supporter of our Volvo Club of BC. Well, congratulations are in order. Mike has been hired by Volvo Cars of Canada.

We first met Mike in 1986 as a mechanic at Nigel Smith's, Westview Engineering, an independent Volvo repair shop, once located on Esplanade in North Vancouver. With the benefit of 3 years valuable training from Nigel, Mike landed a job in the Service Department at Don Dockstader Motors, where he worked as a mechanic until 1991. That was the year of the strike at Dockstaders, and as he was the last man in, and therefore with the lowest seniority, he was first man out. From there he went to Honda for a short stint, before getting back to Volvo at Specialty Motors on Marine Drive in North Vancouver in 1992. He worked there for 7 years during which time he made the transition from mechanic to Service manager. In 1999 Volvo Canada 'pulled' the franchise from Specialty, and Mike moved on to the recently minted Volvo dealership within Jim Pattison's North Vancouver Auto Mall. He worked primarily as Parts and Service Manager, although he did take other positions to broaden his knowledge of the operation of the dealership. He was also given the responsibility to find and train staff in the parts and service departments in Jim Pattison's other Volvo dealerships in the lower mainland.

While at Volvo of North Vancouver, Mike arranged for our club to use Volvo of North Vancouver's shop facility for our annual Club technical sessions. He also arranged for Volvo master technicians Ian Peterkin and Tony Do to give service tutorials on numerous subjects. In 2009 he arranged for the dealership to host one of our spring Show and Shine events.

To the credit of Volvo Cars of Canada, they recognized Mike Thompson's personal and technical skills and hired him as Regional After-sales Manager for Western Canada, with a territory spanning from Victoria to Winnipeg. His responsibilities include helping Volvo dealerships with technical issues, encouraging technical training for the service and parts staff, keeping the parts departments stocked, and reviewing repair orders when necessary. A big benefit of becoming familiar with all the Volvo Dealerships in Western Canada, is that Mike is able to recognize "best practices" in individual dealerships and pass this knowledge on to the others.

An example of a good business practice can be found at Volvo of Edmonton. They offer their customers a valet service to and from the airport. While the customer is away, Volvo of Edmonton details and/or services their car, then picks them up at the airport on their return. The customers love the convenience of being



Mike Thompson at the Volvo Museum in Goteberg
With Gustaf Larson and Assar Gabrielsson

dropped off and picked up at the airport, and what they save in parking fees at the airport helps to pay the cost of detailing their cars and everyone is happy.

Mike is optimistic about Volvo Cars future. The current line-up at the Volvo dealerships includes the S80, S60, V70 Cross Country, XC60 and XC90. Coming in January 2014 will be the new V60, a traditional station wagon, using Volvos new 4 cylinder engine and Mike says more new models are in the works such as the V40XC. Volvo has a whole range of engines from 4 cylinder gas engines – naturally aspirated, turbo, and turbo with superchargers – many varieties of diesels – and hybrids of gas/methanol and diesel/electric. It will be interest-

ing, and critical to their future, to see which cars and engines Volvo chooses to send to North America.

Volvo's new "Concept Coupe" is a slick looking car with real styling cues from the 1800Coupe. Look at the shape of the grill and the kick-up at the doors to vestige fins. The Volvo Cars of Canada website www.volvocars.com has pictures and technical details for existing and future models and a video of the Concept Coupe.

The Volvo Club of BC congratulates Mike Thompson on his new job, and congratulates Volvo Cars of Canada for choosing such a capable and enthusiastic new manager.

A PIECE OF VOLVO HISTORY
From the records of Henry Snickars.

Henry was the co-owner of one of Vancouver's first Volvo dealerships and he was the subject of an article titled THE HISTORY OF VOLVO IN VANCOUVER in the September 2013 newsletter. He has a collection of old Volvo related literature and he lent me a copy of Volvos old newsletter called Ratten. The issue



Henry & Mrs. Snickars

was a memorial to Assar Gabriellsson, co-founder of Volvo, after his passing in May 1962 aged 71. This is the dedication written by Gustaf Larson for his friend and business partner.

FRIENDSHIP AND LIFE-LONG CO-OPERATION
Gustaf Larson
1962

The news about the death of Assar Gabriellsson has been received—and it was not unexpected. A fine man is gone; a man whose life's work made him widely known and admired. Without doubt, his deeds throughout the years have been in the minds of many—deeds to spur the imagination on to a higher goal.

Memories of Assar crowd my mind at this time and I would like to recall some of these impressions.

Gabriellsson and I knew each other for 45



1927
VOLVO
JACOB

years as friends and colleagues—and towards the end, also as spectators of the progressive work (at Volvo) which had been a source of joy to both of us. My thoughts first turn to the month of May, in 1917 when we first worked together at the Swedish Ball Bearing Company, SKF, in Gothenburg. Gabriel was then a stately young man with a moustache. He was energetic and sales-minded and, among his other duties

it was his responsibility to handle the sales of the pulley belts and other transmission parts which was my job to design. He also met me on the tennis court with a liveliness which was still very much with him later on as a golfer.

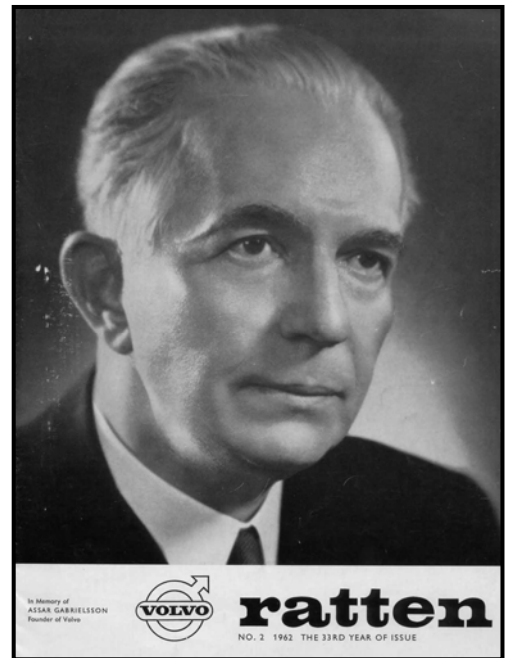
Our ways then parted; his led him to Paris and mine to Stockholm. Later, he told me that he first became fascinated over the possibilities of the automotive industry during his Paris sojourn. He saw the tremendous demand for ball bearings needed by French cars, and he began to speculate over the possibilities of producing cars in his native Sweden. As for me,

ever since my years with the car industry in England, I had been attuned to the same idea and had begun to make provisional calculations.

Then came the Midsummer's Eve of the year 1924. I happened to dash into a cafeteria just before making a trip to the countryside and met Gabriel in the café. "Why, Gustaf", he cried, "I hear you've been busy with cars! We must meet and talk about it!". "Of course", I replied in a hurry, "but not at the moment, I'll see you later!"

Well, later it had to be—in fact, it was in August of the same summer. That Swedish delicacy of ours, crayfish, tempted me to visit the Sturehof Restaurant—and there sat Gabriel, alone. With a mountainous pile of boiled, red crayfish before him. I sat down opposite him and we tackled the crayfish with gusto and a complete disregard for shop talk. In after years, it became a pleasant custom of ours to eat crayfish together annually, and towards the end of the 1940's other senior members of Volvo also joined us in these pleasant festivities.

Plans were now pushed rapidly ahead. Cost analyses for a passenger car were ready by September 1924; blueprints in July 1925; and the ten experimental cars built in Stockholm were out on the Swedish roads between June and August, 1926. Gabriel was personally obliged to make a great many financial sacrifices but a firm belief in



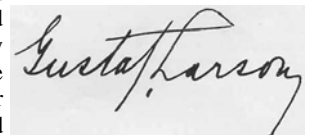
the future make all things possible. He also got SKF to believe in us. And so the car producing company, AB Volvo became a reality in the autumn of 1926. WE established ourselves in the Gothenburg district of Hisingen.

Then came the arduous years of 1926 to 1929. Working and worrying in the hope that calculations and estimates would be met. But they were not met and so, for one reason or another, it was impossible to maintain the desired production pace. But the estimates about profit margins were correct; so much so that profits were made at an even faster rate than anticipated. Perspicacity, optimism based upon cold reality, the ability to grasp the fleeting opportunity courageously, prudence when such a course was dictated, for rightness and trustworthiness – these were the basic qualities that Gabriel was equipped with as a leader.

There were many who had their eyes fixed upon him, and he was "lent out" for other important work. But he always returned to the vocation which was really his. In my mind's eye, I like to recall him sitting opposite me at that enormous desk in our office on the upper floor of that old storehouse of Volvo's. That was, in all truth, a room of parts: the draughtsmen's room, the accounting department, the cashier's desk and the sales office—all in one!

But even in those early days, a clear insight and a feeling of companionship were engendered there—really and truly. Having discussions over that desk and knowing fully well what we were all doing saved us a lot of valuable time.

It was a great and glorious day when we stood on our own feet, and quotations of



Volvo shares were first listed at the Stockholm Stock Exchange. The road to expansion was

open before us but clouded by uncertainty. The War that was to come was also to force us into detours and , at times into wholly different directions but our objective was always clear—and we had the happiness of progressing a long way during the years of our service together. Work made heavy demands upon us but, in

return, reimbursed us with a great feeling of satisfaction and an indissoluble bond of friendship.

As I write, I contemplate before me a portrait of Gabriel in his latter years as leader of Volvo. A calm expression of authority, an inner confidence and a glow of benevolence

radiates from his features. A man who could look back upon life with the definite conviction that he had fully measured up to expectations. And he was a man who—with spiritual strength and self-command—then when onward to meet the fate of his affliction

He will not be soon forgotten!

TECHNICAL TIPS

BOSCH D-JETRONIC FUEL INJECTION –



THROTTLE SWITCH

Bosch D-Jet fuel injection was the first fuel injection system that Volvo used on their passenger cars. It was used on the 1800 series from 70-73, and some 71-73 140 series, and 164E from 72-75. D-Jet parts are getting a bit scarce and some like the throttle switch are no longer available new.

The original throttle switches fail when the brass followers wear out the surface of the circuit board. The symptoms of failure are a bucking of the engine at a particular throttle position.

Tonnie Telgenhom a Renault enthusiast of the Netherlands is remanufacturing an improved gold plated circuit board that you can buy (for 63 Euros) and install in your existing throttle switch yourself. He assures that it comes with clear installation instructions and that your switch will work like new. Alternately you can send your switch to him and he will rebuild it for 115 Euros.

He also offers set of new rubber covers (9 pcs.) for 2-, 3- and 4-pole D-Jetronic connectors at 45 Euros per set.. The original rubber covers are often perished from age, grease and heat.

All prices are excluding shipping costs from the Netherlands.

For more information contact Tonnie at R17ttok@gmail.com

REPAIRING OIL PRESSURE GAUGE HOSE ON THE 1800 SERIES

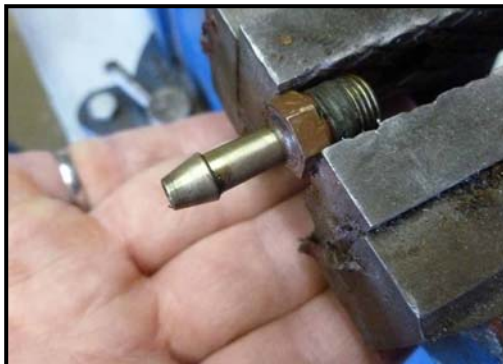
Gregg Morris

Ironically the most common cause of potentially catastrophic oil loss from the engine in the 1800 series cars is part of the capillary that sends oil pressure to the oil pressure gauge on the dash. The specific culprit is the 10 inch long, braided stainless steel over rubber hose that is threaded into a brass fitting on the passenger side of the engine block, forward of the oil filter and connects to a steel pipe that proceeds through the firewall and to the gauge.

Usually the hose fails from old age, but now some of the new replacements hoses

are failing very quickly due to poor construction. This is a serious problem because if you are not paying attention most of the oil in the engine can be pumped out the hole in the hose in a very short time. Besides the potential for a failed engine, hot oil sprayed all over the engine compartment makes a heck of a mess.

The solution is to make your own hose using the two brass end fittings from the original hose. Using a small sharp metal chisel carefully chisel through the metal crimp fittings holding the barbed brass ends on the old hose. Purchase 10 inches of 1/4", 225 PSI rubber fuel injection fuel line and two fuel injection style hose clamps, (i.e. not the gear style clamps that chew up the rubber hose). Make sure the hose clamps are of good quality and are the correct size to allow them to be super tight. Install. Install the engine end of the hose first then the connection to the steel pipe. Keep the hose away from the exhaust header pipe.



Repaired Oil Pressure Gauge Hose

940 HEATER CONTROL VALVE

Gregg Morris

If you notice a puddle of coolant under your 940 and it seems to be originating from the back



of the engine, suspect the heater control valve. It is located near the position of the oil and transmission dipsticks. The original Volvo heater control valve is metal and is in line with the heater hose. The valve is prone to corrosion and one of the hose connections will eventually fall right off, and then a lot of coolant is going to leak out very quickly. It could easily cause the engine to overheat. That is not good for an aluminum head engine. The same valve is used in the 700 series and may be in the 200 series as well. There are plastic aftermarket replacements which seem to work well and won't corrode. Replacement is easy

PREPARING TO PAINT AN ENGINE BAY

Gregg Morris

A skilled car restorer Bud Hartwell of San Diego came up with a simple but great tip to use when painting an engine and accessories. Painting and detailing an engine bay can be done without removing the engine, but you must gain enough access to the block and to the inner fenders and firewall to aim an aerosol paint can. This requires removal of some of the engine accessories and moving the relays, fuse box, voltage regulator etc. from the inner fenders and masking them all to avoid getting red engine paint all over them. Instead of using paper and masking tape, Bud suggests using heavy gauge aluminum foil which you wrap around the wiring and accessories and it clings in place without any tape and is easy to remove after the painting is complete.

I tried it and it worked a treat.

MANIFOLD GASKET

Gregg Morris

If you have B18 or B20 powered Volvo and it is running poorly. i.e. won't idle well; may be backfiring; has poor throttle response; adjusting the carbs doesn't seem to help; won't pass air care. Here is a possible cause. First check the engine compression and if that is all good, then there may well be a crack in the intake/exhaust manifold gasket. It seems the replacement gaskets just are not as good

as the originals. I have had them fail after only 3 years of service.

If you suspect the gasket take a spray bottle of water, and with the engine running, spray along the gasket between the intake manifold and the head. Pay attention to how the engine runs. If there is a crack leading to one of the 4 intake ports in the head, when the water spray hits that crack it will temporarily plug the crack and the engine running will improve. When the crack is open it allows unmetered air into the intake port., i.e. air that has not been metered through the carburetor or fuel injection intake plenum and it will throw the fuel mixture off and cause the poor running symptoms noted above.

This is exactly what happened to the B20F engine in my 122S. Replacement

manifold gasket and exhaust header gasket are available through some local auto parts stores or any of the Vintage Volvo parts supply companies. I removed the alternator for improved access, then disconnected the exhaust header, removed the carburetors and finally removed the combination intake & exhaust manifold. Sure enough the gasket was cracked in two places, both leading to #4 intake port.

Before installing the new gasket I carefully scraped and cleaned and inspected the mating

surface of the head and manifold. They were both in good shape, the surfaces flat, shiny and clean. Sometimes the exhaust header will get pitted or warped and it will need to be resurfaced at a machine shop. I also cleaned the mating surfaces of the exhaust header. I cleaned the threads of all the studs and bolts and put a little never-seize on all threads.

Finally I re-assembled everything using the new manifold gasket and header gasket and it cured the running problem.



For Sale: Slightly used manifold gasket, offers

B.C. DEALER DISCOUNT LISTING

(Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.)

- Don Docksteaders Motors**, 8530 Cambie St, Van, 604-325-2999, or 1-800-663-3359, New pts: 15%,
- Ed Schram Motors**, 112-13375 76th Ave., Surrey, Ph. 604-599-6081, New & Used 15%
- Chapman Motors**, Cobble Hill, B.C., 1-800-663-

- 7208, New parts 10%, Used parts 20%
- Chapmans of Victoria** 751 Cloverdale St., Victoria, Ph. 250-475-2213, parts and service: 10%
- Chapmans of Nanaimo** 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10%
- Volvo of Coquitlam**, ---2385 Ottawa St., Port Coquitlam, B.C. Ph.604- 942-8500, New parts:15%
- Volvo of North Vancouver**, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 15%

- Volvo of Surrey**, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 15%
- Volvo of Victoria**, 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 New parts: 15%
- Courtenay Car Center**, #12 5th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.
- Lordco Part Stores** up to 30% with Lordco card.
- Oceanside Auto Appraisers Ltd** 10% : appraise cars but drive Volvos 250-927-4634

CLUB DIRECTORS: Chris Ainscough, John Cripps, Bob Cuthill, Dave McAree, Gregg Morris, Bert Sherlock
MEMBERSHIP FEES: Annual fee: \$20 From July 1 to June 30 each year, non-prorated.
TO JOIN: Send \$20 cheque payable to V.C.B.C, with your name address, telephone #., E-Mail & the year model and colour of your Volvos to the club address noted on page 1 of the newsletter. Membership application form is printable from club website, www.volvoclubofbc.com
CLUB BENEFITS: events, membership list, newsletters, club decal, membership card entitling members to savings from companies on our discount list.
CLUB CLOTHES: T shirts \$15, golf shirts \$25, Sweat Shirts \$30, Hoodies \$35, Jean Shirts \$35, fleece vests \$40, Ball Caps \$15
DISCLAIMER: V.C.B.C. cannot be held responsible for any technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or its members'

CLASSIFIED ADS (pictures on website)

- 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,** It green, One owner, parts or restoration, rusty but complete, last running 1997, Peter at peter.ferfuson@telus.net Kelowna.
- 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
- 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,** \$7000 blue/black, orig owner, M41, major resto. in 1995, body, interior, engine and trim. some rust, Ronald Szala ron.szala@glacialent.com Edmonton
- 4 @ 164'S and parts for \$4000,** 72 Teal, 4sp od & sunroof, running; 75 gold auto running; 1 parts car with rebt automatic and another with a good 4sp & od, plus lots of parts, good engine, manuals etc. William, 250-285-3468, Heriot Bay.
- 78-262C BERTONE, \$18,000,** V6 auto, 54,000 km (33,000 miles), Silver with black vinyl roof, 2nd owner, Mint original condition inside and out, perfect interior, exc. original paint, no rust. Mechanically perfect. New Michelin Tires. Collector plated. Holden hjyp@shaw.ca.
- 95-945 Turbo Wagon, \$5500,** Dk Grn, Recent work: all under hood rubber, battery, timing belt, alternator, water pump, exhaust, system, changed fluids, Chris 250-752-5748

- 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@shaw.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 grmorris@shaw.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% disc.
- AUTO PARTS PICKER:** Tell me what Volvo parts you need and I will pick from auto parts yards and send them to you. Low prices. Dennis 250-571-5470, Kamloops. dennis@autopartspicker.com website <http://autopartspicker.com/>
- *Weber downdraft carburetor and intake manifold from 1800S. \$100 obo** Complete and working condition. , David, 604-534-8214 outtakes@shaw.ca