



THE VOLVO CLUB OF B.C.

SEPTEMBER 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)

SEPTEMBER 26, 2015, (SATURDAY) V.C.B.C. 24rd ANNUAL CATES PARK PICNIC AND AGM Rain or Shine, 4141 Dollarton Highway, North Vancouver, B.C. from 9:00 am to 4:00 pm. Bring a picnic lunch, shine up the Volvo and bring the family. As usual, there will be lots of raffle prizes. Of course there will be dash plaques and trophies for the Peoples Choice, Runner Up & Modified. We will also hold our annual general meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. For info call **Chris Ainscough 604-521-6071**

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

JANUARY 20, 2016 (Wednesday) VOLVO CLUB WINTER SUPPER, 7:00 pm at the New Westminster Spaghetti Factory located at 50 - 8th St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

VANCOUVER ISLAND EVENTS: None planned. Monitor www.volvoclubofbc.com

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST EVENTS

SPRING DRIVE 2015

June 13, 14, 2015

Gregg Morris

This Spring Drive really was fun. We had a new destination, the weather was perfect and it was a great group of people. VCBC alternates hosting of the Spring Drive with the Washington Chapter of the Volvo Club of America and this year it was our turn. We usually drive either to Lillooet via the Sea to Sky Highway or to Merritt via 3 to Princeton and then 5a to Aspen Grove and Merritt. Both of these destinations, and the roads getting there are outstanding. This year Bert and Kathy Sherlock suggested Kamloops. Why not! We certainly know some cool ways of getting there, but we were not particularly familiar suitable motels in town. Suitable in this instance does not mean 4 star, but there has to be a nice outdoor place to have a happy hour and the rates must be reasonable. That is the brief I gave our intrepid Kamloops Club member Dennis Cowell. He came up with a few options and I chose the Hospitality Inn after talking to the manager and



SPRING DRIVE KAMLOOPS



SPRING DRIVE— SKIHIST PARK, LYTTON

doing an inspection via their website. It is an older motel with a spectacular location.

The drive started Saturday morning in Langley at the 232 Street Chevron. By the 9:30 departure time we had 10 cars and 19 people ready for the drive. I had my 70 1800E, Bert and Cathy Sherlock, 70 122S, Chris and Pam Ainscough, 69 122S, Carl and Kelly Selden, 68 1800S, Bob and Lucy Cuthill, 61 P1800, Dave and Louise McAree, 98 V70, Don and Sue Prociuk, 03 XC70, Herb and Marg Hamlyn, 00 V40, Rod and Debbie McNeill, 08 XC70 and Steve and Jean Yabroff, our valued friends from Washington State in their 05 V70R. Eric Hettema and his daughter turned up in his Van Gough paint truck to wish us well.

The weather was perfect, sunny but not too hot, and continued like that for the whole weekend. Lucky for us because it had been smoking hot the weekend before. We left on time and headed east on the freeway (1) and ducked over to Aggasiz and the Loughed Highway (7) to Hope. I took up the rear to make sure nobody had problems or got lost.

After topping up with gas at Hope and emptying coffee, we headed north through the Fraser Canyon (1). Traffic was light, probably due to the news reports of the forest fire in Lytton. It was still burning as we passed by but it was on the west side of the Fraser and showed as a bunch of individual smoke sources spread over many acres of land. The air was clear and cool on our side of the River. Just past Lytton we stopped for a picnic lunch at Skihist, a nice

park with picnic tables and even flushing toilets, a luxury for a road side park. Dennis Cowell had driven south from Kamloops to join us there in his 77 242GL. From Skihist to Spences Bridge the road is wide and has lots of passing lanes and the scenery is unbeatable as we sped through the Thompson Canyon.

I have to admit that I took off in front of the pack from Skihist because the drive from Spences Bridge to Merritt on Hwy 8 is a favourite of mine and I hoped for a clear run at it. I was lucky and only had to pass a couple of motorcycles the whole way. Try this road, you will like it. I waited at the Chevron in Merritt for the others to arrive. As an aside, I think the boys in the accounting department of Chevron have been sniffing too much Techroline. I use Chevron primarily because it is the only brand that supplies 94 octane fuel with no ethanol. But they are bloody annoying. If you use your credit card to fill up more than once a day, their watch-dog computer flags you as a crook and forces you into the station office to do the transaction every time you get gas for the next week. Pain in the butt.

Anyway, back on the road we took highway 5a (the old Kamloops highway) north. This road is very compelling. It very scenic, winding its way past 6 lakes starting with the longest, Nicola lake. You pass historic Quilchena Lodge and golf course and then the terrain changes to rolling hills within the valley. Traffic was light and it was a delightful drive. This is one road that is best travelled on weekends,

because weekdays it is heavily used by semi-trailer trucks avoiding the steeper grades on the Coquihalla between Merritt and Kamloops.

We reached Kamloops by mid-afternoon, having travelled about 300 miles and made our way to the Hospitality Inn Motel. The motel was perfect. It was even better than its website portrayed. There was a big pool and a grassy yard with picnic tables that overlook the whole of western Kamloops and the Thompson River. I had stopped at the Kamloops

pool before reaching the motel. If you are a swimmer that pool is a treat. It is bright and modern and there is hardly anyone there, compared to pools in greater Vancouver.

By the time I arrived at the motel the picnic tables were moved together and covered with food and beverages, and surrounded by happy faces. Everyone was enjoying the view and the company. Rob and Janet Schwieger had arrived from the Kootenays in their 123GT. That made it 12 cars & 22 people. The appetizers were so plentiful that many passed on supper and just enjoyed the view and conversation until the sun finally set on that long June evening. We found our way to our rooms and slept soundly, very soundly.

Sunday morning arrived sunny and after a breakfast at a nearby White Spot people headed off in all directions. I can think of 7 fairly direct routes to the lower mainland. Of course I took none of these, instead I headed to the Kootenays with the Schwiegers. It was significant indeed that Rob and Janet has attended this event. For 30 years they have operated North Woven Brooms in the artisan community of Crawford Bay on the east side of Kootenay Lake, and have never been able to leave the broom shop during tourist season. This year they are passing the business to their nephew and now have time for some R&R in the summer.

We headed to east and then south to Vernon in the Okanagan Valley and east on the Monashee (6) and across Arrow Lake on the ferry from Needles to Fauquier, then through Nakusp and north to stay at the Halcyon Hot Springs Resort. Next morning back to Nakusp, south to New Denver and east on 31A to Kaslo on the west side of Kootenay Lake. We stopped to visit club members Gordon and Jeannie Brown in their one of a kind house on a slope overlooking the lake. Continuing south we took the Balfour ferry across Kootenay Lake to Crawford Bay. After a brief stop at the broom shop we drove a few miles south to Rob and Janets house. I stayed with them for a couple of days enjoying some recreational auto wrecking. We disassembled a 1800S and 142E parts cars. Robs Kabota tractor made easy work of engine removal. and moving the wrecks.

Next day, I left heading south following the eastern shore of Kootenay Lake to Creston,



SPRING DRIVE—HOPE

where I was born and my folks are buried.

From Creston I stayed on Highway 3 stopping overnight in Osoyoos followed by a very early morning drive on nearly deserted roads, arriving in Port Moody after a trip total of 1100 enjoyable miles.

SCANDINAVIAN MIDSUMMER FESTIVAL 2015

June 20&21, 2015

Chris Ainscough

This was my third consecutive year at the Scandinavian Midsummer Festival (Scandofest for short) and it was the third time that I never cracked a book, never read a page. Somehow I think that I'll be bored, that the day will pass slowly, that there will be nothing to do. Not so. There is food to eat, drink to be drunk, club members to talk to, costumed public, raiders from the Viking Village, music, craft hawkers, shopping potential, and lots of people tanking up on the free Tim Horton's Coffee and Tim Bits that we use to lure them to our membership table.

This year we had a robust assortment of vehicles so much so that I was the only one who showed both days, except of course for the gregarious Fred deBoer who graciously brought in his 1800ES but was unable to be there since Saturday is his busy day and on Sunday, of all things, he attended the French/Italian show and shine. Bloody Dutch Citroen-loving traitor.

As well as my 122 and Fred's 1800ES, the Saturday line up featured Ernie Hildebrand's white 544, Bert Sherlock's Dark Green 122, Alan Crawford's 1989 780 sand for the first time ever, Olof Malberg's P210.

Sunday saw the addition of John Cripps 1800 E, Gabi Goilav's black 264 GLE and Gregg Morris's 544 to my 122 and Fred's 1800 ES. One other all weekend addition was a 1969 144 rally car owned by Tim Lamming which was featured in the last newsletter. Tim bought the car then bravely drove across Canada a week later. Tim is one of the regular Viking Village idiots and club member. A late addition was a red 1974 Saab Sonnet owned by Paul Westwick. It drew lots of attention because we placed it front and center. It did not however, result in a rush to the membership table and as a matter of fact we gained only one new member the entire weekend.

The shtick is still the same with the 4 Scandinavian Houses represented by Sweden, Norway, Denmark and Finland. Each has a tent along the perimeter which features traditional wares, travel information and the like. In the center is an open grassy field where folk dancing, wife carrying, hockey and other related activities take place.

There is a large tented centre stage and a smaller tented stage where from 10:00AM to midnight an assortment of quite extraordinary music and entertainment takes place. Food is served throughout the site as well as in the main hall, with a beer garden that welcomes all of legal age to rest under a tented canopy and consume their plunder with a Carlsberg or glass of wine.

There are always interesting folks that come to the membership table drawn in by our assortment of Swe-



GIRLS FROM ICELAND

dish tractors and it usually unleashes a host of stories interlaced with fond memories about the cars in front of them. Everyone has a favourite. The balance of this article will be about 3 characters I met during the event.

The first is **RAY SAVOLA** who has previously, owned Volvos. Ray is of Finnish stock and his father, then a miner immigrated to Minnesota in 1910 and soon after moved to Shaunovan, Saskatchewan to homestead. Ray came along in 1930 just in time for the Great Depression and the family pulled up stakes and moved to Butte Montana when their farm and hopes blew away. Finns seem to be tough and resilient by nature and many are skilled commercial fishermen, loggers, farmers and miners. As a group they seem to be able to float between any job that requires hard work, rugged hands and involves thumbing their noses at the elements.

The Savola's moved to Gibson's, BC in 1935 where there was a large Finnish community most of whom worked at the Britannia Mines. Then it was a move to Webster's Corners in Maple Ridge before settling in Surrey where Ray went to high school.

Ray went to work in the woods at 16, graduated from Lord Tweedsmuir in 1948 then worked on the Hope dam site clearing and on active logging sites on Vancouver Island. He graduated from the Forestry program at UBC with my uncle, Grant Ainscough, in 1951 and went to work for the BC Forest Service, Macmillan and Bloedel and an assortment of logging companies big and small before starting his own company.

Ray bought a brand new 240 sedan in 1981 which in addition to being used as the family car was rough used on logging roads and saw service as a company



MID SUMMER FESTIVAL

**MID SUMMER FESTIVAL
THE GOILAV FAMILY**



wiper on the station wagons and was literally laughed out of the office. Now look at the back window of a 1967 145 wagon and any SUV, wagon, or hatchback of today and what do you see? Victoria has farmed, raised a family, raised sheep, owned an antique store and continues to weave. Volvo has never officially thanked her for her concept of a rear window wiper but we

powered by a Taunus V4 typically found in German made Opel's except this engine has a Weber which cranks out 90 to 100 horses through a 4 speed transmission. In spite of being recently rallied and covered in bugs and dust the little red Sonnet drew more looks than the bevy of Icelandic girls that graced the lawn Sunday afternoon.

Once again I ask that you mark this event on your wall calendar, keep it in the back of your mind or plug it into your I-phone. June 21 or the closest weekend to the twenty first is a date worth setting aside for this event. Taks, CA

CRUISE TO KILBY PARK AND PICNIC

July 18, 2015

Gregg Morris

I wish I owned the Chevron at 232 St. and the Freeway. They must make a fortune. Most of our club drives start from there and we are not the only ones. The place is always buzzing. This time it was the meeting point for our Summer Drive to Kilby. Dave & Louise McAree chose and tested the route earlier this spring and 12 cars worth of club members participated. Most met at the Chevron and a few others joined enroute. The threat of rain was so low that even John and Jennifer Cave brought their 1800 into the light of day. Dennis Cowell from Kamloops was already there when Rose and I arrived. He faithfully attends so many events I am not surprised, but still amazed that he would drive 300 miles to join us.

Dave chose the route well to avoid traffic and lights. He set a good pace and stopped at critical spots to account for everyone. The route took us directly North to the Fraser then east on rural paved roads towards Abbotsford. The Volvo Lady, Marie Gibbons invited us to stop at her Volvo Sales business on South Fraser Way in Abbotsford and we transformed her sales lot into what it could have looked like in the Sixties, if you ignored the odd V70 etc. Her shop is immaculate and so are the cars for sale. When was the last time you saw a mint 80,000 km 82 242 GLT for sale. Arguably the best 240 of them all. If you want a really good used Volvo look her up at www.volvolady.com.

Marie joined us for the next part of the drive north to Mission and east on the Loughheed to the Kilby Museum. That location has a ton of history dating back to the gold rush days. Read the book Ghost Towns of British Columbia, by Bruce Ramsey in 1963 to learn of Kilby and many other lost communities in our Province.

We stayed for a couple of hours at Kilby, some touring the museum and others enjoying a picnic lunch in the welcome shade of trees at the park. It was hot day. After lunch and a medicinal ice cream cone from the Kilby restaurant and store we were ready to leave. Marie led us on a short circle tour to the Kilby campground on the river, then passed by a pretty young lady who took a video of us as we headed home. Her brother has a collection of old Volvos in Ontario and she wanted to send the video to him. It will probably also turn up on the Volvo Lady's website as well.

Thanks to Dave, Louise, Marie and all who attended. It was a great way to spend a lazy summer day.

vehicle. It was once used as a tractor to harrow fields near Mission and performed the task mightily. In 1995 the 240 was totaled into the side of a herring skiff after years of tough service and over 600,000 kilometers.

The 240 was replaced by a 1996 940 sedan at the suggestion of Ken Watila of Scandia Motors and it saw 260,000 kilometers of pavement and gravel service. Ray has vision issues now and has given up the car keys but that did not prevent him from appreciating the club cars and a cup of coffee.

On my Saturday cruise through the Sweden Tent I stopped to look at shawls woven by **Victoria Lord (Bengston)**. Victoria has been weaving since 1967 so I bought a shawl as a gift and invited her to come around to our display for some coffee.

On Sunday she stopped by the membership table where we reconnected. Victoria was born in Kullavik which is south of Goetenberg. The family drove a PV444 for many years and acquired a new 120 Amazon in 1963. Being close to Goetenberg was instrumental in what was to happen next.

She went to work for Kungsbacker in the Volvo office in 1960 where she was a cashier and prepared documentation for about 4 years before leaving to raise a family. She returned a year and a bit later and suggested to some of the designers that they put a rear

do.

The last character feature is **Paul Westwick** who is actually a Saab owner. No, make that a multiple Saab owner. Paul is the President of the West coast Rally Association (WRA) and has been rallying since 1985. The WRA was formed in 1956, died in 1974 and was resurrected in 1987. It seems that Paul has kept the WRA on the tracks for some time. He has been a member of the WRA since 1996 and has owned lots of cars including Volvos, specifically a 142, a 145 and a 164.

It does not stop there. Paul has also owned, raced, rallied and damaged a Datsun 240 Z, Corolla GTS Mark II and other Celica models. A slight character flaw has seen him defect to the Saab ranks and besides the beautiful little Sonnet we perched at the front of our pack, Paul owns a full cage Saab 96 with a high performance motor.

The Sonnet was a magnet, dragging dozens of question filled "lookee loos" all over it so that it took 3 or 4 incursions to extract just the basic information from him. Paul saw his first Sonnet more than 20 years ago and found this one in Colorado. The Sonnet and Paul participated in the last two Spring Thaw events and his 96 has been in it several times as well.

The Sonnet is a 1974 red fiberglass sweetheart that weighs in at 1900 pounds. It is front wheel drive and

THE VOLVO LADY'S SHOP IN ABBOTSFORD



EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

MEMBERSHIP RENEWALS

Membership renewals are still rolling in. John Cripps receives the renewals and sends out the new membership cards. I keep the membership list up to date. We can always use new members so don't forget to use the Membership Invitation document on the website. www.volvoclubofbc.com Make a few copies and put it on windshields of likely new members.

Renewal forms sometime come with suggestions for improvements. One members suggested I ask the membership for recommendations of good service locations in BC and Alberta. Good idea, so if you have a good Volvo service garage, email the address on the first page of the newsletter and I will publish the names as I get them.

CATES PARK PICNIC & VCBC AGM

Saturday, September 26, 2015—9 to 4

Come on out and enjoy the day in Cates Park, Meet your friends and make new ones. Learn from our knowledgeable membership. Win a prize. Enjoy a picnic. Look at the best selection

of Volvos you will see in BC. Listen to a summary of our club status at the AGM. Bring non-perishable food gifts for the food bank. We have been doing this for 23 years just for the fun of it. **!!!STILL NEEDED, ISLAND CHAPTER LEADERS!!!**

It is disappointing that with 54 Island members and a pile more non members on Bob Cuthill's Island event email list, that we cannot get anyone to represent the club there. They say where there is life there is hope, so we can only hope someone on Vancouver Island gets lively enough to volunteer. It is not even a difficult job, and Bob and I will help. Bob at 250-658-0126, lpscuthill@shaw.ca or Gregg Morris 604-469-1216, grmorris@shaw.ca.

FREE NEWSLETTER BACK ISSUES & DASH PLAQUES

I made the offer of free back issues of the newsletters in the May 2015 newsletter and about 6 people have requested them. It is a tedious job for me to sort through the newsletters so I have decided to bring them to Cates Park and let you help yourselves. See which ones you need and come armed with a list.

Same goes for the dash plaques. If you want to beat the crowd you are welcome to come to my house and sort through newsletters or dash plaques there. Just give me a call..phone (604-469-1216 or email grmorris@shaw.ca After Cates Park they I will be recycled.

WEBSITES OF INTEREST

Provided by Roland DeSchepper. Roland took a lot of super 8 film footage of Westwood Race track in the '60s and his grandson put it all on youtube.

<https://www.youtube.com/watch?v=P7FXwPxc7w>

Provided by Terry Walton. History of Volvo documentary 1.5 hrs

<http://youtu.be/l6BKgExwiCO>

Provided by Peter Valkenburg. Antics of an old farm tractor powered by a Volvo B230FT turbo charged motor

<https://www.youtube.com/watch?v=9yHl24QynOM&noredirect=1>

Provided by Dennis Cowell, Pictures of Police Amazons and many other classic Volvos

WHATS NEW (OR OLD) AT VOLVO

P172 – WHAT COULD HAVE BEEN

Gregg Morris

You have to admit that some of Volvo's concept cars of the '50s and '60s were a bit quirky. Even ugly. The Phillip and its ilk. However there was one car that, at least to my eye, really had potential. This car was a 2 door, 2+2 sports coupe designated the P172 created by Jan Wilsgaard. It was seen as a successor to the 1800. The instant success of the 64/65 Mustang was setting the trend for the domestic car market. North America was the 1800's biggest market by far, so it was understandable that Volvo was convinced that there was a market for a somewhat larger sports car.

In the mid 60's, sales of the 1800S were

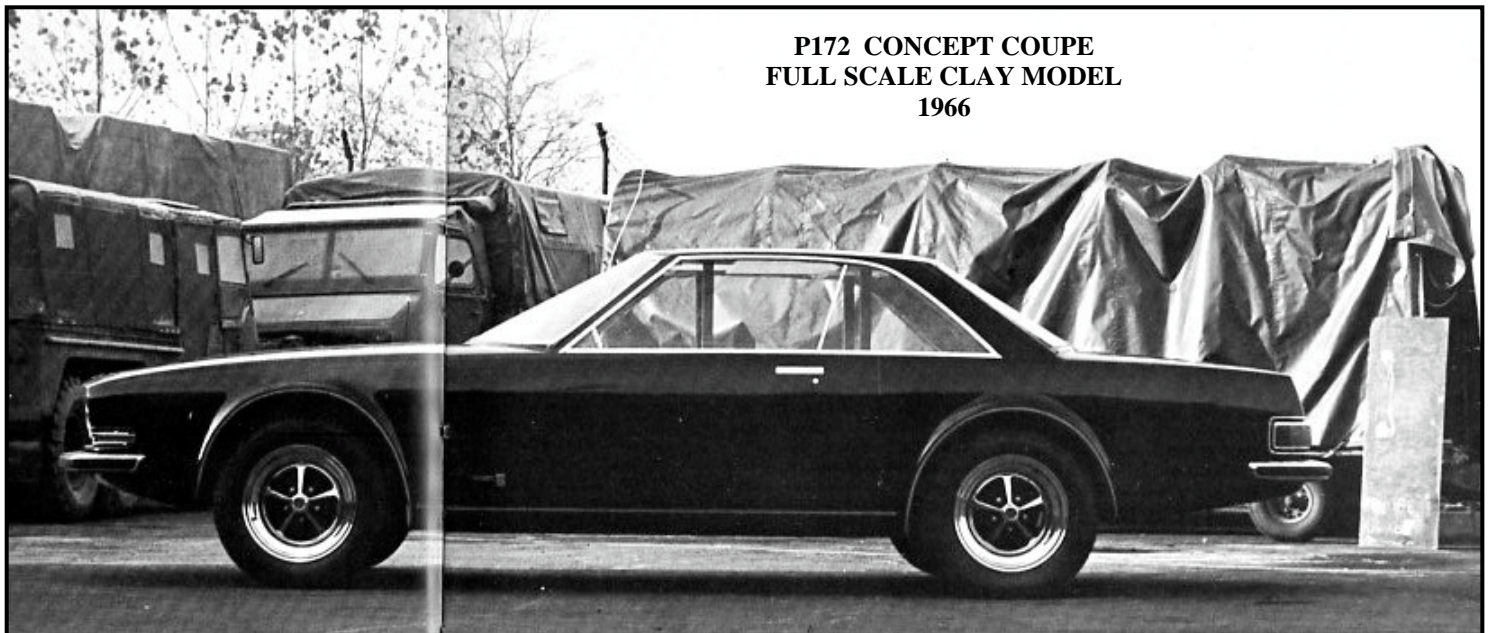
doing just fine thank you very much. You might wonder why they were giving up on the 1800, but they weren't really. Car manufactures have to keep thinking ahead. It takes time to bring on a new model. Remember things were not computer generated back then. Given the importance of the US market, it is fitting that Volvo's chief designer Jan Wilsgaard began working on the P172 styling concept during a visit to Southern California in 1966.

Lets take a look at this new coupe. The lines were very clean and as Bill Webb said in Swedish Iron, "it blended the best of the squared off coupe designs of BMW, Mercedes and Maserati." Look at the rear quarter view and you can certainly see the influence of the Mercedes

250SL. Not a bad influence to use either. Nice looking car.

Jan Wilsgaard did not design the P1800, but he did design most of the Volvos of the 50s through 80s, including the 122S or Amazon. The 1800 was based on the 122 platform shortened from 102.3" to 86.5". Using this same principle the P172 would be based on the platform of the 164 with the wheelbase shortened from 106.3" to 102.3". I wonder if was just a coincidence that Jan had ended up with the same wheelbase as the 122 for his new Coupe.

The 172 Coupe would be powered by the B30, a 2978cc straight 6. They considered using triple side draft SU carburetors, but as some shops already had a tough time with twin SUs,



**P172 CONCEPT COUPE
FULL SCALE CLAY MODEL
1966**

fuel injection would probably have been used. In the 164 the B30 put out 135 hp, but in the new Coupe it would be tuned to 180 HP. The car would have been significantly lighter than the 164 and an 8 second 0 to 60 time was estimated. Not too shabby back then. The



Coupe would get the M410 4sp and overdrive transmission from the 164, and that is a slick transmission. I think this would have been a very nice car to drive.

The Mercedes 250SL manual transmission of that time was crap and the suspension wasn't great either. The Volvo P172, 2+2 coupe, could have been superior in many ways.

The 1800 was also described as a 2+2 coupe, but it is really a 2 seat sports grand tourer with excellent luggage capacity. In reality the only +2 passengers that could fit in the rear seats would be small children and even they would be none too comfortable. Look at the interior planned for the P172. It is designed for 4 adults to travel in comfort and class. The front seats look similar to what would eventually come in the 1800ES and 142E, and the backseats look equally nice. Bill Webb noted a similarity with the interior of the Porches' 928 and he was right. Look it up on Google.



The full size clay model and the interior mockup were complete in September 1966, and production could start by August 1969. It would be produced in Sweden with a target of 10,000 cars annually with an initial series of 50,000. The projected price in the USA was \$6000 which was considered reasonable given the de-

sign and performance of the model. As a bonus the design was even going to accommodate a convertible version in the future.

So what was the problem? Why did the P172 not evolve past stage of full size clay model? The investment costs were high and the Volvo Board of the time was not sufficiently confident in the market for this type of sports model. In addition, the US Dealers are said to have been dubious about the new car and its potential for competing with models such as the considerably less expensive Mustang.

Reluctantly the project was abandoned early in 1967. Designer Jan Wilsgaard said "it was almost with tears in my eyes that I ordered the P172 to be scrapped. It was one of the most

stimulating projects I have ever worked on ... rather a boy's dream." Even the clay model of what might have been the Volvo sports car of the 1970's no longer exists - it cracked and was scrapped in 1975.

Looking back on this decision from the vantage point of 2015, it is fun to speculate on what could have been. One thing is for sure, if the P172 project had gone ahead, the 1800ES (a Wilsgaard crea-

tion) would never have been designed and built. Probably the 1800 series would have been terminated at the "S" stage. That would have been a real shame. In an ideal world the P172 could have been marketed along side the 1800, much as the range of Mercedes SL coupes are today. I certainly would not mind having a P172 in my garage beside the 1800.

VOLVO CARS SELECTS SOUTH CAROLINA FOR ITS FIRST AMERICAN FACTORY

Volvo Cars of North America

Volvo Cars has chosen Berkeley County, South Carolina as the location of its first American factory, investing up to \$500 Million in a facility with a capacity to initially produce up to 100,000 cars per year. The Berkeley County factory, located outside of Charleston, will make latest generation Volvo models for sale in the United States and for export. Construction will begin in early autumn 2015, with the first vehicles expected to roll off the assembly line in 2018.

Once completed, Volvo Cars will be able to manufacture vehicles on three continents, underscoring its position as a truly global car maker. It already operates two plants in Europe and two in China. The new US plant forms part of an ambitious medium term expansion plan to double global sales, boost market share and lift profitability. "This new global industrial footprint and a complete product renewal forms the foundation for our growth and profitability targets," said Håkan Samuelsson, president and chief executive of Volvo Car Corporation.

Volvo began importing cars to the US in 1955. With the development of an American factory, the company crosses an important threshold from an automotive importer to a domestic manufacturer. "We're excited to build our first American factory in South Carolina and we look forward to helping grow the local community and economy," said Lex Kersemakers, President and CEO of Volvo Cars of North America, "We were impressed with the friendliness, work ethic and passion of the people in the Charleston area." The decision to choose Berkeley County was taken as a result of its easy access to international ports and infrastructure, a well-trained labor force, attractive investment environment and experience in the high tech manufacturing sector.

Volvo Cars estimates that the factory will employ up to 2,000 people over the next decade and up to 4,000 people in the longer term. An economic impact analysis compiled by Dr. Frank Hefner at the College of Charleston estimates that, for an initial 2,000 direct jobs, more than 8,000 total jobs would be created as a result. The plant would contribute approximately \$4.8 billion in total economic output on an annual basis.

"This is a landmark moment and truly a great day in South Carolina as we welcome Volvo Cars' first American manufacturing plant to our state," said Nikki Haley, Governor of South Carolina, "Volvo's presence and commitment to the community will be felt for decades to come. We are proud to have this global leader in car manufacturing join and strengthen South Carolina's automotive industry."

readySC™, a division of the S.C. Technical College System, is assisting with the recruitment



P172 CLAY MODEL WITHOUT PAINT

and training for positions at the new plant. All information on hiring will be posted as available at the readySC portal, readysc.org/volvo/. Potential suppliers or vendors interested in doing business with the company should contact the South Carolina Department of Commerce's Buy South

Carolina program by emailing volvocars@sccommerce.com.

About Volvo Cars of North America
Volvo Cars of North America, LLC, (VCNA) is a subsidiary of Volvo Car Group of Gothenburg, Sweden. VCNA provides market-

ing, sales, parts, service, technology and training support to Volvo automobile retailers in the United States. For more information please refer to the VCNA media website at: <http://www.media.volvocars.com/us>.

SOMETHING DIFFERENT

SKY VILLAGE

Gregg Morris

There are some pretty unique places in South East Arizona and not all of them are nature's work. This spring we visited friends Mark and Diane Jankowski, who live in San Diego and have a vacation home in Portal, AZ near the New Mexico Border. Portal almost defines remote, and that is its attraction as you will see. Portal is so far east in Arizona that the most direct route to get there takes you into New Mexico.

For those of you who like maps, the route is east from San Diego on Interstate 8, through California and Arizona straight across the desert, punctuated by a number of North South oriented mountain ranges. The mountain ranges in the desert are not like BC mountains. The desert is mostly flat and at some points is below sea level. The mountains just sprout from the desert and typically the highway goes either through them or around them without climbing much. Approaching Yuma on the Ca/AZ border, you pass a long stretch of sand dunes that would be at home in the Sahara. There are no camels but a hell of a lot of dune buggies. Yuma is the sunniest place in the USA and its winter population is swollen by Canadian snow birds and rain birds. When the Canadians leave for the summer, half the tills in Walmart close. Past Yuma the desert is mostly flat lands of drought tolerant bushes like mesquite, agave, ocotillo and tumbleweed and as you approach Tucson the cartoon standard

Saguaro Cactus become abundant.

The Interstates are fast. The speed limit is often 75mph and traffic moves faster than that. In California semi-trailer rigs are speed limited to 55mph, but not in Arizona so they can also be travelling at 70 mph or more. Our 122 with overdrive handles the freeway speeds fine, but without air conditioning it can get pretty hot inside. As we approach Tucson, I 8 intersects Interstate 10 and continues east through Arizona, New Mexico, and if you keep going it will take you through Texas, ending on the Atlantic coast of Florida at Jacksonville. We pass the Dragoon Mountains near where Janet and Rob Schwieger spend their winters and continue past the Chiricahua Mountains and the Arizona New Mexico Border before we turn south on 80 to Portal. We filled the 122 with gas in Wilcox, AZ, the last gas stop before our destination of Portal. When we arrived at Mark and Diane's home we found we didn't have enough gas to get back. The closest source of gas is 50 mile round trip to Arimas on Hwy 9 in New Mexico. We had to refuel there before our return trip.

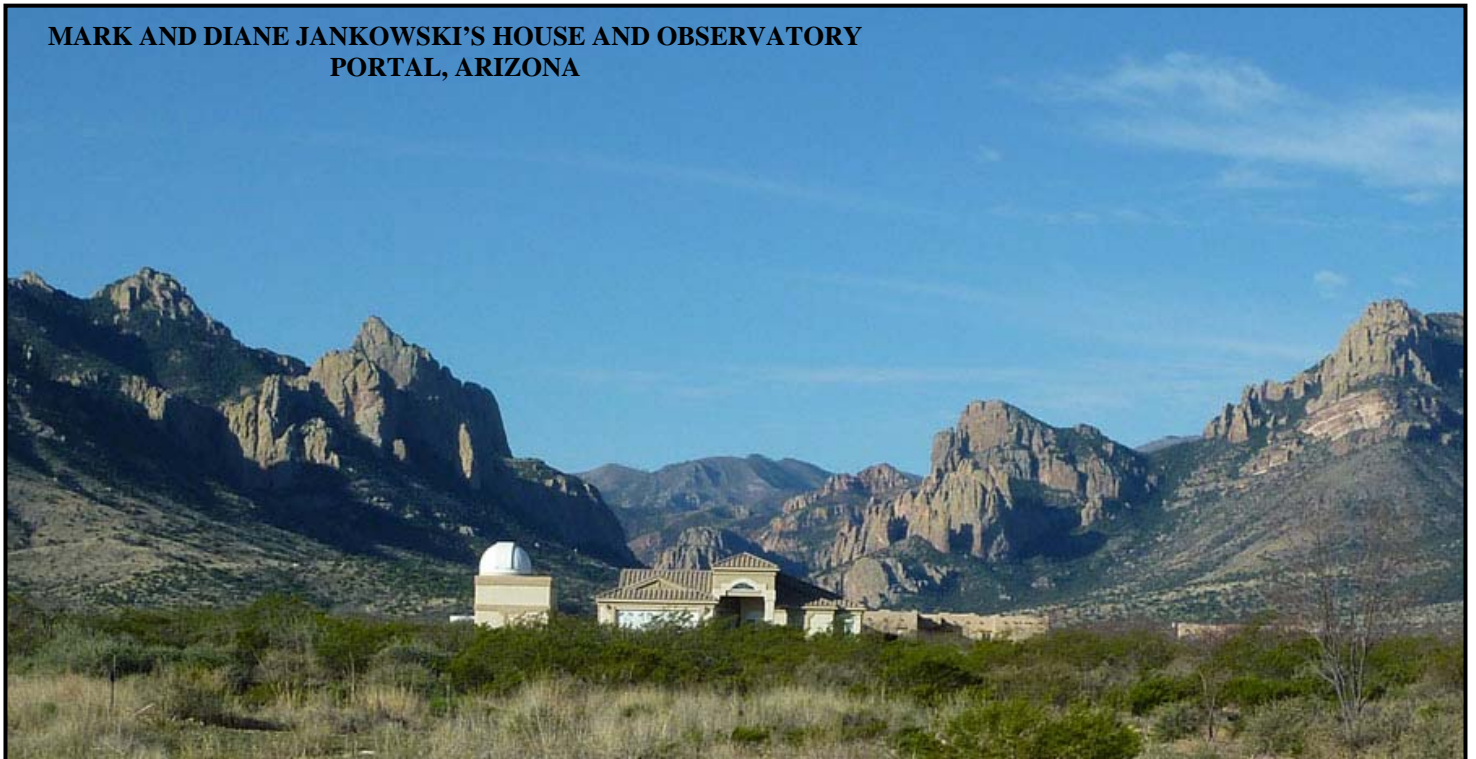
Sky village is a theme community just to the east of the Chiricahua Mountains. The theme is astronomy and its location was chosen because of its remoteness, lack of light pollution and abundant clear skies. A bonus is its 4700 ft. elevation, so it is relatively cool. Most residents have one or more observatories either attached or detached from their residence, on their individual 5 acre parcels. Sky Village is the creation of

Jack Newton, a Canadian astronomy enthusiast whose home is on Anarchist Mountain on the east side of the Okanagan Valley in Osoyoos, BC. If you have been to Osoyoos you may have noticed the domed observatories beside some residences on the mountainside. One of them is Newton's astronomy bed and breakfast.

Our friends Mark and Diane have a very nice Spanish style house with a detached observatory. The observatory is a substantial structure which starts with a 4 foot cube of concrete below grade, then built up two stories with concrete block and topped with a rotating, opening dome. All the mass in the foundation is to keep the 14" Mirror telescope perfectly still for observing stars, constellations, solar systems. The telescope is mounted on a mechanical base that is computer controlled and swivels in multiple directions to point the telescope at whatever feature in the heavens Mark wants to view. The dome rotates horizontally via cables and electric motors, and has an opening strip that the telescope looks through. The telescope is so powerful you can even look at stars and the moon in daylight. Not the sun though, because your eye would be incinerated faster than you could look away.

From Mark's description the Sky Village residents are very social and high IQ group, and half of them are Canadians. Professions include nuclear physicist, rocket scientist, mathematician, Orthopedic Surgeon, and Mark is a dentist with a keen mind interest in entomology as well as astronomy. As knuckle dragging engineer I

MARK AND DIANE JANKOWSKI'S HOUSE AND OBSERVATORY PORTAL, ARIZONA



MARK AND DIANE'S OBSERVATORY



might be a bit out of my depth with a group like that, but Rose would do fine with her interest in astronomy. Mark is also a car guy, owning an 1800E and ES as well as a couple of Porsche 356s. Mark and Diane are fine generous people and it was great to spend time with them.

Star gazing is not the only recreation. Portal is a world renowned destination for "Birders" or "Twitchers" if you prefer the British term. There is an incredible variety of either native or migratory birds that frequent the Chiricahua Mountains. We even took a back road drive to Paradise, AZ for a bird watching adventure. The mountains themselves are beautiful, and scenic hikes abound.

After a couple of wonderful days with our friends we packed the 122 and headed home. The drive there had been uneventful, but the trip home was anything but. The plan was to over-night in Yuma and reach San Diego the next day. The drive started out cool thanks to the elevation, but the clear skies promised hotter temperatures as we headed west and dropped into the desert.

By the time we reached Tucson the temperature was about 80 F. As long as we were moving fast, the air directed through our vent window was keeping us reasonably cool. It didn't last.

The 122 developed a vibration that shook the steering wheel badly at 60h, but would smooth out at 70. I stopped near Tucson for gas, and to see what was wrong. I jacked up and spun each tire and found a large lump in the tread of the front left. This was of course too dangerous to ignore & AAA directed us to a tire store in Tucson. One new tire and 2 hours later we were back on the now much hotter freeway. The hours and miles passed and we were looking forward to a date milk shake in Dateland, AZ, when the car lost power and we luckily limped into a rare rest stop. Now it was really hot. Probably 100 F. I carry enough parts to solve most problems, but it was too hot to think straight and I was already tired. I checked ignition to no effect, then discovered that there was no fuel in the hose to the carbs even though we had half a tank of fuel. I removed the float bowl

cover from the front carb and heard a "tink". What was that? I had dropped the needle from the needle and seat valve in the float bowl lid. Not good. The pavement under the car was rough and very hot. I could not find the little needle and as a last resort I looked between the oil pan and the cross member and there it was. At that point I had had enough. My brain was boiling. I called triple A and luckily we were in cel phone range. A deck truck was dispatched from Yuma. Two hours later it arrived. After another hour and a half drive in the tow truck back to Yuma, it was dark and late when we finally dropped the car at our motel. We were both beat.

I woke early and headed out to the parking lot to find and fix the problem. The mechanical fuel pump had failed, which is rare. Fortunately I had one. Just to add some more drama, the thick plastic spacer between the fuel pump and the engine block was broken and required great dexterity to hold it together while bolting on the new pump. I also replaced the fuel filter but the new one was cracked and poured gas onto the motor mount. I reused the old filter and filled the float bowls and the car started, but ran poorly. A look under the hood showed a little Niagara Falls of gas pouring from the front float bowl onto the alternator. Give me a break! I replaced the float with my spare that put more force on the needle and seat valve and our good old car was running well again. This was our first significant breakdown on the road with the California 122 in 10s of thousands of hard fast miles. Even this problem was simple enough. It was heat that made the repair difficult. We headed home confident that the problems were over and we even took a detour over the Sunrise Highway to Julian for apple pie and ice cream.

I learned from this experience. We will carry more food and water in case we get stranded overnight and an umbrella for the sun as well as rain. I used a Windex bottle full of cold fresh water to spray myself in the heat of the drive. The evaporation helped to keep me cool, but it would dry incredibly quickly. I will probably change our cell phone provider to one with better coverage in remote locations. Finally I will continue to keep my carry along parts department well stocked. It certainly saved the day.



BIRDS IN PARADISE, ARIZONA



BAD START TO A LONG DRIVE

VOLVOS IN MOTORSPORT

VOLVOS IN PACIFIC NORTH WEST MOTOR RACING

Gregg Morris

If you have never attended a Vintage Motor Racing event you should try it. This year I will attend 2 race weekends. One at the Pacific Raceway south of Seattle and another in Mission's Raceway Park right beside the Fraser River.

For the most part the Seattle track is very nice. The only exception is that the village idiot owners cut down a beautiful stand of fir trees that were part of the paddock and provided scenery



GIL STUART ALAN BERRY

Berry and his wife Joanne with their 1964 PV544, also red. Beside them was a fellow from California with his 1967 Marcos, a swoopy red sports racer whose structure is fibreglass over marine plywood and consequently very light. It is powered by a Volvo B18 engine and is fast. My contribution to the weekend was as pit crew for Gil and as usual we camped at the track. The social part of the weekend was great but the cars had their difficulties. The least serious was a loose selector fork in the Marcos Volvo transmission, fixed on site. A vender had a garage lift set up for display and generously let let Brian use it to fix his transmission. Brian went on to finish 3rd in his Sunday race beating all but one of a trio of very fast Porsche 356s.



MARCOS

Gil's story was much worse. He had an engine fire that started in the rear SU carburettor resulting in flames licking out from beneath the car. It was scary to watch. With incredible luck the fire happened right at the exit from the track and even though the engine quit running, the momentum carried him right to the race track fire truck. Gil was able to get out despite the car being filled with smoke. What a relief to see him out of the car and the fire out in minutes. Had it happened anywhere else on the track and it would have been bad. The car was not terribly

badly damaged. It will need some wiring and carb work and paint on some of the bodywork. With the car out of commission we packed up and left Sunday morning and as it turned out, missed Alan's troubles.

In a Sunday afternoon race Alan had his "removable" steering wheel come off at 90 mph in a turn near the grandstands. That sent him onto the grass

and shade to the race teams camped there. They replaced this park-like area with poorly laid asphalt that makes the paddock boiling hot in the summer sun and a series of shallow lakes in the rain.

Other than that the 2 1/4 mile road course is interesting with lots changes in elevation and challenging corners. This years July 4th race had 3 Volvo powered race cars participating. Gil Stuart raced his red 1958 PV444 and he was joined in the paddock by San Diego Racer Alan



SVEN

which provided no traction and thus no braking and he hit the guard rails damaging the nose and right front fender. Most importantly Alan was unhurt. He left the car with a Seattle race constructor for assessment and continued to Vancouver for a visit and Alaska cruise. He was to learn that the 544 frame was bent and its future in question.

It was a tough summer for Volvo race cars. Ian Wood munched the front end of Sven, his 72 142 race car at Mission. It will be fixed in time for the Mission Historic Race weekend August 22,23, 2015. Normally Peter Valkenburg would race his black 61 544 at Mission, but he has built, from scratch, a 911 vintage racer so the 544 will stay on the trailer. It is for sale. Ralph Zbarski sold his blue 142 racer last year and the red 122 of Jim Latham was sold to another local racer but won't be on the track this season..

Rumour has it that Gil Stuart may be racing the ex-David Winters red 68 1800 racer at the Seattle Fall Finale Race in September. That is beautifully prepared, powerful and light race car and it should be great to watch Gil race it. I believe that car will also be for sale. All for now.



CHARLIE, DAVE, GIL, GREGG, PETER

EWY ROSQVIST – THE RALLY QUEEN

From the Volvos in Motorsport Book

Published By Volvo Car Corporation

Author Peter Haventon

Here is her story:

How come Ewy Rosqvist drove so tremendously fast? How come rally pilots drive so much faster than the rest of us, without really knowing why and how themselves. Maybe she had a hunch that cars were to play a major role in her future life because she got her driver's license as soon as she turned 18. That was in 1947, but unsurprisingly, she had driven cars before that. Born and raised on a farm outside the town of Ystad at the southern tip of Sweden, she was used to animals and after grammar school she studied to become a veterinary's assistant. And what does a veterinary's assistant do? Well, she drives a lot all across the countryside:

"Sometimes I did maybe 200 km in a day; nights and evenings too" Ewy recalls. Time flies, just as Ewy and her car did, and today her last name is von Korff and she lives in Stockholm.

The southern part of Sweden is full of narrow and twisting roads, and in those days the standard of the roads varied a lot; most of them were gravel.

"I learned a lot about driving when going across the countryside as fast as I dared, on my way to some cow in need, with the insemination fluid in a bag in the rear seat", she continues. "Maybe that is why I had more difficulties with asphalt later on, I felt at home on the gravel."

But the first events Ewy competed in were

run on a different surface. On the Jagersro Horse racing track in Malmo, they staged some ice races in the winter of 1950 and Ewy drove her little Fiat 1100 quite successfully several times. In 1952, she married racing-driver-to-be Yngve Rosqvist and entered a family of motorsport enthusiasts. Soon the two of them sat in Yngve's VW evenings and nights, eagerly searching for signs in regional car orientation events.

Ewy continued to work as a vet's assistant, occasionally entering various car events. In 1956 she entered her first Midnight Sun Rally, again

using a Fiat 1100 and finishing 6th in the ladies class. The year after she was back, at the wheel of a Saab, finishing 4th and in 1958 she took 2nd place and was approached by Volvo's motorsport manager, Arthur Wessblad, who talked her into a Volvo. Not a well-paid works driver, but with free tyres and a fuel contribution. Those were the days...At least it was a start. All material and financial help was welcome considering she used her own car, a PV544.

But soon after, she was taken aboard and hired as a paid works driver for Volvo. However, the resources of the Volvo competition department were very limited, to say the least. No fancy hotels or massive backing from the company during the rallies.

"When Gunnar Andersson and I were touring Europe on rallies, we only had one single service car to our disposal. But it was manned with the best of people, nice and very professional. I still keep in contact with mechanic Rolf Olofsson", Ewy tells with a smile. "We had a great time in those days, the whole team. We socialized a lot, also with other drivers, and talked about most anything. It was a fabulous time in many ways."

Ewy probably doesn't know herself how many rallies she took part in before she joined Volvo but the mix of cars and surfaces was a really useful school. She did become the fastest lady in Europe: European Rally Championess in 1959, 60 and 61, all the time driving Volvos. Well maybe this is not entirely true, because FIA has still not finally decided whether it was Ewy or Pat Moss who actually won the championship in 1960.

The PV544 was Ewy's rally car in the Volvo days. Only once she drove an Amazon. That was in 1960 RAC Rally, but due to terrible weather with rain pouring down and thick fog rolling in, limiting visibility to 10-20 metres, Volvo withdrew from the rally. And once she tried her luck in a P1800, also in the UK, where the car was built during its first two years of life.

"The Volvo PV544 was a nice and reliable car but the brakes simply did not match the car's performance", Ewy claims. "The PV was slightly heavy and on the alp roads this really became apparent. I was hampered by problems a couple of times and when our service car was not in the neighbourhood, I got help from the Mercedes-guys".

The Germans had apparently spotted the fast blonde lady from Sweden because towards the end of 1962, the Daimler-Benz Rennabteilung (Racing dept) contacted her and offered her a works driver contract. This of course was very flattering and impossible to resist, and it was an offer that Volvo simply couldn't match. For the next three seasons Ewy drove her Mercedes-Benz cars to successes and created a sensation by winning the gruelling Gran Premio de Argentina outright, with driving instructor Ursula Wirh as her co-driver. Having been totally neglected by the Argentinian press before the rally, she made history by outdoing all other drivers by driving a perfectly calculated and very fast race on hazardous roads.

It is fair to assume that the former Veterinary's assistant sent a thought of gratitude to the gravel roads of her native Sweden.



TECHNICAL TIPS

TRIP PARTS

Gregg Morris

Bert Sherlock suggested I include this list of carry along parts and tools for Classic Volvos. Here is an example of how it helps. This summer Chris Ainscough took his 69 122 on a 3000 mile solo tour that took him to Lethbridge and many roads in Southern BC. I got a call asking if I could send him a clutch cable, because his cable broke in Nowhere, Alberta. Years ago I had persuaded Chris to carry a collection of parts and tools along on his trips. I reminded him of this and sure enough a spare cable was under his back seat.

The trip parts list is shown on page 14 of the digital version of this September 2015 newsletter.

DROUGHT AND THE CAR GUY

Gregg Morris

Vancouver is at stage 3 water use restrictions. Unprecedented in the rain forest. No showers. No problem, everybody has to do their part. No washing cars. Now wait a minute, that's a bit extreme.

The no showers bit is an exaggeration but the no washing cars is a fact. You can keep your car clean without using much water, and what you do use is recycled.

Here are some things that help this work. Keep your car waxed and use that magic stuff like Maquiar's instant detailer between wax jobs. Don't let your car get super dirty. For wash water put a bucket in the shower and catch the water that usually goes down the drain while you wait for the shower to get warm. A small bucket is all you need. Next get a jug of "Turtle Zip Wax" car wash liquid with wax. Put a generous amount of Zip Wax in your bucket and stir it up. Use a soft car wash glove or equivalent and wash one part of the car at a time, starting at the roof and working down. With the soapy water rub gently and the dirt will come off. Have a few "car towels" ready. Car towels are wonderful things. These are the towels that your wife deems to be too ragged for use in the bathroom. These are perfect. Nice and soft and absorbent and maybe even have a drain hole of 2. Towel

dry the section you just washed. Carry on until the only part still dirty are the wheels. You will still have lots of water in your bucket. Change to a coarse wash rag from cutting up a really old towel. If the tires and wheels are really dirty you may need tire cleaner but probably not. Same procedure, wash them off and towel them dry. Reapply tire goo to the tires and you are done.

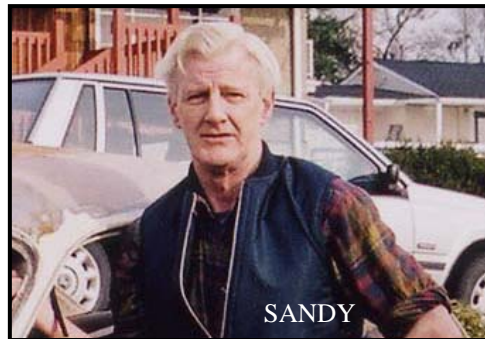
There will be almost no water on the ground and your car will be spotless and will still have the wax part of the zip car wash liquid in place, giving the car a nice shine without streaking. Take what is left of the water in the bucket and feed it to the lawn. You have met the requirements of the water restrictions. You have used grey water, by virtue of the fact it normally would have gone down the drain, and you haven't even used much of that.

I am sure you can find some specialty car wash product from a fancy named source and pay 4 times the price of Turtle Zip Wax, but why spend so much more for the same result.

DISTRIBUTOR LUBRICATION

Sandy Will

(Sandy was a Volvo Mechanic who worked from his backyard garage on Arcola St. in Burnaby from the early 70s until his death in 2003. He only worked on tVolvos, 140 series

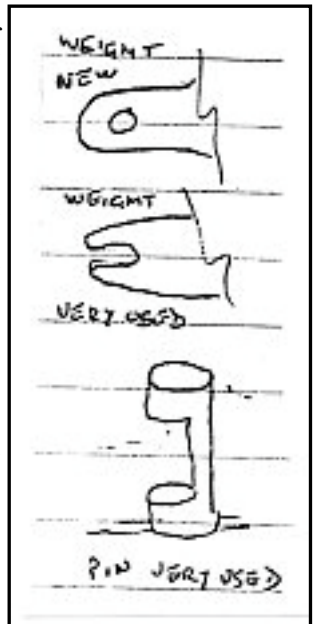


and older. He was a solitary fellow and could be a prickly, but under that he was a kind soul. He was my friend for many years and I convinced him to write a series of technical advice articles which he hand wrote and I put on the computer. There are about 100 of these and I have used them sporadically in the newsletter. Sandy was a modest man and did not want his name in print so the tech articles I used when he was alive were credited to the Anonymous Me-

chanic, or the Anomalous Mechanic when I wanted to get his goat. You will notice that the sketches that go along with the tech article are not things of beauty. Sandy could have used that John Nagy Learn to Draw course.

When Sandy was working on the 544, 122, 1800 140 and 160 series they were not the collector cars that are left now. More often than not they were minimally maintained beaters that he did his best to keep on the road for his frugal and often none-to-reliable customers. There are lots of Sandy anecdotes but this one kind of sets the tone. A customer shows up unannounced at his shop complaining that the brakes in his 122 have failed and could Sandy fix them quickly as he had to be at an appointment in an hour. Predictably it was a rear brake cylinder that had failed. Sandy told the fellow that this

was a drums-off repair and would take half a day, as probably there was more than just one cylinder needed. The fellow begged him to do something that would get him on the road and promised to come back the next day for the full repair. Reluctantly Sandy pinched off the rubber brake line to the rear brakes with a pair of needle nosed vice grip pliers and off the fellow went.



Of course the customer did not turn up the next day. A year later the same guy returned to Sandy's shop with a different problem altogether. When Sandy got the car up on jack stands he spied this poor rusty pair of needle nosed vice grips still clinging to that rubber brake line. The customer in his blissful ignorance had forgotten all about his brake problem.)

Back to the tech article

I recently had a 69 B20 which suffered the following: The pivot pin for one of the two centrifugal weights in the distributor sheared off. The loose weight then flailed around until it jammed the whole mechanism. This overloaded the offset drive in the cam driven gear (only weak cast iron) part of which broke off, fell in among the gear teeth and destroyed a near new camshaft.

All this because of lack of lubrication to the centrifugal weight mechanism. People usually remember to lubricate the felt wick in the top of the distributor shaft and the little oil reservoir on the outside of the distributor body with light oil



and sometimes even put the proper distributor cam grease on the shaft where the point block rubs. Unfortunately the centrifugal weights are always forgotten as they are unseen under the breaker plate of the distributor. If left unlubricated high wear results and eventually something lets go. The errant weight then grinds its way into the inside of the distributor body.

If you are lucky the resulting fine metal dust migrates up into the cap and causes cross firing and backfiring, prompting an investigation into said misfiring. If caught at this stage the only

expense is a used distributor. Sometimes one of the 2 springs controlling the centrifugal weights will break or jump off and cause the same symptoms.

To lube these parts it is not always necessary to remove the breaker plate to gain access. For lubing these and things like door hinges, door latch mechanisms and the like, I make a mixture of moly grease and 80/90W gear oil. This allows the stuff to flow into inaccessible places until the gear oil evaporates off, leaving the grease to do its thing. I apply it with a small

artists paint brush. This whole job is quite easy and quick if you take the distributor out and put it in a vice. When refitting B18/B20 distributors make sure that the "key" on the bottom of the distributor engages. with the offset drive.

B18 distributor without vacuum advance capsule can be lubed through a hole in the breaker plate. On B21 turn engine by hand to line up rotor arm with mark on body to facilitate refitting.

On a B27/B28 V6 remove entire engine and throw it away!

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)

67-122S 2 dr-\$5500, red, restored, nice paint, body trim and interior, passed air care last year. Latest work, windshield, master brake cylinder and brake lines, carbs rebuilt. Very nice car mechanically and bodily., Peter 604-761-4023 post-script.p@gmail.com

71-1800E-\$6500, turquoise blue, original wheels, clean and runs great, As is. Where is. Bill Karr, 250-553-2318, G.D. Crescent Spur, BC, V0J 3E0 (100 miles east of Prince George off Hwy 16)

71-1800E-\$6500, red California car imported in 2006. Nice black interior with factory A/C, 4 sp + OD, solid running car. Engine has had many fuel injection components replaced, Nice trim. Needs some exterior body work and paint, but the frame is rust free. Have some service records and original California documentation and licence plate. Wayne 604-980-9981, twbishop78@gmail.com.

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.

89-245-\$2500 obo, silver, auto, black cloth seats perfect cond. under sheep skin seat covers, roof rack, excellent accident free body and no rust, Single-family vehicle in very good condition. Serviced regularly (service records available). Recent service replaced alternator belt in engine and refreshed brake fluid. Never any smoking or dogs/cats in the vehicle., BC owner. Laurie, laurie.richards@yahoo.com Vancouver

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

88-780 Bertone-\$5000, met. Beige paint, tan leather, V6, 3rd owner, garaged, rust free, excellent cond. in and out, Michelin tires, Bilstein shocks, new front bushings w.pump hoses, ac pump and condenser and more, recent tune up, comes with extra parts and factory manuals, Flemming 250-516-0108, fandersen@me.com Victoria

89-780 Bertone-\$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. (2 cars), 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

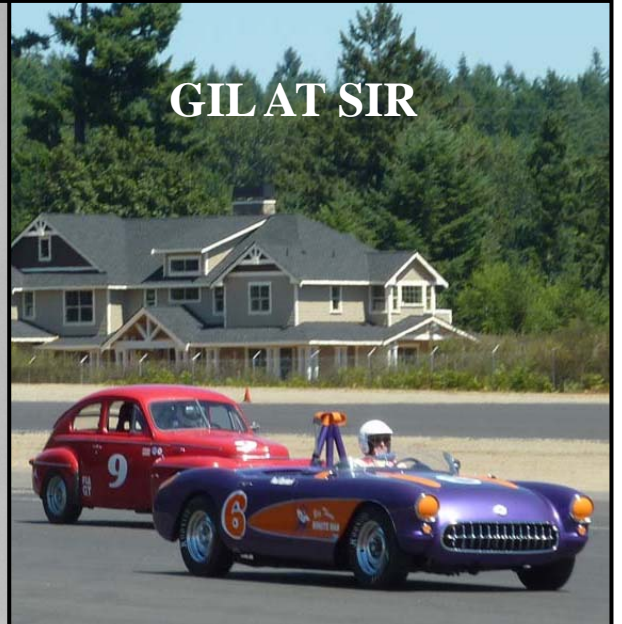
ISLAND AUTOMOTION LTD - SU Carburetor Rebuilding, www.sucarburetors.com Rhys Kent, 1-250-479-5192 Victoria or islandautomotion@shaw.ca

Firenew 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/>

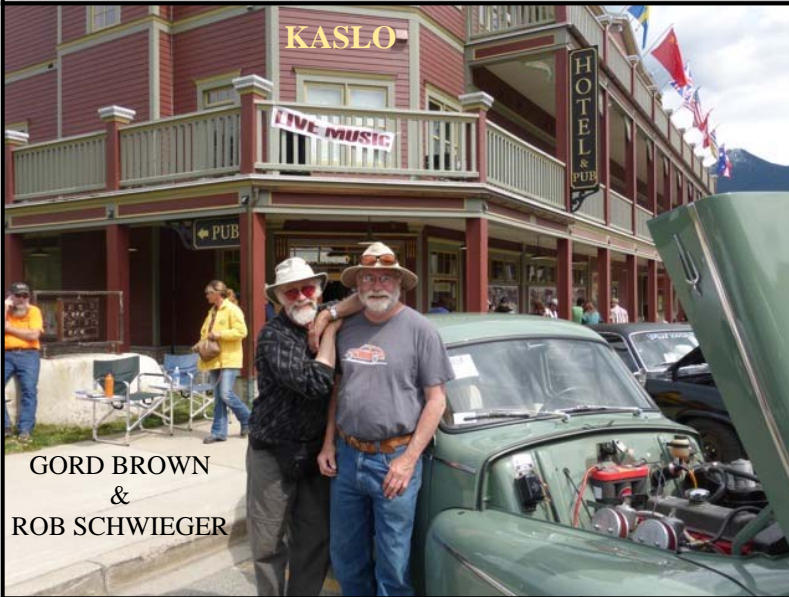
1800 WINDSHIELDS, 2 available brand new, slight green tint, \$260 each for local pick-up in Vancouver only. Olof, Vintage Import Parts, 604-992-9664 vintage@telus.net



**PI72 with 1800S
in 1966**



GIL AT SIR



**GORD BROWN
&
ROB SCHWIEGER**



ROSE MORRIS WITH DIANE & MARK JANKOWSKI



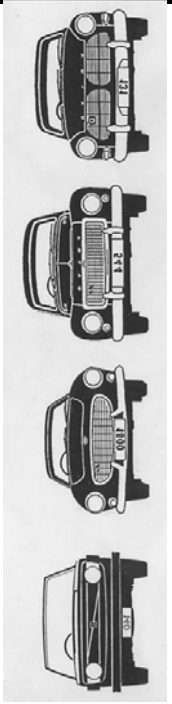
EWYS A BEAUTY

EWY ROSQVIST



**Coupe des Alpes and the
surface that Ewy preferred,
loose gravel.**

1959



TRIP PARTS AND TOOLS LIST

Gregg Morris

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If you are like me and enjoy long distance touring in your old Volvo, this list of carry along spares and tools may be of interest. It applies to PV544, 122, 140, 160 & 1800, carburetted or fuel injected. It may seem like a lot of items, but the volume is small and the peace of mind is large. It has saved me and others many times.

<p>MANUALS AND PAPERWORK Car insurance/licence plate Owners manual Service Manual Electrical diagram Club membership list Volvo service locations</p> <p>COOLING Rad hoses, clamps & cap Heater hose and clamps Fan belt Water pump Water pump gasget kit Thermostat whole Thermostat outside ring only Thermostat rubber seal</p> <p>IGNITION Compete distributor E or S Plug wires, cap (correct kind there are 2)) Points, Condenser, rotor, Spark plugs Coil Stock armoured Coil Separate</p> <p>ELECTRICAL Alternator or generator Alternator bolt Regulator Fuses Connectors, spare wire, Headlight bulb Fog light bulb Alternator light bulb Tail light, brake light bulb Relays</p> <p>FUEL SU CARBS Fuel hose and clamps Filter Pump and gaskets SU jets and jet seals SU return springs and screws, choke cable clamps SU float, needle and seat</p>	<p>BRAKES & WHEELS Brake pressure switch 544 Front and Rear wheel cylinders 122/1800 rear wheel cylinder Brake fluid Master br cyl kit Front wheel bearing</p> <p>CLUTCH Slave cylinder Slave cylinder kit M. Cl cylinder M. Cl cylinder kit Clutch cable (late 120/140/1800E)</p> <p>ENGINE Oil pressure switch Oil pressure gauge hose (1800 only) For a really long trip take gaskets for head, /exhaust gasget/header Starter motor</p> <p>DRIVE TRAIN Motor mount Wheel nuts Universal joints (small or large) Center support bearing (small or large) Overdrive solenoid Overdrive relay (1800S) Funnel and hose for adding oil toM41 transmission</p>	<p>MISCELLANEOUS Spare keys Wiper Arm And Blade Wiper motor or Rainex Space saver spare for 1800</p> <p>FUEL INJECTION My fault tracing guide 140 Clymer Manual Spare complete FI distributor, c/w leads, points rotor cap condenser secondary pts Relays blue dot & other Pressure sensor Water temp sensor Electric fuel pump Hi pressure gas hose and FI clamps Fuel injector c/w seals Throttle switch Throttle cable (140 & 1800) Computer Tiny space connectors Spare FI wiring harness Spare centrifical spring for intake manifold</p> <p>MECHANICS TOOLS Tool box with typical mechanics tools. See my special tool kit list.</p> <p>COSMETIC STUFF Wax & cut wax or spray detailer Tire cleaner Tire shine Sos Windex</p>	<p>SPECIAL TOOLS Timing light Feeler gauges Multimeter Charging tester Jumper cables Jumper wires Wire cutter/stripper/crimper Brake bleed hose Magnifying glass Drum puller (pre 70 544/120/1800 Tire pressure gauge 12 V trouble light Floor jack + 2 stands 2 needle nose vice grips Infrared thermometer hammer tire wrench tire plug type repair kit</p> <p>GENERAL SUPPLIES Umbrella Tarp small Nuts bolts Snap ties Hay wire Duct tape rope Coveralls Rubber gloves Hand cleaner, brush Rags Brake fluid dot 3 Brake fluid silicone Engine oil Oil filter/filter wrench EOS Antifreeze Rainex</p>
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