



THE VOLVO CLUB OF B.C.

MAY 2015

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

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



V.C.B.C. is the

B.C. Chapter of Volvo Sports America

1800 Register

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

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

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

MAY 16, 2015, Saturday IPD ANNUAL GARAGE SALE: 11744 NE Ainsworth Circle, Portland, Oregon, 97220, 1-800-444-6473 email cameron@ipdusa.com, accommodation Holiday Inn and Suites a block away, 1-800-992-2694

JUNE 13 & 14, 2015 VOLVO CLUB SPRING DRIVE, Vancouver to Kamloops via Hwy 1 through the Fraser Canyon to Spences Bridge, East to Merritt on Hwy 8, North to Kamloops on Hwy 5a. Make your own reservations at the Hospitality Inn, 500 W. Columbia St. in Kamloops, 1-800-663-5733, mention Volvo Club for \$89 rate, pets add \$10, 24 hr hour cancellation, **Ask for rooms facing the pool and view. Reserve early!!** Meet Saturday 9:00 am at the Chevron gas station (23182 72 Ave., Langley, V2Y 2K2) at the 232 St exit (south) from the Hwy 1 (the freeway). We will leave at 9:30 am. Bring a Picnic Lunch! **For info call Gregg @ 604-469-1216, grmorris@shaw.ca or Chris 604-521-6071.**

JUNE 20 & 21, 2015 SCANDINAVIAN COMMUNITY CENTER MID SUMMER FESTIVAL, Celebrate the Summer Solstice with the Scandinavians. Classic Volvos will be on display on the fair grounds. General Admission is \$8 per day. The center is at 6540 Thomas Street in Burnaby (just north of the Hwy 1 using the Kensington Ave. Exit). For more details see the website, www.scandinavianmidsummerfestival.org If you would like to display your classic Volvo, admission is free. Contact Chris Ainscough 604-521-6071.

JULY 18, 2015 SATURDAY, CRUISE TO KILBY PARK AND PICNIC, Meet Saturday 9:30 am at the Chevron gas station (23182 72 Ave., Langley, V2Y 2K2) at the 232 St exit (south) from the Hwy 1 (the freeway). Leave at 10:00 taking back roads north of Hwy 1 through Fort Langley to Matsqui then over the Mission Bridge and along the Loughheed Hwy. to Kilby. We will make a rest stop at the Mission Travel Info Center and a medicinal stop at Deroche General Store for ice cream on route to Kilby. Bring a picnic lunch. **Dave McAree 604-530-6097**

AUGUST 22-23, 2015 ANNUAL HISTORIC MOTOR RACE WEEKEND AT MISSION RACEWAY PARK

SEPTEMBER 26, 2015 CATES PARK PICNIC AND ANNUAL GENERAL MEETING, Last Saturday in September. 9 to 4

VANCOUVER ISLAND EVENTS: Monitor www.volvoclubofbc.com

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

REPORT OF PAST EVENTS

WINTER SUPPER

January 14, 2015

Gregg Morris

We were welcomed to the New Westminister Spaghetti Factory by long-time manager Kevin. They had reserved us our usual private corner of the restaurant. I had mistakenly listed the start time as 7:00 pm in the events calendar when it should have been 6:30. It didn't seem to matter as there were already people there by 6 when we arrived. By 7pm there were 32 people in the room and it was buzzing with conversation and people enjoying bread and a beverage.

We did not have a guest speaker this year and were planning for John Cripps to provide our usual background digitally projected slides of cars and events. Unfortunately John had the flu and did not want to infect the rest of us.

Before supper was ordered, Bert Sherlock got up on his hind legs and addressed us all in

his subtle way. As it happens he told a story about me..... One sunny day last October I had called him and asked if he wanted to go for a swim. He asked where, and I suggested Kamloops. This probably seems an odd sug-



GREGG & BERT

gestion to normal folk, but Bert is a driver like me, and any excuse to take a quick spin on scenic secondary roads is a good one. Besides, the Olympic sized pool in Kamloops is first class. We arrived in mid afternoon via the Coquihalla and Cold Water Road to Merritt and 5a past Nicola Lake and Quilchena to Kamloops. After the swim we headed west on Hwy 1 through Savona and Cache Creek, then North on 97 for a few miles to Hat Creek and west on 99 to Lillooet for the night. The next morning it was home to Vancouver via the Duffey Lake road and the sea to sky highway past Pemberton, Whistler, and Squamish. Great drive.

Bert carried on with his talk, by making fun of my very steep driveway at home, describing the terrifying (to me) story of my 544 heading off down the driveway on its own. With incredible good fortune the 544 clipped a curb at the bottom of the driveway and did a U-turn and parked itself against a rock wall with only minor damage and nobody hurt. I leave that dent in the fender to remind myself not to be so stupid again. In light of Bert's story he presented me with big white wheel chalk that he found on the beach on Bowen Island, probably having fallen off one the ferries. He had epoxied a large Volvo badge on the side of the chalk and you will now find it behind the wheel of whatever car I have perched on top of the driveway. Thanks Bert.

As Bert had already had the attention of the group I took advantage of that to make a few brief comments on Club related subjects. I was probably too brief as I don't even recall thanking all that attended. I do that now. What I did mention is that we have a fair collection of back issues of the Club newsletter going right back to our founding in 1992. These are offered free to anyone who wants to have a set. I will keep them until the 2015 Cates Park Picnic and then recycle any that remain. The same goes for past dash plaques from Cates Park, Don Dockteader's Garage Sales and the Jim Pattison show and shine events.

I did a quick show of hands to gauge who would prefer the Cates Park Picnic to be held on a Saturday vs Sunday. The result was that about half the group preferred Saturday, One person preferred Sunday and the rest were fine with either day. With that, we will carry on with Saturday. The last topic was a mention that this year's Spring Drive will be in Canada. We usually either drive to Lillooet via 99 or to Merritt via Princeton on 3 and 5a. Bert and Cathy suggested an alternate for this year and it sounds like a good choice. A bit longer drive but very nice roads. The route they suggest is the Hwy 1 through the Fraser Canyon to Spences Bridge then east on 8 to Merritt and north on 5a to Kamloops. Stay in Kamloops overnight and head home on Sunday via a choice of 3 routes. (The quickest would be south on the Coquihalla (Hwy 5), or west and south on the Trans Canada Hwy 1 or Through Lillooet as described above. Actually I can think of another 3 routes as well, but we can talk about that in Kamloops. Anyone for a swim?

We ended with a free raffle of club hats and a nice PV444 model, won by the Witzels.

Everybody seemed to enjoy the evening and it really is a wonderful group of people we have in the club. If we had a long distance award it would have been won by Dennis Cowell who drove all the way from Kamloops to attend. When the Spumoni was gone we said our goodbyes and headed home. See you there next year.

**AN UNANTICIPATED EVENT
POLECAT AND THE TURBOS
Gregg Morris**

On a wet week in early February I got an email message from Brendan McAleer. Brenden is an independent automotive writer, whose articles have appeared in the North Shore News, Vancouver Sun, National Post, and Road & Track and others. He has kindly given me permission in the past to use his Volvo-related articles in our newsletter. Volvo Cars had given Brendan a Swedish blue example of Volvos new hotrod, the V60 Polestar edition, all 350 hp of it, to use for a week. He wanted to do an article about the Polestar and

turbo bricks and the Polecat, with their knowledgeable owners talking to Brendan. It was interesting that all the cars in attendance, other than the Polestar, were RWD turbos, 240, 740 and 940 sedans and wagons. Brendan had a chat with each owner about his car and I understand that will be used in his newspaper article.

I enjoyed meeting these fellows. Some were VCBC members and others from the Turbo-Bricks forum. For a change, the young guys way outnumbered the old guys. They were all proud of, and knowledgeable about, their cars. The cars were all in great shape and most had some cosmetic, performance or suspension upgrades. Hoods were opened and there was lots of enthusiastic discussion. After an hour or so Brendan suggested we drive to a vacant industrial area close by for some pictures and more conversation. Brendan was the first to leave and gave a pretty good demonstration of the V60 Polestar's performance. He just whipped that Polecat and you could hear the tires trying to rip up the pavement and he just



BRENDAN MCALEER AND THE POLECAT

Turbocharged Volvos in general and asked if he could meet some of our members who drive Turbos.

I sent out an email to our membership asking anyone interested to contact Brendan and a meeting place would be arranged. I was not at all sure what the reaction would be to the request, but it turned out to be very positive. Gary Talkes the owner of Alvotech Automotive on Byrne Rd. in Burnaby 604-451-5103 generously offered his shop as a meeting place and Brendan arranged for the interested turbo-pilots to turn up at 1 pm Saturday February 7, 2015. Typical Vancouver monsoon winter weather was predicted, but we got a break and it was just cloudy.

I went along in my definitely non-turbo 122 wagon to see who would turn up. I found 9

disappeared out of site and sight. It makes a ferocious noise too.

By the way, Brendan is always looking for automotive related stories and he would welcome anyone with a story to tell. He can be reached at brendanmcaleer@gmail.com. He has an interesting website

www.brendanmcaleer.ca Thanks to all who donated their Saturday afternoon help out Brendan. Here is his article.

TURBOCHARGED VOLVOS
Never mind that whole safety-first image. This time, the Swedes are cranking up the boost.

Brendan McAleer

BURNABY, BC – The scene: a dimly-lit garage and a door opening slowly, revealing



TURBO PILOTS

details as the light filters in. Rectangular headlights. A no-nonsense, bluff grille. A large rear badge that simply reads, "Turbo." "It's a car that can blow a V8 right off the road," says the voice-over, "The Turbo, by Volvo." "I remembered that commercial," says Dave Matthews, owner of an all-black 1983 Volvo 240 Turbo that's essentially the twin to the one featured in the ad. His machine is rust free and pristine, a labour-of-love restoration with a quarter-million miles on the clock.

It's part of an odd gathering here on this dull day, a mix of old and new – both cars and owners. Rain's in the forecast, but there's a spot of sky-blue here too, a bright, robin's egg hued 2015 Polestar V60. Under its hood is a 345hp turbocharged straight-six; it's a surprise to find that kind of power in a Volvo, but not to those who know the brand well.

Volvo started developing turbodiesel engines quite early with their commercial truck division, but didn't transfer the tech to their gasoline-powered passenger cars until much later. Canadians wouldn't see a turbo'd Volvo 240 until 1983, one built in Halifax. US customers had already been given a taste of forced-induction goodness from 1981, and by 1983 were being offered one of the rarest Volvos ever built. 500 242 coupes were built for racing homologation purposes and shipped to the states, 30 of them being plucked for racing duties back in Europe. The Group A "flat-hoods" would certainly have put paid to nearly any factory-tuned Mustang or Camaro, as they were cranking out around 345hp from a turbocharged 2.1L four-cylinder. Add in a tuned suspension and bigger brakes, and you've got a

Viking wearing pleated khakis.

However, it was all smoked-herring and mirrors. A few of the Group A cars were shown to FIA officials, and then most converted back to standard Turbo trim with around 160hp.

It would be up to the enthusiast community to provide better than factory power – and they would. Some of the owners here today are Volvo fans that started out with Amazons and 144s in the 1960s and 1970s, but others hail from the internet; to be specific, they're from a local section of Turbobricks.com, a site that caters to those who feel like tire-smokin' turbo power just makes sense in a Volvo.

Take Zach Nicholson's lowered 1989 240 wagon: it's got doubled IPD swaybars up front, a limited-slip differential out back, and a turbocharger swap carried over from a 740. An auto mechanics student at BCIT, this car used to belong to Zach's parents. "I used to sit in the back seat," he says, and now he runs it in autocross with the local BMW club. Another member is AJ Pau, who has brought along his 1995 940 wagon. It's got a 200,000 high-mileage badge of honour on the

grille, and is running about 12psi of boost under the hood. Parked nearby is Jesse Hadfield's 740SE sedan, which is running even more boost, with a plans for a T-5 Borg-warner swap in the future. "With Turbobricks members," Pau jokes, "There's a bit of an attitude of 'Hey y'all, watch this!'"

It's a motto that Volvo's advertising department certainly would have approved of. They were forever parking turbocharged 740 and 940 wagons next to supercars; one of the best ads showed a Lamborghini Countach towing a trailer with the tagline, "The basic idea behind the Volvo Turbo Wagon." However, all hoonery aside,



there's another type of Volvo owner here. The GLT and Turbo 240s weren't just factory-tuned Swedish hot-rods, they were intended to be luxurious rivals to contemporary Mercedes-Benzes and BMWs. To that end, it wasn't all boosted-into-the-stratosphere meatballs, but rather low-end usable torque. Gary Young's red 1994 940 has been well cared for, and as a result has nearly a half-million miles on the original engine and turbo. "It's been back and forth to Palm Springs more than a few times," he says. Any plans to replace it? "Well, collector's plates aren't that far off."

Young is one of the members of the [Volvo Club of British Columbia](#) that's shown up to today's impromptu meeting. With a 300-strong roster, the VCBC is quite active, and runs the gamut from newer turbocharged cars to older examples like the 122 wagon that club director Gregg Morris has shown up in. Bill Malkin has one of the earliest Volvo turbos here, a 2-door 1981 GLT. VCBC member Bob Burns is here, but hasn't brought his 1995 T-5R along as it doesn't see rain. A rare beast, the T-5R is a single-year model developed with input from Porsche, no slouch in the turbocharging department. Making 243hp, the T-5R did wonders for Volvo's image as a performance brand operating



POLECAT

outside the norm.

Volvo would further boost this image by entering a turbocharged 850 wagon in the British Touring Car Championships. Eventually rendered uncompetitive thanks to rule changes favouring sedans, the sight of a Volvo station wagon bouncing over curbs and mixing it up with BMW M3s captured the imagination of any gearhead that had to strap a booster seat in

the back seat.

A decade ago, Volvo put a tongue-in-cheek sticker on the back of one of their machines during testing, showing a rampant moose on a yellow shield. It is, of course, a send-up of Ferrari's stallion emblem, and is a popular inside-joke with Volvo fans. There's more than one such sticker on the cars here today, and you could certainly slap one on the Polestar V60, based on the attention it's getting from fans of boosted Swedish iron. Polestar is Volvo's racing team and now in-house tuner and this this bright-blue wagon is fitted with everything from Öhlins dampers to all-wheel-drive. It's the current ultimate fast Volvo.

The future of the brand depends on the performance of the twin-charged 2.0L four-cylinder in the upcoming XC90 crossover – which looks promising – and there was even a triple-turbo 450hp prototype engine concept last year. They might not build them like bricks any more, but the Swedes are clearly still big fans of big boost. So is every Volvo owner here today.

Stirring up the Polestar's big six as I exit the parking lot, and hearing the spinning turbine gulp down the air, how could you not love a boosted Volvo? Full speed ahead – maximum bork!

EDITORIALS AND LETTERS

NO MORE AIRCARE

Gregg Morris

AirCare ended December 31, 2014. That was definitely one of the things I was celebrating on New Year's Eve. AirCare was started in 1992 the same year that our Volvo Club of BC was formed. That must just be a coincidence. Right? They wouldn't have brought it in just to make life difficult for the driver's of harmless old Volvos. Probably not.

Officially, Aircare existed to reduce carbon dioxide pollution by testing the emissions from cars and light trucks. In 22 years of operation, the program estimates that it annually prevented about 6,500 tonnes of pollutants from being emitted into the atmosphere in Vancouver and the Fraser Valley. I surely hope that was true, because the annual visit to



GIL GRAHAM

AirCare was a genuine pain for the drivers of carburetted cars. California, whose "smog" program is similar to AirCare but with exhaust gas emissions limits even a little tighter than ours, exempted cars 1974 and older. That would have been welcome here.

Getting the old carburetted Volvos to pass the test started out difficult and got tougher with time. Why would it get tougher? Because the

program was iterative. As I understand it, they adjusted the Hydrocarbon (HC), Carbon Monoxide (CO) and Nitrides of Oxygen (NOX) standards based on the accumulated emissions results of cars being tested. As the years went by the standards got tougher, not easier. Here is an example of why that happened.

Let's take a dual SU carburetted 122S and its typical frugal owner as an example. This team

was going through AirCare for the first time in 1992. The owner wouldn't know a CO meter if he tripped over it, and he did all his own service, and the car seemed to be running ok. Should pass, right? Well guess what, it failed both HC and CO and the owner was charged \$12 for this bad news. Without a pass he couldn't renew his insurance. Nuts. Being a clever kind of guy he deduced that the car was running too rich, so he

leaned it out severely. It would barely make forward progress, and would stumble trying to turn the dynamometer. Should pass with flying colours now. No such luck. It passed on CO failed on HC. Another 12 bucks. Now what to do. Can't lean it any more, better richen it up just a bit. Drive though again. By now the testers know the car and the driver and are feeling his pain. The folks working at AirCare were the same as any other cross section of society, consequently all were skeptical that the car would pass this third time through, and some were rooting for him to pass and others brought out brochures for the "scrap it" program. He passes. Hooray! He has just added three sets of data for this age class of vehicle.

He leaves the station with relief if not joy, having donated \$36 to the cause of lower emissions. What does he do next. He stops and richens up the carbs so the car is drivable, and carries on his way until next year. Take this example and multiply it by the thousands of others doing much the same thing to pass the test. The ever growing quantity of data is being skewed by the fact that the cars are unrealistically lean in order to pass and but the statistics just see the test results and slowly tighten the passing limits. By the end of AirCare the limits for that 122 were such that if the SUs were one flat to lean it would fail on HC and one flat too rich it would fail on CO and would not be easily drivable on the road in the test condition. This is on a car with an otherwise healthy engine. Add in a small leak in the intake manifold gasket and you are truly hooped.

In May 2012, BC's Environment Minister Terry Lake announced that AirCare was no longer necessary because new cars run much cleaner than they did when the program started. No doubt true.

Although I am happy not to have to brave AirCare again, I do feel some regrets with its closure. Firstly all those folks who worked there have lost their jobs. Secondly cars and light trucks in the lower mainland, old enough to be tuned, were kept in good tune because the owners had no choice. Probably a fair number if these vehicles won't see another tune-up until they quit and that may result in a marginal decrease in air quality. Finally most mechanics made at least part of their income tuning cars to pass AirCare and some of that income will now be lost.

Dave Gourley, general manager of AirCare, said the eight testing stations in Metro Vancouver and two in the Fraser Valley are all on leased land. AirCare was run by contractor Envirotest Canada and administered by TransLink. Most of the vehicle emission equipment has come to the end of its operational life. Some will be recycled for parts by similar emission testing programs in the U.S., where more than 30 are still operating. The only other program in Canada is in Ontario.

CLUB STUFF

Gregg Morris

MEMBERSHIP RENEWAL TIME

Its membership renewal time again. Our membership year always runs from July 1 to June 30. If your membership expires June 30, 2014, you will receive the membership renewal form

and return envelope with our May mail out. Please return the renewal form with the \$20 membership fee. Note that the renewal notice gives the option of "No Changes". If that is the case with you, just put down your name on the form, tick the no changes box, send the money and you are done.

STILL NEEDED), ISLAND CHAPTER LEADERS

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 its not a lifetime commitment. Bob Cuthill will provide all the supplies and information and there will be support from VCBC. Please contact Bob at 250-658-0126, lbcuthill@shaw.ca or Gregg Morris 604-469-1216, grmorris@shaw.ca. **HELP US GET NEW MEMBERS!!**

In the last newsletter I described our "MEMBERSHIP INVITATION DOCUMENT" which is a one page brochure c/w application form meant to attract new club members. The idea is for you the members to make copies of the brochure and put them on Volvo windshields. The document is available on the website www.volvoclubofbc.com and as promised I have emailed a copy to all our members. Please make some copies and hand them out.

FREE NEWSLETTER BACK ISSUES & DASH PLAQUES

We have back issues of the newsletter going back 30 years. Lots of technical articles that are still valid today. They are free, for the taking. Let me know what you want, by phone (604-469-1216 or email grmorris@shaw.ca I will keep them until Cates Park 2015, then they will be recycled. The same goes for spare dash plaques from past events.

CLUB EVENTS

There are lots of car events to enjoy this spring and summer. Look at our schedule of events in this newsletter and on the website www.volvoclubofbc.com Also check out what's going on in Washington at www.psvcoa.org and www.psvsa.org.

SPRING DRIVE TO KAMLOOPS JUNE 13&14, 2015

The spring drive alternates between VCBC and the Puget Sound Chapter of VCOA. This year it is our turn in BC and we are taking a scenic route to Kamloops as suggested by Bert and Cathy Sherlock. See the description- in the Upcoming Events list and in the Report on Past events section, Winter Supper.

SCANDINAVIAN COMMUNITY CENTER, MID SUMMER FESTIVAL JUNE 20 & 21, 2015

This has become an annual event for us and it great to immerse yourself in Scandinavian fun and Culture for a weekend. How about a Viking encampment, populated for the whole weekend and displaying ancient Viking skills and crafts and the odd armed raid of the beer tent. Then there is the wife carrying contest, where hardy husbands race through an obstacle course carrying their wife on their back. The winner wins his wife's weight in beer.

CRUISE TO KILBY PARK AND PICNIC SATURDAY, JULY 18, 2015

This year we will start at the Chevron on 232

St and Hwy 1, then hug the south side of the Fraser from Fort Langley to Matsqui. Then its over the Mission Bridge and east on or near the Lougheed Hwy. to the historic General Store at Kilby. Of course there will be photo opportunities and an ice cream stop along the way. Shine up the Volvo and join in.

WEBSITES OF INTEREST

Provided by Terry Walton, Volvo Debuts the longest TV ad in Volvo History – 4 minutes <http://creativity-online.com/work/volvo-vintersaga/38566>

Provided by Gil Graham, an 850 wagon that is indestructible. It takes the most incredible abuse and still runs and drives. Totally amazing. Watch the embedded Video clip <http://jalopnik.com/the-volvo-850-wagon-is-now-officially-indestructible-1684956316>

Provided by I forgot who, sorry: Hagerty International Managing Director Angus Forsyth bought his 1963 Volvo 1800S in 1982 when he was 18 years old and still drives it to this day. Every time he gets behind the wheel, the smell of the car takes him back to his childhood where he fondly remembers his mother, who drove him around in an identical vehicle. Take a narrated ride with him in his 1800S. <http://www.hagerty.com/Articles-Videos/Articles/2014/12/23/Volvo-1800S-ride-along>

THE VOLVO LADY (and all round good person) Marie Gibbons

By Russell Purcell,

PROVINCE, DRIVING, February 26, 2015

Few people are as passionate about what they do for a living as Marie Gibbons. The personable sales professional has been involved in the auto industry for the last 35 years after quitting her job at a college in Montreal and relocating to British Columbia at the request of her brother George, who was looking for a partner to help him run — and grow — his small dealership.

"My brother was operating a repair shop here in Abbotsford when he received an offer to become a Volvo dealer and decided that he needed some help," she explained. "Our partnership was like the Odd Couple, as I was really organized and he was not."

The two helped grow George's small auto shop into Abbotsford Imports, a full-service dealership that sold Volvo and Suzuki products. "George and I worked together for 16 years before selling our franchise to Dockstader Volvo in 1996 because Volvo Canada wanted to expand their dealer network and made demands for expansion which we considered unrealistic." A change in the economy and a failed plan to move the dealership to Langley led to the eventual closure of the now Dockstader-owned dealership a couple of years later.

"My brother had retired when we sold Abbotsford Imports, but I enjoyed working with people and cars so I started my own business, Valley Import Connections, to fill the void left in the market by the closure of the dealership," Gibbons continued. "I recognized that there was still a large interest in Volvo products in the Fraser Valley, so I set up shop to sell used Volvos as I was familiar with the brand and liked the product very much."

Often referred to as the "Volvo Lady" by



VOLVO LADY - MARIE GIBBONS

local residents because of her unbridled enthusiasm for the brand, Marie was happy to be back in business. "I love coming to work because I see my customers more like friends, and I have been lucky enough to know and serve some of them for 35 years!" "Residents of the Fraser Valley seem to like to do business in their own neighbourhood, so it was nice that we were able to set up shop at the same location as the original dealership. People were used to coming here for Volvos and it is nice that continues to this day."

Volvos have a solid reputation for being cars that last and are well suited to the Canadian environment. "Volvos are good vehicles, so people are more willing to buy one with higher mileage due to their proven longevity and reliability. And don't forget that their reputation for safety is unmatched.

"My motto is if it doesn't break, it won't be expensive to fix. We specialize in cars valued in the \$3,000-5,000 range, but occasionally we will source pricier models if a customer requests something in particular." Marie doesn't buy a car just because it is a Volvo — she says she buys a car because it is a good car. If it hasn't been well cared for, she will pass it by because there has to be a solid foundation for her to build on. "There are certain models and years that I seek out as I know and trust them. With all my experience, I know which ones are easier to recondition and repair."

Gibbons has a variety of sources for her inventory, including the dealer auction, wholesalers and a long list of personal contacts at large dealerships that often get the Swedish machines in as trades. Demand is so strong she rarely has to seek out customers or even advertise, but still maintains a website to tell her story and to pro-

mote her business. Cars turn over quickly and a vehicle is rarely in inventory for more than a week. "When people look at my website, they often comment that all the cars in my inventory are already sold," she said with a smile. "But the reality is that by the time a car ends up on the lot, I usually already have a buyer lined up for it, or at least a customer in mind."

Always on the hunt for quality cars, Gibbons keeps a list of customers and the cars they are looking for. "The problem is I have more customers than I do cars! But that is a very good problem to have."

In an effort to help her customers keep their beloved cars on the road, she started to service Volvos with the help of veteran technician and friend Charlie Mulholland. It also gave her the means to ensure the cars she sells have been carefully inspected, refreshed and maintained prior to delivery. "Because they are so many Volvos in the area, expanding to include vehicle service was a natural progression for my business. If I can find a way to reduce the repair costs for my customers, I will go that route



COMMODORE BRIAN SHIPMAN

and with a low overhead, I am able to keep the shop rate down." Her goal is to fix things so the customer doesn't have to.

"I want to make sure that my customers are getting the best car they can for the money they spend. I don't do this because I have to, but because it is who I am."

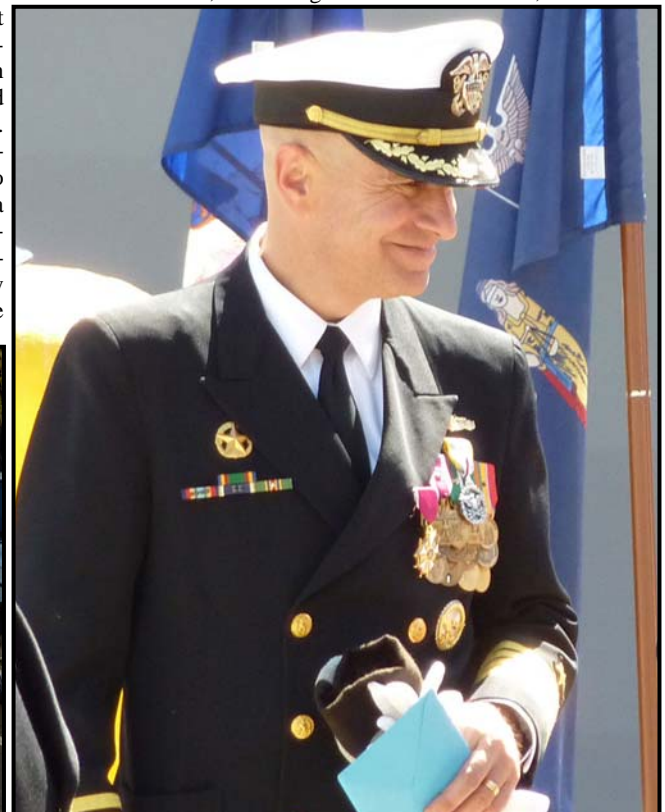
COMMODORE BRIAN SHIPMAN

Gregg Morris

It always amazes me the variety of people that make up the Volvo enthusiast community. Last year I was introduced to Brian Shipman and his son Mason at a Volvo Club of San Diego club supper. Brian struck me as a friendly and fit fellow, with a ready smile and a good sense of humour. I took a look at his slightly modified 68 122 and we discussed problems he was having with the SU carburetors. I offered to give him a hand with the carbs and he came over one Saturday morning. After a pleasant half an hour or so of adjustments, the car was running better and Brian handed me a brass medallion about half again as big as a loony. I later learned that it is called a challenge

coin. On one face it is embossed with a Naval Destroyer and the words 'presented by 53rd Commodore, Captain Brian Shipman'. On the other side a pennant and the name Destroyer Squadron Twenty-one.

This fellow is the Commander of a fleet of 8 destroyers and 2500 seaman of the US Navy. Reaching that level of command is an amazing achievement. Through the year I met Brian at a few Volvo events and at the most recent San Diego Volvo club supper he invited those in attendance to the "Change of Command" ceremony for Destroyer Squadron 21 to be held at the San Diego Naval Base on the 27 March 2015. I attended the ceremony with Jim MacIndoe, San Deigo Volvo Club leader, himself a



retired Command Master Chief in the Naval Air Force and three other club members, Bill Knepper, Bob Brassard and Ralph Diaz.

The purpose of the ceremony was to pass the command of the destroyer squadron from Captain Brian Shipman to Captain Robert Chadwick. There is a great deal of tradition in the Navy and the Change of Command is a very formal event held on a pier beside two destroyers decorated in bunting. There was a brass band, colour guard, high ranking Naval officers, some of the squadron crew and Brian's friends and family. It was a moving and heartwarming ceremony.

The four speeches that were presented detailed the outstanding accomplishments of Brian

Shipman as Commodore and the accomplishments of the 8 destroyer crews under his command as well as the qualifications of the new Commodore. In Brian's speech particularly, it was obvious that he held the crews of his vessels the high regard and encouraged them to strive for high standards in everything they did.

What impressed me was the quality of the speeches and the wit, wisdom and intelligence of each of those speaking. As a Canadian and an outsider to the US military world, it is heartening to know that a force as deadly as a squadron of Destroyers is being commanded by officers as heads up as these men.



WHATS NEW (OR OLD) AT VOLVO

VOLVO TO BUILD NEW FACTORY IN US From Volvo Cars Website. March 30, 2015

Volvo Cars announced today that it is to build a brand new manufacturing facility in the US, fulfilling its ambition to be a truly global car maker, investing around 500 million dollars in a new plant and underscoring its long term commitment to the US market. Volvo currently sells 50,000 cars in the US and has a medium term goal to sell 100,000.

The company has drawn up a short list of potential locations and full details of the location of the new factory and the size of the investment will be announced at a later date.

The move means Volvo is now a global car manufacturer with an industrial footprint on all three key continents. It has two factories in Europe, two in China and the future plant in the US, which will be part of the Americas region that was announced in January. These developments form part of Volvo's transformation that has been ongoing since 2010.

VOLVO LIFEPAINT

Thanks to Dave McAree for sending this link to a U tube clip and website.

Watch the video and read about this night-reflective aerosol paint product. It originates in Britain. I do not know if it has arrived in Canada or the USA yet. That is a question for your local Volvo Dealer.

www.volvoflifepaint.com

Volvo Cars presents LifePaint. Road safety shouldn't be for the few. It should be for everyone. The ones not driving our cars, and ones who prefer 2 wheels to four.

LifePaint is a unique reflective safety spray. Invisible by daylight, it glows brightly in the glare of car headlights. Making the invisible, visible. LifePaint washes off, and will not affect the colour or surface of your chosen material, lasting for about a week after application.

Though designed for safer cycling, LifePaint can be used in all sorts of ways. Applied to clothes, shoes, and helmets, pushcarts, children's back packs, even dog leashes and collars.

NORTH KOREA STOLE 1000 VOLVOS

From VCOA Rolling newsletter

originating from a Newsweek article August 2014

In 1974 North Korea ordered 1,000 Volvo 144 sedans from Volvo Cars of Sweden, but never paid for a single one. The cars are still rolling around on the streets of Pyongyang. At the same time, the debt to Sweden keeps growing. Newsweek describes it as bizarre even by North Korean standards. Each time the North Koreans miss a payment, as they have every year for the past 40 years, we are reminded of one of the most unexpected political twists of the last century: communist dictator Kim Il-sung scamming Sweden out of 1,000 green Volvo 144 sedans.

The question is whether the current dictator, Kim Jong Un, will ever pay the bill, which today amounts to \$394,000,000 including interest. "We send a reminder every six months, but it is well known that North Korea does not fulfill its part of the agreement. Sweden is Sweden and North Korea is North Korea," says Stefan Karlsson, who sits on the board of the Swedish Export Credits Guarantee Board, to Newsweek.

Today North Korea is mainly known as a nuclear threat, but in the 70s relations with Sweden were different. During a Swedish-Korean trade show in Pyongyang 1974, Kim Il-sung

became impressed by Swedish engineering. As a result, Volvo received an order for 1,000 144 sedans – considered a luxury car at the time. But the North Korean regime had no intention of paying for the goods. Kim Il-Jung was broke and the deal went horribly awry.

"Many were blinded by North Korea's impressive growth at the time and companies and countries competed to get there first. Sweden was one of the first countries to enter the market," says Lovisa Lamb Nordenskold, author of the book *The Embassy in Paradise*, to Newsweek.

In addition to the Volvos, Kim also bought shipping equipment from ASEA and mining machinery from Atlas Copco. All the companies were insured by the Swedish government who ended up paying for the deliveries and carrying the debt.

The result was the largest claim owed to Sweden by a single country and every year North Korea's debt grows by millions of dollars.

Many of the 144s are still rolling on streets of Pyongyang, some as taxis, even if all cars are owned by the state. The cars are in decent shape, a testament to Volvos quality and Swedish engineering.



PYONGYANG

TECHNICAL TIPS

262 BERTONE ENGINE WIRING HARNESS RESCUE

Ray Anthony

I've had my 1981 Volvo Bertone with V6 engine since 1992 without serious problems, but lately have experienced some sort of fuel delivery problem – rough idle, lack of power and it was getting worse. I was able to drive to a friend's shop who did some testing and pulled the fuel injectors. Two were pretty much plugged, two were streaming and two were basically okay. The fuel filter was hard to blow through and the fuel in the tank was brackish. I'm blaming having stored the car seasonally with ethanol fuel in the tank for these problems. I took the injectors to Fred Holmes Fuel Injection Service in Richmond where Raj did a beautiful restoration on them for \$25.00 each and supplied 12 Bosch copper washers for an additional \$16.00. He also took my friend and me into the shop and gave a demonstration of the cleaning and testing equipment. Nice touch. Less than \$200 and I'm heading back to North Vancouver. But wait, the rubber injector seals are fossilized. NAPA was able to round up two from their stores and warehouse. They were very helpful for a \$12.00 sale. In addition, turns out Ed Schram Motors had what they referred to as the last four in Canada. A drive out to Surrey and \$30.00 later I've now got all six injector seals.

But wait, there's more. I get a call from the shop saying bare copper wires can be seen on the engine harness and I better have a look. Upon arriving back at the shop, the whole engine harness is out and on the bench. Holy Smokin' Toledo – the sheath is fossilized and split open exposing all the wires bare of insulation and touching one another. Also evidence of someone having messed with it sometime over twenty years ago.

These bare, frayed, contacting wires are controlling the mechanical Bosch Continuous Injection fuel System, which is an electro-mechanical system. Electric sequences are relayed in concert to the air/fuel control unit (air flow sensor and fuel distributor), electric fuel pump and fuel pressure accumulator, control pressure regulator, continuous fuel injectors, auxiliary air valve, cold start Injector, thermal time switch, frequency valve, pulse relay, main relay and fuel pump relay. No wonder there were problems. What a mess!

Okay, get on the phone and try to find a harness. That got a few laughs. You won't find one was the advice given. On to the internet. A guy in Texas has a good used replacement one from a California car for \$200.00. I get it shipped express, but as warned, it won't fit. Turns out there are two B28F harnesses, there is a 'California' model harness for emission equipment required in that state, and a 'Federal' or '49 – State' harness, which was the type used in Canada. Back to the internet – obsolete, out of stock, back ordered for years, out of luck. Meanwhile the guy in Texas comes through big time. Dave Barton of Dave's Harnesses in Prosper, Texas specializes in Volvo harnesses 1980 – 1986.



RAY ANTHONY & 1981 262C BERTONE

I think Dave probably knows more than anyone on the planet about these Volvo Harnesses. Turns out that Volvo suppliers in these years provided wire with coverings and insulation that failed badly during exposure to engine bay heat. Volvo did make proper replacements of better materials for a number of years, but phased out availability as the need became less, and, they're not in the business of keeping obsolete vehicles running anyhow. Dave Barton has harvested these replacements from junkyard cars, and has resold hundreds of them, mostly for four cylinder cars. By their very nature, harnesses are expensive. Even when they were new as they had to be handmade. Engine harnesses for current models can run into thousands, even for used ones. If you were unfortunate enough for a rat to chew up yours, you would have to pay it. But back to Dave Barton in Texas -he offers for me to ship him back the California harness, include my original damaged 49-state harness, and he will precisely map it out, send the info to his harness makers in the Netherlands whereby they will hand assemble a harness work of art better than the OEM part. He would then be able to reproduce this for sale as needed with the mapping from my original harness. And, he would have the completed harness back in Texas in 7 -10 days, ready to ship to me.

I received the harness as promised along with detailed installation instructions which made assembly simple. Included was a new alternator to starter cable, as the originals were covered in the same faulty wire insulation which tended to crack away from the wire.

Dave and his wife Erica run their business like a business should be run – I can highly recommend their services. Dave Barton is a valuable asset to the Volvo community. I would urge you to check out his website www.davebarton.com even if you don't need a harness, as he has a huge informative website – a

tutorial on 240 odometer repair, as well as accessory items he has produced and reproduced. And importantly, if you need a harness, go to the expert – anything you purchase on ebay, you'll be rolling the dice on.

Now back to trouble shooting the fuel delivery system. Gas tank drained, fuel system flushed, new fuel filter and, injectors restored. After a bit of fussing with the air balance / idle air screws the engine runs beautifully. Next up, shake-down cruise along the Sea to Sky Highway.

This whole process took months of working at it off and on over the winter

And in the future, the only fuel that will ever go into the tank is Chevron Supreme 94 Plus, non-ethanol available only at Chevron stations.

A NOTE ABOUT THE PRV ENGINE

Most hold the opinion that these engines are 'boat anchors'. Some may vaguely remember that camshafts would wear if oil changes were not performed religiously, causing oil galleries to the camshafts to sludge up. These V6 engines are relatively small at only 2.8 litres or 172 cubic inches, and other than being a little light in the pony department by today's standards at 155 hp. for the B28F, these are capable engines that can achieve high mileage without too much drama. These engines were expensive to produce as everything is aluminum alloy – block, heads, intake, covers, oil pan etc. The Bosch continuous fuel injection was sophisticated for the time and still gets the job done today. One problem with these fuel injection systems and all old engines for that matter is that after thirty or forty years the fuel system, throttles and intake can get varnished up and dirty due to the use of cheap fuel, sometimes by a previous owner where you would have no knowledge of what had been used. The solution is to use only Chevron fuel with techron, which is an effective fuel system cleaner especially when used long term. A techron concen-



trate can also be added to your fuel to hasten the process. Likewise with your daily driver. Chevron adds techron to all their grades of fuel.

These engines were designed for the prestige lines of Peugeot, Renault and Volvo and ended up in the DeLorean as well. John DeLorean was quoted in a 1981 Playboy interview as saying, "the PRV engine with its twin overhead camshafts, is the lightest, strongest power plant in the world. It's a very elegant piece of machinery, beautifully designed. And it has very solid reliability." Some 970,000 of these engines were produced. These days though, parts are getting challenging to find.

Race engineers at Peugeot tweaked this engine to 600 hp. and still hold the top speed record at 24 Hours of Lemans, set in 1988 at 407 KPH.

PISTONS AND RINGS

Bob Cuthill

I've been working on cars for a little over 50 years and in that time I've overhauled a few engines. But I've never come across a case like this.

A while back I had started to notice higher oil consumption in the B20 in my 61 P1800 (it was an upgrade from a 61 144). I estimate the mileage on that engine at about 200 to 225,000. It had had fresh cam installed a long time ago and the pistons had been removed, cleaned and inspected and re-installed having met the specs for acceptable wear. The higher oil consumption was not visible in the exhaust or on the plugs. Compression was 150, 150, 135, 150, down a bit but expected for the age of the engine. The only other symptom was a good application of English undercoat – oil on the underside of the car and coming from the crankcase vent pipe that fed down the left side of the engine (as on the original B18 engine). It appeared that on the highway at 70 MPH plus there was excessive pressure in the crankcase and it was forcing oil overboard.

With the car on storage insurance for the winter and safely tucked away in the attached garage I had planned to replace the clutch (original) as I was starting to get some juddering in first and reverse. So the engine was removed and placed on the bench for replacement of the clutch plate. And while it was out it was an opportune time to check out the source of the oil

loss. With the head removed it was apparent there was something wrong in number three cylinder. The top of the piston appeared to have had multiple impacts from a small piece of metal being hammered between the top of the piston and the head and there was a small piece of piston missing from the outer edge of the top of the piston. Removal of the offending piston revealed the problem (see photo). It looks like a 1/4 inch piece off the end of the top compression piston ring had broken off and over time had gradually worn away part of the adjacent piston with the up and down motion of the piston in the cylinder. It finally broke through the top edge of the piston and eventually was hammered into the top of the soft metal piston. Can't recall hearing any unusual noises, but then at 3500 RPM on the highway with the windows down (i.e., air conditioners open) I would be hard pressed to hear any sirens behind me either.

It looks like the second compression ring was still able to produce 135 psi and keep the engine running relatively smoothly. The cylinder bore had several visible vertical marks on the wall but they could barely be felt when dragging a finger nail across them. I measured the bores and they



were all still well within tolerance (i.e. No measurable wear) and the marks in the cylinder wall easily honed out and polished up. At the time of writing this article the engine is awaiting re-installation. I'm looking forward to the first start up and break in period this spring. I guess the moral of the story is paying attention to any unusual symptoms from you vehicle. If the problem can be corrected soon enough it may be an easy fix. If left untreated it could lead to disastrous results. I hate to think what my engine would



look like had it been left to the point where that piston came apart at highway speeds. Could have been very messy.

THE 3 CYLINDER VOLVO

Sandy Will

The owners of B18/20 Volvos are mostly familiar with the sound and feel of a 3 cylinder Volvo i.e. one cylinder is not pulling its weight. The question is which one and why?

One way to find out which is to pull the spark plug leads off one at a time and see which has no effect on the stumbling engine. While quick and effective it can be lethal if you yank the plastic connector off the plug the high voltage pulse 20,000 Volts and up has nowhere to go but up your arm. If your other arm is leaning on a metal fender you will get a nasty surprise. Fortunately the pulses are short and are rarely fatal to healthy people.

The offending cylinder can be more safely identified by using a timing light clamped around each lead in turn. The light will flash every time a good plug fires but not on the dead cylinder. If you don't have a timing light and must resort to the lead pulling method do it as follows. Using insulated pliers with a dry rag as back up and not touching the body of the car pull the lead out of the distributor cap leaving the high voltage in the distributor.

The red leads and brown plastic connectors which came with the car will likely out last the body of the car, but the plastic connectors contain a resistance for RFI suppression and these sometimes go open circuit. Unscrew the connector and measure its resistance, it should be about 1000 ohms.

Most rotor arms have similar resistance, in this case about 5000 ohms, but if it is faulty it will affect all cylinders. If like me you have an aftermarket capacitive discharge (C.D.) ignition be extra careful as they pack a much more powerful wallop than the standard Bosch system (good as it is). Like lightning it takes the path of least resistance - make sure you are not that path.

Other causes of fouled plugs are a) overzealous use of the choke (or a sticking jet on one carb) b) random piece of carbon stuck between the electrodes of the plug c) oil being sucked down the inlet valve guides due to worn guide or worn out stem seal (especially B20) Never try to clean up a fouled plug - junk it and replace it, then (noting which cylinder was faulty) drive it to see if it fouls again.

SOMETHING DIFFERENT

144 ADVENTURE

Tim Lamming

(Editor: For those of you who are afraid to take your classic Volvos out of town, Tim and son's adventure should be a revelation. He purchased the 69 144 and 2 weeks later headed out on this trip. Well done!)

Driving across Canada. Something many of us have done (and many more would still like to do), typically in a comfy camper or RV, enjoying the basics of home as they do. Driving a (at the time) 43 year old Volvo 144S across however, usually garners more than one arched eyebrow, and the offhanded comment of "hope your CAA is paid up!". Oh ye of little faith!

On a very rainy day in the beginning of June, 2013, with my eldest son, Zak acting as navigator/photographer/keeper of the M+M's, this was exactly what I did. Two weeks previously, I had picked the car up

from the previous owner, did a quick tune up on it, swapped out the tires for my good summer ones I had from my previous 245 wagon, and started planning our trip! The idea was to stay off the beaten path as much as possible, (more eyebrow raising occurred when I mentioned this), staying South of the Trans-Canada until Winnipeg.

As we cruised past Hope and started our climb into the mountains we wondered what adventures would be in store for us as we cranked the music on my home-made "stereo system" (in a vain attempt to drown out the mind numbing noise from the straight piped exhaust) and put towels down to soak up the rain sneaking past the non-locking "air-conditioning windows". OH yes, this was going to be good!

We made great progress meandering our way down the Crows Nest highway, then the rain hit really hit on the second day. Hard. After 6hrs of snail-paced driving, hardly being able to see past the bumper due to the rain, we pulled into Creston. With the consensus being that a night in the tent in this was not something either of us really thought of as "fun", we found a motel for the night, and listened to thunder echoing off the hills until the wee hours of the morning.

The next morning brought still more rain, and we once again bailed out the water in the foot wells, and plodded our way out of town. A few hours outside of town, we discovered some of the extent that the deluge of water over the past few days had caused. Several bridges to the north had been washed out completely, and the section we were on hadn't been spared either. We got a clear view of the under-pinnings of the highway, as we were forced down to one lane on a shoulder, as the swollen river next to us had reclaimed both west bound lanes. After this some-



ZAK LAMMING

what nerve-wracking experience, the real fun began, when we tested the fording capabilities of a 144. Rounding one bend we found what was once a highway, was now a viable lake. With water rolling over the hood, and my fingers crossed that I could keep enough of an air-space around the carbs, we raised our snorkel and ventured where few 140's have gone before! Emerging from the other hand we were treated to rounds of applause from the many people not as daring, (and likely wondering who was going to have to tow the two twits out of the "lake").

A quick stop for lunch and a natter with a couple heading the other way, left us thankful we hadn't pressed on the night before. They had left the night before from our next destination, Waterton Lakes National Park, which had been evacuated that day, due to high water levels. Thankfully by the time we rolled in that evening, it had re-opened and was mostly drained. Unfortunately, the only campsite left unscathed, was the main one in town. (Several campers in the interior sites had to be air-lifted out as bridges and roads were washed away). This turned out to be a great campsite though, as the rains lifted, winds picked up and we enjoyed a fantastic view of the nearby mountains.

That morning brought a much needed respite from the rain, and allowed us a chance to hike up several thousand feet on some of the amazing trails just outside of town. Conclusion: we must visit here again for longer than two days!

Heading east, we drove through Cardston, then onto County 501, hugging the border and staying as far South as we could. A slight hiccup in navigation from my over-enthusiastic 8yr old, sent us a little too far North, and left us with the choice of an hour's drive even further North or

returning South again, to get into Cypress Hills Interprovincial Park. That is, until we discovered a seldom travelled dirt track heading in the approximate direction we needed to go! A quick look between us, a grin, and off we went, making off like bandits in the dirt, the twin SU's singing as we hung the back end out in every corner for the next 80km.

If you ever get the chance to pass through Cypress, make sure you do, between the park, and the Fort, it is an exceptional area, and well worth exploring! (With the added bonus of some fantastic dirt roads that meander through the



WATERTON LAKES ALBERTA

park!) We passed many 4x4's as we drove through, much to their constant amazement. Why on earth would one need 4 wheel drive?? Rain, gravel, mud, nothing was slowing the 144! We stayed on County 13 for the next 7hrs, making many side trips to explore anything that piqued our curiosity. This included everything from a T-rex center dug into the side of a hill, and a very unique windmill museum, not to mention fantastic scenery stretching as far as the eye can see.

The next several days saw us chasing the rain

TIM & ZAK COMPETEING IN SOLO EVENT IN TORONTO



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www.aviography.com

Superior. That was all about to change however the next day, once we had cleared Winnipeg and started north-west on the Yellowhead.

It was on this fine summer evening, as we entered the prairies, that we were introduced first hand to a "proper" prairie thunderstorm. Within a matter of minutes our delightful afternoon cruise, turned pitch black, before the clouds opened and I couldn't see past the wipers. At this point, with lightning literally hitting the ground around us, and hail bouncing off the hood, we found a lane way to pull off in to wait out this latest weather fury. Just when we figured we were going to need snorkels again, it stopped as suddenly as it began and we were treated for our troubles to one of the most spectacular sunsets I have ever seen!

The rest of the trip was relatively uneventful, though we continued to garner much interest as we toodled along. (I can say it is the only time I have been honked, cheered, and waved at by three separate fire trucks in two different provinces!). We figured they must have had a bet on to see how far we were going to make it.

The last few days saw us enjoying the mountains, and the wonderfully winding roads. There is nothing quite like rowing through the gears, carbs singing, and exhaust crackling, to truly plaster the biggest grin across our faces.

Pulling into Vancouver, we thought on how wonderful an adventure it had been, and how amazingly the 144 had performed over that month, in conditions which saw many much newer vehicles simply say "No thank you!"

One of the many joys of the trip, was the reception we got as we drove. Everywhere we went, we were constantly greeted with smiles, waves, and thumbs up, with many people asking

about the car while they reminisced about one they or a family member had in the past, and the memories they associated with it. Looking back at all the vehicles I have owned in the past, this is the one that always puts the biggest smile on my face, and has never left me stranded. I can't wait for the next road adventure!

CANADIAN RACE CAR DRIVER DIANA CARTER IS HONORED

Gregg Morris

From many sources

(Thanks to Gil Stuart for suggesting this story.)

In the 1960s Diana Carter was affectionately referred to as Canada's Fastest Blonde. She earned that title by being the Canada's top female race car driver of the 60's.

On July 10, 2014, Diana Carter was inducted into the Canadian Motorsport Hall of Fame at a ceremony held at the Glenn Gould Studio in Toronto. 800 people packed the theatre to honor Diana Carter and fellow inductees British Racing Legend Nigel Mansell, Journalist Norris McDonald, Indy racers Scott Maxwell and Paul Tracy and kart manufacturer John Magill.

Diana who is now 76, lives near Nanaimo on Vancouver Island, but in the sixties she lived in Toronto and worked for the auto enthusiast magazine "Canada Track and Traffic". And she raced. Her first race car was a red Volvo PV544 in which she won a famous victory back in 1962 in Saint-Eugene, Quebec, racing against 19 men. At the induction ceremony she was presented with a replica of that red 544 and she said she was excited about that replica as much as anything. She went on to say "I never thought that what I had accomplished back then would have been such a big deal."

A look back at her racing history shows that her Hall of Fame induction was well deserved.

During her racing career she won an estimated 40 trophies. She competed with the likes of Stirling Moss and Mario Andretti. She raced on track and in many rallies. Most famously she won the Coups des Dames (the top women's

HEADING HOME



once more, with nary a sunbeam until we scooted past Thunder Bay. Taking advantage of the respite, we stopped and enjoyed the rugged beauty of Lake Superior. Spending a much needed rest here, one can see why it is a favourite area not just for the local residents, but for anyone passing through. Truly spectacular!

From there it was a straight shot to the centre of the Universe, ahem, I mean Toronto, stopping for nothing but over-priced high octane and the infamous Toronto traffic.

Now most people at this point would be quiet overjoyed at making it this far, with no problems and all in one piece, but where is the fun in that?! With this in mind, a week after putting 5,300km's on a 43year old car in 8 days, we were invited to enter in a Solo II event in Toronto. This involves a course laid out with cones as markers, in a large parking lot, and each vehicle is timed with penalties awarded if you knock over cones or go off course. A fantastic way to explore safely the limits of your driving skill (and your vehicle!) We had a blast, and much to the surprise of many, put down faster times than a newer Cooper S, and a modified Acura Integra. The ol' gal wasn't about to let the young whipper snappers show her up!

After enjoying a well-deserved rest for a few days, it was time for another oil change, and off we went for the trip back. This time we were taking a slightly more direct route, sticking mostly to the Yellowhead Highway, once we cleared Northern Ontario. The first few days as we retraced our tire tracks through Ontario were quiet and uneventful, stopping again to admire Lake

Superior. That was all about to change however the next day, once we had cleared Winnipeg and started north-west on the Yellowhead.

It was on this fine summer evening, as we entered the prairies, that we were introduced first hand to a "proper" prairie thunderstorm. Within a matter of minutes our delightful afternoon cruise, turned pitch black, before the clouds opened and I couldn't see past the wipers. At this point, with lightning literally hitting the ground around us, and hail bouncing off the hood, we found a lane way to pull off in to wait out this latest weather fury. Just when we figured we were going to need snorkels again, it stopped as suddenly as it began and we were treated for our troubles to one of the most spectacular sunsets I have ever seen!

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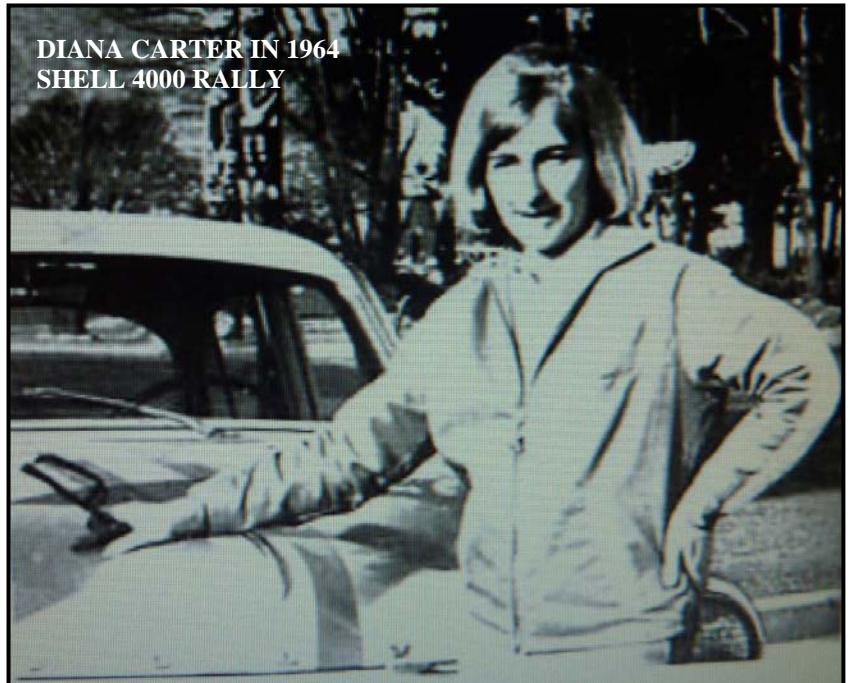
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DIANA CARTER IN 1964 SHELL 4000 RALLY





INDUCTION CEREMONY

award) in the Shell 4000 rally 3 years in a row from 1963 to 1965. In 1964 and 65 Diana won driving a Volvo 122. In 1964 she helped Volvo to win all the marbles in this grueling Rally. Klaus Ross (former VCBC club member) and John Bird won the rally outright in their Volvo 122, losing only 4 points in 4044 miles and 6 days of grueling road warfare. Thanks to Diana winning the Coupes des Dames, Volvo works cars won the 4 major prizes of first over-all, first in class, manufacturers' team and Coupes des Dames.

Diana described the rally as follows. "The toughest rally yet". 4000 miles of mountains, prairies, mud and rocks. "The road conditions were terrible. The weather was poor. The competition was fierce and the new speed tests put even more strain on the drivers, the cars and tires."

Diana Carter faced numerous hazards during the race and rallies she drove throughout the 1960s. Yet the road that frightened her most was one that many Toronto motorists dealt with daily. "If I really wanted to get killed," she told *Canadian Weekly* in 1964, "I'd just go for a spin on Highway 401 at rush hour. That's when I really feel scared. On a track, you know everyone can at least drive. But on highways—boy, everyone's mad! (Some things never change. Ed.)

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.
- Dents Unlimited** 15% w VCBC card 604-469-9545
- 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, 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, Jean Shirts \$35, Ball Caps \$15
DISCLAIMER: VCBC cannot be held responsible for technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or members

CLASSIFIED ADS (pictures on website)

63-544-\$15,000. Mid blue exterior, red interior, completely restored to stock show standard in 1999, and still in the same excellent condition today, wide whitewalls, with stock hubcaps, full service manuals, many awards from Volvo Car Shows. Herb (604) 538-8635, margandherb@shaw.ca

66-122S wagon-\$15000 obo. It blue code 89, high quality restoration with some modifications 10 years ago. Performance B20, M41 overdrive transmission, 242GT front seats and instruments, SS exhaust, rebuilt SUs, ipd sway bars, exc condition in all ways. Richee55@yahoo.ca Kelowna, BC

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, V0J 3E0 (100 miles east of Prince George off Hwy 16)

4 @ 164'S and parts for \$4000, 72 Teal, 4sp od & sunroof, running; 75 gold auto running; 1 parts car with rebuilt automatic and another with a good 4sp & od, plus lots of parts, good engine, manuals etc. William, 250-285-3468, Heriot Bay.

76 265 DL-\$750, approx. 150K miles, gold, brown interior, very rare V6 wagon, with 4speed and overdrive and full Volvo rally gauges. 1st year of the B27-V6 engine. Full dash instrumentation gauges. Needs restoration, Original mag wheels, garage stored 10 years awaiting restoration. Ran when parked. Nick, 604-420-5651, nkven-ich@telus.net.

78-262C BERTONE, \$18,000, V6 auto, 54K km Silver w.black vinyl roof, 2nd owner, Mint original cond., New Michelins. Collector plated. Greta, 604-930-8121

83-242Turbo-\$9200 obo, Restored to new condition, Met Blue w blue interior, 4 sp + OD, Reblt B21T w intercooler, ipd bars and braces, all records and manuals., Gary 250-897-3678 Courtenay

89-780-\$2500, 210K km, V6, B280, fuel pump, pre-pump, shocks tires replaced. Water pump leak, (new one supplied), Len 604-327-2080

00-S40-\$3000 obo, green metallic, grey cloth interior, Arizona Car, 146K miles, 1.9L Turbo, auto, good condition, Glenn 604-876-6131

SANDY WILL'S PARTS COLLECTION: Tons of pre 75 Volvo parts, all models (544/122/1800/140/160) sorted and accessible, give us a call Gregg Morris 604-469-1216 or grmmorris@moody.bc.ca or John Cripps 604-466-9110 or volvoridge@hotmail.com

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

73 1800ES for parts., Gregg 604-469-1216 grmmorris@moody.bc.ca

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

83 242 GLT Parts, Body, suspension, mechanical, electrical, interior. Cam & **B18/B20:** water pumps for B18/B20/B30 , 604-931-3729, 1980gt@telus.net.

240 and 740 series parts up to 1990, lots of, body , mechanical interior and trim. Mike 604-582-2837

Parts for 544-122-140, interior, trim, mechanical, includes tan interior for 122 2 dorr. Glenn 604-876-6131

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 needs. 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

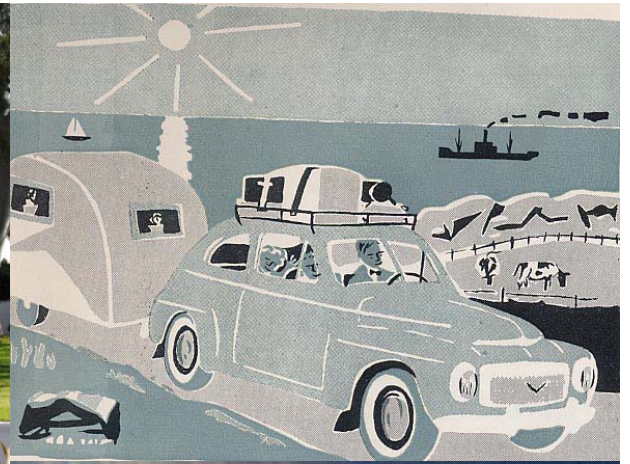
Fibrenew mobile leather & vinyl repair, Vancouver, 604 313-4703, 20% disc.

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/>

1800 WINDSHIELDS, 2 available brand new, slight green tint, \$260 each for local pick-up in Vancouver only. Olof, Vintage Import Parts, 604-992-9664 vintage@telus.net



SAN DIEGO



VINTAGE RACER MIKE GASTON'S RACING HELMET