



THE VOLVO CLUB OF B.C.

JANUARY 2016

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)

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**

FEBRUARY 10, 2016 VCBC TECHNICAL SESSION Learn about Volvo's new **Drive E** powertrains. Time and Location to be announced. Watch VCBC website or contact Gregg Morris **604-469-1216**.

SUMMARY OF THE YEAR: June: Spring Drive (Washington's turn), June: Scandinavian Mid Summer Festival, July: Summer drive and picnic, September: Cates Park Picnic and AGM, November or February: Technical Session, January: Winter Supper

REPORT OF PAST EVENTS

CATES PARK 2015

September 26, 2015

Chris Ainscough

It was a dark and stormy night followed by overcast skies. Visions of tarps, with people huddled under them was on the directors minds of course, so contingency plans had been developed. Tarps and ropes were available, however, complicated engineering tarp-suspension standards were on my mind because when you're in the Volvo Club of British Columbia, behind trees or in the darkness, engineers are lurking, waiting, evaluating.

As it was, we had 4 engineers in our midst at the 2015 Cates park event, and that was without even trying. Isn't it enough that they are a big part of building Volvos,

the car mark which causes just about every non Volvo owner to spit out the word "safe" as if



**MARG
HAMLYN**

**OLOF
MALMBERG**

they were inextricably linked or part of a psychological word association test. Love you Al,

Gregg, Terry, John.

Just like in farming, weather is a large part



of the conversation during Volvo Club events and as we set up, there was a see saw discussion to tarp or not to tarp. A few drops fell and debating on a potentially low turnout we went the lazy way, or was it the easy way and deployed the 2 easy-ups so at least the club clothing, records and directors could be kept dry. And then it came, the hordes, the cars, the people, accompanied by occasional bits of spitting rain.

By 11 the parking lot was getting quite full including Walt Tartar from Seattle and Dick Libby from somewhere deep in the bush of Washington State. Walt brought that beautiful 1953 444 and a big smile. Dick brought his 1965 544 and that wooden whirly gig inspired electrical gizmo festooned with a beaver and a Canadian flag which he uses to demonstrate North-of-the-border simple mindedness.

Other travelers from afar included Jamie Graham and his wife who came from Victoria

with their beautiful dark green 1968 P 1800. Dennis Cowell of course made it down from Kamloops. Good on you Dennis for always showing up to Club events and for providing fresh or fairly fresh or sometimes well used Volvo parts to those in need. And it is always good to see Olof who arrived in this 1958 Duet which was full of obscure and multiple gratis parts which he generously laid out on a tarp for the taking.

The tuners arrived en-masse and hovered in the east end. They have some impressive rides amongst themselves and have taken sedate sedanery and wagonry to new heights, lengths and speeds. It's always good to see new takes on old(er) machinery. Keep it up boys, we like what you're doing.

So the weathered stabilized by about 11 and engineers and other people left the protective comfort of the trees and some rain jackets were even stripped off. The sun came out and then

cars, some of which we had never seen before, started rolling in. At final count was 50 and then a few more trickled in over the next 2 hours. Pretty well the entire parking lot was full and the stroll and evaluation for voting took place over the next few hours interspersed with announcements from PA (Bert) Sherlock.

At 11:00 AM the scent or was it aroma, of boiling hot dogs permeated the air and the traditional line up formed for the annual food bank donations that we collect. This year you cheapskates, a measly \$95.30 was collected for about 6 dozen hot dogs that were served with drinks, coffee and Tim bits. It might be better just to take all the hot dogs and fixings directly to the food bank where people who actually need the food can actually get some. The canned food donations were taken to the Food Bank by Carl Selden and the club enhanced the food bank cash donation to \$200.

Raffle ticket returns were very good this



year thanks to the efforts of Carl Selden. In the end \$525 was collected for the club coffer and the crowd gleefully surrounded the tarp waiting for the call of their numbers so they could swoop in to lay claim to a cornucopia of tools, accessories and gift certificates

The AGM took place about 1:30 and the consistent message of 2014/2015 event driven club activities was reviewed. It appears that the status quo appeals to the club membership so the light administration of the Club will continue. A technical session is anticipated late 2015 or early 2016, and the Club Winter Dinner will be January 20, 2016 at the Old Spaghetti Factory in

New Westminster.

Membership is up a bit from this time last year and (322) and Treasurer Dave McAree reported a balance of more than \$12,000. Following the AGM formalities, hard copies of the financial statement were made available to any and all. Then the winners of the People's Choice were announced. The winner of the Stock Category was Olof and his lovely 1958 PV 445 Duet which has justifiably seen this honour before. The people have spoken. The runner up was first time entrant Mark Hersey for his mint golden 1974 142GL. The People's Choice for modified went to Theo Remigio for his wife's 1994 854

Turbo. This is a most fitting win, because it was Theo's suggestion a few years ago to have a trophy for the modified cars.

Then for the fun part, the raffle. Everybody seems to be well accustomed to this even and we burned through the tickets being drawn for the one-only-before-you-can-claim-another prize process. We marched into the all-bets-are-off phase and the tarp was bare in half an hour. Before we started I forgot to acknowledge the generous gift certificates offered by Ken Witala of Scandia Motors and Gary Talkes of Allvotech, so a belated thank you both.

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. Our current membership sits at about 320. 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 candidates.

SERVICE RECOMMENDATIONS

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.

The recommendations received so far are for Peter Landsman of Landsman Motors in Victoria, 250-380-0733, Ken Witala of Scandia Motors in Maple Ridge, 604-467-4817, Europro

Autohaus in Kelowna, 250-870-8339

!!!STILL NEEDED, ISLAND CHAPTER LEADERS!!!

Volunteers please contact Bob Cuthill at 250-658-0126, lbscuthill@shaw.ca or Gregg Morris 604-469-1216, grmorris@shaw.ca. It is not a difficult job, and Bob and I will help.

EVENTS: Tech Session. WE have been having trouble coming up with good suggestions for our annual technical session. If you have a suggested subject or location, please let us know. Call John Cripps at 604-466-9110.

BACK ISSUES OF NEWSLETTERS AND OLD DASH PLAQUES

These were all made available at the Cates Park Picnic and many were taken. Others made requests by email and I made up a few packages. The remainder have been recycled.

VOLVO DEALERSHIP CLOSES

The Jim Pattison Dealership—Volvo of Coquitlam is becoming a Subaru dealership. Apparently they will still do some Volvo servicing and try to help their former customers access the service they need. I was told that a representative of

Volvo Cars assessed the lower mainland business potential and concluded there were too many Volvo dealerships. I do not know if any other dealerships have been effected.

NEW CLUB DISCOUNT LOCATIONS

We have been approaching companies in order to obtain discounts for our Volvo Club Members.

The most recent are Polar Battery, 1258 Boundary Rd, Burnaby, BC V5K 4T6 (604) 294-1891. It is probably a good idea to get a quotation first and then ask for the Volvo Club discount. They will require a membership card be shown.

WEBSITES OF INTEREST

Provided by Geoff Barker. 1st a V8 powered 242 shows up some very fast machinery, 'Vettes etc. 2nd two very fast Volvo wagons in a drag race.

<https://www.youtube.com/watch?v=H6Ni2gPo5Us>

<https://www.youtube.com/watch?v=LDZps-1q0H8>

Provided by John Cripps, First Peugeot with parking assistance 1927.

www.youtube.com/embed/QiY00dCof8

MEMBER PROFILE

A RETIRED POLICE CHIEFS 1968 VOLVO 1800S

Tim Evans

Tim's Car Talk website, Victoria, BC

October 1 2015

Occasionally, readers contact me to write a feature on them and their cars. In most cases, they are great stories and they have fantastic cars but I find myself having to reluctantly decline, due to lack of time. However, I was recently contacted by Jamie Graham – yes that Jamie Graham – the retired Vancouver and Victoria Police chief, who is also a car guy. We all have that car we lusted after in our youth and in Jamie's case, it was a 1968 Volvo 1800S. I just had to find out more.

First, a little history on the Volvo P1800S. It was introduced in 1960 and popularized by The Saint television series. Volvo's pretty P1800 sports coupé, although no hairy-chested tire-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Based on the 121 saloon, the P1800 employed Volvo's rugged, four-cylinder, overhead-valve



JAMIE GRAHAM



Motors for \$4,260. Interestingly, Jamie bought his first new car, a VW Beetle, in 1968 when he got accepted into the RCMP with financial assistance from his dad. The Volvo then came to be owned by the Gates family in Hillsboro, Oregon in 1975, when it had about 70,000 miles on the odometer. They kept excellent records including invoices and regular maintenance and the car came with two logbooks of trips and work that was done on the car. It was then bought and imported to Canada in 1985 by Terry Little of Chapman Motors in Cobble Hill, BC. The car was driven for a few

years then parked inside Terry's showroom at Chapman Motors where it sat for many years (some say 13), undriven but admired by all who passed through looking for Volvo parts from the many recycled cars Terry had accumulated over the years. work, so Gus referred Jamie to Rhys Kent, a Victoria-based carb expert. Turned out he knew the car and had installed the after-market wheels the 1800 was sporting. The dual SU carbs were removed and delivered to Rhys to work his magic. Rhys is known internationally for his carb work and it was amazing to see his workplace garage containing carbs assemblies for Jaguar, Rolls Royce, Volvo and even Ferrari. When Rhys' work on the carbs was complete, he kindly offered to deliver and personally install them. New air filters were added and when Jamie, Gus, and Rhys gathered for the first "start up", even Rhys and Gus were surprised to hear the unit idle so smoothly. Rhys' bench settings were right on the money and no tinkering or adjustments were needed! The old Volvo was running again. That was just the beginning of the project to bring the car back. There were a whole host of other mechanical and cosmetic work that needed to be done to bring it back to its former glory.

engine in 1,778cc form. Breathing through twin carburetors, this unit produced 100bhp, an output sufficient to propel the solidly built coupé to a top speed of around 105mph. The running gear was conventional, with independent front suspension and live rear axle, and all versions came with servo-assisted front disc brakes.

Volvo, being a small manufacturer, struggled to get the car into production. Starting in 1957, it looked like the car would be manufactured by Karmann in Germany, but Karmann's largest customer Volkswagen put a stop to that. Others like NSU, Drautz, and Harnomag were contacted, but none were chosen because Volvo did not believe they could meet Volvo's high quality control standards.

Finally, after an attempt by Helmer Pettersson, the designer of the Volvo PV444 to take on the manufacturing himself after it looked like Volvo wasn't interested, Volvo suddenly had a change of heart and presented the car for the first time at the Brussels Motor Show in January 1960. Then, they teamed up with Jensen Motors, whose production lines were underutilized, and they agreed to a contract for 10,000 cars. They finally arrived at the dealer for the 1961 model year.

As time progressed, Jensen had problems with quality control, so the contract ended early after 6,000 cars had been built. In 1963, production was moved to Volvo's Lundby Plant in Gothenburg and the car's name was changed to 1800S (S standing for Sverige, or in English, Sweden). The engine was improved with an additional 8 hp. In 1966 the four-cylinder engine was updated to 115 PS. Top speed was 175 kph. In 1969, the B18 engine was replaced with the 2-litre B20B variant of the B20 giving 118 bhp, although it still kept the designation 1800S.

Volvo introduced its final P1800 model, the 1800ES, in 1972 as a two-door station wagon with a frameless, all glass tailgate. The end came in 1973 when only the 1800ES wagon was produced. Total production of the 1800 line from 1961 through 1973 was 47,492 units. And, chassis number 26552, originally sold in Portland Oregon for \$4,600, is the one now owned by Jamie.

What's great about Jamie's car is it comes with a fairly complete ownership history and the original window sticker.

Records indicate it was bought by Sid Brougham in Portland, Oregon at Jim Fisher

showroom at Chapman Motors where it sat for many years (some say 13), undriven but admired by all who passed through looking for Volvo parts from the many recycled cars Terry had accumulated over the years.

Jamie searched for a few years looking for an 1800 to restore, but the right one never came along. When they were new the price was beyond Jamie's reach so he ended up with a '71 Volvo 144S, which he drove for 14 years but the thought of owning an 1800 always stayed with him. Then, in the summer of 2014 on the way back to Victoria from Nanaimo, Jamie stopped in at Chapman Motors in Cobble Hill. He could see this specialty Volvo store from the highway with its huge volume of recycled cars in the field behind the garage.

There it was in the display area inside – a green 1800S parked in front of a '67 544 Sport. Jamie was interested, but needed someone independent to have a look at the mechanicals. Back in Victoria he called Al Clark (of Northwest Deuce Days), who in turn gave him Gus McTavish's name and number. After a chat, Gus agreed to take a look at the car. What Jamie didn't know at the time was that these two guys are world-class hot rod guys that have produced and worked on some of the priciest and best quality specialty cars imaginable. So Jamie and Gus headed off to Cobble Hill, where Gus gave the long-term parked Volvo a once-over. The engine wasn't seized and while the body of the car, especially the undercarriage, was full of cobwebs and dust, there was no rust.

Terry and Jamie settled on a fair and reasonable price for his car, "as is", and the car was towed to Victoria.

Before even attempting to start the car, the fuel tank was removed and "relined" at a local firm and a new fuel line, fuel pump and an in-line fuel filter were installed. The carbs needed

Looking for more advice and a resource for information about the car, Jamie joined the Volvo Club of B.C. and was introduced to Bob Cuthill, international concours judge of the Volvo 1800 and a wealth of information. His 1961 Jensen model is a work of art, after he found two rusted out 1800s in a farmer's field when he was flying for the RCAF out of Moose Jaw. He has



rebuilt every part of his car by hand. Bob offered to bring his car over to show Jamie and his wife Gail, since she was the one that encouraged him to get a hobby when he retired. Apparently Gail sat in the front seat and the look on her face was not encouraging! Bob ended up spending many hours at Jamie's little garage, helping him with the brakes and clutch. He helped with the speedo gear, supplied a back-up heater control valve (the one in the car was leaking) that was still in its original box. Bob's old and new parts for the 1800 are a testament to the years he has been working on these cars. As Jamie puts it, "without his help, this car would not look and run like it does now."

After spending time with Jamie and his car, I was impressed by his passion for the car and his desire to get it running and looking right. I must say he has done a fantastic job. Well done!

WHATS NEW (OR OLD) AT VOLVO

60TH ANNIVERSARY OF VOLVO IN THE USA

October 24, 2015

The Classic Volvo fraternity was invited to the Celebration held at Paramount Pictures Studios, Hollywood, Ca Prologue

In 1955 the first Volvo in North America, the PV444, was unloaded off a cargo ship at the Port of Los Angeles, bringing with it a unique Scandinavian flavor to the automotive landscape. Sixty years later, Volvo Cars continues to embody its Scandinavian heritage and luxury as a leader in safety and innovation. With such a rich legacy and an all-new product line-up, Volvo is poised for another 60 years of success in the U.S.

Bob Brassard, a resident of San Diego and owner of an immaculate gold 73 1800ES attended the event with many other SOCAL Volvo enthusiasts and provides this report: THANKS BOB.

Rumors had been floating around for a few weeks. Volvo was going to throw a big party to celebrate the 60th anniversary of exporting the first car to the US. I'm still not sure how I got lucky enough to be a participant in this celebration, but I was not about to miss it. The invitation said that the event was going to be at Paramount Studios in Hollywood, be there at 4:00 p.m.

What Volvo planned was way beyond my expectations. I mean, how do you throw a party for a car brand?

Here's what you do: Start by renting the world famous New York Street set and bring a



few rare cars with you. How about the very first PV444 that was sold in the US, an ultra rare P1900, and, for good measure, the only remaining P1800 from the TV series "the Saint". They invited dozens of fans to bring our own cars. There was an impressive representation of all years, all models. There was a great band playing on stage while everyone is talking cars, taking pictures, meeting other Volvo fans. Plenty of great food on hand. Our cars were lined up on both sides of New York Street. Down the sidewalk were rooms to visit filled with vintage Volvo ads, another room with expert photos of different vintage models and free mini studio tours.

When the sun went down, the lights went up on the "New York Street" set creating a festive atmosphere. The Volvo big bosses were there and eager to see what enthusiasts had done with their vintage cars, and mingle with the owners.

The band makes the announcement that the Master of Ceremonies was on the lot. And with much fanfare, down the street, towards the stage come rolling the stars of the evening Led by a gorgeous 20's Volvo (cheers from the crowd), followed by the PV444 (more cheers), then the P1900 (cheers) an XC90, then the

big guy arrives in a Polestar, THE Jay Leno! He took to the stage and talked about how he has always liked Volvo. He told some great jokes then just came down from the stage to mingle with the crowd. He was very generous with his time and a real sport with all the selfies.

The Polestar and the XC90 are among the most exciting cars being built today. I think it's great that Volvo recognizes and appreciates the cars (and fans) that helped make Volvo a success.

Celebrate Vintage Volvo For Life!
(See more at the Volvo website <http://www.volvocars.com/us/buy/shopping-tools/events/60th-anniversary>)



VOLVO VS. THE KANGAROO

2 November 2015

By David K Gibson

Because the Australian marsupial is responsible for more deaths each year than sharks, crocodiles or box jellyfish, the Swedish carmaker has devised a unique collision-avoidance system.

Volvo has made safety a priority since the ball-bearing company produced its first car in 1927. Though that focus sometimes seems like Nordic high-mindedness, it's grounded in something more pedestrian — the fact that in Volvo's home country of Sweden, many of the pedestrians are moose.

The cars' ability to protect passengers in ruminant-based collisions has made them popular where antlers and ice are in abundance. But company engineers are now taking a more antipodean approach, heading to Australia to develop avoidance strategies for kangaroo.

This isn't just about the unpleasantness of roadkill wallaby. More than 20,000 kangaroo-caused incidents happen in Australia each year, doing more than AU \$75m (US \$55m) in damages and causing numerous fatalities and serious injuries. An adult red kangaroo can weigh 200lbs, and while that's hardly elk-like, they can travel at speeds of more than 35mph, erratically bounding 25feet in a single leap.

That's simply too fast for humans to react to, so Volvo is evolving its City Safety research to make outback driveabouts a bit safer. Cameras and radar are being trained to detect kangaroos — much like they detect cars, cyclists, pedestrians, and golden retrievers elsewhere — and prime the brakes in milliseconds, readying the car for a quick stop. If the driver doesn't react to the danger, the car will warn the driver and brake hard to avoid the collision. Total reaction time from kangaroo detection drops from 1.2 seconds (human) to 0.05 seconds (Volvo). The driver will find this sudden stop surprising, cer-



tainly, though perhaps less surprising than a windshield full of kangaroo.

The market for kangaroo-avoidance technology is limited, surely, but the situation is a wonderful testing scenario to help Volvo reach its goal that no one will be killed or seriously injured in a new Volvo car by 2020. Volvo CEO Håkan Samuelsson has also been quoted as saying the company will accept liability for any accidents caused by Volvos driving autonomously. Maybe it makes sense to practice on kangaroos.

INDIGO 3000R

Hemmings Sports and Exotic May 2015 & Indigo 300R website

While Koenigsegg is a household name among exotic car enthusiasts, few recall the Austin Healey 3000 – inspired Indigo 3000 of Bengt Lidmalm's Josse Car AB. That two-seat sports car was penned by former Volvo exterior designer Hans Philip Zachau, was powered by the Volvo 960-S/V90's naturally aspirated, all-aluminum DOHC 24-valve inline-six engine and

utilized numerous other Swedish-supplied components. Just 43 of these distinctive roadsters were built between 1996 and 1999.

The Indigo 3000's mantle has recently been picked up by Sweden's von Braun Group, a 31-year-old Skene-based consortium of private companies specializing in the production of sports car components. The von Braun Group has collaborated with Zachau to update the classic Indigo, and plans to build 10 examples of the Indigo 3000R Signature Series. The 2016 cars will sport fresh front and rear styling for improved aerodynamics, as well as an optional "Coupe Package," which brings a removable roof with additional sound insulation, a premium stereo and fitted luggage.

The original Indigo 3000's website is indigo3000.se; you can see the new Indigo 3000R and keep up to date at www.facebook.com/indigo3000



INDIGO 3000R

VOLVOS IN MOTORSPORT

30 YEARS SINCE THE VOLVO 240 TURBO REIGNED OVER THE RACE TRACKS OF EUROPE

1985 was a golden year for Volvo in motor sport. "The flying brick" - the Volvo 240 Turbo - won the European Touring Car Championship (ETC) and the German equivalent, the Deutsche Touringwagen Meisterschaft (DTM).

When Volvo launched its 240 family car in 1981 with a turbo engine, it opened up a whole new market for the company. It demonstrated that Volvo was capable not only of building safe, durable cars, but that they could also be fast and fun to drive. With turbocharging, the robust B21ET 2.1 litre engine generated 155 hp, which meant the 240 Turbo could do 0-100 km/h in 9 seconds and had a top speed of 195 km/h. The 240 Turbo Estate was the world's fastest estate car.

In 1982, new international Group A regulations were introduced. Cars to be used in competition were to be taken directly from the assembly line and the number of modifications was to be limited. In order to compete in line with the Group A regulations, at least 5000 cars of the model type in question had to be built each year. They had to have at least four seats and the minimum weight was related to the engine capacity. The regulations suited the Volvo 240 Turbo perfectly.

The regulations also required at least 500 so-called evolution cars to be built - which was why the 240 Turbo Evolution was created. In July 1983 the 500 cars were lined up for an inspection to ensure they were uniform - split across two fields in the USA, one on the west coast and one on the east coast. The cars had bigger turbos, modified engine control systems and Water Turbo Traction - which involved water injection into the intake, an invention developed and patented by Volvo.

1984 was the year in which the 240 Turbo began to compete for real, in Group A racing. Volvo was responsible for the construction and ensuring that the required components were uniform. Competition was handled by independent teams. The first year's dividend was two wins. Swedes Ulf Granberg and Robert L. Kvist won in the ETC event at Zolder in Belgium, while compatriot Per Stureson won at the German Norisring track in the first season of DTM.



Volvo's focus expanded in 1985. Now two teams were contracted to operate as a factory team. These were intended not only to beat competitors such as Rover and BMW, but also to compete against each other.

The Swiss Eggenberger Motorsport team participated in ETC under the name of Volvo Dealer Team Europe. Their drivers were Swede Thomas Lindström, Sigi Müller Jr. from West Germany, Italian Gianfranco Brancatelli and Belgian Pierre Dieudonné.

The other team in ETC was Sweden's Magnum Racing. Ulf Granberg, Anders Olofsson and Ingvar Carlsson were their drivers.

In addition to this, IPS Motorsport competed in DTM. Per Stureson had been provided with a new, competitive car for the nascent season that offered more power and better handling. Initially, competitors and audiences found it hard to take the blocky Volkos seriously. But "the flying bricks" would soon prove their competitive edge - despite lining up against cars with significantly

axle was six kilos lighter, the brakes had four piston calipers and ventilated discs. A rapid refueling system made it possible to fill the car with 120 litres of high octane petrol in just 20 seconds.

On 13 October 1985, following the race at the Estoril track in Portugal, it was all over. Volvo had won six out of 14 races and Lindström/Brancatelli had won the entire ETC series at a walk! What was more, Per Stureson won the German DTM championship after one victory and five podium finishes.

As if ETC and DTM were not enough, Volvo also won the touring car championships in Finland, Portugal and New Zealand in 1985. In addition to this, a right hand drive 240 Turbo won the Scottish rally championship in the same year.

The interest in Volvo's Group A story in the 1980s has grown ahead of the 30th anniversary of the title victories in 1985. This includes celebrations that took place at the world's biggest Volvo gathering - VROM - in Gothenburg in August.

THE SUPER BRICK

The following is an excerpt from an article in Car Magazine from September 1997. In it the author, Roger Bell, gets to drive 4 of Volkos British Touring Car Champions (BTCC) at the Donington Race track in Britain. One of these cars is the 1985 242Turbo Racer that won the ETC championship. Here is what he says after his drive.

VOLVO 240T -The Howitzer Champ

You'd never believe this innocuous Volvo is the devil incarnate. It looks too tame, too ordinary. Yet in 1985, the Brancatelli/Lindstrom Team Eggenberger 240T won the European Touring Championship. Twelve years on, I



bigger engines like the Rover 3500 V8 and the BMW 635.

The racing version of the Volvo 240 Turbo had aluminium cylinder heads and forged pistons, connecting rods and crankshafts. The injection used a custom-built Bosch K-jetronic system and the Garrett turbo charged up to 1.5 bar. The result was that the 2.1 litre engine was generating around 300 hp and gave the car a top speed of 260 km/h.

All detachable body parts such as the doors and bonnet were made from thinner metal than the production cars. The rear

discover why.

The loose, clattery engine idles cleanly and pulls without hunting. But for the hefty controls, I could be in a street-legal hot-rod. The sharp, over-centre clutch is inordinately heavy. Ditto the brakes and steering, especially on pit-lane manoeuvres. Ambling onto the track, I feel confident, comfortably embraced in the bare metal cabin. The short-throw shift of the Getrag five-speeder is easy, the steering lighter and more direct at speed. A doddle, my sort of car. Then I lose control.

I've driven some mad machinery but nothing with such an excess of grunt over grip as this. Power from the 2141cc eight-valve four, water-injected to enrich the mixture, comes in so explosively – from 40 to 400bhp in the blink of an eye,

it seems – it's like trying to restrain an ignited rocket. The viciousness of the kick exposes my complacency, and boots it away. Even on decent 'wets', the 240T would demand circumspection and great delicacy. On old, hard-compound slicks, it was virtually uncontrollable. No wonder Rikard Rydell, the consummate pro, refused to drive it. I dare say the wheels would spin in top as well as in all the intermediates, but I'm not putting it to the test.



SOMETHING DIFFERENT

NEW MEXICO – THE HIGH ROAD

Janet Schwieger

November of 2015 saw the realization of the New Mexico road trip that had been planned a year ago between Rob Schwieger and Gregg Morris. For 11 days for the sea level folks and seven for us high country folk, we drove some of the most amazing scenic roads up to 9200' in elevation, with an average elevation of ~7000'.

Joined by John and Celine Cripps and their blue 1972 1800 ES, Gregg and Rose in their white 1965 122S and Rob and myself (Janet) in our white 1971 142S, we all met at our S.E. Arizona winter home near Cochise Stronghold. It was a time to polish things, check on tires, and adjust bits and pieces before the big drive. Indeed, upon arriving Gregg had to head I hour back to Tucson the next day to buy three new tires due a belt separation in one. The fourth he replaced last spring due to the same problem. New tires on, wheel nuts tightened, we did a day trip to Tombstone and Bisbee to check things over.

It seemed all was well, so we headed out the next morning, but where was our usual sunshine? Gray clouds, rain and wind greeted our trip as we headed north through Willcox, towards deeper darker clouds at Safford on Arizona 191. Turning onto #78 we headed into the White Mountains that border Arizona and New Mexico. As the clouds came down lower, I was happy that we did not take nearby 191 north where you venture over 10,000 feet. I thought this was the lower route, but we wound higher and higher – to what looked like may become a whiteout with cloud and snow – a problem as all of us had summer tires. Call me a nervous nelly, but as we pulled over to a scenic lookout at about 9000 ft., I was con-

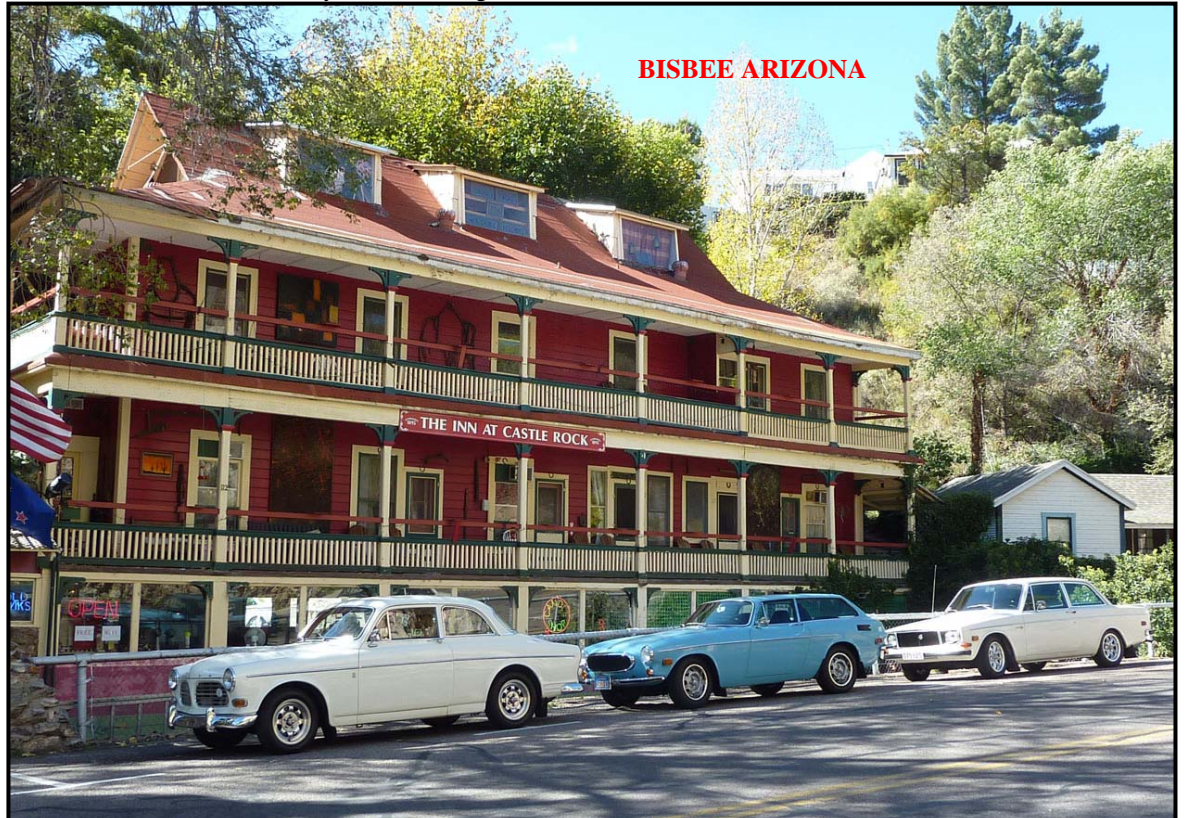
vinced that around the corner it would become even worse. As it was, we turned the corner and headed down the other side - towards clearer but chilly skies – and crossed into very rural New Mexico.

We joined up with #180 heading north, and turned East onto #12 that wound through the Plains of St. Augustin. This was a very odd place – it is an old lakebed, with the road carving through the middle. Flanked on both sides by mountains and moraines sweeping down, it was mile after mile of empty land with a few lonely ranches dotting the valley. Apparently people were convinced that in the 1940's a space ship landed here and odd little 'people' got out. Unfortunately no pictures exist, but many studies have been done to prove or disprove the notion. At the far side of the Plains was a field of radio telescope dishes called the Very Large Array (VLA). They are odd enough in themselves as

their 'ears' listen for signs and signals from outer space.

Hwy 12 deposited us onto 60 East and we landed in Socorro elevation 4600 feet, at the intersection of Hwy 60 and I 25 for our first night and checked into the Econolodge Motel. It didn't rate many stars, and the pool was as dry as much of the Dead Sea and just about as old. Who cares..., the rooms were warm, clean and only a block away from dinner at the China Buffet.

Next morning dawned clear and cold, but the wind very quickly gathered a nasty bank of black clouds. A check on the weather for our destination Santa Fe (El 7300 ft.), forecast morning snow but clearing after lunch. With that news we took our time over breakfast giving the storm a chance time to move along. By the time we had eaten and paid the sky was clear again, and we headed a few miles north on I 25 before turn-





ABO MISSION, NEW MEXICO

ing off on #60. Albuquerque is flanked by the Sandia Mountains to its east, and our road took us on the backside of those mountains, towards Santa Fe, a Scenic Byway known as the ‘Turquoise Trail.’ We stopped at the Abo Mission ruins, a Spanish fort built in the 1600’s right over top of ancient Pueblo ruins. Cold windy weather stopped us from lingering, but it was fascinating to learn some of the history here. Ancient Pueblo people lived nearby around 1100 AD, and you could see mounds that had been part of their village, still unexcavated.

We stopped for lunch at an excellent coffee shop in nearby Mountainair, a small town on the route of the fabled Atchison, Topeka & Santa Fe Railway. North on 337, 217 and 344 we wound through small colorful Hispanic communities, a beautiful road that took us through the artisan community of Madrid, and up to Santa Fe. Our Hotel, the Santa Fe Sage Inn was beside the Whole Foods, which served us well for a take out dinner. A glass or two of wine and good visits and discussion was the theme for dinners and before turning in to our respective rooms.

We spent two days in Santa Fe, and were enchanted with the plaza and Old Spanish churches, beautiful adobe style architecture and many shops. Santa Fe was founded in 1610 and is the oldest capital city in the USA. The city has rules that buildings cannot be more than 3 stories high, they have to be painted with adobe like colors, and preferably are built in that style. The old adobe look is now known as the ‘Santa Fe style’ of building. Famous artists, actors and writers have settled in the area of Northern New Mexico, enchanted and inspired by the high elevation sun and history.

The second morning in Santa Fe we were lucky to find a Saturday farmers market near our hotel with a huge gathering of vendors. Chile peppers seemed to be the main theme, roasted,



THE SANTE FE GANG

dried, and fresh from the garden, ristra strings and wreathes made with fresh chile peppers of all colors. Our shuttle driver told us the day before, that Julia Roberts frequented the market. She has a hacienda just north of Taos. After making some purchases, we headed further north and

took the back road, known as the ‘High Road to Taos’, which is starts off 285 to 503, 76 and 518. We visited the 1810 Spanish mission at Chimayo, known as El Santuario de Chimayo. The town and Church receive up to 300,000 visitors per year, 30,000 of them on pilgrimage during the Holy Week. Some even walk from Albuquerque, some 90 miles away. Leaving Chimayo, again it was a beautiful winding road passing through colorful Hispanic villages. This road wound up to 8500 feet in elevation where we found snow from the storm that went through a few days before. We took our time and once in Taos, elevation 7000’, we checked into the wonderful Old Pueblo Lodge.

We often used Trip Advisor to find our accommodation, and found it to be fairly accurate. The price of the room was high, at over \$100 a night, but it came with an excellent breakfast, and was a beautiful adobe style place near the center of town. We unpacked and took a walk down to the plaza, realizing that Saturday was on the wane and we hoped that shops would be open on Sunday.

Taos serves the visitor a mixture of shops with Mexican and Southwest furnishings, antiques, art galleries, historical museums and the usual charming adobe homes and buildings together with a wide variety of restaurants. It is flanked on the east by the Sangre De Cristo Mountains, with Wheeler Peak being the highest at over 13,000 feet. This makes Taos a ski resort in winter. We ate at Doc Martins Restaurant, at the historic Taos Inn. I can eat Mexican food every day, 3 times a day, slathered with the usual New Mexican red or green sauce. That said, not everyone in our group felt that way so we democratically went back and forth between American food and Mexican.

The next day dawned sunny and warmer. First on the list, we drove a few miles north of Taos to the bridge over the amazing Rio Grande Gorge – a huge rift in the earth’s crust that the river uses as an opportunity to slip on through. It made you dizzy to look down to the river, and the bridge had that unnerving rumble when a vehicle drove over it. It was an amazing engi-



Sante Fe, New Mexico

neering feat to bridge the Gorge. We shopped at the vendors that had set up nearby, amazed at the better quality and value of items compared to the plaza shops in town. We drove a little further on the Mesa – a hardscrabble place to live with little more than stunted sagebrush. In the 1970’s people bought cheap land and built Earth Ships – off the grid underground homes. Most use tires filled with earth, with windows sticking above the ground that face the sun for the best solar gain. It is odd to see the varied collection of them scattered over the mesa top, especially to see a truck or car parked beside a mound with a window. I guess garage space is at a premium there. These days there are some pretty exclusive looking Earth Ships, with people taking them to the next level.

Back into Taos we toured the Taos Pueblo, which has been in constant use for the past 1000 years. The Pueblo looks very similar to what it looked like at least 700 years ago, but has only about 35 people living there at this time. It receives funding to keep it original and off the grid, but many of the Pueblo people now prefer



and headed south on 68 towards Espanola, where we turned off onto #30 and #4 towards Los Alamos and Bandelier National Monument. About a

million years ago there was the caldera, a giant grassy expanse.



We continued on #4 through the Jemez, a beautiful drive along the Jemez River, lined with trees rich in fall colors. We joined up with 550 and drove into Bernalillo, drove a few miles down I25 and headed west on I 40. The road seemed quiet enough in spite of being an interstate highway, so we decided to zoom through and make better time west. After a night in Gallup, NM and a little more of I 40, we turned south at Holbrook, Arizona on #77, and drove down the scenic road through the Salt River Canyon. Scenic routes are designated scenic for a reason, and this one was no exception. We stopped at nearly all of the pullouts and had a picnic lunch before heading down to Globe. These Volvos have small gas tanks, and an appropriate parting for this road trip was at the Chevron at Globe. The Morris’s and the Cripps headed west towards La Mesa, California via Tucson, while the Schwiegers headed south towards Cochise Stronghold via Safford and 191.

What an amazing week in the state that is known as “The Land of Enchantment”, totaling 1400 miles for the Schwiegers, and 2450 miles for Morris’s and Cripps.

to live where they can have power, water, internet and TV, just outside of the old pueblo. We took a tour of the Pueblo with a guide and learned much about their history. After this we stopped for lunch at the Guadalajara Grill– a restaurant that doesn’t look like much from the outside but serves some of the best Mexican food I have had. Rob and I visited Taos often many years ago, and I was thrilled to see this restaurant still bustling.

picnic lunch and resumed our drive. We were up at the 9000 foot level, turned a corner out of the

In the afternoon we saw the Fechin House and Taos Art Gallery. Nicolai Fechin was a Russian artist who spent 6 years in the late 1920’s hand carving nearly every aspect of this adobe home, beams, furnishings, staircases and all. He painted during the day, and carved at night. It now houses the Art Gallery of Taos, making it a double delight to visit.

Next morning we had to say a fond farewell to our Adobe Lodge and Taos,



TECHNICAL TIPS

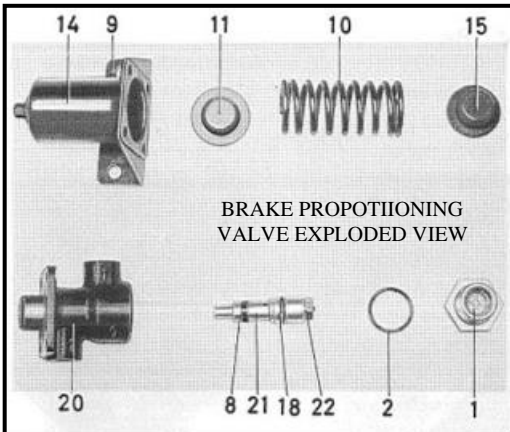
REHABBING THE BRAKE PROPORTIONING AKA REDUCER VALVE ON A B20 122S.

Barry Gordon

Although this story relates to my 1969 Amazon (Veronica), which has split diagonal brakes and thus two proportioning valves, the same procedures would apply to earlier 122 models with a single proportioning valve and to 1800 and 140 series. Since I am now tired of typing "proportioning" valves, henceforth I will use "p-valve".

The symptoms:

Last fall the right rear brake took to locking up and I had to stop the car and bang the drum with a hammer to get it to release. The senior brain trust of VCBC (Gregg Morris, John Cripps, others) suggested that the rubber hose between the p-valve and the hard line to the wheel cylinder may be collapsing without any outward sign and thus preventing the pressure from releasing at the wheel cylinder. Or the p-valve itself could be gummed up creating a similar situation. So replacing the 2 hoses and re-habbing the 2 p-valves became a winter project, which got started at the end of May 2014.



The Beast

Part Numbers above: 1 Plug, 2 O-ring, 8-22 Piston Assembly with Rubber O-ring & seal, 9 mounting bracket, 10 Spring, 11 Spring seat, 14 Housing, 15 Spring seat, 20 Housing

The Process

Job one was to get the valves off the car. The only tricky bit here is doing so without destroying one or more of the 4 hard brake lines – 2 from the brake failure warning switch and one to each of the rear drums via 2 rubber hoses. Through much good luck and a little trick with duct tape, I was able to salvage 3 of the 4. The one to the left rear wheel cylinder would not yield to any form of black magic or penetrating oil and I finally snapped it. Replacing it was a mini-saga of it's own since this line has a female flare

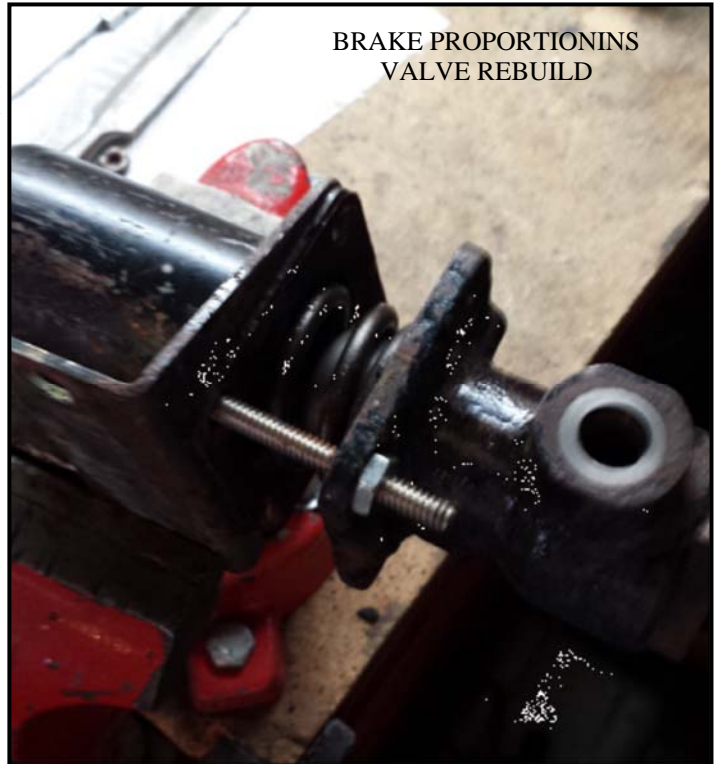
nut fitting where it attaches to the hose and a regular male flare nut where it meets the wheel cylinder. Big strike out at Lordco, Napa et al. I eventually had to ask my friendly mechanic to make one up for me. His tongue in cheek comment was "Volvo, always has to be different". BTW the duct tape trick, which I'm sure everyone knows, involves wrapping several layers of tape around the hard line just behind the flare nut and gingerly grabbing the taped area with visegrips. Gentle wiggling of a flare nut wrench on the flare nut itself will usually (Truthfully? Sometimes) separate the two parts.

Job 2 was to disassemble the p-valve proper. I had studied the pictures in the service manual and read the prose but nowhere did it warn me of the substantial preload on the rather hefty spring inside the valve. Once I realized that this thing might blow apart in my face, I put on safety glasses and a heavy jacket. Then it occurred to me to use my head here. I removed 2 (of the 4) bolts holding the p-valve housing halves together, diagonally opposite each other. I then ran two 2" 10-32 bolts with nuts through these holes and snugged up the nuts. I then removed the remaining 2 bolts and finally, gradually unscrewed the nuts on the long bolts. The spring that appeared is about the size of a valve spring and would pack a nasty wallop. Needless to say, I used the same process in reverse when re-assembling the valves.

The next bit of fun occurred when I tried to remove the plug (#1 in the picture above) that hides the small piston inside the valve. The torque spec on this thing is 90 lb-ft. I had to resort to a 1 1/4" socket and an impact wrench. I was absolutely unable to remove it with a strong arm. I had to use an impact wrench to remove one of the hoses from the p-valve body as well after I cut it as close to the fitting end as possible. Once the plug is out, check the O-ring. Mine was in fine shape. Then push the piston out through the open end where the plug once lived. It won't go the other way. Don't try to disassemble the piston.

According to Eric (planetman) Hamlet of Hi Performance Automotive Service in Torrance, CA, the only rehab usually required is a good cleaning. Eric does sell a seal kit however if mere cleaning doesn't do

BRAKE PROPORTIONING VALVE REBUILD



the trick. It is important to make sure that the small holes at the one end are clear and also those part way down the piston. The little white Teflon(?) pin at the one end should move freely, in and out. Eric recommends not trying to adjust the pressure reduction screw at the end of the valve opposite the plug. It's factory set and locked with a rugged looking sealant.

After cleaning, slather brake fluid over everything and put it back together. Then mount in the car, attach the hoses (which I got from Olof) and hard lines and spend the next several days trying to get all the air out. On my car there are 8 bleed nipples and a prescribed sequence. I've progressed to the point where the car will stop reliably but I don't have as much pedal as before and I can still pump up the pedal. Therefore more trapped air, all of which has to be in the rear lines and probably the p-valves themselves.

Your mileage may vary.

HEAVY STEERING EFFORT IN A 122

Barry Gordon

At Volvos in Osoyoos last summer I asked Gregg Morris to test drive my 69-122S to help find a clunk in the suspension. We did not solve that problem, but Gregg noted that the steering effort was far too high. Gregg suggested many possible causes as listed in brackets below. The actual cause was something completely different.

(Possible causes of heavy steering effort in a 122 (or 1800). worn, under inflated or too-wide tires, bad alignment, dry lower ball joints, stiff idler arm, too-tight adjustment of the steering box.)

Here is what it turned out to be. About 3 years ago the steering box started leaking

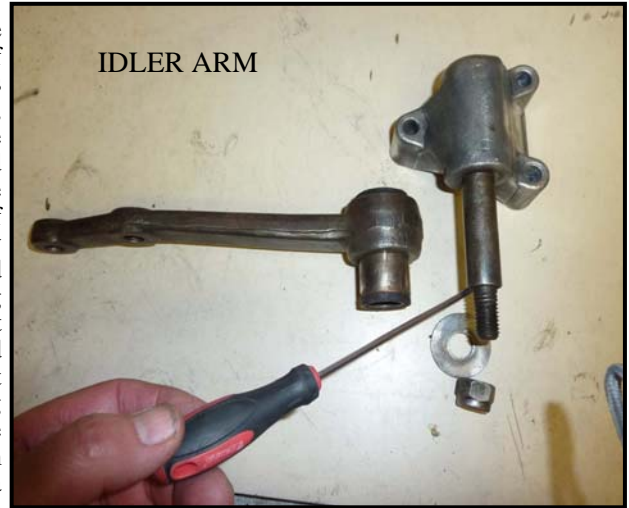
through the Pitman shaft seal. As a temporary solution I filled the box with axle grease, a trick suggested by Phil Singher. When I replaced the seal, I completely forgot about the grease in the box and it has been there ever since. I sucked out the box contents, which had the consistency of heavy molasses and refilled it with regular 80/90 hypoid oil. Night and day difference! I intend to suck the box dry again once any remaining grease has been diluted in the new oil. The steering is now light as it should be.

STILL ON THE TOPIC OF HEAVY STEERING

Gregg Morris

My 72 1800E steering was so stiff the steering wheel would not even straighten out by itself after a turn. I had not had the car long, and as it is a dry climate car I wanted to make sure all the "Volvo lubri-

cated-for-life" ball joints were not worn and were not dry of lubricant. With John Cripps help we disassembled, checked, lubed and reassembled the whole front suspension and steering. The strangest fault we found was an idler arm so stiff that in a vice you could hardly turn the arm. I took it apart and lubed the shaft thru the bushing and reassembled. When the nut and washer was tightened hard against the shoulder of the shaft the arm seized up. The bushing is simply too long. Loosen the nut just slightly and the arm swings normally. Must be a faulty bushing. Solution use a nyloc nut, tighten enough so the arm moves



and add a second "jam" nut to make sure neither one comes loose..

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(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%
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- 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
- Polar Batteries** 1258 boundary Rd. Burnaby BC, 604-294-1891

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.
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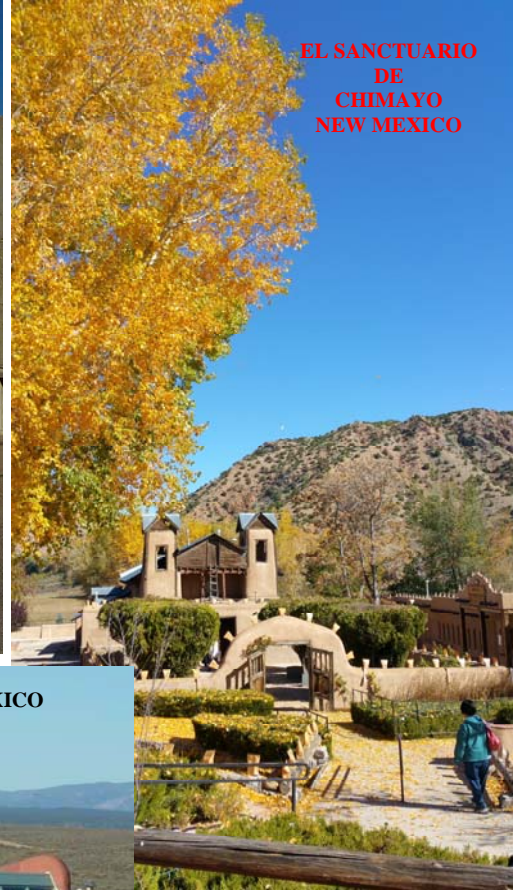
CLASSIFIED ADS (pictures on website)

67-123GT \$12,000, Ch. #268455; on 123GT register; metallic charcoal (originally #94 dark green); rebuilt B18B, M41 w OD, Limited slip diff., exc. body, paint and tan interior. Recaro recliners, NOS rubber floor mats, mechanically sound, including new exhaust, brakes and shocks, Gil 250.722.9492 gistuart@shaw.ca Nanaimo.
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.
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
79-242GT-\$2800 obo, silver. Completely rebuilt B23E engine, new clutch, and brake pads; like new radiator, galvanized front struts and exhaust. Includes two sets of wheels and tires. Vehicle is solid but in need of paint. Glenn 604-876-6131
82-245 Black wagon -Red block engine, 411K, no rust, always garaged, all records since new.as is, offers invited. Alex 250-656-6456.
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-\$4000, 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
94-945Turbo, \$2500, dark metallic blue/green, 276K km, exc. Eng & trans, Straight body and nice paint, black leather interior,,cargo cover, dog guard new alternator, and front brakes, service by Peter Griffiths, N. Vancouver. Comes with cargo cover, dog guard, 2 mtd snows. Mick, 604-929-1819, mickbrenda@telus.net

SANDY WILL'S PARTS COLLECTION: Tons of pre 75 Volvo parts, all models (544/122/1800/140/160) sorted and accessible, give us a call Gregg Morris 604-469-1216 or grmmorris@moody.bc.ca or John Cripps 604-466-9110 or volvoridge@hotmail.com
122S parts, from 5 cars 64 and up. Mechanical, body, trim etc. Bob Armstrong, Lac LaHache, 250-396-4456
73 1800ES for parts. (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
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 vin-tage@telus.net
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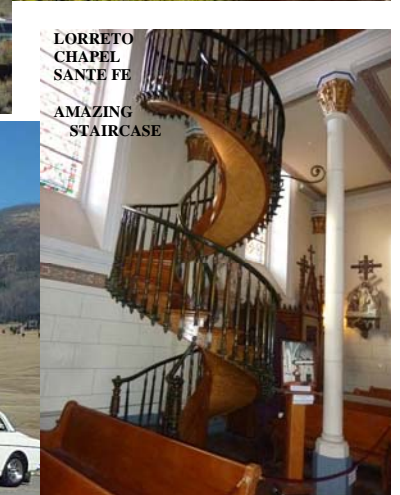
BISBEE, ARIZONA



EL SANCTUARIO DE CHIMAYO NEW MEXICO



EARTH SHIP, TAOS, NEW MEXICO



LORRETO CHAPEL SANTE FE AMAZING STAIRCASE



GIANT CALDERA NEAR LOS ALAMOS NEW MEXICO



THIS 544 HAS 4.5 MILES SINCE NEW

