



THE VOLVO CLUB OF B.C.

JANUARY 2015

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

Gregg Morris at Tel: 604 469-1216

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Annual membership fee \$20, To join: Call or write Gregg Morris. See above.
or view our Website www.volvoclubofbc.com



V.C.B.C. is the

B.C. Chapter of Volvo Sports America

1800 Register

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352

Email: membership@vsa.org Annual membership fee US\$35 Website www.vsa.org

UPCOMING VOLVO EVENTS (also see our website www.volvoclubofbc.com)

JANUARY 14, 2015 (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**

FEBRUARY 15, 2015, SWEDISH CRUISE IN, 9 to 3, AT THE XXX HAMBURGER JOINT, 99 NE Gilman, Issaquah, Wa, 88027. Awards, Vendors, Swap Meet. All Volvos and Saabs welcome. ingvarswedecarlson@yahoo.com

APRIL 24-26, 2015, HAGERTY SPRING THAW CLASSIC, Google Hagerty Spring Thaw and open Classic Car Adventures, for entry forms and more information, VCBC Contact **Bob Witzel 604-926-9573**

VANCOUVER ISLAND EVENTS: Monitor www.volvoclubofbc.com for dates, but please note we no longer have an events coordinator on the Island as Bob Cuthill's has retired, and no one on the Island has volunteered, despite multiple requests.

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

REPORT OF PAST EVENTS

CATES PARK 2014

Last Saturday in September

September 27, 2014

Gregg Morris

This year's weather is was what we expect for the Cates Park Picnic and AGM. Last year's deluge was forgotten. The sun was out and so were the members and their cars. Roughly 40 cars over the day, and nice ones. This is the 23rd year we have enjoyed this event. The Club directors arrived early and set up the tables, sorted through the generous stock of raffle prizes, prepared to accept new and renewing members. A couple of trees and a rope provided a place to display our club clothes and we sold a lot of them. Bert stopped in at Tim Hortons and brought a big vat of coffee and boxes of Tim Bits for everybody to enjoy.

As the parking lot



← JIM AND LUI
TENNANT

filled with shiny old, and not so old, Volvos, hoods were opened and conversations erupted throughout the parking lot. Over the years this exchange of knowledge, and keen inspection of the cars has really added to the number of cars being restored. It doesn't hurt that values are climbing too.

Valued friends Don and Marylou Johnston drove all the way from Seattle to spend the day with us, and Adam Richardson drove his thoroughly restored 122 from Bellingham. Don Voegelé and Bob Lemon also came from Bellingham, in Don's sun yellow 72 145E. This car is for sale and has a nice straight sun yellow California body and will make a great candidate for restoration. Call Don at 360-647-7732 for details. Our webmaster Barry Gordon came from Kelowna and the Oil Company's best friend, Dennis Cowell, joined us from Kamloops. Dennis never stops driving.

Long distance visitors weren't all from North America. George and Mandy Opocznski were visiting from Melbourne, Australia. George races and rallies there. He is very is very knowledgeable about performance B20 engines and explained that getting 200 hp and 8000 rpm from a race engine is routine thanks to special cam shafts developed in Australia for Midget racing.

There were some very interesting cars on hand. How about Kirk Hay's 1968 145S. Its stock looking exterior hid a turbocharged, double overhead cam B234 engine. Kirk did a beautiful job of engineering the installation and it must be one very quick car. I guess I wasn't the only one impressed because he won the People's Choice Modified award for his efforts.



CATES PARK

It was great to see Theo Remigio and his friends in their tuned 850s. These young guys enthusiasm for Volvos is great for the future of the hobby. While I was unloading boxes of club clothes from my 122 wagon, I heard what I thought was a hot Mustang drive by me in the parking lot. When I turned to take a look it wasn't a Mustang but a V8 powered bright red 245.

Of course stock cars outnumbered modified and there were some beauties. The Oldest car in the lot was Larry Sharps 1957 444, restored to near new condition and he won the Peoples Choice runner up award. Of the early cars there were a nice assortment of PVs, 122 series, 1800s, 140s and 164. The nicest of the 240s was Jim and Lui Tennant's pristine 1988 244 and it earned them a well deserved People's



Choice Award. No mean feat for a 240 to win out over the round fendered cars. Special thanks to Lui for volunteering to help us manage the day.

Thanks also to Chefs Bert Sherlock and Chris Ainscough who cooked up onions and hotdogs for our "by donation" lunch. Proceeds went to the North Vancouver food bank along with the food donations brought by our members. After lunch we held our mandatory Annual General Meeting, briefly summarizing the activities of the club, introducing the directors and volunteers, presenting the treasurer's report, thanking donating companies and finally receiving the members' approval to carry on for another year. The AGM was followed by People's Choice awards presentation and a very generous raffle draw. I think everyone in attendance received at least one gift and probably more.

A great benefit to our club is the support provided by Volvo related companies in the lower mainland. They provide us with raffle prizes, and many offer parts discounts to our members. They are: Don Dockstader Motors, Jim Pattison's Volvo of North Vancouver, Volvo of Surrey and Volvo of Coquitlam, Ed Schram Motors, Scandia Motors, Allvotech, Lordco, KMS Tools and Olof Malmberg's Vintage Import Parts (our local supplier of new parts for the Classic Volvos.)

We are having an interesting debate about which day is best for holding the Cates Park Picnic. Historically it was always held on the last Sunday in September, but a few years ago we were late reserving that date and had to change to the last Saturday in September. From that time on it has stayed Saturday. Ted Clarke the head of the Telephone Tree that calls out reminders before each event, says there are people specifically asking to return to Sunday. We have not noticed a difference in attendance between Saturday and Sunday. We obviously have 3 choices, keep it Saturday, change it to Sunday or alternate. If you have an opinion on the subject let us know by sending an email to me at grmorris@shaw.ca. Thanks to everyone who came and enjoyed the day with us. Come again next year and bring along some friends. One year we had the parking lot so full we had to park a line of cars down the middle. I would like to see that again. How about next year?

ISLAND FALL COLOURS RUN

Bob Cuthill, Vancouver Island Director

For the preceding week the island weather had been typical fall transitioning to the winter monsoons. It had rained most days and the forecast for Sunday, 19 October was not the greatest. But being true islanders we ignored the forecasts, looked out the windows on Sunday morning and said "Let's go!". So it was off to Tim Hortons on Millstream in Langford. Lucy and I got there a little before the posted rendezvous time. Even still, the line up for the drive through was quite long. But I nipped inside for my morning cuppa then got a few pictures of the 1800 under some trees displaying some beautiful fall colours.

Next to arrive was mark Pacey in a slightly



© GEORGE AND MANDY from AUSTRALIA

west shore of the Saanich Inlet gave us a first glimpse of some lovely colours which were reflected in the glassy waters. We continued on the back roads north of Mill Bay and through the coastal community of Cowichan Bay where we had a short break in a water side parking lot surrounded by more trees in transition. Even with only three cars we took time out for a photo shoot before heading off once again to our destination lunch date. This was a familiar route to us now and the section from Maple Bay south to Genoa Bay is one of the prettiest of all the drives we have done. Reduced speeds are

tricked out black on black S70 (lowered, spoiler down front and a very throaty exhaust indicating the engine wasn't at all stock). And it wasn't long before another 1800 showed up and there was no mistaking Peter and Pavla Landsman in that bright yellow ES. Greetings and chat ensued until the posted start time but we three were the only cars this year. Very disappointing in view of the increasing amounts of blue in the sky above.

After a very short drivers meeting we were off. The first leg was all highway to get us north of the Malahat and onto some of the more sedate and relaxing back roads. A section along the

really the order of the day, not only for the twisting road and semi-blind corners, but the scenery is absolutely gorgeous with pastoral views, large country estates, fall colours, herds of shaggy Scottish long horn cattle and glimpses through the trees of sailboats on the inlet.

A bit of a pleasant surprise awaited us at the Genoa Bay restaurant. Bill Paitson and Gerilyn had arrived before us and the table ready. And right behind us was Monica Kristensen who had driven over from nearby Herd Road to be with us.

Our host at the Genoa Bay Restaurant, Mr. Gord Rumley, had a wonderful menu of local



FALL COLOURS RUN

and almost exotic delights for us to share as we all chatted and commented on how the weather man had appeared to gotten it wrong again. The rain had held off, the winds stayed down and left a riot of colours on the trees for us to enjoy. And thus the last of my regular schedule of VCBC island events came to a close.

**TECH SESSION 2014
DENTS UNLIMITED**

November 26, 2014

Gregg Morris

It was a dark and stormy night, but then the shop is in Port Moody, and it was late November, so what do you expect. Still we had 10 keen souls turn up to what turned out to be a very interesting and informative demonstration. For those of you who have not heard of Dents Unlimited, they remove dents from vehicles using a variety of prying tools and when they are finished the dent is gone and the paint is undamaged and the repair is very economical compared to traditional body shop methods of dollies, filler and paint. I will give you more detail on how they accomplish this feat, but first I will tell you the interesting story of the business.

Dents Unlimited is owned and operated by two very nice brothers, Brian and Randy Manzardo. In 1990 they were in the restaurant business together and decided they needed a change. They had cousins in Springfield, Missouri who ran a Dents Unlimited business just north of the Ozarks. Springfield is in "tornado alley" and that means lots of business from hail damaged cars. The cousins invited Randy to come south and learn the trade, which he did. He spent 6 weeks with them working 10 to 15 hours a day practicing on "dummy doors" and working on cars. After his initiation was complete, he returned to Vancouver and started Dents Unlimited here in 1992 which he and Brian still run it today.

When they first started in Vancouver 22 years ago they were the only ones doing this type of repair in BC and maybe in Canada. They literally had to make their own tools using the spring steel from torsion rod style trunk springs.

Here is how they perform their magic. It looks deceptively simple but it takes specific tools, lots of skill and even more practice. Done wrong, it will make more dents than it removes. For their demonstration Brian put a golf ball in a sock and swung it to make 3 small dents in the door of his nice shiny Chevy Avalanche pickup truck. The dents were typical of what you get when some heathen opens his door into the side of your car. Brian set up a vertical light array that shone along the side of the truck illuminating the door and showing the dents in slight shadow. Next he put the window down, slid a sheet of Lexan down against the window and gently inserted

to insert the prying tools. See the photos for a selection of their tools. With the business end of the prying tool positioned inside the door, the light allows him to place the end of the tool exactly in the center of the dent and twists the handle to gently push out the dent. All the time he can see exactly what the tool is doing by watching the dented area. He pries the dent a little past flat, then uses a punch to dent it in a little bit then pries it back out and after a few of these iterations the dent has totally disappeared. We asked what he was prying against and it is the window protected by the sheet of Lexan to spread the load and avoid breaking the window. He said in some cases they can pry against reinforcing members in the door.

They do not remove door panels because it is too easy to do damage and once removed there is often a rattle left behind. If the customer wants to remove it himself, he is welcome to do so. That is particularly common with classic cars. There is often not enough flexibility to get a tool between the window and the door so the owner will bring the car to the shop with the door panel removed and they can do their work.

While he removed all three dents he kept up a continuous dialog about the process and its strengths and limitations. What can't they do? If a dent is too deep and has stretched the metal a lot and has produced a distinct crease and broken the paint, they cannot do the work. However, if the paint is not broken they can take out sizeable dents. He likened a deep round dent to a pebble thrown into a lake. You see the indentation in the water and higher rings around it. It is the same with a dent. It looks to be all dented "in" but there is actually a ring around the dent that is proud of the door surface. They must pry the dent out and in, out and in, in many steps and

compared to a body shops stripping, banging, filling and painting.

If a dent is in a really awkward position, such as near the rear edge of a door, he may ask the owner's permission to drill a tiny hole in the end of the door to insert a small tool. Once the dent is removed the hole is plugged with a tiny plastic plug in latex sealant. They can even repair dents in roofs, under headliners and when



there is nothing to pry on they have little rigs they hang from part of the vehicle as near as possible to the dent and pry against that.

They can work on steel and aluminum. Steel is more resilient and I was surprised to hear that the thick steel found in Classic cars is their favorite. Aluminum is fine too, but it cannot be manipulated as much before it work hardens. They also

mentioned the latest safety measure in automotive glass, laminated glass. Unlike tempered glass that breaks into a zillion roundish bits, laminated glass cracks but stays together in a plastic cocoon. The problem from their point of view is you cannot pry on laminated glass or it will break.

Hail damage is a big part of this kind of business in hail prone areas. The typical damage made by hail stones is perfect for their techniques and saves the insurance companies lots of money compared to repair by traditional body shop methods. Even in Vancouver, where we don't get damaging hail, they still see a dozen or so cars a year that had the misfortune of running into a hail storm on a trip. The most memorable was a brand new Lamborghini that was visiting Calgary for the 2010 stampede and suffered from a very famous hail storm. The car was trailered home and they spent quite a while massaging out the multitude of dents. Apparently that particular storm, right at Stampede time, damaged so many cars that it led to the largest car damage insurance claim in Canadian history. They have a cousin in the Dallas Texas area who is a roving Dents Unlimited guy and goes all over the world following the hail seasons and working for shops and insurance companies.

Brian and Randy are proud of their work and are very accommodating fellows. Dents Unlimited services are economical and most importantly, very effective. He says the repair costs depend on the size and number of dents. The first dent may be \$100 but if there are five dents the remainder may be \$20 or \$30 apiece. It is most economical to have them do the work in their shop, but they are mobile and will come to your car if requested. He says he will give Volvo Club of BC members a 15% discount just by showing a current membership card.

Give Brian a call at 604-469-9545 at their Port Moody shop, 87 Williams St. V3H 3L1. They are right by the West Coast Express station. They also have a franchise shop in Abbotsford.



knock the outer ring in and out until the dent is gone. This can take some time, but nothing

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

NEEDED, ISLAND CHAPTER LEADERS

The big news for 2015 is that Bob Cuthill is stepping down as the leader of the Vancouver Island Chapter of VCBC as of the end of 2014. (See more below) We need preferably a couple of Island members to take over and share organization of the Vancouver Island events. The job is not difficult and Bob will provide all the supplies and information and there will be support from VCBC. Please contact Bob at 250-658-0126, lbscuthill@shaw.ca or Gregg Morris 604-469-1216, grmorris@shaw.ca.

MEMBERSHIP

Our membership currently sits at 316 and we have had 30 new members this year. As I noted last newsletter many of our members have been with us for years and that combined with our new members leads to a very healthy club. Thanks to you all.

I want to thank the people who wrote words of encouragement on their renewal notices and those who provided suggestions and asked questions. One suggestion from Peter B. Jubb, is to produce a one page hand-out that members can put under the wiper of Volvos they see in their travels. He suggests the letter start with "If you are not already a member of the Volvo Club of BC.....". All the directors thought that a excellent suggestion and such a document has been prepared and is available as a pdf file on the home page of our website www.volvoclubofbc.com. It is titled MEMBERSHIP INVITATION. Open the pdf file and make yourself some copies and put them on the cars of likely candidates for membership. There are other ways to obtain the document. Send me an email asking for it to grmorris@shaw.ca and I will send the Invitation document to you. I may even do an E-mailout to everyone. Members without computer access can give me a call at 604-469-1216 and I will send you a copy. We can always use new members.

EVENTS:

Next up is the Winter supper. Spaghetti, Spumoni and Beer is the perfect culinary pairing for a January 14, 2015 supper at the New Westminster Spaghetti Factory. See you there!

NEWSLETTERS:

Yah, we have newsletters, and this is one of them. What we also have is a whole bunch of paper copies of past newsletters going way back and we want to give them away. If you want some give me a call, tell me what you want and pick them up. I will also bring them to the next few events. After that its recycle time.

DASH PLAQUES:

We have lots of extra dash plaques from past events. Here is a list of what we have. Cates Park Picnic: Year 1 is 1992, we have years 1, 5, 10, 13, 14, 15, 16, 17, 18 & 22. Don Docstead's Car Shows: Year 1 is 1992, we have years 2, 5, 7, 8, 9, 10, 11, 12, 13, 14 & 15. Jim Pattison Show and Shines: we have years 2007,8,9 & 10 Send me a message or give me a call telling me what you want and pick them up. If there is no interest they will be recycled.



BOB CUTHILL, ISLAND DIRECTOR IS RETIRING

Most members of the club and all the Vancouver Island members will know of Bob Cuthill. He is the most enthusiastic, up-beat and capable guy you could ever wish to meet. Lucky for us, it just happened that one of his many interests is Volvo. Bob became a club member in July 1993 and a club director in 2001. In 2012 he retired from flying and as of January, 2015 he will retire as a Director, but he will remain an avid and active Club member.

Bob has had a unique life's journey, and I think you will find it interesting.. Thanks Bob for all your years of service to our Volvo Club of BC.

Bob Cuthill's Story

I Grew up in Hamilton Ontario where dad co-owned a British Motor Corporation (BMC) dealership selling Austin, Morris, Healy etc. In my early teens I worked there after school and weekends, so I grew up with SU carbs, Girling hydraulics for brakes and of course the infamous Lucas electrical systems. I soon learned that the trick to Lucas wiring systems was to coat every connection and light socket with dielectric grease. Haven't had a problem of this sort on my 61 P1800 since I put it on the road in 1992. During years of rallying in southern Ontario I grew to admire the Volvo line, particularly the 544 and 122, for their performance, rugged construction



and safety features. Ever since I first saw an 1800 I wanted to eventually have one.

I served 27 years in the Royal Canadian Air Force (which later became Air Command in the Canadian Forces). In June 1967, near the end of my first tour when training on jets in Moose Jaw SK, I met a lovely young lady named Lucy while on a visit to Regina. I was soon posted to Rivers, Manitoba, but a 420 mile drive to her home on the farm north of Swift Current couldn't deter me. We were married in Swift Current in April of 1968, after having to wait until after December to prove I wasn't just marrying her for a tax break, and after the spring planting of the crops.

During my first three tours in the Air Force I flew fast jets (T-33s when we still had them as operational and armed fighters, and later CF-5 twin jet supersonic fighters.) Having instructed on the CF-5s in Cold Lake Alberta and won a trophy in competition, I started looking for more challenge. So I switched to helicopters. Started flying the Kiowa armed scout (militarized version of the Bell 206) and Huey troop transports for the army in Gagetown New Brunswick, then switched to the Search and Rescue role first flying the single engine Huey in Moose Jaw Sask. It was there during a transit flight to our north west training area that I spotted two P1800s in the back of an acreage on the northwest part of the city. It took three years to talk the owners into selling but I finally had my project car. I took out a membership in Volvo sports America for a source of parts and technical information. Some 8 years, and two air force postings later I finally got it finished on the road while I was working in Summerside, PEI in command of the Labrador (tandem rotor) heli-

copters flying Search and Rescue missions off the east coast (and the North Atlantic at night in the winter it was certainly a bit of a challenge).

Summer of 91 we moved from PEI back to Saskatchewan. I drove the P1800 and Lucy took her car. It was quite a break in for the Volvo, Summerside to Moose Jaw (again), then down to Solvang California for our first VSA meet (took a second in class), then up to Victoria to visit the daughter in UVic, then back to Moose Jaw. All told, 7000 miles in 7 weeks.

Retired from the Air Force at the end of Sep 1992. I had carried a civilian pilot licence since 1967 and each time I upgraded my military rating I wrote the equivalent civilian exams with Transport Canada. At age 47 I was too young to fully retire and besides, flying had been a life-long dream and I wasn't ready to give it up yet. So in Oct 1992 I started with Helijet in Vancouver flying the Sikorsky S-76 with passengers between Vancouver, Whistler and Victoria and later Seattle. For added variety I also flew the Medevac role in southwestern BC and acted as a training captain. Shortly after settling in BC, I took out a membership in VCBC and started attending events. After 14 years with Helijet including a transfer to Victoria in 2001, it was time for another change.

In 1976 I had spent the summer on Baffin Island flying survey operations with the military and fell in love with the Arctic. So in 2006, when the opportunity presented itself I moved on the Canadian Helicopters and took a post flying the venerable Huey twin engine helicopter based in Cambridge Bay, Nunavut. A lot of people would ask where the heck is that. The easiest way to describe it is go the Regina SK and hang a left for two days. Actually, I would fly West

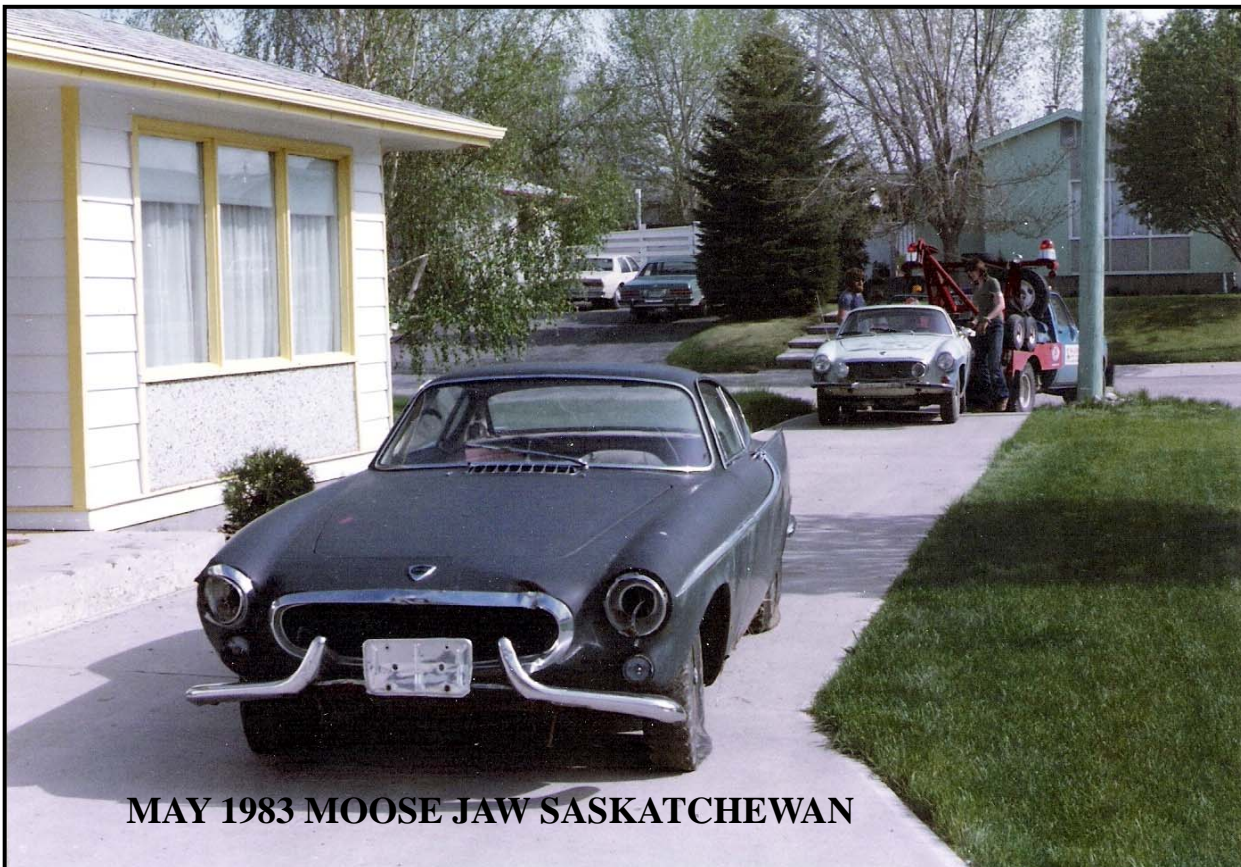
Jet to Edmonton, overnight, and then catch a Canadian North 737 for an hour and a half flight to Yellowknife and another hour and a half north to Cambridge Bay. The job there involved transporting maintenance personnel and equipment to the various 12 North Warning System (the upgraded Distant Early Warning or DEW Line) radar sites in our zone. The summers were actually quite pleasant and the winters, well, they were to be tolerated. It was a year round job and the Arctic nights were just as challenging as SAR on the east coast.

Finally, it was decided that 15 August 2012 would be my last flying day. We had looked at the log book and licence and there really wasn't anything to add. In addition to the jets and helicopters I had also logged some time in gliders and balloons. So on 15 August Lucy came north to Cambridge Bay, the only base I had worked on that she had not visited. We had two days to sightsee then it was time to pack my flying gear and head home for the next great adventure – Retirement. I often tease that Lucy came north to make sure I came home and really retired.

I have been asked if I miss the flying and the answer is a positive no. I haven't kept my licence current as I have done just about every kind of flying possible and retired with a record of 46 years with an equal number of take-offs and landings. Now, after two years of retirement living in Victoria, the best city in the country, we are glad we did it because I can't seem to find enough time to go to work.

Over the years there have been some changes and upgrades to the P1800. It now sports a B20 engine cleverly disguised as a B18, poly suspension bushings, LED third brake light among other things. In the fall of 2011 we drove the 61

P1800 down to Los Angeles/Malibu California (and met up with a number of VCBC members) to attend the 50th anniversary of the 1800. I'm wondering if there is going to be a 25th anniversary of the 850 we can drive Lucy's (air conditioned) 850 to. We plan on doing more travel, as if we didn't get enough with the Air Force. A major vacation each second year seems to have become our routine. That coupled with organizing Island Volvo events, riding the bikes on the Galloping Goose Trail downtown for coffee at Landsman Motors, and having time with a growing granddaughter, we are certainly busy enough.



MAY 1983 MOOSE JAW SASKATCHEWAN

WHATS NEW (OR OLD) AT VOLVO

VOLVO GOES VIKING WITH 450 H.P. TRIPLE TURBO

Brendan McAleer

North Shore News, October 10, 2014

Volvo's 450 horsepower triple-turbo two-litre Ah, Volvo. Nice people, those Swedes, what with their boxy designs, safetyfirst mantra and tractorlike durability. No wonder they're always so popular with the professorial crowd - it's the automotive equivalent of a cardigan.

Wait, I'm sorry, what does that headline say? Three turbos? Oh that's right, I almost forgot that before Ikea and Abba, Sweden was full of Vikings. Here comes Ragnarok!

Actually, Volvo's long been known for putting out incredibly over-boosted sheetmetal (remember the Group A 240s?), but this one really takes the Swedish meatball. Coming hot on the heels of their supercharged and turbocharged Drive-E powertrain, now appearing as a replacement for the venerable T-5 base engine, this new high performance four-cylinder engine cranks the forced induction straight into the stratosphere with three turbos.

Basically, the system is a normal parallel twin-turbo setup with an electrically fed turbo-charger providing instant boost at the low end to eliminate lag. Mark my words - one of the spinoffs of F1 turbo technology in the coming seasons will be electric turbocharging in passenger cars, starting out in the luxury marques and then trickling downwards.

Anyway, the resulting 450 h.p. is simply a colossal amount of power from a lowly 2.0-litre engine, yet retains on-paper drivability. Expect to see a detuned version perhaps showing up in the XC90 crossover, but here's hoping they shove the thing in that shooting brake concept and release it as the Bork.

850-EARLY V70S ARE AN INCREDIBLE VALUE NOW.

Gregg Morris

The dinosaurs (like me) who prefer rear wheel drive, red block Volvos have stayed with the 940 series and older. That certainly does not make it the right thing to do. In fact probably the best value in the used Volvo market now is the 850 and the first generation S or V70 series, produced from 1993 to 2000.

What makes these cars such good value now? There are many reasons. They are a well-made, strong, safe, good handling cars and have proven to be durable. Volvo made lots and lots of them over their 17 years of production and they were very popular in the Pacific North West. That means there are scads of them to choose from on the used car market and the prices are low. There is also lots of variety. There are sedans or wagons, non-turbo or turbo, cloth or leather, automatics or standards, 2WD or 4WD and even hot rods like the "R" cars.

After all these years, the Volvo dealers, and even more importantly, the independent Volvo repair shops, know these cars inside out and backwards. Why is that so important? It means that if you are looking to buy an 850, these guys know the best years and the best models to look



DAVE MCAREE'S NEW OLD 850

for, and equally important, can advise you on which years or options to avoid. It is a good idea to educate yourself as well. I googled "buying an 850 Volvo" and numerous sites offered advice, including an article prepared for the May 2005 VCBC newsletter titled BUYING A USED 850/S70. It is quite thorough and it is right there on the internet.

Obviously you still have to use your head when buying any used car. Generally once you know the years and models you are looking for, find the best car you can and even pay a premium for it. Ideally low mileage, no serious accidents, well maintained, service records available. Unless you are an expert get it checked out by a Volvo shop BEFORE YOU BUY IT!

If you are patient and wait for the best car you will be rewarded with a fine Volvo at a low price with low cost of ownership. To insure the low cost of ownership part, have your car serviced at an independent Volvo service garage. The dealers are knowledgeable too, but their rates are higher and they are typically working

on newer cars. Do not go to generic mechanics shop. Your independent Volvo mechanic will know exactly what is wrong with your car. He will know the most efficient way to fix it and the best source of parts.

Here is a recent example of a purchase. My friend, and fellow VCBC Director Dave McAree decided he wanted an 850 as a second car in his family. His primary car is a newer V70. He preferred a sedan, and didn't care if it had a turbo or not. He is very fussy about condition so wanted a car with low mileage and in cosmetically as well as mechanically excellent condition. He asked questions of the Volvo mechanics about what years to look for, and what to avoid. He narrowed his search to pre-1999 cars. He put the word out to everyone he knows in the Volvo world to keep an eye out and he monitored the cars-for-sale ads. He actively looked for 5 weeks and set his top price at \$3500. He inspected and looked at several & drove 2 cars before, on a tip, he was first in line for a 98 V70 non-turbo with 153K km, one owner car in excellent condition. He bought it for his top price and has put modest money into dealing with minor imperfections. The car now runs and looks like new car.

V10 Volvo is canned

VOLVO HAS SCRAPPED PLANS TO FIT ITS next-generation flagship car with a Cosworth-developed V10 engine. The 4.3-litre 325bhp unit, which was revealed by Cosworth in July, had undergone extensive testing in the nose of a modified 850 saloon. Originally, the V10 was intended for the S80, the all-new 900-series replacement which is due for launch at the 1998 Geneva Show. However, it is now likely that the performance flagship of the S80 range will be powered by a 300bhp twin-turbo engine mated to Volvo's new 4x4 drivetrain.



V10 was small enough to fit under 850's bonnet

NOVEMBER 1996 CAR MAGAZINE

VOLVO TORSLANDA PLANT EXPANSION

October 29, 2014

Bob Beyers Volvo, Seattle WA

Volvo Cars is increasing personnel at its Torslanda, Gothenburg plant to accommodate swelling customer demand of the company's new cars. The company, based out of Gothenburg, Sweden, plans to add a third working shift and approximately 1,300 jobs to the Torslanda facility in the first quarter of 2015.

The expansion follows the opening of a brand new body shop that lifted the production capacity in the Torslanda plant to 300,000 cars annually. These changes are all in connection with the start of production for the all-new Volvo XC90 SUV--the first car from the new in-house developed Scalable Product Architecture (SPA), which will form the base for a range of upcoming new Volvo models. All the updates are part of Volvo's ongoing \$11 billion (USD) investment program in new products and production capaci-

ty. Global retail deliveries for Volvo Cars were up by 9.2 percent during the first three quarters of 2014, while the outlook for the full year is a total sales volume of approximately 470,000 cars—an all-time sales high and growth of 10 percent. The all-new XC90 is expected to bring the company's sales volumes even higher in 2015, creating the need for increased output, and therefore a more productive plant in Torslanda.

To supplement the new production capacity at the Torslanda facility, a revised working agreement will also be implemented within the first three months of 2015 and will increase the flexibility in production to meet customer demand.

When all is said and done, by the second quarter of 2015, Volvo of Torslanda will employ 4,600 people—an increase of almost 40 percent. The plant, which earlier this year celebrated 50 years of car making, currently produc-



es the Volvo S60, S80, V60, V70, XC70 models, in addition to the all-new XC90.

TECHNICAL TIPS

THE TROUBLE WITH ETHANOL

Information taken from Street Rodder Magazine

Provided by Ray Anthony

Here is a summary of what to watch out for with E10 i.e. fuel with 10% ethanol.

These fuels can cause vapour lock in carburetted engines due to the fuel boiling in the float bowl in hot conditions, such as shutting down or idling the car after a hard drive in hot weather. This heat sink conditions results in hard starting and rough running. These fuels were designed for fuel injected engines where the fuel is constantly circulating from the tank and back so the fuel never gets hot enough to boil. The solution is to isolate the carb from the heat source, usually the exhaust manifold. Our old Volvos have heat shields for the carburetors and should not be bothered too much by this condition.

The second problem, and the one that most concerns us, is long term storage with ethanol blended fuel in the gas tank. The official name for the problem is water-induced phase separation and the cause is alcohol's natural tendency to absorb water. This is not a problem in regularly used vehicles because the fuel is consumed before it has a chance to absorb much water. However, in long term storage, the alcohol is busy absorbing water from the air. At some point the water separates from the alcohol and you now have pockets of water that will cause misfires when the car is taken out of storage, but worse, that water and alcohol have become a corrosive agent. It can lead to corrosion in unprotected aluminum and "pot metal" based carburetors and in steel fuel tanks.

In Canada the easiest and best solution is to store your car with a full tank of 94 octane Chevron gasoline that contains no ethanol. If you are using E10 fuel, make sure you are almost out of fuel before filling with 94 Chevron and drive long enough that the 94 makes its way into the whole fuel system. Also add Stabil or some other gas stabilizer before storage.

For the extra cost of 94 octane Chevron fuel it is wise to run 94 Chevron in your Classic Volvo even if it doesn't need the high octane, just for the Techroline additive and the lack of ethanol. A well respected Volvo mechanic, Peter Landsman of Victoria, says he can tell an engine run on 94 Chevron by the lack of deposits in the engine on disassembly and he runs all his vehicles on it. In his words "I even run my lawnmower on 94 Chevron".

1800 SERIES STEERING COUPLER REPLACEMENT.

Gregg Morris

The steering coupler allows the steering column to collapse in an accident. The coupler used in the 1800 Series is not used on any other model of Volvo, but it is similar to the couplers used in some British Cars such as the TR6. Look at the picture of the coupler included with this article. It is made of rubber with 4 embedded aluminum triangular blocks that house the 4 securing bolts. Two bolts connect the coupler to the upper part of the steering column and 2 to the lower part. As these couplers age the rubber starts to check and crack and finally separate from the embedded aluminum blocks. As this slow disintegration progresses the steering gets sloppier and there is lots of play at the steering wheel. They are not particularly fun to replace, but it has to be done. In the 1800E and ES it is a real pain because the coupler lives right underneath the brake booster, making access even more difficult.

This article describes how John Cripps and I replaced the coupler in my 72 1800E. Hopefully you will learn from our trial and error antics. Step one is to inspect the coupler. Have someone turn the steering wheel back and forth while the front wheels are on the ground and observe how the coupler flexes or how cracks appear in the rubber. In our case the rubber had separated completely from one side of one of the aluminum blocks.

If it needs to be replaced get a new one before starting. IPD has them for about US\$40 including shipping to a US address. Olof Malm-

berg of Vintage Import Parts will have them as well.

Assume whatever position is necessary for you to be able to see the coupler and take a little wire brush and WD 40 or equivalent and clean all the threads you can get at. There are 4 bolts holding the coupler to the steering column. The bolts are actually socket headed cap screws i.e. a threaded bolt with a hex socket at the head. To remove the 4 bolts requires a 7/32" Allen key or better yet a 7/32" Allen socket at one end and a 1/2" open end wrench to remove the nut. The Allen head is embedded in the aluminum block in the coupler. If you are extremely lucky, or if someone has replaced the coupler in the past and had the sense to use some never-seize on everything, all you will have to do is remove the nuts





and push out the bolts.

We were not so lucky. Even though this is a rust free California car, dissimilar metal corrosion had locked 2 of the steel connectors into the aluminum blocks. We got all the hex nuts off but had to use a sharp curved carpet knife and cut through rubber part of the coupler to release the aluminum block c/w stuck bolt. On rusty cars you may have to resort to a sawsall or small angle grinder with cut off blade to cut the coupler out. Watch out for the horn wire which travels through the center of the coupler!!

Once you finally have all the fasteners removed, and what is left of the coupler free, you need to deal with the horn wire to allow installation of the new coupler. Take off the face of the steering wheel to expose the end of the steering column and the horn wire with a female spade connector on the end. You are going to pull the horn wire into the engine bay. First cut off the female spade connector. You must cut off this connector or it will get caught in a narrowing inside the upper steering column. Guess how we learned that.

Now pull the horn wire (minus spade connector) slowly from the steering box end and stop pulling as soon as the end of the wire clears the upper end of the steering column. Don't pull it too far or it will get lost in the lower section of the steering column and be a problem to retrieve. Now you can remove the old steering coupler.

Next thread the horn wire through the middle of the new steering coupler. Now you need to pull the horn wire back through the upper steering column to the Steering wheel. To do this stick a piece of tie wire (also called hay wire) from the steering wheel end of the steering column until it comes out the bottom near the coupler. (There must be some left sticking out of the steering wheel to pull on later.) This next part is very important. You have to connect the top end of the horn wire to the hay wire and draw it back out to the steering wheel. Because of the restriction inside the upper steering column, connect the wires using one of the typical electrical blue crimp wire connectors, but first pare the blue plastic off, exposing the metal sleeve of the connector. Bare 1/4" of wire at the end of the horn wire and insert it in the connector. Insert the tie wire in the other end and crimp them firm-

ly. Now carefully pull the tie wire back through the steering column to the steering wheel. Do this slowly feeling for obstructions and gently coaxing the wire past them until the horn wire has been drawn back to the steering wheel.

Now you can bolt the new steering coupler into place. Coat the four bolts in "never seize" before assembly. This will make this job a heck of a lot easier the next time. Crimp a new female spade connector onto the horn wire and you are finished.

Well not quite, in our case. I had actually removed the steering wheel for another reason so it was not installed when we replaced the steering coupler. When I went to reinstall the steering wheel I could not do it because there was not enough of the steering column sticking into the car to put the wheel on. I stared at this for a while before I realized what had happened. There is a splined connection in the lower section of the steering column. While tugging away at the coupler we had managed to make the lower column slip down on its spline, pulling the upper part of the steering column with it. At the base of this splined connection is a compression fitting secured with a threaded collar. To adjust the steering column position on the spline the threaded collar has to be loosened. I tried to loosen it with a channel lock plier - no chance. At this point I was not happy, so like all seasoned mechanics I resorted to using a hammer. I hit on the steering coupler in the direction of the interior of the car and I was greatly relieved to see it inch its way back up towards the steering wheel. Nothing to it.

FAULT TRACING ENGINE PROBLEM IN AN 1800ES

Gregg Morris

I just solved a 2 month long issue with my 1800ES and the fault tracing process may be useful to others. Here is what happened.

Last Christmas I installed a replacement engine in my ES. The original engine was not high mileage, but had suffered a broken oil pressure hose early on in its life and most of the oil hit the road. After that, if I did not run up the oil pressure before starting the car after seasonal

storage, it would give a short clatter of rod knock before it got oil pressure. As the years went by the rod knock got worse until it knocked briefly on almost every start-up. Otherwise the engine is good, so I decided to see if I could just replace the rod bearings and salvage the engine without a complete rebuild.

The replacement engine had been under my work bench for a couple of years and is an interesting engine. A young fellow had asked a local independent Volvo shop to build him a killer engine that would help his Volvo 1800 keep up to his tuner friends in their Hondas. What the shop built turned out to be very strong B20, but not what he was hoping for. He installed it in his 1800 and used it briefly, but probably very hard, then removed it and put in a B230FT. I bought his discarded B20 which came with a very promising build sheet and a hefty invoice for the work. I hoped it had survived its short stint of street racing, intact. The engine is based on a 75 B20 "metric" block engine (8 bolt flywheel and metric rods) which was bored to 2100 to accept new Mahle pistons from a B21. The head had double valve springs and the engine rotating parts had been balanced. It had new cam, lifters, timing gears etc. Details of compression ratio, cam grind were not provided.

I pulled the original engine and M41 transmission as a unit, and it was very difficult to get it clear of the firewall and suspension cross member. I decided then to install the new engine and transmission separately.

While the engine was out, I took the opportunity to check continuity on every wire in the D Jetronic fuel injection loom, and confirm specs with the various sensors and confirmed function of the FI relays. I checked that the injectors including the cold start injector functioned and replaced all the seals on each injector. I went through the distributor replacing points, and condenser, putting special grease on the distributor shaft where the points follower shaft and oiled the felt on top of the distributor shaft and the side oiler. I removed and cleaned the secondary points that signal the injectors and again put points grease on the shaft there as well. Finally I confirmed that the fuel pump was work-



ing and that the fuel flow was plentiful.

Once the engine and all accessories were installed and connected I primed the oil pressure, installed the distributor drive gear, then distributor and roughly set the distributor position, crossed my fingers and fired up the engine. It started immediately and ran fine. I warmed it up set the timing and took it for a test drive. Significantly more power than the original B20F, smooth revving thanks to the balancing. No smoke, no odd noises, lots of power, I was happy.

With that I stored the car for the rest of the winter and brought it back out in the spring. On the first trip it ran fine, but a subsequent trip saw the engine down on power and running roughly. The next day it was back to running fine, but after that it started running very badly, idling roughly and backfiring when on the road, particularly on deceleration. It almost seemed to be starving for fuel, but that was unlikely as the tank was lined and the flow test seemed great.

I went through the ignition again, swapped in a known good pressure sensor, then a throttle switch, took out the injectors and checked function. All fine and no improvement in running. I was getting worried that it may be a head gasket problem. I rechecked the compression and it was high and even. There was no indication of water in the oil or oil in the water and no evident leaks from the head. I asked Ken Witala of Scandia about the head gasket theory and he said for a head gasket to cause that kind of poor run-

ning it would show up in the compression. That was a relief, but I still didn't know what was wrong.

For lack of a better idea I decided to replace the fuel pump that was just starting to weep gas near the electrical outlet, rotten Bosch design that it is. I drained the gas tank with the bottom plug. The gas came out clear and there was no sediment in the buckets. I removed the tank sender to have a look inside. It looked fine. I removed the bung in the bottom that gives access to the pickup pipe in the tank and confirmed that the screen had been removed when the tank was lined and the pickup pipe was not cracked. I finally removed the gas filter located near the pump and cut it in half with a hacksaw. Finally a clue. The filter was very dirty. How did it get so dirty when everything else in the fuel system seemed so clean. My theory is that because I use the ES for many of our road trips, and on those trips I sometimes have to buy gas in out of the way places from no-name stations, I must have used some dirty gas.

I replaced the Bosch electric fuel pump with the

Walbro alternative described in the May 2014 newsletter. For extra filter capacity I used a Bosch part number 0 450 905 030 (957) used on all kinds of Audis, Jaguars and VWs. This filter is the same diameter as the original but 4" long vs. 2.5" long.

Now for the test drive. It ran perfectly. All the power and smooth running was back. Moral of the story: I should have listened to myself when I thought it felt like the engine was starving for fuel. I will now carry a spare fuel filter in my trip parts bin and change the fuel filter more regularly.



PLUGGED FUEL FILTER

SOMETHING DIFFERENT

YUMA, ARIZONA FEBRUARY

By Janet Schwieger

We are off again, the travelling team of Morris, Schwieger and their two 120 series Volvos. Unlike our mega trip in November of 2012, this was to be no more than a two-day classic Volvo soirée around sunny, hot Yuma, Arizona. Gregg and Rose drove 2 ½ hours east from San Diego in their white 1965 120 and Rob and I drove 5 hours west from Pearce, AZ in our red 1967 123 GT. Always it seems when you drive the 120, you receive multiple thumbs up from people,

nice comments and even for 100 miles on Interstate 8 we were 'escorted' by a Honda Civic owner who played with us, as much as cars can play on an interstate.

In Yuma, and ever thrifty, we checked into our rooms at the Motel 6, tucked away behind Denny's on 16th St. and headed for nearby Penny's Diner for lunch. Penny's is a classic metal 1950's trailer design and serves very good food. We tossed around several ideas for the afternoon, but the first on my list was a quick run down to Algodones, Mexico to pick up a few metal sun

ornaments.

Algodones is just several miles out of Yuma, and is set up for shoppers. We parked our car in the huge parking lot, and didn't think twice about the other 1000 or so cars parked there - all in a day for this destination. You walk across the border and you are in the lap of tourist luxury, Mexican style. Here dentists and optometrists are a dime a dozen, and items are sold like prescriptions-or not, cheap liquor, belts, blankets, metal sculptures, you name it. Their shops are all within an easy three block radius huddled around the



OUTDOOR ARTILLERY MUSEUM NEAR YUMA, ARIZONA

border for the benefit of us gringos. The vendors try hard to separate the money from our wallets, but I knew exactly what I wanted and went right for it. We haggled over buying six metal suns and two metal geckos, and I was happy with my purchases and the price.

Back to the USA border crossing, we noticed a lineup of people just like us - we walked over to the end, but it kept going - what was this about? It dawned on us that it was President's Day holiday, and the middle of the afternoon at that. Those thousand cars in the parking lot represented thousands of people, now waiting in line for the four USA border guards to let us through. It took nearly 2 hours to reach the border desk, declare our items and get back to the car. Lesson learned about holiday border shopping! Gregg and Rose's Chihuahua, Tiny, was patiently waiting with us through all of this and indeed many of the Mexican vendors wanted to pet her. We weren't sure if she realized she was in her home country or not, as she was pretty stoic about it all.

Happy hour was on us so there was nothing to do but drive back to Motel 6. (Rob and Gregg are wine connoisseurs and always choose the most expensive wine \$5 can buy). With our wine and snacks we retreated to our chairs under the palm trees to converse about pistons, carbure-

tors, dogs, kids, health and all the other topics that make getting together with friends so much fun.

Supper hour seemed imminent as the sunlight faded, and we found a new Chinese buffet nearby that recently opened, called Lin's Grand Buffet. We saw the endless lineup to get in, but as we decided to do take out, we were ushered to the front of the line - given our boxes and allowed into the food

area. Now that is more like it! The selection was huge and we paid for our overflowing boxes at \$4.40 a pound. \$7 supper.

Tuesday started with an excellent breakfast back at Penny's Diner - you can't beat their hashbrowns. The day was laid out, somewhat organically, as is the nature of a holiday away. We drove up the California side of the Colorado - off I8 onto Ogilby Road, where we so enjoyed the scenery and the famous five miles of dips that



we had to limp through last fall due to mechanical issues. No limping this time - we zoomed through the 80 mph roller coaster road and it was fun.

At Blythe, we headed east over to Quartzsite and stopped to see the famous booths of items for sale. We were surprised to see they were folding up already - word had it that many of the thousands of RV's had already packed up and gone to other locations, and so had the vendors. We



SNOW IN SOUTHERN CALIFORNIA

drove south down #95 towards Yuma, veering right at the huge guns that mark the entrance to the Yuma Proving Grounds. We stopped at an outdoor display of army tanks and rocket launchers along the way, and then headed down the road that crossed the river again into California, towards the rural town of Bard. The Cloud Museum and a date shake at the date palm farms were our goals. The Cloud Museum is a fellow's lifetime collection of over 100 Ford Model T's and A's and other vintage cars, as well as other relics of the past. So many cars and old items like bikes and signs; we could only imagine what American Pickers would think of that place.

After the Museum, we wound our way back to Yuma. Yuma is geographically placed as it is bordered by Mexico border on one side, the Colorado River and California on the other side

of the river, and the huge out of bounds Yuma Proving Grounds and Barry Goldwater Air Force Range nearby. You wonder what Snowbirds do for fun here? In short, - sun, more heat than most of Arizona, golf, shopping and visiting with their Canadian neighbours. We saw more BC and Alberta license plates in Yuma than we see in the summer at Kootenay Lake - perhaps a slight exaggeration, but you get my point; Yuma is snowbird central. Interestingly, in the bit of land not taken up by out of bounds areas, 90% of the USA's winter bagged greens are grown around Yuma. It is neat to see fields of rows of lettuce plants, cabbage and other greens.

By the time we arrived back it was happy hour again, so we did a complete repeat of the night before, including the buffet take out. We beat the lineup with smiles on our faces and enjoyed our feast.

Wednesday morning dawned with a threat of a severe winter storm coming. It looked fine in Yuma, so we both headed our respective directions towards our winter homes and both ran into snow. Speaking for Rob and I, at Tucson, the snow started with a fury, and we drove the next hour to Pearce in a blizzard - this at about 1-2 pm when the sun should have been at its strongest. Thankfully I10 was clear of snow, but the visibility was very low. Our 123 GT ended up bearing a mustache and goatee of ice as Rob nosed it into the garage, so not right for Arizona.

Gregg and Rose drove through a sunny winter wonderland over the 4100 ft pass between the Anza Borrego desert and San Diego. Snow everywhere but the roads were bare. Another great trip.

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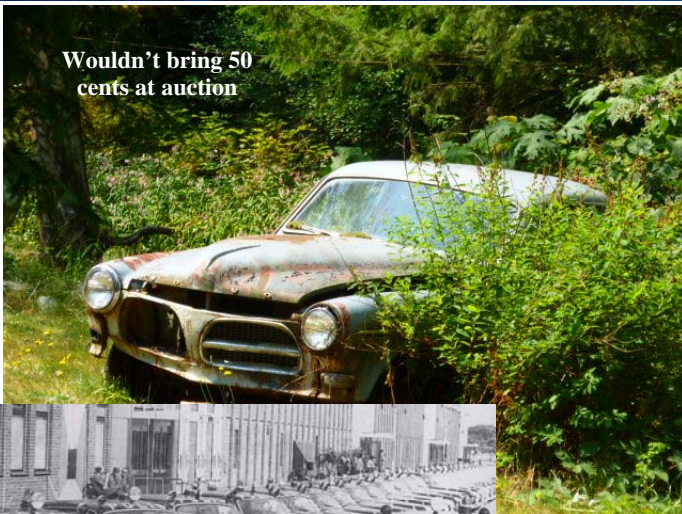
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