



THE VOLVO CLUB OF B.C.

JANUARY 2017

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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 18, 2017 (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 11, 2017 !!!Saturday!!! DATE TENTATIVE CHECK WEBSITE VCBC TECHNICAL SESSION Time: 1 pm. Installing electric power steering in a classic (pre240) Volvo. Fred Key of Key imports will explain the installation on Ric Doell's 1800E. Rick says it has transformed the car. Fred's shop is at 2397 W. Railway St., Abbotsford, BC, V2S 2E4. Gregg Morris **604-469-1216**.

VANCOUVER ISLAND EVENTS: Watch the website. www.volvoclubofbc.com

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

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 PICNIC AND AGM 2016

September 24, 2016

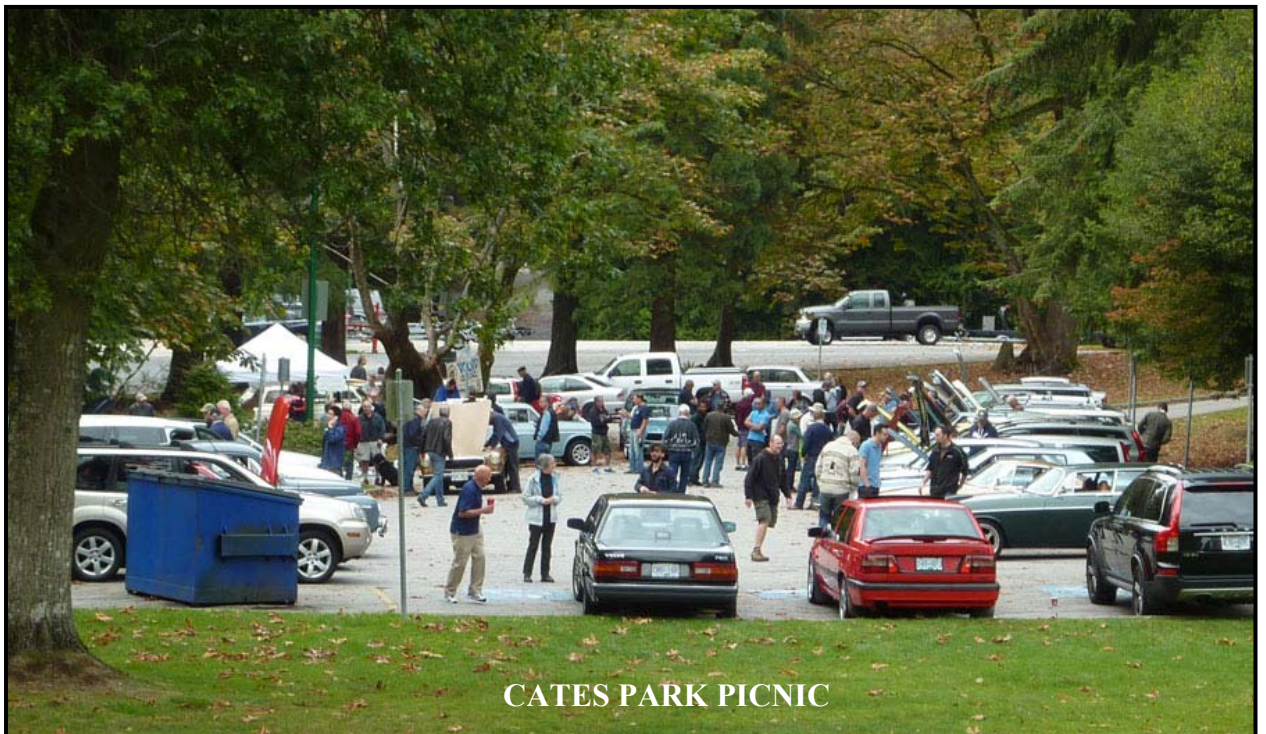
Gregg Morris

This year was the 25th annual Cates Park Picnic. That 25 year went by fast. In preparation for the event we got in touch with Volvo of North Vancouver, Don Docksteader Motors, Volvo of Surrey, Scandia Motors, Ed Schram Motors, Olof Malberg of Vintage Import Parts and KMS Tools. They all generously donated gifts for us to raffle at the picnic. We thank them all for their donations and their support of our club.

The Cates Park Picnic takes place on the last Saturday in September and weather is always an unknown. In the week leading up to the event the forecasts for Saturday changed virtually every day

and included pretty much everything except snow. You have to wonder why they even bother forecasting. As it turned out it was cloudy with sunny periods and not a drop of rain. Thankyou thankyou.

We had advertised Cates by sending posters to the Volvo Dealerships and independent repair shops and posting the event on the internet and Friday Vancouver Sun. I don't know if it helped, but it sure didn't hurt, because this



CATES PARK PICNIC

was the second biggest turnout of the 25 years we have been doing this.

There was a super range of cars on display, virtually every model sold in Canada was on display. PV 444 & 544, 120 series, 140/160 series, 1800 series, 240, 740/760, 940/960, 850, S/V70 and brand new XC90 and S90 from Volvo of North Vancouver. There were 50 to 60 cars depending on when you counted and scads of people enjoying the cars and the day.

There were 3 cars from Victoria and one from Gabriola Island. Likewise I believe 3 cars joined us from Washington State and Lloyd Dronen came all the way from Norway. It was great of them to support the event and I regret not thanking them on the day, so a belated thankyou. A couple of other club supporters, turned up as well. Ken Witalla of Scandia Motors arrived on his non-Volvo powered Harley and Jason Leber, arrived by boat. Jason is a former Volvo Master Tech at Docksteaders who provided us with great tech sessions before he moved onwards and upwards in his career. He has taught the VW-specific mechanics course at BCIT, then became VW's head of Mechanics training for western Canada, and now works for the Provincial Government directing all the trades apprenticeship programs for BC.

We sold some of our club clothes, renewed a bunch of memberships and signed up 6 new members. Loui Tennant volunteered to sell raffle tickets and she sold a pile. We had lots of raffle prizes, most of which we put on tarps so people whose numbers were drawn could just choose what they wanted. I kept some special gifts aside to raffle one at a time.

There was some pretty neat machinery on display. Ric Doel's 70 1800E was back after a nasty rear end accident earlier in the year. Fortunately, it was skillfully repaired and you would never know it had been hit. What's really neat about the car is its electric power steering, installed by Fred Key of Key Imports in Abbotsford. Rick says it transforms the car and makes in-town steering a breeze. We hope Fred will do a technical session on the subject. By coincidence another car sported a very similar conversion using the electric power steering from a Saturn Vue. The car is a flat black early 122 2 street rod. Paul the owner/builder is a welder of gas turbines so he knows his craft. He managed to install a 4.2l Chev based Volvo Penta V6 in



the 122. A big problem with installing wider engines is the interference with the steering column. He accomplished it by fabricating a unique bag-of-snakes exhaust header that managed to avoid the column. With over 200 hp it is a fast 122 and it sounds mean as well.

There were four nice 122 wagons, one of which is still being driven by its original owner Don Voegel of Bellingham.

The only tedious part of the day is Annual General Meeting, mandatory for retaining our non profit society status. I try to make it as short and painless as possible, while still summarizing the club and recognizing the volunteers who make it work. A show of hands at the end gave us the go ahead to direct the club for another year.

Finally, we gave out the Peoples Choice award plaques. The Peoples Choice award went to John and Celine Cripps for their light blue-grey 63 PV544. John humbly noted that he had owned the car for only a year and the restoration was the work of Herb and Marg Hamlyn. The runner up award went to a nice

white 64 PV544 owned by Randy Phillips of Gabriola Island. I think this is the first time I have seen this particular car and it is very nice indeed. The people's choice modified went for the second time to Theo Remigio for his wife's 94 850 Turbo sedan. If you are tempted to get in a streetlight race with this car I would advise against it. Theo sent me a you tube clip for Mission raceway showing him and this car blowing away a 700 hp Toyota Supra in a drag race. Here is the link, take a look <https://www.youtube.com/watch?v=4Qdg76EDXBg>

Cates Park is a perfect way to end the summer on a high note. Thanks to everyone who participated.

p.s. I was teasing Christopher Sage, General Manager of Volvo of North Vancouver, that we were tempted to raffle the brand new XC90 or S90 he displayed at the meet and he came back with the offer to donate a weekend getaway package with the use of a Volvo XC90 or V90CC for next year. Very generous offer and we will certainly take him up on that one..



DON'T FORGET OCTOBER

October 5,6, 2016

Gregg Morris

I know this is not an official VCBC event, but it could be.

I warn you that this is going to turn into a bit of a travelogue, but it is never a bad idea to instill a bit of history into a car guys trip. I encourage you, with the power of the internet to acquaint yourselves with the various communities we pass through. They all have a colourful history, and memorable roads that connect them.

John Cripps and I have just returned from a first class, gas wasting, over-nighter, circle tour to the BC interior this October 5 & 6, 2016. I drove my 122 wagon and John his 1800E. Most folks seem to think that drives to the interior should stop in September, but I am here to argue for early October. Sure the highways



**HIGHWAY 8
TO SPENCES BRIDGE**



guys say your car should be wearing snow tires or carrying chains, but don't let that put you off.

Here's the story. The weather this early October, particularly in the lower mainland has been damn damp. What is needed for a good drive, is at least dry roads even if the weather isn't sunny, but sun sure would be nice. I have found that I have to do my own weather forecasting and be willing to set out at a day's notice. Sometimes I wonder if the official weather forecasters could pour sand out of a boot.

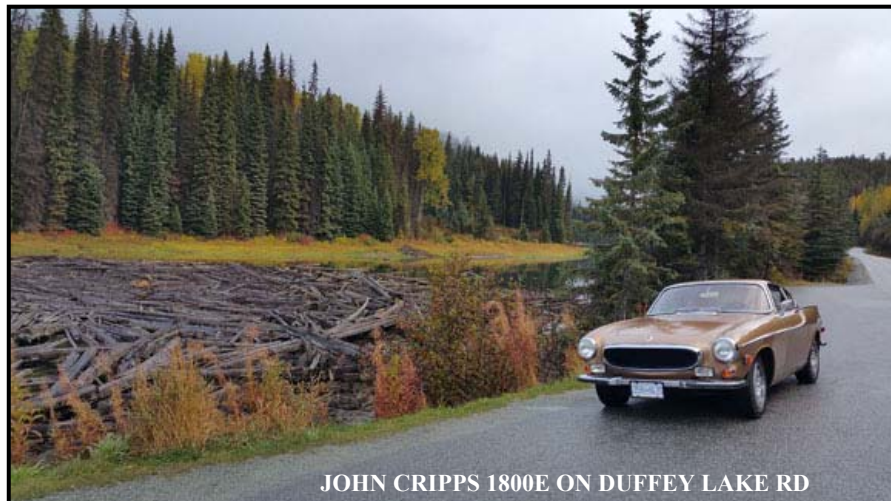
The circle tour we took was Vancouver to Lillooet and Return. Details of the route will follow. First we had to pick the two days we needed out of the doom and gloom forecasts of rain and more rain. I started by looking up 7 day forecasts for weather in Vancouver, Merritt, and Lillooet on the weather network site (optimists) and the Environment Canada site (Pessimists) I paid particular attention to any glimmer of sunshine in the forecasts. I concluded that it might actually be dry Tuesday Wednesday or Thursday. Monday it just poured and was still pouring late in the evening. That didn't bode well for Tuesday so I put my money on Wednesday, and tried to find someone as crazy, rather, discerning, as me, to join the drive. Only John Cripps was game, and we left Wednesday morning in the sunshine! Ha!

I find that I can take the same route at 3 different times of the year, and it is like 3 totally different drives. This trip was a case in point, and beautiful to boot. We left Maple Ridge heading for Hope on the Lougheed highway (7). Sunshine and the odd cloud after days of rain made the Northern Fraser Valley look so green it was almost tropical. From Hope we took the

Co- quihalla Hwy 5 towards Merritt and turned off at the Coldwater Road exit. That put us on 20 kms of scenic curvy and untraveled secondary road ending in Merritt. You travel fast through farmland, forest, slow through the Cold Water Indian Village (c/w radar trap) and medium on to Merritt. My theory of driving on these (paved) back road excursions is to drive at a speed that is fun, based on the capabilities of the car, the driver and the road conditions. Always slow down for rural villages and definitely slow to no-ticket speeds within 10 kms of a donut.

We made the compulsory stop at the Merritt Chevron and headed for what was the most spectacular portion of the drive. We travelled west from Merritt on Hwy 8 which follows the Nicola River for 65 kilometers ending in Spences Bridge, where the Nicola River joins the Thompson River and Highway 8 joins Highway 1, the TransCanada. That 65 km through the Nicola Valley was just perfect. It was mostly sunny, there was virtually no traffic and you could travel at whatever speed best suits you and your car. There are lots of long fast sweeping turns with elevation changes and sections of tight curves right beside the river. The scenery was beautiful. The geology continually changed as we headed west and reminded us of some parts of Arizona c/w hoodoos. Complimenting the geology was the green fields, fall colours of trees and startling red leafed bushes that popped out of the concrete coloured cliffs. This stretch of road really should have been driven twice, well actually 3 times. Take it fast first to get the thrill of the drive. Then drive back to Merritt to experience the road in the opposite direction. Finally head back to Spences Bridge stopping to take pictures of the beauty on display. I am going to do just that next October. You are invited.

From Spences Bridge we drove 30 km south on Hwy 1 as it follows the Thompson River Valley to Lytton, where the Thompson joins the Fraser. That stretch of Hwy 1 is a nice drive, with grand views, lots of passing zones and not even much traffic, at least on that day. Mercifully, most of the ladder-backs (RV's) are parked



JOHN CRIPPS 1800E ON DUFFEY LAKE RD

for the season, and not cluttering up our roads. In the summer, Lytton and Lillooet are often the hottest places in Canada, but on this Sunny October day it was perfect driving weather, a bit too cold for shirt sleeves and too warm for a sweat-shirt.

We were now on our last leg of the trip for the first day, Hwy 12 from Lytton to Lillooet. Hwy 12 was built in 1953 and follows high above the east bank of the Fraser River for 62 kms. Quite the road. There are lots of curves and dips and it is often carved into a steep slope that falls away to the Fraser. One stretch cuts through such a steep part of the mountain side that it is only one lane wide and the pavement is scarred from the sharp boulders that regularly fall off the upside slope, bounce on the road and continue way down to splash into the Fraser. Don't even think about stopping on this section. Its what my Uncle Rand described as being on the bitter edge of bugger-all.

From this point on, the valley widens and offers beautiful views of farms and forest on both sides of the Fraser. As you near the end of Hwy 12 there is a produce farm where you can buy fresh fruit, vegetables, melons, squash and Russian Garlic. A little further on, Hwy 12 intersects with Highway 99 (the Sea to Sky



GREGG'S 220
AT DUFFEY LAKE

Highway), right across the Fraser River from Lillooet. Before crossing the bridge there is one more worthwhile stop. The Fort Berens Winery. The semi arid climate of Lillooet is much like the South Okanagan wine district and the soil has lots of mineralization, ideal for vineyards. Fort Berens is in the enviable position of being the only winery in the newly minted Lillooet-Lytton wine district. As a bonus, the wine is excellent and the generous tasting room provides a panoramic view of the valley. They even have an outdoor patio where you can enjoy some wine with food from their kitchen.

In the late afternoon we crossed the bridge and entered the enduring community of Lillooet. This town has struggled from its inception as mile 0 of the Cariboo trail, and as the road signs say, Guaranteed Rugged. Looking at the mountains that surround you, Guaranteed Rugged is a very good description. As usual we stayed at the

Mile 0 hotel in a room that overlooks the Fraser and has a CN rail line within 40 ft. When a freight train passes, it might as well be driving through your bedroom. All part of the Lillooet experience.

Lillooet's history is colourful and has never been easy. In 1860 it was one of the largest cities west of Chicago, second only to San Francisco (or so the internet says). Lillooet's history is entrenched in the BC Gold Rush of 1860. It was Mile "0" on the Cariboo-Pavillion Road, the first wagon road to be surveyed in BC as the route to the Cariboo gold fields. 70-Mile House and 100-Mile House are measured from Lillooet. The main street is very, very wide, so oxen drawn freight wagons, could make U turns.

In WW2 Lillooet was one of many internment communities for Japanese Canadians and some of the interment houses still exist.

First Nations people provide more than half

(Seton Powerhouse) is on the bank of the Fraser at the south end of Lillooet.

I discovered one unintended consequence of this vast water retention and diversion project. Seton Lake, at the east end of the Duffey Lake Road and just west of Lillooet is beautiful and there is a park and beach. I am a swimmer and cannot resist a swim in a crystal clear lake. The only flaw is it is really, really cold, but it shouldn't be, given how hot it gets in Lillooet. It finally dawned on me that the power project results in cold water being diverted to Seton Lake from much higher elevations and much colder temperatures.

Lillooet was home to the famous journalist Ma Murray. One floor of the Lillooet Museum is dedicated to her memory and legacy. Margaret Lally "Ma" Murray was born in 1888 and lived to 94 years old. She started life as a Kansas farm girl and became an American-Canadian

newspaper editor, publisher, and columnist, an officer of the Order of Canada, and the wife of publisher and British Columbia MLA George Murray. The Murray's publications were The Chinook in Vancouver, the Bridge River-Lillooet News in Lillooet and the Alaska Highway News in Fort St. John. Her insightful articles, spicy wit, back-country wisdom, and down-to-earth style, made her famous. Ma's editorials were characteristically signed off with the catchphrase "And that's fer damshur!!".

Back to the drive. Lillooet is at the

east end of the famous Duffey Lake Road, through a high pass through the Coast Mountains to Pemberton. This is a fantastic road offering 100 km of grand scenery, never ending curves and change in climate from semi arid in the east to coastal rain forest at the west. The pavement is in great shape, but watch out, there are seriously steep grades at both ends.

We were onto the Duffey by early morning of the second day in hopes of getting a clear run. There was hardly any traffic but overnight rains had left the road wet and it was wise to go slow, as falling off that road is a very bad plan. We had breakfast in Pemberton and a wet but happy drive along 99 through Whistler and Squamish and finally back to the swarming traffic of Vancouver. The circle tour was 450 miles, and every one of them worth driving. **Don't forget October!!**

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EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

Those who attended the Cates Park Picnic and our AGM seemed to like the way the Club is running and gave us the approval to carry on for another year. That will be the 26th year to be exact. Not bad for a local club of Volvo enthused gear heads.

One of our directors Chris Ainscough has moved to Alberta. Chris is a great guy and a skilled writer with a satirical sense of humour. I really hope he will continue to contribute his wit to the newsletter. We all wish him well. I guess



CHRIS AINSCOUGH & TWIN BROTHER?



he just wanted to move 600 miles closer to his twin brother Pope Francis. Thanks Chris for your service to our Club.

What are we going to do this year? We will start by Hoovering up some Spaghetti and Spumoni at our annual winter supper later this month. Next we have found a great topic for our technical session. Let me assure you it is not easy to come up with new topics for the tech session after 25 years in a row. The topic is adding electric power steering to pre 240 Classic Volvos. There were two cars fitted with this system at Cates Park. Ric Doell's 70 1800E and a customized early 122S. Ric's used the power steering from a Saturn Vue and it was adapted and installed by Fred Key of Key Imports in Abbotsford. Fred has volunteered to give a tech session on the conversion. This tech session will happen during the day on a Saturday rather than our usual weekday evening. This should let more people drive to Abbotsford to attend. In June we will have the Spring Drive. In 2016 the drive was supposed to be in Washington, but the exchange rate was so bad we didn't know if anyone would attend. Instead we chose to drive to Kamloops, but that was weathered and gassed out. We have the same decision to make this year. I will be sending a message to everyone who typically attends the Spring drive to ask if they would attend in the US despite the exchange rate and the "Donald". You will see the decision in the May newsletter Events List. Also in June we will be right beside the Vikings at the Scandinavian Mid Summer Festival and in July Allen and Dorothy Hiebert will arrange a drive and picnic somewhere in the lower mainland. I Encourage you to attend some of these events. They are short on formality and big on fun.

LETTERS.

To BOB CUTHILL THERE IS NO SUCH THING AS A SEALED UNIT

Jamie Graham

There is a time in the life of every classic car restorer when they encounter that unique and usually small part that cannot be repaired, fixed, tweaked or "tinkered with." No matter how much time one puts in to sand (glass or walnut) blasting and cleaning the metal, the piece will not come apart for closer examination or when it does, it can't be re-assembled for it to perform. Attempts to repair the part can accidentally destroy it ... then the search begins for a replacement. That usually leads to a dead end after frustrating journey. I've been there. That is probably the joy (challenge or downfall) in restorations and the never-ending "hunt."

I met Bob Cuthill through the Volvo Club of BC and he has given very generously of his time to guide me through my first project, a '68 1800S and now my second "job", a complete but rusty '64 model. While removing the interior of the latter, the foot dimmer switch and wiring had to come out. During one of Bob's visits to my tiny crowded garage, I showed him the switch, sealed permanently in all its rusty glory. He took it from me and I remember him holding it in his hand and expressing those wonderful words, "Jamie, there is no such thing as a sealed unit." Anyone working on one of these classics will recognize this instantly.

A few days later he came over with a small brown paper bag (together with a Tim Horton's coffee) and he produced what I thought was a "new old stock" dimmer switch. He had somehow taken the switch apart, then worked his magic. It worked and looked like brand new.

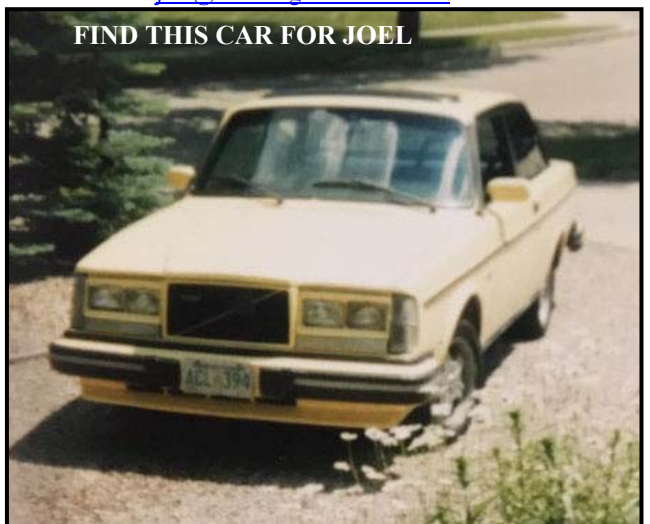
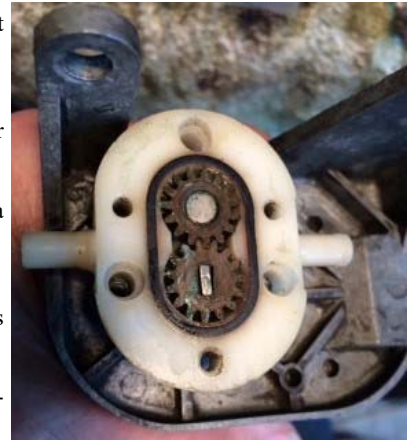
A while later I ran into the same problem with the old-school windshield washer motor and pump assembly. I got it apart to the extent where I was comfortable, but I could see the two gears were seized and corroded. Bob took it from me on his next visit and once again I got back a fully operational motor and pump. He had carefully disassembled the pump and was able to wiggle out the tiny gears. My inquiries to find one online before Bob's help were really unproductive so when he produced a beautiful reconditioned and original unit, I was thrilled.

Bob has rebuilt and helped others with many 1800 models and his '61 gray Jensen is a regu-

lar at many Volvo events and for many years was a director of VCBC. Bob has been written up several times in Volvo publications and I have experienced firsthand his kindness and talent.

HELP JOEL COTE FIND HIS FIRST CAR

From Joel: Hello, I've been searching for my old 83 242 turbo which was my first car. My search has lead me to BC and all my research shows that my car is actively registered in BC but ICBC can't tell me the city it currently lives in. The car started off as a silver 242 turbo then in the mid 90's got a complete rebuild and was painted Volvo 850 T5R yellow so it's very hard to miss. The VIN number is YV1AX4722D3234458. I'm hoping someone in your club either owns it, has owned it, or has seen it somewhere. I'm very eager to buy it back. I have attached the only picture I can find of the car. I appreciate all your help. My telephone number is 403-360-3447 and my email is joel@lethbridgerealestate.com



FIND THIS CAR FOR JOEL

140 THE FORGOTTEN CLASSIC Part 3

Gregg Morris

Introduction:

140 the Forgotten Classic **Part 1** was in the May 2016 newsletter and described the 140 series from design to early production. It was a long gestation period. Jan Wilsgaard started working on the design in 1960 and it wasn't until 1966 that the first 144 rolled off the production line. While preparing Part 1 it hadn't occurred to me that, 2016, was the 140 Series 50th birthday. What better time to celebrate this excellent but underrated car?

Part 2 was in the September 2016 newsletter and looked at the evolution of the 140 series over its 8 year production. I included a reprint of the R&T Road Test of the 1971 142E; and told the stories of Dave McAree and Al Imre, club members who still own the 142s they bought new.

In **Part 3** we will examine the 140 series as a collectable classic Volvo.

Why Choose A 140 Series Car As Your Classic Volvo?

Here is the short answer. As a series they are strong, safe, practical, reliable, simple, and are now rare. They are potentially great looking, great handling, fast cars that can be confidently taken on any trip, whether on curvy secondary roads or high-speed freeways. They are economical to purchase, upgrade and own. They will draw tons of positive attention. They are very likely the most useful Classic you could own. They carry 5 people and lots of stuff. The 145 is the standard to which all other wagons were compared, and 140 trailer hitches are the real deal.

To be honest, in stock form they are not as much fun to drive as the 544, 122 or 1800, but with straight forward and time tested modifications they can perform as well or better than their round fendered relatives, and cost a lot less. Here is an example. A friend of mine named Doug Gagliardi lives in Southern California drives a relatively stock 71 142S. He loves to drive quickly on curvy canyon roads and so do I. I drive a 65 122S with good tires, good shocks, IPD bars front and rear and a B20F engine, and I can't keep up to Doug Gagliardi. Admittedly he is the better driver, but he and his 140 could embarrass some pretty fancy machinery and his car hasn't even got the benefit of most of the modifications I am going to suggest.

Before you start looking for a car, find someone with a really nice one and ask for a ride, or better yet see if you could drive it. This will help you decide if a 140 is the car for you. If you want Buick steering effort, Ferrari acceleration and handling, and



**DOUG GAGLIARDI
HE COULD BE RELATED TO
"FLYING PHIL"?**

huge potential for financial appreciation, the 140 may not be the car for you.

Now if you are still interested, decide whether you want a stock appearing car, eligible for collector plates or a modified car. Both are out there.

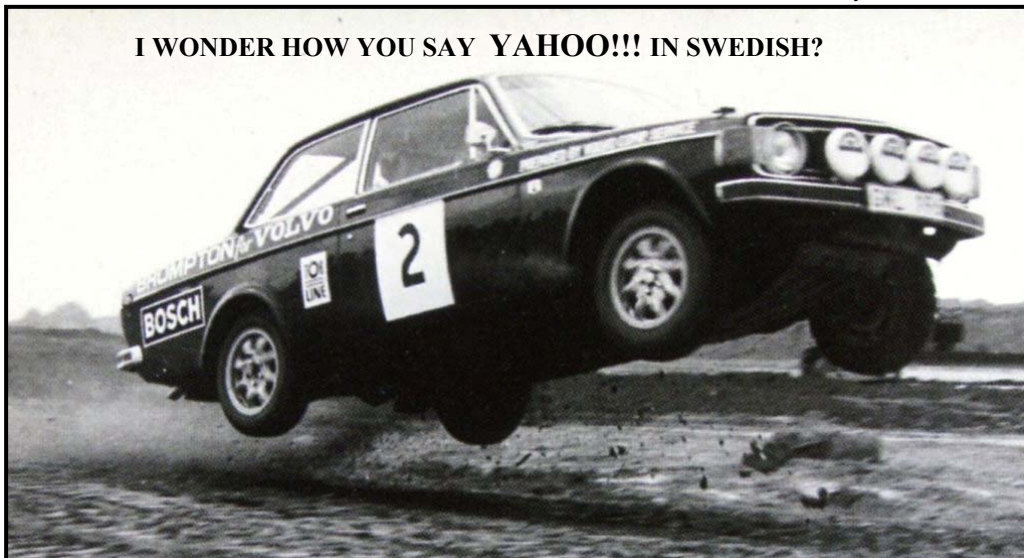
What Years and Body Styles Are Best?

The body style question is obviously personal taste. If I could turn back the clock, and buy a new 140 today it would be among the following: 1971 142E, Canadian made 1972 142E, 72 145E or a 69/70 142GT all fitted with the M41 overdrive transmission. As it happens, I have owned all of these cars "used", and the one I still have after 39 years is the 72 142E. I chose that one because I prefer 2 door cars with slimmer bumpers and simple dash, i.e. pre '73. I chose a 142E over a 142S because I find the 142E leather seats to be an attractive design and extremely comfortable. I like the appearance of the 71-72 grill and I like the round gauges and remote shifter of the 72. I am fine with D Jetronic fuel injected B20E and F engines and the overdrive transmission is a must.

Something to keep in mind when you are out trying various 140 series cars. They can be really nice to drive or they can be a pig to drive. Just remember that a 140 that is a pig to drive can be made to be very nice to drive. Don't disregard cars with automatic transmissions, because these can be converted to standards fairly easily and automatics were probably purchased by people who would not abuse the cars. In fact, the BW35 automatic transmission soaks up so much of the power that it would be almost impossible to abuse the drive train. The important thing to note here is that any model and any year can be made to perform to a high standard.

What Does a Stock 140 Need, To Be Better Than Original?

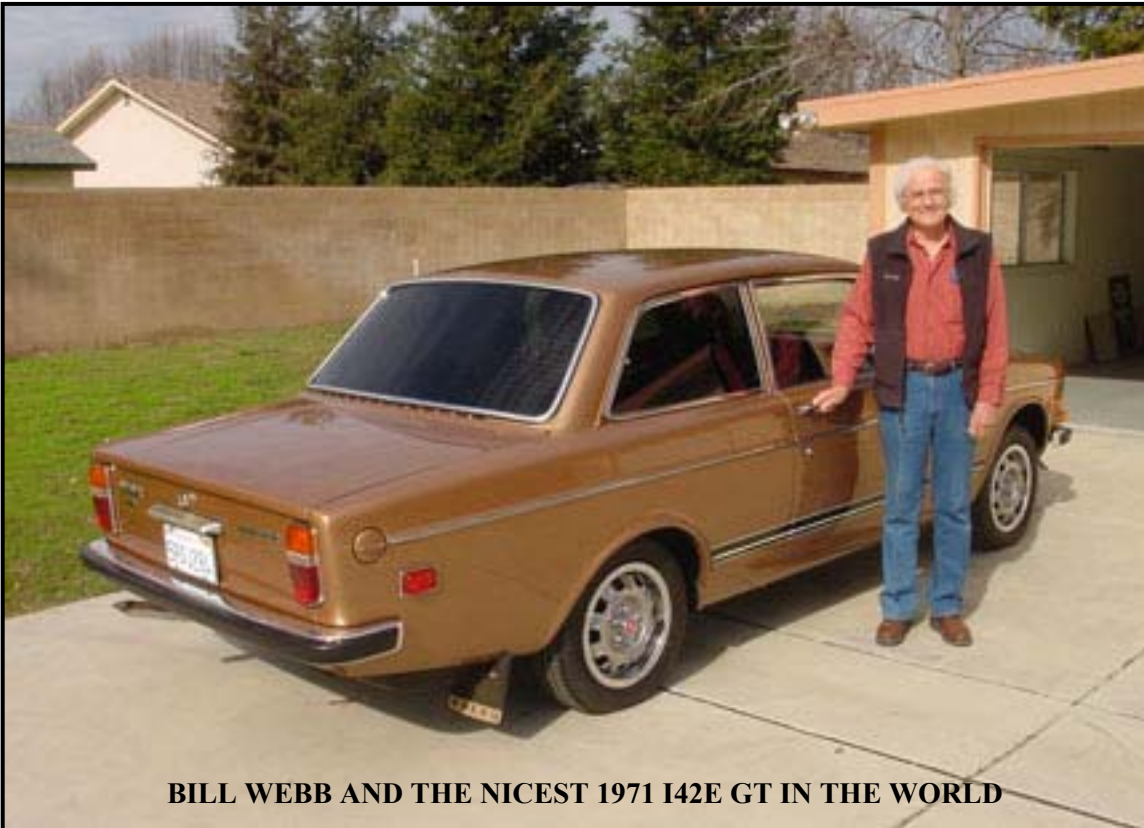
What we are aiming for is a 140 that is relatively stock. By that I mean a car that is stock in appearance but has improvements that make it handle better, go better and even look better than the original item, yet still qualify for collector plates. The same thing applies to a visually modified car, but it won't qualify for Collector plates, at least not yet. The Collector program is moving in that direction and probably will cover modified cars of the 60s and 70s in future.



I WONDER HOW YOU SAY YAHOO!!! IN SWEDISH?

ing in that direction and probably will cover modified cars of the 60s and 70s in future.

First the basic components of the car must be in good condition. The body, brakes, steering box, steering rods, ball joints, steering column break away bushings, universal joints, Center support bearing, front and rear suspension bush-



BILL WEBB AND THE NICEST 1971 142E GT IN THE WORLD

make a 140 much more pleasant to drive at highway speeds. If more power is needed install a B20E or F engine, retaining the fuel injection if the car came with it, otherwise plug the injector holes with frost plugs and install a cast intake manifold (without secondary butterflies) from a 67 or 68 B18B engine and SU HS6 carbs. If you want to build a high performance engine there is lots of information out there, but don't go too crazy or you will lose reliability and drivability. A good choice is, IPD's 2130 cc Kit which is available again, but only for use on 1974 or 1975 B20 "metric" blocks. The beauty of the 74 or 75 blocks is that you can also overbore to 2100 cc and use stock pistons from a B21 engine, (ie the aluminum head/cast iron block engines that came in many of the 240 series). Remember to use hardened valve seats in the head and have the rotating parts balanced.

Should I Buy A Restored Or

ings transmission and differential must be good before any modifications will make improvements.

Here is what I would do to upgrade the handling and drivetrain. Install IPD front and rear anti-sway bars, Bilstein or KYB gas shock absorbers. Buy tires with deep tread like an all-season and stick to sizes 185/65x15 or 195/60x15. Don't spend a fortune on tires. Most tires are pretty good these days and on a hobby car they will probably "time out" before they wear out. Why deep tread? That will help in lightening the steering effort and improve wet handling at the sacrifice of ultimate cornering. Consider an aftermarket, period looking aluminum wheel of 5.5" or 6" width. Minilite replicas such Superlites, VTO, Lagunas, or Panasports all work well and look great. This lowers un-sprung weight, gives a little wider profile, and improves

the car's appearance. With the new tires and wheels installed have the car aligned before putting on many miles. For 67 to 73 cars ask for stock Volvo Alignment with a change to 1/2 degree negative camber. On 1974 cars the steering geometry was improved significantly so stick to Volvo specified alignment settings. These alignment recommendations are from Glenn Little,, who really knows how to make an old Volvo handle.

Optionally install lowering springs if the added harshness does not bother you. Some drivers claim that the use of variable rate springs can eliminate the need for sway bars, but I do not have firsthand experience with this. If the car doesn't have an overdrive install an M41 transmission. (preferably the later J type overdrive). This will reduce engine rpm and thus interior noise levels, improve gas mileage and generally

Excellent Original Car Or Restore One Myself?

I am going to assume that the goal here is to end up with an excellent car worthy of collector plates that can be reliably and enjoyably driven anywhere. 140 series cars are not as valuable as PV, 120 or 1800 series Volvos, but they are just as expensive to restore.

The most economical course of action would be to find a rust-free car that has already been restored or preserved to a proven high standard. By proven high standard I mean that the restoration or excellent original condition can be documented, and you have had an expert in the series inspect the car thoroughly. It may not be perfect for you yet, but the purchase cost plus the extra cost to get it to the desired condition, will likely be way less than the cost of restoring one from scratch.



**R SPORT RECARO SEATS
GT STEERING WHEEL
5 GAUGE DASH
AIR CONDITIONER
CONSEL WITH CLOCK**



Here are two examples. My friend Rob Schwieger, who you will probably recognize from our Arizona/New Mexico road trip articles in past newsletters, has a white 1971 142S. There is a picture of the car in the May 2016 newsletter. He bought the car on Ebay from Portland Oregon. The car had never been rusty, had been mechanically and cosmetically rebuilt from the ground up. It has a beautiful interior an excellent paint job over an excellent body. It had ipd lowering springs, Bilstien shocks, ipd bars, good tires. It came with an adequate B20B engine with an aftermarket single Weber carb, a four speed transmission and steel wheels. He paid US\$5800, when the dollar was closer to par. The car wasn't perfect for him yet. He added an M41, VTO minilite replica wheels, and plans to install a B20F engine and dual SU HS6 carbs. When purchased, the car was horribly noisy, and that turned out to be an aftermarket cooling fan. A change to the plastic fan Volvo sold to replace shot viscous clutched fans solved the noise. By the time he has these changes completed his investment will be about \$7000 and he has an exceptional 140. Keep in mind that it can easily cost that much just for some minor body work and a good paint job.

My second example is a rare find, and it was right in our own VCBC classified section. Read it and weep. 72-142S Project-\$1500, All rust removed by a professional bodyman, body in 2 part primer, front and rear suspension rebuilt, IPD lowering springs, Bilsteins, rebuilt SU carbs, head ported/polished/flow tested/planed, big valves, IPD camshaft, Radiator rebuilt, all parts to finish restoration.

I almost had to nail my hands to the ground to keep from buying this car. Fortunately, Gil Stuart from Nanaimo bought it and the temptation was removed. There is definitely some restoration and lots of reassembly to be done here, but all the expensive stuff has already been purchased or accomplished.

If you still want to go the restoration route, then pick the best body you can find. Do not choose a rusty or bent car to restore. The one exception to that rule is the purchase of a rusty or bent parts car that has valuable parts for use in the restoration of a rust-free, but sun-baked car. The restoration candidates that I have seen in

California and Arizona have suffered UV damage to most of the interior components and other rubber parts. Perhaps the best place to find restorable car is in Oregon or Washington. Thanks to the temperate climate, these cars can be rust free and not badly UV damaged.

Beware that "California" cars are not always rust free. There is nothing saying they spent all their time in CA, and even if they did they could have lived near the ocean and will have rusted from the top down. Always have someone knowledgeable check out the car before you buy.

Here is how a 140 series car rusts. The inner and outer rear wheel arch panels come together like a funnel. Water is wicked between the inner and outer layers and starts the rust process from within and bubbles its way out. Had these cars been rust proofed from new with rust inhibitors like Waxoyl sprayed into the internal structure at the factory, they would not be rusty now. Once you find that rust free body and have removed

search for a good car. You can scour the world for a mint original car. These do exist, and patience, persistence and time will turn one up. Bill Webb, the world famous 1800 Series expert, found, and has, such a car, a 1971 142E. Bill being a skilled and meticulous restorer, took this perfect car apart and restored it anyway. The result is arguably the nicest 142E on the planet.

These cars are not particularly valuable so don't overlook Craigslist or Kajiji or even newspaper classifieds in promising locations like Washington, Oregon, California or Arizona. Follow Ebay and keep track of classified ad sources such as IPD, Volvo Club of America, Volvo Sports America, and local Volvo Clubs like ours. You could contact independent Volvo repair shops in promising locations and see if any of their customers have cars to sell. There is also no harm in placing a want ad in any of these sources.

Whatever you do, don't buy any car sight unseen. If you have the knowledge, inspect it yourself, or have it meticulously inspected by someone who really knows these specific cars.

What Should I Look Out for When Assessing a Car

Make sure that the title is clear and the person who is selling it actually owns it or is representing the owner. Look for lots of pictures showing the car before and during restoration. Ideally the car should always have been rust free. If it had rust, the repairs must have been competently done and the car rustproofed on completion. Make sure the car is straight. Ideally

look at and drive the car in person or have someone who is knowledgeable do it for you. Assess what else the car needs to get it to the standard you want, and consider that additional cost when purchasing. If the car is far away or in another country identify transportation costs, importation fees and inspection requirements to get the car registered where you need it.

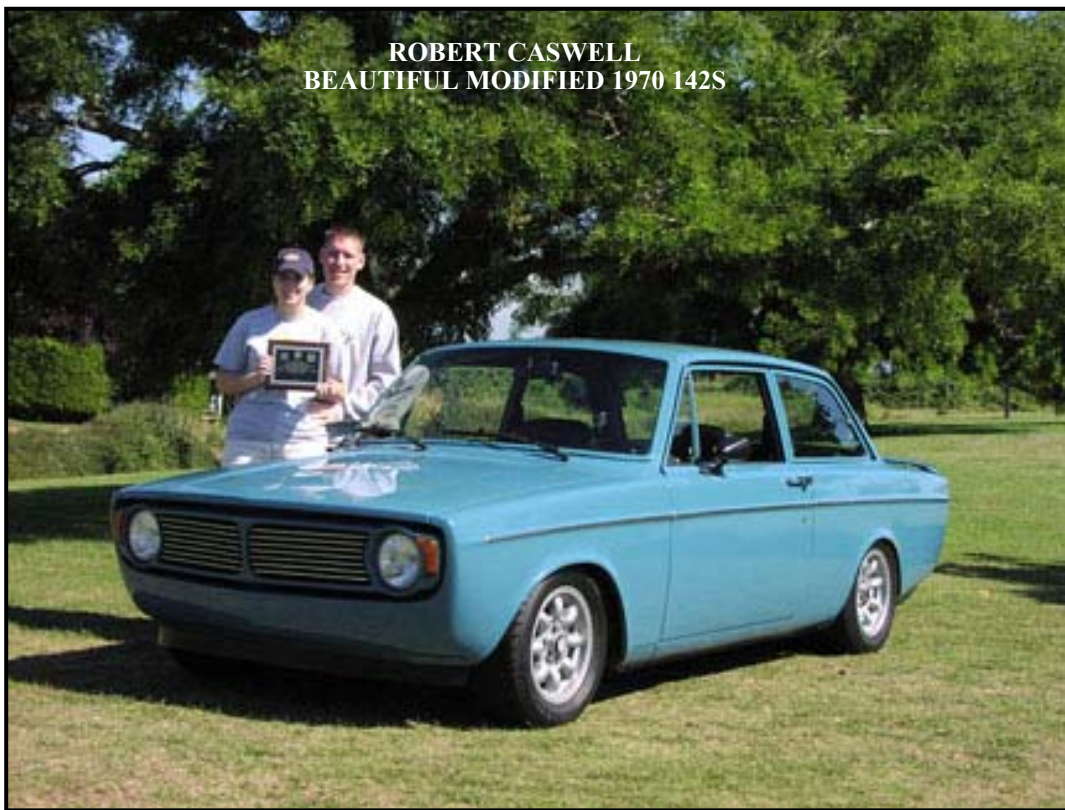
Just For Fun

If you have made it through all 3 issues of this "140 The Forgotten Classic" series you deserve a little fun. Take a look at the following YOU TUBE video showing all the TV ads for the Volvo 140. They are great fun to watch.

<https://www.youtube.com/watch?v=Ln-IZNpOpW4>

The End. §

**ROBERT CASWELL
BEAUTIFUL MODIFIED 1970 142S**



the years of grime from every cavity you can get to, you should rustproof it after all the bodywork is complete. (That is what was finally done in the last few years of the 240 series and many of them are not rusty.)

The other chronic rust prone areas are: The bodywork ahead of and behind the rear wheel arches, the front inner fenders where the hood hinges mount to the inner fenders of the engine bay, the metal around the windshield under the windshield trim, (due to poor design of the trim retaining clips), front fenders, upper shock mount for the rear shock absorbers (a plate upon plate design that promotes rust between the layers and rusts into the sides of the trunk), spare tire wells. Often doors including rear doors of wagons.

How Do I Find a Good Car?

There are lots of ways of going about the

HOW THE VOLVO 144 STACK AD CAME ABOUT

Mark McCourt

Hemmings Motor News April 2016 issue.

The theme of Volvo's ads in the early days was how its products placed substance over style. It was a conversation with the safety engineers in Gothenburg around 1969 that provided inspiration for one of the most effective arguments against Detroit's then-trendy pillarless hardtop body style. Bob Austin, retired PR head for Volvo Cars of America, remembers the story of how the stack ad came about: "Each year, we would take people from the advertising and PR departments over to Sweden, and walk around the entire company asking the technical people what they were up to, what was new in and on the cars, and so on.

"The safety engineers were telling our group about how strong the roof in a Volvo was, and why," he continues. "The first reason was that there were a lot of moose accidents in Sweden; when you hit a moose, the hood of your car actually submarines under its belly, and its body comes right through the windshield. So Volvo engineers made the A-pillars on Volvos very strong to keep the moose outside of the passenger compartment. The second reason was that roll-over accidents were more common in Sweden than they were in the US, because a larger percentage of driving was done on rural roads in bad weather conditions.

"Volvo decided that each of a car's roof pillars should support the weight of the entire car – at least 3,000 pounds! – so that, if a car overturned and landed primarily on just one pillar, it would still be likely the roof would stand up so the occupants could easily be extracted. This was a very interesting story... moose, rollovers, each pillar strong enough to support the whole car. Given enough aquavit, four cars full of advertising people, and a cold night, the ad ideas began to flow rapidly," Bob says with a laugh. "They thought, if each pillar of the roof could support the weight of one car, and there are 6 pillars on every Volvo, would it be possible to stack six Volvos on the roof of a single Volvo? The next day, they asked the engineers, who of course, looked at them as if they had two heads, or possibly were still hallucinating from the activates of the prior evening. They explained just how serious they were, and the engineers replied, 'In theory, it should easily work, if you could spread out the load just right.'

Bob said they were told that the cars would have to face in alternating directions to balance the weight of

the engines. A cradle, placed on the roof between cars, would be needed to evenly distribute the load; and while the structure of the base car of this seven-Volvo stack could probably stand the pressure, its springs and tires couldn't so it would require a platform and jack system underneath it to transfer the total load to the ground.

This brilliant, wacky and expensive idea remained just that until a hurricane flooded the

Mobile, Alabama port where numerous new 1970 Volvos awaited distribution, giving the company access to cars that would otherwise be scrapped. "We had a huge construction crane at our disposal, actor Ralph Meeker as our on-screen moderator and voice-over, and a full supply of Volvos to see just who high we could make that stack. None of the cars in question was altered in any way, or had anything removed from them to save weight or influence the outcome of the exercise.

"We kept the cameras rolling, and when we'd completed the stack seven-high, we shot all that we needed for our commercial," Bob says. "Happy we had everything we needed, we then continued to stack cars. We'd put up some guide wires to stabilize the stack against side wind loads, and by this time, the wind had picked up again. As we went to add the eighth car to the pile, a gust of wind pushed the cars in one direction, and they toppled in a visual slow-motion fall, one over the other... the eighth car still dangling from the crane, its load not having even touched the stack!"

Nobody was injured in the collapse, and the result of this experiment was a very memorable television commercial and print ad, which ran in 1971.

Volvo revisited the concept for a few years in the 1990s, with a twist: assembled a major auto shows like New York's, held in Javits Center, a "historic" stack illustrated the evolution of Volvo models in America, from the PV444 to the 740, and was an eye-catching way to remind people of the inherent strength of Volvo cars. But this arrangement was handled differently than the original 144 model stack. For ease of assembly and transport, the cars in that stack had been modified. With the exception of the bottom car, which was always of the current model year, all of the others had no drivetrains – they only needed to be visually identifiable as earlier-year Volvos. Sadly, when this auto show display concept was retired in 1991, those older models, with their nice paint and bodywork but no mechanical parts or paperwork were scrapped.



SOMETHING DIFFERENT

WHO NEEDS A CAR

Colin Dover,

I was very interested in Chris Ainscough's tale of his "Cross Country in a Cross Country" in the May 2016 newsletter. He and his buddy Rod MasNeill did a 5 day 5600 km. round trip, Vancouver-Minneapolis-Vancouver in a 2008 XC70.

I've done several of those marathon drives over the years, the most memorable - or horrible, in some ways - was Vancouver to Thunder Bay on my own in 30 hours. But that was in 1975. I could do that sort of thing in those days, and only had about \$50 so I couldn't afford a lot of motels getting to Toronto.

Now, this may not seem very Volvo-like, especially when one considers it's coming from a member of the Volvo Club who is new carless, but the trip made me think of the 2 or 3 times I've made that journey, only by train, not Volvo. I dug out my Amtrak timetable and checked out Trains 8 (eastward) and 7 (westward), the Empire Builder which runs between Seattle and Chicago, daily.

OK, one might think, that's all very well, but lacking a Volvo, how does one get to Seattle, anyway, and back to Vancouver afterwards for that matter? Amtrak's bus leaves Vancouver Pacific Central Station daily at 11.30 AM, arrives Seattle, King Street Stn. (recently gorgeously restored, all white marble and worth seeing anytime) at 3.30 PM which allows time for a quick coffee at convenient nearby places (Seattle's Best after all) before the Empire Builder leaves at 4.40 PM.

Chris's road trip and the RR trip are almost parallel although sometimes the RR is a fair way from I-90. Spokane is scheduled at 12.45 AM by which time most passengers are tucked up in their beds, so they miss the action as the Portland section is added to the Seattle train almost doubling the length. The train now has three 2000hp engines and it can move!

Grand Forks, ND marks the end of the following 24 hours, but in between we've slept in comfort through the mountains and seen big-horns and maybe moose and wolves around Glacier Park; gone through Browning and witnessed the sudden change from mountains to the wide open Montana prairie, as the Builder is



hitting 90 MPH while people eat and drink in the dining car.

I always book a roomette to myself which includes all meals and is my hotel room, too. Amtrak's roomettes sleep two, but I don't recommend that as the upper is tough getting in and out of and the cost saving is not worth the inconvenience, plus if two are traveling and they book roomettes across the car from each other, they get the view from both sides of the train. Better than a car as no need to watch the road, and one is sitting 12 ft. up so the vista can be amazing.

Speaking of cost, the last time I did it a couple of years ago, it was about US\$429 each way, and that may have been to Chicago and back. I forget if that includes the bus but I think



YOU GET A BIG DISCOUNT IF YOU CHOOSE THIS CAR

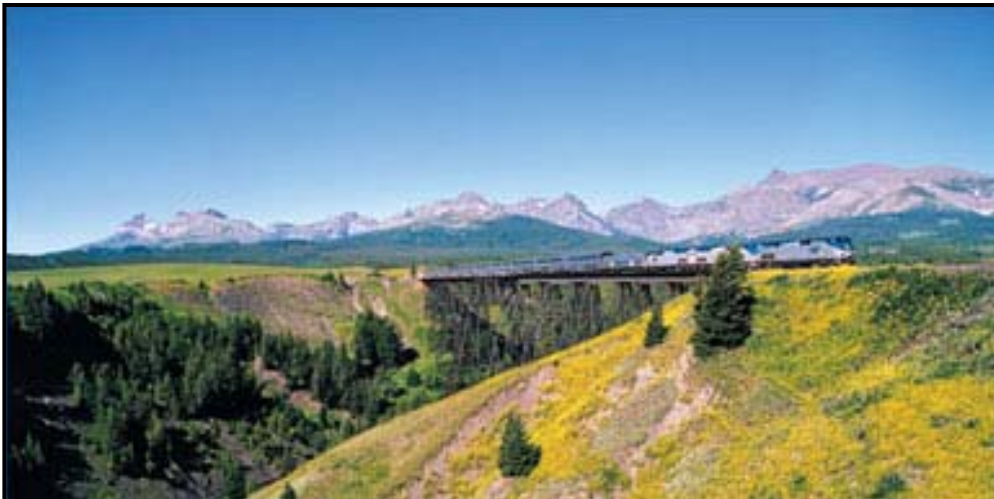
so, although there may also be a checked baggage charge (see below: car parts)

No. 8 is scheduled into Minneapolis/St. Paul at 7.47 AM on day 3. If I was doing it I would have booked a rental car (Volvo, maybe, although not likely) with Enterprise who promise to pick you up at the station (other ones may offer this, too), grabbed some breakfast someplace and driven to the car show grounds, just like Chris and Rod in the story, picked up the parts and gone sightseeing.

No. 7 the westbound Empire Builder leaves Mpls/St. Paul at 10.10 PM every day. The box of car parts would have been checked in as baggage and I would be settling back in my roomette bed by 11 o'clock or so.

OK, so it's the same scenery as on day 2, but seen at different times, so it looks new.

We're back at Seattle at 10.25 AM on Day 5, rested and breakfasted, and the bus, now with the car parts in its hold, leaves at 10.45 for Vancouver. Maybe some kind soul driving a Volvo; (wife, adult child, VCBC member) will pick you up at the Station if prearranged?



TECHNICAL TIPS

MY 544 LEARNS A NEW TRICK

Gregg Morris

You would think that after owning my '64 544 for 46 years, there wouldn't be much the car could do to fool me. Well think again. Rose and I were out in our 544 wasting gas with John and Celine Cripps in their '63PV. The purpose of the trip was just to enjoy a nice summer day and buy some blueberries and eventually explore the few roads beyond Cultus Lake. Both cars were run-



ning fine as we left Maple Ridge and toured along the Dewdney Trunk Road past Stave Lake and eventually landed in Mission and topped up with gas. We continued over the bridge towards Abbotsford and backtracked west to the Onyynks Blueberry farm near Downes Road and Mt. Lehman Road. Onyynks is a neat place with impeccable blueberries, ultimately 7 varieties, and a little outdoor bistro that was perfect for our picnic lunch. We continued out toward Cultus along farm roads on the south side of the freeway.

Without warning my 544 dropped to 3 cylinders then back to 4 and repeated this performance for a mile or so. I stopped, opened the hood and stared at the engine, happily idling away. I poked and prodded the plug wires and beat on the float bowl covers a bit, got back in and kept going. A mile down the road the same performance. This time John and I took a closer

look. Pulled off each plug wire one at a time to hear the effect on the smoothly idling engine. It acted just as you would expect, running roughly as a wire was removed and smoothly again when it was replaced. Plug wire one felt odd as it came off. A closer look showed the Bakelite resistor was toast and it wasn't gripping the end of the spark plug properly. At least now we knew the problem, and Empire Auto Wrecking was only a short drive away. In the wrecker we searched for any dead old Volvo and after hiking along rows of cars we found a 240 with a near new distributor cap and Bosch plug wires. \$10 later we were using one of those wires to replace mine.

Confident that the problem was solved we set off for Cultus Lake at a good clip and the engine was its usual strong self.....for half a mile. Then same routine, the engine felt like it had dropped a cylinder or two. This time I decided to limp home and fix it there. It was a very tense drive. There was no way it could handle the freeway so kept to four lane roads back to the Lougheed Hwy. home tucking in behind slow trucks and generally trying not to delay traffic. Here are the symptoms. See if you can guess the problem.

The car idles fine at a red light. It accelerates normally fine for about the first 200 feet then loses power and feels like it is on 2 or 3 cylinders. It will limp along like this unable to go more than 30 mph up a grade or maybe 40 mph on the flat. At the next red light, the same thing is repeated. The engine temperature remained normal

When I returned home I pulled the plugs. They were white. Did a compression test; all good. Tested the fuel pump by removing the fuel hose at the carbs and putting it in a bucket and turning the engine over on the starter motor. The fuel line spouted lots of gas so the pump and filter were both ok. Now for a look at the SU HS6 carbs. I Removed the float bowl covers and the rear float bowl gas level was lower than the front one. A closer look at the needle and seat valves in the float bowl covers showed that the valve body for the rear carb was loose had almost unthreaded itself. The result is that it was holding the float down low in the bowl and only allowing a little gas into the rear bowl. This was the culprit. What was happening is at

not consuming much fuel, the rear bowl filled up a little bit allowing the engine to idle on all 4 cyl. When accelerating from a stop the engine ran normally until lit emptied the rear bowl and then was essentially running on only the front carburettor. Murphy at work again. I tightened the loose valve in the float bowl cover took the car for a test drive and it was running perfectly.

544 MASTER BRAKE CYLINDER SWAP OLD STYLE FOR NEW

Gregg Morris

All PV 444 and 544 prior to the B18 engines had master brake cylinders with built in brake fluid reservoirs. In all PVs the master cylinder is located below the starter motor on the driver's side of the engine bay and is not easy to access, to check the brake fluid level. After about 1962, coincident with the change to the B18 engine, the brake master cylinder was modified. It was still located in the same place but now used a remote plastic reservoir bottle, mounted on the firewall next to the ignition coil. The reservoir was connected to the master with a piece of steel brake line that screwed into the cap of the master cylinder and extended up the firewall ending in a short piece of rubber hose that has a stepped bore. One end accepts the flair of a 3/32" brake line and the other end is bigger to connect to the tube at the bottom of the plastic brake fluid reservoir.

This was a great improvement because now you could keep track of brake fluid level at a glance. All was well until the "new" style master cylinders became obsolete. For a short while an Asian knock-off was available, but they were so poorly made they would fail without warning, even when they were brand new, leaving the car with no brakes at all.

Fortunately the "old-style" master, with its built in reservoir, is still available, because it is used on fork lifts. These can be retrofitted to the B18 cars by modifying the master brake cylinder lid to accept a tube that extends from the lid up the firewall to plastic brake fluid reservoir. I believe that Olof at www.vintageimportparts.com carries an already modified lid for the old Master Brake cylinder, but it was not hard to modify the lid that came with the old-style master. Here is



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how I did it.

I removed the lid from the master. It has a kinked metal interior liner, a vent hole and a fiber gasket. I removed the gasket and inner liner then drilled a 11/32" hole in the center of the lid and threaded the hole with 1/8" x 27 NPT tap. I purchased a 3/16" barb by pipe thread brass fitting from Lordco and screwed it into the hole. The top of the lid is not very thick so to

add some strength I put a bead of JB Weld epoxy around the threaded fitting at its intersection with the lid and at the same time used the JB Weld to fill the little vent hole in the lid. I left it overnight to set. I replaced the fibre washer for the lid with a nitrile rubber O-ring (1 1/2" diameter by 3/16" section) which made a fluid tight seal when the lid is screwed into the top of the master cylinder.

Next step is to make the tube to connect from the master cylinder lid up to the remote brake fluid reservoir. I am sure there are lots of ways to do this but here is my solution.

Starting at the brake fluid reservoir I retained the stock configuration starting with the little piece of stepped ID rubber hose. Big end onto the bottom tube of the reservoir then a length of 3/32" brake line with the flared end into the bottom of the stepped ID rubber hose and a simple cut end at the bottom. I slipped a 1" length of 1/4" LD x 0.17" ID flexible clear plastic

tubing onto the cut end of the brake line. From there to the barbed fitting on the lid of the MB cylinder I used a piece of 3/8" OD by 1/4" ID flexible clear plastic tubing. The tubing sometimes called Tygon tubing is available at building supply stores like Rona or Home Depot.

For your info, I bought the brake master cylinder and front and rear Wheel cylinders online by googling the following part numbers. Raybestos MC 6086 (Master Brake Cylinder for 544)

Raybestos WC 19235 (Rear Wheel Cylinder for 544)

Raybestos WC 19237 (Front Wheel Cylinder for 544)

When I tried this as I was writing this article the MC came up on Amazon for can\$108 the front wheel cylinder at Rock Auto for can\$16 and the rear wheel cylinder from Amazon can\$23. Shop around for the best price.



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 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.

CLUB DIRECTORS: 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)

- 67-123GT-\$17,500**, Restored to better than new. No rust, repainted, Engine rebuilt, custom walnut dash, custom interior, new American Racing wheels & tires, sunroof, remote shifter from 140. Always stored indoors. pauljer9@gmail.com
- 71-1800E-\$6500**, turquoise blue, original wheels, clean and runs great. As is. Where is. Bill Karr, 250-553-2318, G.D. Crescent Spur, BC, V0J 3E0 (100 miles east of Prince George off Hwy 16)
- 73-1800ES, \$15,500**, Gold, Black leather, 4sp + OD, 108K miles, BC Collector Plates, Exc condition in an dout. Restored in 1997 in Arlington Texas at 95K miles. Comes with a spare Rear hatch window, car cover and lock mechanisms. Serious inquiries ONLY. Photos on VCBC website, Appraisal Report completed at time of restoration is available Don at dgwick@shaw.ca or Home: 604 522 7060 or Cell: 604 833 7702.
- 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.
- 04-V70Turbo-\$7750**, silver, black leather interior, original owner, cosmetically mint, 255,000K, carefully serviced, new Volvo transmission at 200K, Service records from new, excellent condition in all ways, Brian 604-929-7761
- 97-850-AWD Turbo Wagon-\$2500**, 5 spd manual trans, new rear brakes, in good shape, just over 200000km, silver, black leather interior. Joe 604-649-5189

- 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 or John Cripps 604-466-9110 or volvoridge@hotmail.com or Gregg Morris 604-469-1216 or grmorris@moody.bc.ca
- 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 grmorris@moody.bc.ca
- 83-760GLE parts car**, all parts available John 604-466-9110
- 83 242 GLT Parts**, Body, suspension, mechanical, elec, interior., new cam, new 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, . 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 olofgalmberg@gmail.com website www.vintageimportparts.com
- ISLAND AUTOMOTION LTD - SU Carburetor Rebuilding**, www.sucarburetors.com Rhys Kent, 1-250-479-5192 Victoria or islandautomotion@shaw.ca

