



# THE VOLVO CLUB OF B.C.

**MAY 2017**

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

**Gregg Morris at Tel: 604-469-1216**

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**Annual membership fee \$20, To join: Call or write Gregg Morris. See above. or view our Website [www.volvoclubofbc.com](http://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](mailto:membership@vsa.org) Annual membership fee US\$35 Website [www.vsa.org](http://www.vsa.org)**

## UPCOMING VOLVO EVENTS (also see our website [www.volvoclubofbc.com](http://www.volvoclubofbc.com))

**MAY 20, 2017 Saturday, RAINBOW AUTO SERVICE "FIRE SALE" 10 am to 5 pm.** After many years as a Volvo-only auto wrecker, in a rural location just north east of Bellingham, Whatcom County has ordered them to cease auto wrecking. All his (150) cars must go by August 1, 2107. Owner Larry Watson, is inviting any and all VCBC members to a picnic and sale at Rainbow, 2729 Jensen Rd., Bellingham, WA, 98228. A complete brochure for this event is on our [www.volvoclubofbc.com](http://www.volvoclubofbc.com) website. To see more of Rainbow Auto and the cars see their website [www.rainbowautoservice.com](http://www.rainbowautoservice.com). Email [rainbowlarry321@gmail.com](mailto:rainbowlarry321@gmail.com)

**JUNE 17 & 18, 2017 SCANDINAVIAN COMMUNITY CENTER MID SUMMER FESTIVAL, Celebrate the Summer Solstice with the Scandinavians.** Classic Volvos will be on display on the fair grounds. General Admission is \$8 per day. The center is at 6540 Thomas Street in Burnaby (just north of the Hwy 1 using the Kensington Ave. Exit). For more details see the website [www.scandinavianmidsummerfestival.org](http://www.scandinavianmidsummerfestival.org). If you display your classic Volvo, admission is free. Contact Gregg Morris 604-469-1216

**JUNE 17, 2017, Saturday IPD ANNUAL GARAGE SALE: 11744 NE Ainsworth Circle, Portland, Oregon, 97220, 1-800-444-6473** nearby accommodation Holiday Inn and Suites is a block away, 1-800-992-2694

**JUNE 24 & 25, 2017 VOLVO CLUB SPRING DRIVE , Vancouver to Kamloops via Hwy 1 to Hope, Coquihala (5) & Cold Water Rd. to Merritt and north on 97C to Logan Lake, then east to Kamloops past Lac le Jeune.** Make your own reservations at the Hospitality Inn, 500 W. Columbia St. in Kamloops, 1-800-663-5733, mention Volvo Club for \$92 rate, 72 hr cancellation, **Ask for rooms facing the pool and view. Reserve early!!** Meet Saturday 9:00 am at the Chevron gas station (23182 72 Ave., Langley, V2Y 2K2) at the 232 St exit (south) from the Hwy 1 (the freeway). We will leave at 9:30 am. Bring a Picnic Lunch! **For info call Gregg @ 604-469-1216, [grmorris@shaw.ca](mailto:grmorris@shaw.ca)**

**JULY 22, 2017 SATURDAY, CRUISE TO YARROW, PICNIC AND STROLL.** Meet 9:30 am at the Chevron gas station (23182 72 Ave., Langley, V2Y 2K2) at the 232 St exit (south) from the Hwy 1 (the freeway). Leave at 10:00 taking back roads near the border and east to a park in old downtown Yarrow. Bring a picnic lunch & chairs or buy lunch from local eateries. **Contact Allen Hiebert - 604-469-9246, Dave McAree 604-530-6097**

**AUGUST 19-20, 2017 ANNUAL HISTORIC MOTOR RACE WEEKEND AT MISSION RACEWAY PARK**

**VANCOUVER ISLAND EVENTS: Watch the website. [www.volvoclubofbc.com](http://www.volvoclubofbc.com)**

**WASHINGTON VOLVO CLUBS EVENTS see [www.psvsa.org](http://www.psvsa.org)**

## REPORT OF PAST EVENTS

### WINTER SUPPER 2017

**January 18, 2017**

**Gregg Morris**

We have been enjoying our annual winter supper for at least 17 years now. Most of them have been in New Westminster at the Spaghetti factory. I have written the event report for each one. They are fun to attend because we get to talk to friends we do not see regularly, and enjoy some good food.

At a few of these suppers we had guest speakers and that is always interesting. Getting volunteers to speak is no mean feat. For many years now we have used a digital projector to display a variety of Volvo related pictures and club events at

random. It provides a nice silent backdrop for the gathering. Somewhere through the evening we have a draw for a few door prizes then I stand up on my hind legs and give a very brief summary of our Club year past, and what is up for the coming year. Very little distracts us from the real reason for these suppers, and that is to enjoy the company of our old friends even make some new ones.

This year at the supper nothing very special happened, but it was indeed special.



**TECHNICAL SESSION:  
INSTALLING ELECTRIC POWER STEERING IN A 1970 1800E**

April 11, 2017

John Cripps

Fred Key of Key Imports, Abbotsford graciously hosted a technical session on March 18, 2017 showing ten VCBC club members how he fitted electric power steering to Rick Doell's 1970 1800E coupe. Fred has installed steering units in two 1800's and a Mustang.

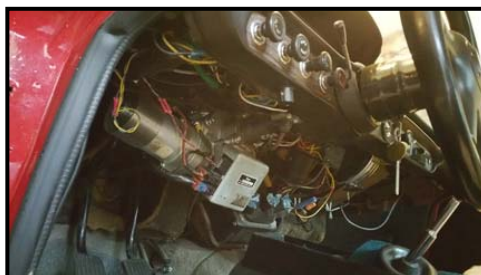
The steering unit was salvaged from a Chevrolet Equinox. Fred removed the upper steering column from the 1800, and cut out a middle section to fit the electric power unit in between. It turned out to be a very neat and tidy job with the all machinery tucked up under the dashboard. Everything is the same in the engine compartment.

In more detail, the 1800 outer steering column casing was also trimmed back in length to mate to the housing of the power steering unit, while still retaining the Volvo ignition steering column lock. A clamp around the motor provides anchorage to resist the torque from the power steering unit.

The electric power unit has adjustable assistance and Rick showed how easy it was to turn the smaller aftermarket steering wheel when parked. It wasn't as easy as an early 70s boulevard cruiser which could be turned with a pinky finger. A control knob which adjusts steering effort, was mounted along the bottom edge of the dashboard just left of the steering column within easy reach for the driver. A controller kit is used to send the correct signals to the steering electronic control unit. Rick said on a rainy day he dials the adjustment knob back from the maximum assist level.

**Parts required for this project:**

1. Electric power steering unit with metal ECU case from either a 2005 to 2007 Chevrolet Equinox or a 2002 to 2007 Saturn Vue. Upper steering shaft of the same vehicle which fits over the splined input shaft of the power steering unit.
  2. Controller Kit – available on EBay – “Controller Kit for EPAS” \$ 44.99 US
  3. Clamp- to fit over the motor housing
  4. Steering shaft bushing
- The overall cost was \$1500 which includes



all parts and labor. Rick is very pleased with the power steering. For those poised and eager to cut apart their steering columns, the following photos show the intimate details.

Special thanks to Fred for both demonstrating and explaining this installation. The same system could be installed in any classic Volvo. Fred can be reached at Key Imports, 2397 West

Railway St., Abbotsford, BC, V2S 2E3., phone 604-853-5171

Thanks also to Rick Doell for bringing his lovely red 1800 coupe to the tech session, and Gregg Morris and Bert Sherlock for planning event.

For more detailed pictures see the website [www.volvoclubofbc.com](http://www.volvoclubofbc.com)

**EDITORIALS AND LETTERS**

**CLUB STUFF**

Gregg Morris

**MEMBERSHIP RENEWAL TIME**

Its membership renewal time again. Our membership year always runs from July 1 to June 30. If your membership expires June 30, 2017, you will receive the membership renewal form and return envelope with our May mail out. Please return the renewal form with the \$20 membership fee. Note that the renewal notice gives the option of “No Changes”. If that is the case with you, just put down your name on the form, tick the no changes box, send the money and you are finished.

**CLASSIFIED ADS ON THE WEBSITE.**

A few years ago we opted to use Google sites to place our classified ads. It allows the advertisers to place, manage and remove their

own ads. Unfortunately placing an ad on google sites is not straight forward, and as a result, our ads have dwindled as frustrated advertisers give up.

Here is what we will change. If you want to advertise a car or parts, send the ad and jpeg pictures via email to [grmorris@shaw.ca](mailto:grmorris@shaw.ca) That will get your ad to me, and I will pass it to the webmaster who will post the ad to google sites. Anyone who still wants to place and manage their own ads on Google sites can still do so.

**CLUB EVENTS**

**See the events list on page 1 for time and place.**

**“FIRE SALE” May 20, 2017 10-5. AT RAINBOW AUTO (WRECKERS), BELLINGHAM, Wa.** Rainbow Auto, has been ordered by Whatcom County to stop the Volvo-



Only wrecking yard portion of its business and owner Larry Watson is inviting VCBC members to a picnic and sale at his rural yard at 2729 Jensen Rd., Bellingham, WA, 9822 He has over 150 old and not so old Volvos that have to disappear before August 1, 2017. See our website for a full brochure of the event. For details email Larry at [rainbowlarry321@gmail.com](mailto:rainbowlarry321@gmail.com)

**Spring Drive: June 11,12, 2016, An exagger**

ated gas shortage and poor weather robbed us of our spring drive to Kamloops last year so we will give it another try. The route will be scenic and view from the back lawn of the motel is spectacular.

**Scandinavian Community Center Mid Summer Festival June 17 & 18, 2017** . If you have not attended this event give it a try. It is a great family event. Our Club display of old Volvos fits right in. All the Scandinavian countries have tents with crafts and cultural information. There is great Scandinavian food served in the club house and the beer garden is right outside. The Viking encampment is next to us and they routinely pillage our tent for coffee and Tim Bits, when they are not doing the same at the Beer tent. Sunday's wife carrying contest is a riot. Guys carry their wife through an obstacle course and the winner wins his wife's weight in Beer. Now that's a cultural event.

**Club Cruise and Picnic, July 22, 2017** Allen and Dorothy Hiebert will lead us on a scenic back roads drive to a park in downtown Yarrow for a picnic and a stroll.

**Vintage Race Club of BC, annual HISTORIC MOTOR RACE WEEKEND August 20, 21, 2016 at MISSION RACEWAY PARK.** This

event has become an annual gathering for vintage racing fans as well as local classic car enthusiasts who display their fascinating cars in a special area, creating a show of their own. Join them and drive the track at noon.

**Cates Park Picnic & AGM, September 30, 2017.** Come and enjoy a picnic, show and shine and our Club Annual General Meeting..

**ALL IN THE FAMILY**

**Bob Cuthill,  
Island Co-coordinator VCBC**

Another Jensen Volvo P1800 will soon be back on the road. Many VCBC members will remember Jim Monnastes who passed away several years ago and left quite a legacy of Volvos on Vancouver Island. Jim was always a strong supporter of VCBC. In the spring of 2002 Jim was one of the five original planners of the Island Show-N-Shine sequence of events. In fact, it was he who arranged our first venue at the Phoenix farm just north of the city. While Jim's maroon with black fendered 544 was most commonly seen on the road and at Island Show-N-Shine events Jim also owned a 1963 1800, in fact a Jensen produced 1800 serial number 3292, one of the infamous 6000. According to a reliable source this was originally a Texas car which Jim

something a little on the rare side in early 1800s. It has been a while since Jim passed but we recently learned that Cassandra had visited Victoria and had the car checked over at Landsman Motors. While most of the car is in good shape the brake rotors were definitely in need of attention before any consideration of driving back to LA. Fast forward a bit and we next find the car at Coachwerks in Victoria. Coachwerks is "a classic car restoration shop specializing in European and British sports cars". For those not familiar with this establishment a visit to their website is definitely in order. In mid November Cassandra was back in Victoria to view the unveiling of her newly painted 1800 and what a beautiful job it turned out to be. While viewing the car it didn't take Coachwerks manager Michael Grams long to point out the need to follow through on the project with an upgrade to the interior which is now quite worn and over 50 years old. After reviewing the estimates, Cassandra agreed to proceed.

Back in hometown Santa Monica Cassandra has been in touch with new contacts in the Volvo world and has taken out membership in VCOA and located Marks Independent Volvo Service in nearby Chatsworth CA (<http://www.marksindependent.com>) where the final tweaking of the mechanicals will be completed after the interior is complete and the car is shipped south. With all the work being done this car will be even better than new and will certainly be a winner in the judge's eyes at any Show-N-Shine or other judged concourse event it attends.

**WEBSITES OF INTEREST**

**From John Cripps:**

**[www.amazonadventure.nl](http://www.amazonadventure.nl)** This website shows the amazing caravans the Dutch vintage Volvo drivers take. Right now they are traveling up the west coast and then down through the middle of Australia in their un-airconditioned old Volvos

**From Terry Walton <http://www.motorauthority.com/>**

**[www.motorauthority.com/news/1109525\\_2017-volvo-s60-and-v60-polestar-f](http://www.motorauthority.com/news/1109525_2017-volvo-s60-and-v60-polestar-f)** Road test reports of the new Volvo S60 and V60 Polestars

**From Dick Libby:**

**<http://www.tvraaca.org/oldmovies.htm#movie>** Video histories of all kinds of cars, including a 56 minute history of Volvo

purchased during his years in the Los Angeles area. With him at the time was daughter Cassandra and Jim early on promised that eventually the car would be hers. The cars early years in Texas and southern US probably accounts for its current remarkably good body condition,



JIM MONASTES P1800

**WHAT'S NEW (OR OLD) AT VOLVO**

**TEAR UP THE OBITUARY FOR VOLVO and BUICK**

**David Booth (Motor Mouth)**

**December 9, 2016 Province Driving Section**

*Comeback Brands: Once-maligned companies shift toward the Chinese market paying off handsomely*

Everyone loves a comeback, the unexpected rejuvenation that tells us our own personal redemption, as unlikely as it may sometimes seem, is still possible. The more unlikely the reclamation, the more we cheer. If the depths of despair determine the extent of our rejoicing at resurrec-

tion, then the cheers should be loud for the two most unlikely automotive comebacks: Buick and Volvo. As the legendary Yogi Berra said (he was describing Major League Baseball's 1973 New York Mets), they are the most overwhelming of underdogs.

It's impossible to imagine two less exciting brands, one once inexorably tied to the least desired demographic in marketing (that would be the post-retirement set), the other the purview of the paranoid and the safety conscious. And yet both are setting sales records: Buick is on its way

to 1.23 million sales and Volvo, in 2015, sold more than 500,000 cars for the first time in its storied 89-year existence. Yes, while Tesla has been getting kudos for revolutionizing the industry and Volkswagen has to clamorously imploded, Buick and Volvo have quietly gone about becoming two of the fastest-growing automakers in the world.

How did Buick go from life support – when GM did its dramatic brand culling in 2009, many wondered why Buick wasn't jettisoned along with Pontiac – to being the world's fastest-

growing mainstream brand in the first half of 2016? How has Volvo, Ford's last castoff during the Great Recession, managed to bounce back from near irrelevance? The easy answer – and certainly the one making headlines – is that both looked east. They shared common thread is that both, in their own way, were bailed out by China. Buick, thanks to an early, one might say prescient decision to build plants in Shanghai, Yantai and Shenyang, is seen as a leading luxury brand in the world's most populous nation. Chinese consumers bought almost 990,000 Buicks last year, virtually 80% of all the cars the marque sold worldwide.

Meanwhile, Volvo was acquired by Geely, the implication in the mainstream media that mountains of Chinese cash would prop up what the Swedes obviously couldn't afford to do. Well, while the latter may be true, Geely hardly fits the mould of foreign moneybags. It is, according to ChinaAutoWeb, only the 17<sup>th</sup> most popular passenger car brand in China, its annual sales dwarfed by VW, Changan and even Buick.

Indeed, at the time of Volvo's sale by Ford, many analysts didn't think there was a hope in hell the once proud Swedish marque could be resurrected, the Epoch Times particularly unkind in stating "some analysts even expected Geely to simply absorb Volvo's technology and liquidate the rest."

Instead, both Buick and Volvo have fashioned their improbable resurrections the old fashioned way: By building good cars. Buick's revitalization has been built on styling and reliability.

How hip is Buick? Well, Jalopnik.com,

hardly a hub of Buick fandom, recently proclaimed they had to restrain themselves from jumping across the hood of the Avista coupe and driving away with it at this year's Detroit auto show. "This sexy Buick is...the ticket to making the aging brand relevant again!" It said. In China, where the brand is far more than just relevant, the transformation is even more dramatic. There, it is Mercedes-Benz that is considered "your grandfather's car," which no self-respecting millennial would be seen driving. Buick, meanwhile, is considered the hippest of the hip, its average owner just 34 years old. Toss in the fact Buick is now the third-most dependable car in Consumer reports' recent dependability study – behind Toyota and Lexus – and little wonder the once-moribund brand has also grown some 25% in the United States over the past five years and an even more impressive 40% in Canada.

And what can I say about Volvo? What were once boxes, are now sleek, coupe-like sedans. The XC90 is once again the darling of the luxury SUV set and even its trademark wagons are fun and sporty. Those oft-maligned Chinese masters have injected a healthy dose of technology as well. Besides the electronic safety nannies we've come to expect from the world leader in automotive safety, there is the user-friendly, iPad-like Sensus infotainment system and, more importantly, one of the most innovative powertrains in automotivedom.

Volvo has promised never to make an engine with more than four cylinders; the new and wildly successful XC90 is the only full-sized luxury SUV to be powered by a four cylinder. But what a four it is! Not just turbo-

charged, Volvo's 2.0 L engine is also supercharged. In peak form, it's good enough for 367 horsepower. Even more impressive, the same power plant also forms the basis of the XC90 T8 plug-in hybrid. Yes, a supercharger, a turbocharger and an electric motor all force-feeding the same 2.0 L four cylinder. Who says all automotive innovation has to come from Europe, Japan or the U.S?

Of course, all is not perfect. We probably won't be getting that Buick Avista coupe because the Chinese don't like two-door coupes, no matter how achingly gorgeous it is. And all of Volvo's technological goodness has yet to filter through the entire lineup (the V60 Polestar still has an infotainment system that looks like a five-year old Kia's).

That said, Buick and Volvo are the only mainstream automakers exporting cars manufactured in China, the low-volume S60 inscription model having been available in the U.S. for the past year or so and Buick now just beginning to sell the higher volume Envision crossover.

There's a seismic shift underway in the automotive industry, much of it the result of paradigm-changing interlopers from Silicone Valley. But as Tabatha Coffey says and Buick an Volvo reveal, "Classics never make a comeback. They wait for that perfect moment to take the spotlight from overdone, tired trends."

Coffey – from Tabatha Takes Over on Bravo – may have been talking about hairstyles when she summed up the renewed appeal for the familiar. Nonetheless, I suspect we're going to hear a lot more from both automakers as consumers get tired of the same old stuff from traditional luxury marques.



**VOLVO  
S90**



**BUICK  
AVISTA**

**ALL BUT SALE-PROOF WHEN NEW!**

**Bob Austin**

**Hemmings Sports and Exotic cars.**

I have a rather different perspective about cars than most of you. Sure I love them. But, I worked for automobile manufacturers and have been a student of the industry for more than half a century. I was reminded of both how long I have been doing this and how different our perspectives can be when I was asked to be the guest speaker at the 40<sup>th</sup> anniversary meeting of Volvo Sports America, a club devoted to the preservation and appreciation of out-of-production Volvo cars. The club's meet was held in Saratoga Springs, New York, September 24, 2016 in conjunction with the Hemmings Cruise-in Spectacular on an absolutely gorgeous fall day. On the lawn were hundreds of great cars, with the longest single row of cars being Volvo 1800s of various years and configurations.

The cars were wonderful and the owners dedicated. But there is a part of the 1800 story that they really don't know. When their cars were brand new they were tough to sell! Now, I do not mean the very first ones to arrive. There have always been and will always be (hopefully) a small but hugely passionate group of people who just have to be the first on their block to have the brand new: BMW 507, Porsche Speedster, Volvo 1800 or even Tesla. But a car company can't stay in business on early adopters. Ultimately, they have to sell a reasonable number of cars, not just one or two. Volume does count in the automobile business.

As I looked across the rows of beautiful cars we worship today, it reminded me of what a challenge it was to make our numbers selling Volvo 1800s when I joined Volvo in August of 1970. Introduced late in 1961, the 1800 was going on 10 years old when I arrived at the com-

pany. Yes, it had benefitted from some changes, a slightly bigger engine, its body was now built in Sweden instead of England, it would soon get fuel injection and its bumpers and trim had changed. But to all but the most sincere enthusiasts, it looked just the way it did when the public saw it for the very first time! And remember, this was an era when American car companies were changing body styles every three to five years. Being the single largest market for Volvo cars, our allocation of 1800s was always the largest in the world.

When a company produces more cars than there is a natural demand for in the market, it makes them difficult for dealers to sell. And you must understand selling cars is a two-step process. First, the manufacturer has to sell the cars to the dealers, and then the dealer sells the cars to you. How do you get a dealer to buy a car he believes he neither needs nor wants? There was

(of course this never happens now) a practice called “packaging.” It might have happened like this: The factory rep calls his dealer and says, “I have three great 140 wagons and two sedans I can send over to you today.” These words would make any Volvo dealer happy, but loads were generally six cars. The dealer might ask, “what’s the sixth car?” And the rep would reply, “Why it’s a beautiful 1800!” Well, that would start a certain amount of negotiation with the dealer making the point that he already had three 1800s in stock and had for several months. A fourth would likely make it a year’s supply!

Ultimately, all the cars did get sold. And this type of negotiation was not unique to Volvo. Again, many years ago there was a man who was a pioneer in what was to become the European imported car industry. His name was Max Hoffman. As there are long nights this time of year, it would be worth it for you to look him up online. At some point in time, he owned the U.S. distribution rights for Alfa, BMW, Fiat, Jaguar, Mercedes, Porsche, and VW among others! Max took the chance when the companies had neither the capital nor the courage to come to America. Ultimately, they all bought their distribution rights back from him, for a very healthy price. Max was well known (allegedly) for packaging. And interestingly, some of the cars that he helped move through the system with some “extra help” included the Porsche Speedster – why would anyone want a Porsche with a small windshield and



1972 VOLVO 1800E

bad weatherproofing when clearly, Porsche was very capable of making excellent all weather cars? – and the BMW 507 – a V8 powered two-place convertible that looked as if it was moving even when it was standing still. Great cars both, but like the beautiful Volvo 1800, not strong sellers in their day. In fact, most dealers at the

time considered them to be, “All but sale-proof.” Yesterday, I tried thinking, “What cars are really hard to sell today that might end up being the collectible cars of the future?” Well, the toughest cars for manufacturers to sell today are subcompact, hybrids, and electrics. Boy, do I hope my theory is wrong!

## SOMETHING DIFFERENT

### VOLVO ARIZONA ROAD TRIP November 20-25, 2016

by Janet Schwieger, with Gregg Morris  
Gopher Gulch and back again

**The plan:** Gregg Morris and Rob Schwieger had roughed out the route and “Gregg’s Cheapskate Travel” had prepared a detailed itinerary and had even booked rooms. We would be travelling near the US Thanksgiving holiday and anticipated heavy traffic and busy motels. Rob and I in our 1972 1800ES would meet up at Yuma, AZ with the team of

Gregg, Rose and Tiny (aka Betsy) Morris and their 1965 122S and John and Celine Cripps with their 1972 1800ES. We and our classic Volvos, would head north on 78 and 95 towards Lake Havasu City, and continue on Route 66 until we didn’t. Explore Jerome and area and part ways at Prescott – for 4- days and over 1200 miles.

The day we were to leave on the Volvo road trip dawned warm and sunny, as it does most every day in Southern Arizona, which is why we snowbirds head south every winter.

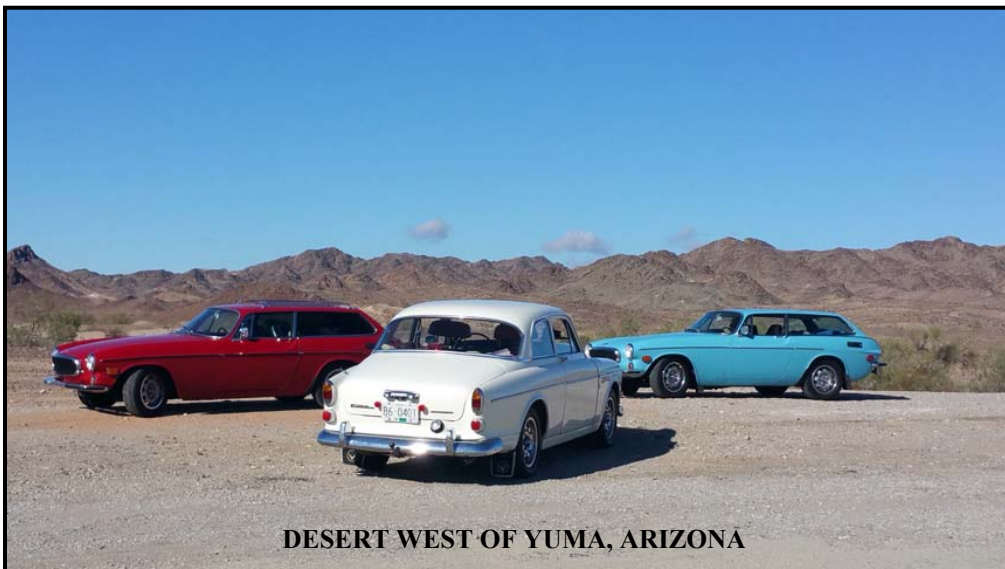
Usually for these road trips we start at our

place (Rob and Janet) just out of Sunsites in the grassland desert of SE Arizona. However, we sold that comfy hacienda and are currently building a strawbale house in Cochise Stronghold canyon, leaving us virtually camping, with no guest rooms and access involving 3.5 miles of unpaved and dusty forest service road. Hence it has become known in our Volvo circles as gopher gulch, although I must say, there are no gophers here.

Don’t old Volvos love bumpy dusty roads into paradise? Yes, they do, but the old Volvo owners who drive them generally are loath to take their pets into such conditions. Indeed, now that we are here, sadly we don’t just jump into one or the other of them (’71 142 and ’72 1800ES) just to go check the mail.

Back to the road trip – our car was working well – after a few tweaks here and there, so Sunday November 20<sup>th</sup> we headed towards Tucson and I8 west. Strangely enough the weather gods had other plans for the day, and it started to rain. The whole way to Yuma it rained, and the wiper blade on the passenger side went south with other plans. It had to be removed, and I relied on rain-ex to see anything out of my window. Driving into Yuma, I had never seen rain there, lots of wind, dust and sunshine but no rain, and of course I had not packed rain gear – after all, when does it ever rain here?

The Cripps had arrived just returned to their home in Maple Ridge, BC from a cruise down



DESERT WEST OF YUMA, ARIZONA

the Yangtze River in China. No sooner had they shaken the jet lag, unpacked and then repacked they flew down to San Diego to join the Morris's and wake up their stored ES and prepare it for the drive. Gregg will never take a straight road when there is a curvy alternative. What would have been a 3-hour drive to Yuma on I 8 took 6 hours via Wildcat Canyon Road and Old Julian Road to the historic mining town of Julian. In Julian they used to mine ore from the ground, but now it's way easier and quicker to mine gold from the tourists. After medicinal apple pie and ice cream they dropped 4000 feet down Banner Grade on 78 to a little above sea level in the Anza Borrego Desert. They even found a curvy road through the desert that delivered them to the Lazy Lizard Saloon in Ocotillo on I 8, set in a forest of huge white wind turbines. An hour and a half east on I 8 and they were finally in Yuma.

As we drove into the parking lot of Motel 6, we saw Morris's 122S and the Cripps 1800ES pulling in at exactly the same moment. It was an amazing instant convergence of beautiful cars and good friends. Motel 6 proved to be its usual budget price and a decent room. Once again in Yuma, what could we do but go to our favourite Lin's Chinese grand buffet and hear some of the Cripps stories of China. Visiting is a big part of these Volvo trips, and Motel 6 offers poolside tables, which we used well.

Next morning after our breakfast at a classic polished stainless steel tube called Penny's Diner, we headed out towards the Imperial Sand Dunes, and drove north on Ogilby Rd on the California side of the Colorado River. Even on this back road it was busy with traffic of all sorts, and we realized that the Thanksgiving week in America brings people 'home' from all over. Our favourite part of this road, once it turns into

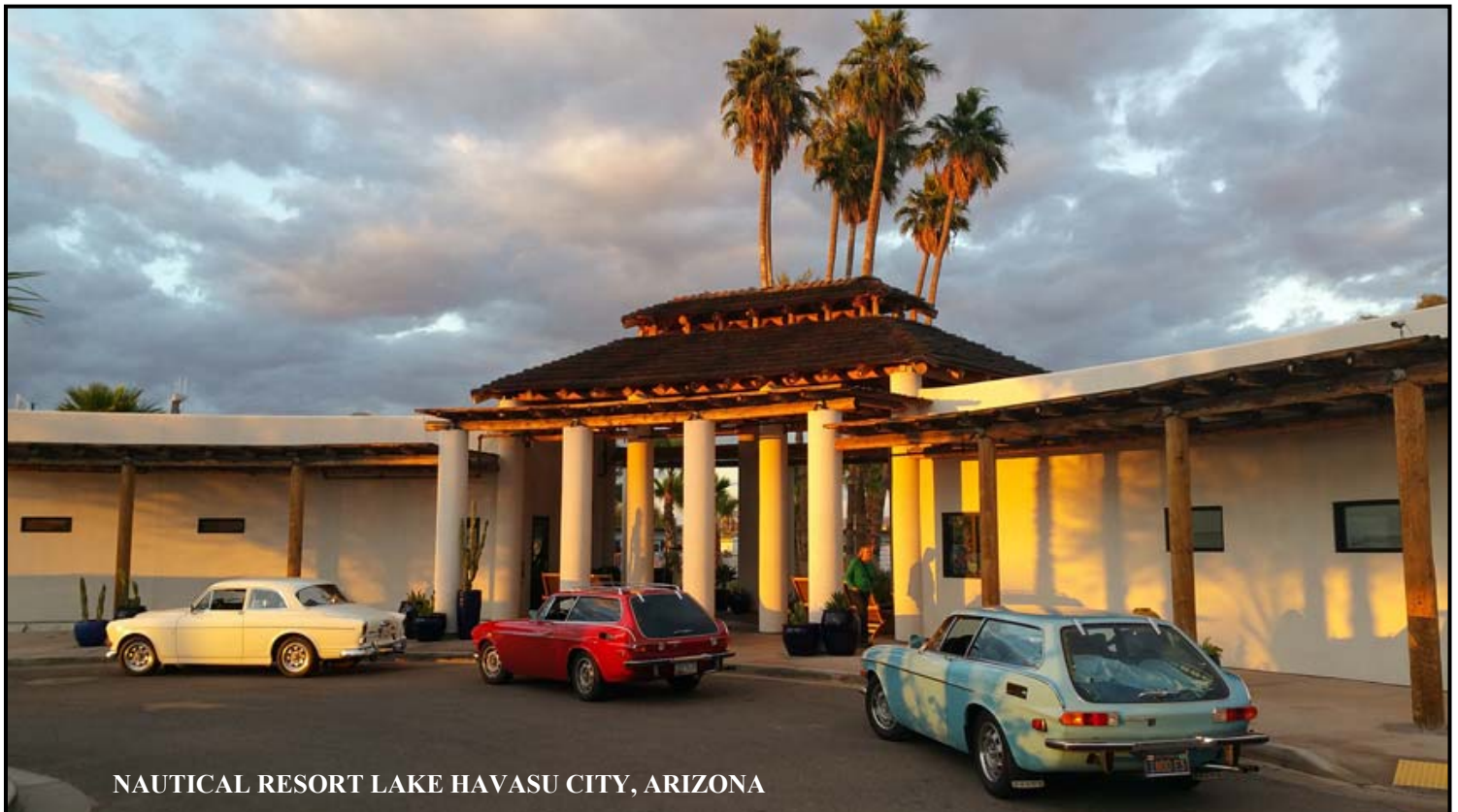


LAKE HAVASU

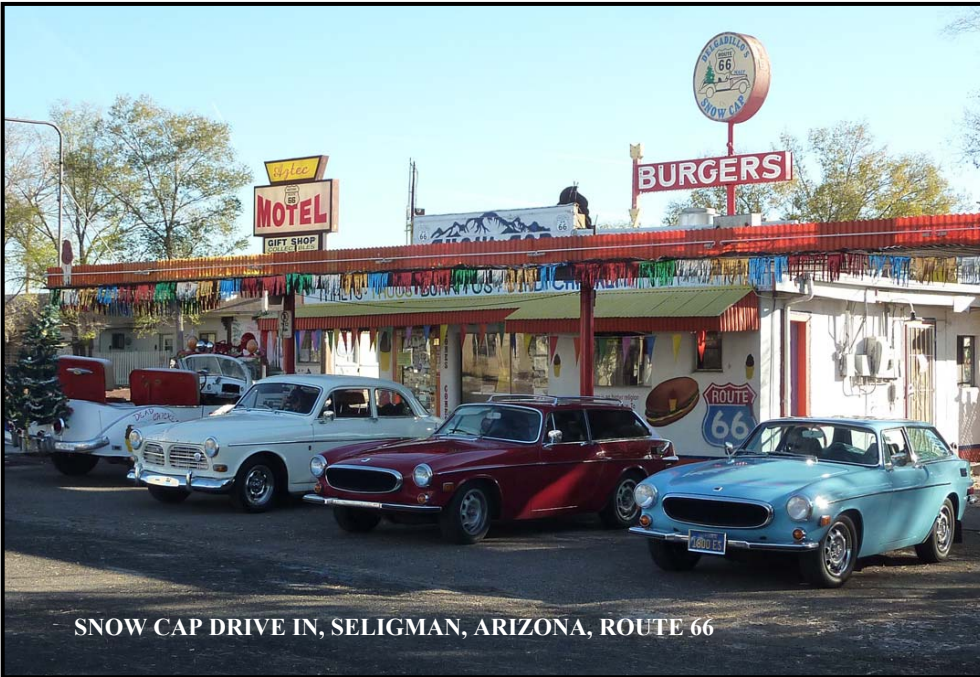
#78 is what we call the whoopdeedoo. It is a series of serious dips that if one is driving a Volvo on and gives it some gas, it gives you a feeling of flying over the top of each one. We struggled to find enough space to take them at the requisite high speed given the motor homes, and other vehicles. It was the Cripps' first time, and they probably thought we were batty for working so hard at this. We went back and forth a couple of times, but didn't get a clear run. Hopefully next time we do them, it won't be a busy holiday.

We took a side trip just inside Arizona to Quartzsite, which was in doldrums this time of the year. Very soon thousands of booths will be open selling everything from rocks to tools to wind chimes. After Christmas the population will soar from a few a few thousand permanent residents to a million, all housed in motorhomes

scattered through the desert. By population it becomes Arizona's 3<sup>rd</sup> largest city until spring. We visited the few open booths that we found at Tyson Wells, usually the largest area for booths. It was lunchtime, so we naturally thought that a certain shaded area full of unused picnic tables would be the perfect place. Members of the Volvo Club of BC are getting pretty good at being kicked out of picnic places it seems. As we pulled in and started taking out coolers and such, a guy came over and warned us that we had to talk to Barb – a lady in a RV 'over there' for permission to use this space. We decided that we would leave Barb in peace, and parked in the lot by the few booths that were open. Pulling out our chairs, a guy in a nearby booth selling sunglasses called us over to sit in his shade by his booth. We joined him, his wife, cat and their two



NAUTICAL RESORT LAKE HAVASU CITY, ARIZONA



SNOW CAP DRIVE IN, SELIGMAN, ARIZONA, ROUTE 66

that, but it was worthy of remembering.

Back on the road, Route 66 took us to Seligman, our third stop. We were kind of late getting to Seligman so we quickly checked into the “Deluxe Motel”, then browsed as many Route 66 shops as we could before they closed for the day. In one shop was a famously kind man, Angel Delgado born in Seligman April 19, 1927. Angel is credited with putting Historic Route 66 back on the map after I 40 bypassed his town and many other like it. He is fondly referred to as the Mayor of Route 66 and at 89 he is still to be found in his store and Barber Shop with a smile on his face and patience and kindness for all the Route 66 enthusiasts who come to Seligman. It is thanks to him that this wonderful drive exists. The longest remaining continual section of Route 66 is in Arizona.

When the stores closed we shared some wine to wind down and then walked to supper at the Road Kill Café – “You kill it. We grill it.” How can you turn down Entrees like ‘Centerline Bovine, Flat Cat, or Chunk of Skunk.’ Maybe the vegetarians have it right, but we still ate the meat.

clever Mountain Feist dogs, Frog and Cricket and enjoyed a visit with these locals of the Quartzsite business community. Of course we bought sunglasses from them.

Backtracking west on I 10 we headed north on California #95. Gregg had information that Wyatt and Josephine Earp lived at Vidal, and you could still see their place. They are famous in the 1800’s west; Wyatt was sheriff of several western towns including Tombstone, was a lawless gunslinger, card shark and miner among other his early day professions. One would think there would be a sign on the road for this stop, but we just spotted a sign saying Vidal, pulled onto the only road and there it was, the only house that the Earp’s had ever owned. Wyatt had a mine a short distance to the north and they lived there for a few years, shortly before his death. Across the road stood a tall water tank alongside the train tracks that John estimated came from the 1915 era, given the riveting. It would have been used for the steam engines. Another couple stopped to look it over as well, super friendly and in the Thanksgiving theme, they took a photo of the interpretive plaque with a fold out paper turkey as a prop. America is so sweet with their holidays.

We drove up to Lake Havasu City via the Parker Dam route – always a pretty windy scenic road where wild burros roam free. Lake Havasu is a reservoir of the Colorado River held back by the Parker Dam. As the sun was setting we checked into our excellent rooms at the Nautical Resort, on an island in the “lake”. We assume the local Chamber of Commerce must have made the island so that when they famously bought and reconstructed the original the London Bridge, it had someplace to go to. Our rooms had a patio at the water’s edge overlooking the lights of Lake Havasu City, which made for a very nice setting for visiting into the night. Next morning, we had the usual humungous breakfast at the Black Bear Restaurant. Waddling out, we secured ice for the coolers and left town.

Today’s destination was Route 66, which we picked up just north of Lake Havasu off I 40 at Topock. This Route 66 trip was a first for the Cripps, and always fun and scenic for us seasoned 66’ers. We drove through Oatman, and enjoyed the wild burros that wandered all over town and the re-enactment of a gunfight by a couple of cowboys who were also Shriners. Oatman is a one-street town and that street is Route 66, with board walks fronting tourist shops along each side. In Oatman, cowboys and burros have the right of way, and you can only get through town when they feel like getting out of the way.

East of Oatman the road winds steeply up over a mountain. Its hard to believe this once was the only east west road to LA and gas powered transport trucks would be climbing this mountain in first gear, with the engine at red line just to manage a walking pace up this hill, often followed by more trucks a mile of impatient drivers in their cars. For us the climb was fun and easy and the summit provided a perfect place for a picnic lunch. We did not get kicked out of there, in fact a man from Germany on a motor cycle joined us and let us know that our 1800ES’s were considered in Germany, to be loosely translated as Snow White’s hearse. We weren’t sure what to think about

The next day dawned frosty – we had shivered our way through a cold night in the Deluxe Motel serenaded by loooong freight trains roaring by all night. Those sufficiently anesthetized slept well and the others were less than chipper in the morning. We had to scrape deep frost from the windshields, reminding us that this was November and we were at high elevation. We were only 76 miles west of Flagstaff, AZ and like Calgary, Flagstaff can get snow any month of the year. Still it was sunny and after a very credible breakfast at the Road Kill we headed east on Route 66 until it ended and deposited us on I 40, mercifully only for a few miles until we headed south on 89 towards Prescott, pronounced Prescott if you know what’s good for you.

It must be a universal travelling feature that even on the busiest travelling days, like the Thanksgiving rush we were in, the interstates are manic and most of the secondary roads are all but deserted. Although our destination for the day was Prescott the fun was to be had in a side trip to the impossible old mining town of Jerome where houses were piled on top of each other in steep hillsides. It is reminiscent of the old part of



JANET SCHWIEGER  
COTTONWOOD  
ARIZONA

Trail, BC, but turned Touristy. There were enough arts and craft shops and good eateries to keep us interested for half the day. Judging from the state of the buildings, the seismic Engineers have not been here yet so I'd avoid Jerome in an earthquake. If you don't, you might end up down the 2000 foot grade to our next destination without the use of a car. We drove down into the Verde River Valley to Cottonwood, to see the junk store of all junk stores and then back east to Prescott. Prescott is at El 5400 ft. and when the sun went down, the temperature dropped quickly. Gregg's Cheapskate Travel had chosen a motel located at the wrong end of the right road so dinner was an order-in affair. At least the pizza was hot.

The next morning after a complimentary breakfast we scraped the windshields, and parted ways. Rob and I joined the hoards heading south through Phoenix on I 17 and I 10 arriving in Gopher Gulch just in time for Thanksgiving Dinner with neighbours. The Morris' and Cripps stuck to the secondary roads, which were reportedly spectacular as they descended 3000 feet in a series challenging corners connected by short steep straights. At the foot of the mountain it was flat in all direction and the road headed straight south west. They made one stop at the outdoor artillery museum at the Yuma Proving grounds. Lots of old tanks and rocket launchers. From there it was a short drive to Yuma for the night. Elevation was sea level in the desert, so no scraping windows here. Next day it was home to San Diego. They could have gone straight west on I 8 but Noooo, Gregg had to divert to the scenic and yes, curvy Sunrise Highway. It travels high over a mountain from 18 towards Julian. At one magic spot if you look west you see Cariboo-like terrain and to the east you see right down into the Anza Borrego Desert. Just spectacular. Conveniently the Sunrise highway ends at Hwy 79 which took them to Julian for more apple pie and ice cream. After that they headed straight (a relative term) home to La Mesa. The end of another highly successful gas wasting trip with good friends in great old cars. Always an adventure.

p.s. Had we taken the trip a week later, there would have been snow storms over much of the route.

**BIG THREE AUTOMOTIVE SWAPMEET**  
**SAN DIEGO, CALIFORNIA**

**February 24-26, 2017**

**Gregg Morris**

The Big Three swap meet is huge, somewhere around 800 vendors. It is held in the parking lot surrounding Qualcomm Stadium, former home of the San Diego Chargers football team. The Big 3 has been an annual event in San Diego for 51 years and must be the gear head & knuckle dragger social event of the year. I certainly fit the demographic and have enjoyed 4 of these events so far.

Its name "The Big Three" refers to the big three car makers, Ford, Chevrolet and Chrysler, but in practise there is something for everyone. It is heavily biased to American cars, but that is anything but boring. Here is an example. My buddy Larry and I commuted to UBC in the early '70s, in a \$50 1950 Chev fastback. It was pea

green, stock and worn. At the Big 3, I saw 6 of them. One was a restoration candidate, one restored to original condition, a couple of them were street rods and another couple were lowriders. The low riders sat with their shining, perfectly painted bodies lowered to the ground, waiting for their owners to breath air into their suspensions and make them rise, rise up, just like the faith healers did in the circus.

Even though it was predominantly domestic cars and parts on display, that meant that when you found something for your import car it would be cheap. How about a "Volvo green manual for a 73 140 for \$5, or an ammeter for \$1. Actually there was an import presence. The Volvo Club, MG Club and Triumph club all had spots and there were lots of booths selling VW stuff.

The mix of participants at the swapmeet is like the united nations. There are white guys and black guys and Hispanic guys, but also lots of Russians, Swedes and eastern Europeans. We met the Swedes because they turned up at the Volvo club site and we learned they were their specifically to buy cars and parts to ship back to Sweden.

Even if you were not a car guy it would be fascinating just to pull up a chair in the sunshine and watch the thousands of shoppers walk by. As a vendor you pay for your spot, but as a customer you pay \$10 to park your car and there is no further admission fee. Everybody gets a 12-page pamphlet that includes a map and a listing of the 800 vendors by specialty and there are 47 different categories.

If there is something particular you are looking for, and you have the stamina to do the search, you will find it there somewhere. John Cripps was there with me and he loves swap meets. He is thorough in his inspection of every pile of parts, tools, accessories and literature to be found and he has a particular passion for dwell tachometers, flashlights and ballpeen hammers. He goes without meals because they just interrupt the search. As a testament to how big this meet really is, John, after 1 1/2 days of scouring, did not get to all the vendors. However, that did not stop him from amassing an impressive pile of stuff. The first day he headed out in the morning with a couple of reusable shopping bags and returned with full bags and more on 4 wheeled dolly he bought to carry all his plunder. The next day damned if he didn't do the same thing, but this time he returned with a radio flyer wagon full of stuff.



Actually an unofficial competition of the meet is customizing your parts carrying wagon. A couple of years ago a guy had mounted an Easyboy rocking chair on what was probably a handicapped scooter frame with a big wire basket attached that was overflowing with stuff. More commonly though it is kid's wagons that are the haulers of choice. The wagons are often customized with mag wheels, headers, spoilers and wings. When my friend Alan Boreham came to this event 2 years ago he took pictures of tons of these wagons with the intention of writing a specialty article for travel magazines.

Lots of vendors camp at the site for the event, and after the day's crowds have gone home, old dryer drums are filled with wood and act as a campfires and the highly intellectual discussions go on into the night. Across from us was the Impala Club of mostly Hispanic guys. Their cars were truly amazing and they had a great time with whole families showing up for the festivities.

Sunday noon is the end of the event. Sunday's weather forecast called for a sprinkle of rain. At the merest hint of rain San Diegans crawl back into bed, assume the fetal position and suck their thumbs. That meant that lots of vendors packed up at the end of Saturday. Sunday would be dead. If it were sunny, Sunday is the day of bargains, where vendors reduce their prices drastically to avoid having to load all this junk back in the truck or trailer. In fact, lots of stuff is simply abandoned and scrappers come in late Sunday and Monday to Hoover up the remains.



## VOLVOS IN MOTORSPORT

### I WILL MISS THE MAN WHO DARED ANYTHING

Satch Carlson

#### TRIBUTE TO IPD'S FOUNDER RICHARD GORDON

From

Hemmings Sports & Exotic Car Feb., 2015.

Richard Gordon is no longer with us, and I am the less for his passing. I hate to lose friends by distance, death, or disaffection, for the older I get, the more I am convinced that friendship is the most valuable of all intangible assets.

And Richard was a valued friend indeed.

I first made his acquaintance in the 1970s, when I was peddling sports-car parts and accessories at the Rally Stripe, a small shop in Anchorage. One day I ran across a mimeographed booklet of racing parts for – wait for it – Volvos. Since I was racing Saabs at the time, I concluded that there was indeed one character in the world who was even nuttier than I was, and sure enough, that was Richard Gordon.

Based in Portland, Oregon, he had been racing Volvo 142s, which had all the latent speed and agility of a Bosendorfer Grand, and like those of us rare, stubborn scapegraces racing those other Swedes, he could only be competitive by creating his own modified racing bits. And in order to support this mania, he formed a small company, IPD – the meaning of those initials seemed to change with Richard's whims, but at one point they stood for Import Parts Distributors, I think – and began selling Volvo hop-up parts to the other non-conformists.

Richard's business success matched his racing success, but his real genius lay in this enthusiastic pursuit of the unthinkable. Again, his racing pursuits led to new directions, because he procured a motorhome with which to tow his car to distant race tracks. Returning from California along the coast, he went through a couple of hair-raising mountain switchbacks – and changed the focus of IPD.

Hey, if he could make a Volvo handle like a sports car, why not a motorhome?

By this time, IPD suspensions were *de rigueur* for anybody racing or rallying Volvos – my friend JW Ray rallied an IPD-equipped 145 wagon, with me learning to navigate on the fly – and when Saab graduated to

the 900 model, IPD kindly stepped into the breach for that car as well. That's when Richard and I became close, for he took on my 900 SPG as a special project. He developed parts for the car, had it pinstriped and polished to show-car perfection, and presented me with the results when I flew into Portland for a visit. We called that car the Blackbird, after the Lockheed SR-71, and I discovered another fanatical quirk of Richard Gordon: He used only water to wash his cars never any soap or detergent, and he had one special mitt for use only on black cars.

And then there was the rally Rockwood.

By the early 1980s, IPD was fully into the motorhome-suspension business, building sway bars the size of your forearm for Class A motorhomes. Richard delighted in showing off his wares by hurling before-and-after RVs around Portland International Speedway, and when he heard that the Blackbird and I would be running the 1985 Alcan 5000 rally, he came up with a brilliant plan: In order to show off the IPD suspension, he would enter a Rockwood motorhome in the rally.

Well, yes, a 5,000-mile jaunt up and down the Alcan Highway ought to prove something.

Neither of us won the Alcan 5000 rally that year, but that sort of adventure is more about the doing than the competition anyway. Somewhere in this mess I have pictures of Richard Gordon drifting Rocky, as this behemoth was known, through a 90-degree gravel corner; the trick, he told me later, was to let the rear end start to slide, then countersteer and keep on the gas, correcting the vector as necessary with the steering wheel. Easy to describe, a little harder to do – like developing shocks-and-suspension kit for

a multi-ton motorhome.

And laughing through the entire affair.

That's the thing about Richard Gordon and others like him: They have an infectious sense of fun and an acute appreciation of the truly ridiculous. Gordon had a gleeful sense of mischief, and he laughed at himself as hard as he laughed at the follies of the world. I remember a time on the Alcan when we were on the radio, and I was whining about the scant rations we had in the Blackbird. "We're down to our last pack of beef jerky," I moaned.

"You should be in here with us!" laughed Richard. "We're just microwavin' some popcorn!"

I could go on with Richard Gordon stories for any amount of time. Exhibit A: When we lost the oil in the Blackbird, Richard towed us behind Rocky the entire length of Vancouver Island. Then he towed us directly onto the ferry – without pausing when the Blackbird passed the collection booth.

Perhaps one measure of our place in the world is whether people tell stories about us when we're gone. I know Richard Gordon endured Parkinson's and the attendant depression that goes with that disease, but I knew him best in his years of joy and high spirits, and that's how I'll remember him. One could do worse than leave a perpetual image of sliding sideways in a souped-up motorhome, I think, because damn few fools would try it – and only one or two could carry it off.

I am glad to have known Richard Gordon. I wish you could have known him, too.



RICHARD GORDON  
WITH IPD'S 142 RACE CAR

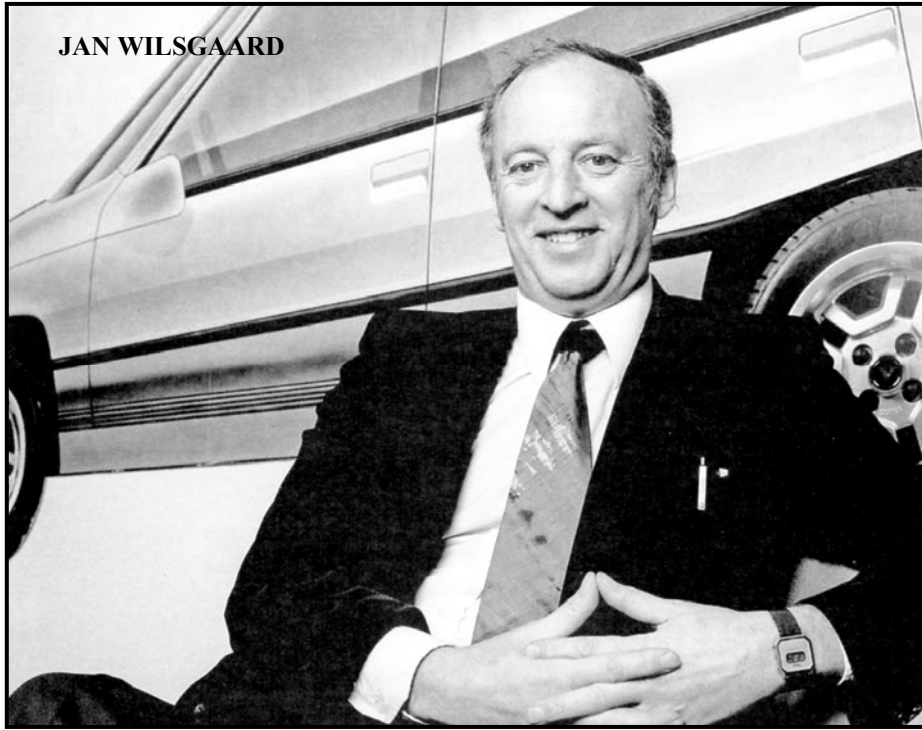
**THE 140 THE FORGOTTEN CLASSIC (a sequel)**

*Gregg Morris*

*The Forgotten Classic series on the Volvo 140 was presented here in 3 installments starting with the May 2016 edition. In that time, I had searched for an informative article on the 140's designer, Jan Wilsgaard. I had been unsuccessful until I read Jan Nystrom's tribute to Wilsgaard in the September-October 2016 issue of Jan's excellent magazine the Volvo Club of America's Rolling. Jan has generously permitted me use it here and it is a fitting end to the Forgotten Classic Series*

**JAN WILSGAARD, VOLVO'S CHIEF DESIGNER FOR 40 YEARS**

**Jan Nystrom**  
Editor VCOA Rolling Magazine



**JAN WILSGAARD**

the new design mantra and Wilsgaard was its standard-bearer. The 144 succeeded in reminding us of its predecessor, yet be totally different. The straight lines and boxiness of the 140-Series were direct opposites to the round shapes of the Amazon, yet there were clear similarities between the two models. Jan Wilsgaard designed the 140 virtually himself and the first car rolled off the assembly line in 1966. The series was in production until 1974 – more than 1.2 million units were made, thus making

Jan Wilsgaard, Volvo's chief designer from 1960 to 1990 and the father of the Amazon, died August 6, 2016 after a long illness. He was 86.

Wilsgaard was born January 23, 1930 in Brooklyn, New York. His father was a Norwegian sailor and the family fled from Norway to Sweden during World War II. He studied art and sculpture in Gothenburg and was hand-picked by Volvo in 1950 at the age of 20.

As a car designer you have to accept the fact that not all your work will make it into production. His first major project was the Philip -- a large luxury sedan with a V8 – that never made it beyond the prototype stage. As an encore Wilsgaard came up with the PV179 in 1952, which also failed to reach production as did the 55 of 1953. You'd think that having designed three stillborn cars in three years Wilsgaard may have been somewhat dispirited, but in 1953 he created his fourth study, and this one would go on to become a classic and hugely important for Volvo – it was the Amazon.

In his early days Wilsgaard often had to compete with independent styling houses, since there wasn't a great deal of confidence in Volvo's in-house styling department because it wasn't well enough established. For this reason, Wilsgaard came up with an unusual way of working – he did it behind closed doors, often in Italy, and generally at Coggiola. When his designs were

due to be shown he'd swoop in with them, nobody at Volvo having caught sight of them in advance. It was certainly an unconventional approach, but one that was generally successful for Wilsgaard – more often than not, it was his proposals that were adopted rather than those of outside rivals. Thanks to this approach, it didn't take long to establish confidence in Volvo's in-house design studio; by 1966 Wilsgaard had been appointed head of the design department and he'd go on to design many of Volvo's concepts such as the VESC (Volvo Experimental Safety Car) (1972), New York Taxi (1976) and Volvo Concept Car (1980).

The Amazon's inspiration from Italy was obvious. But the Greatness of Wilsgaard was also his ability to evolve with the times. As the 50's gave way to the 60's, functionalism became

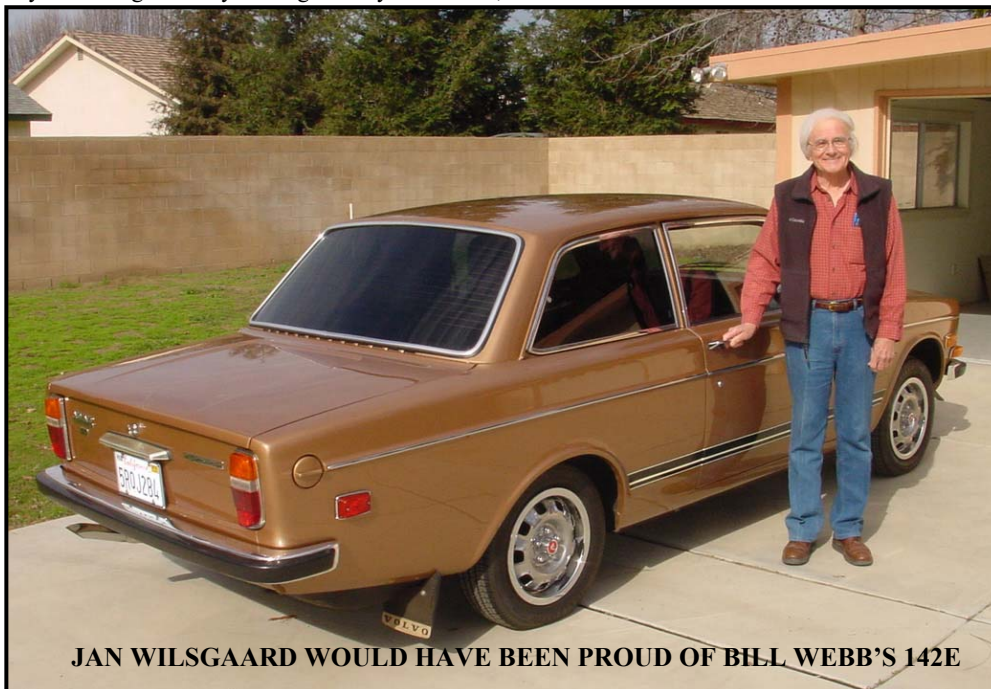
the 140 Volvo's first million-plus seller. He captured the essence of Scandinavian design and simplicity, both of which are held high by Volvo today.

Wilsgaard took Volvo to another level with the 240. The 245 wagon became the quintessential symbol of safe, clean and everything Scandinavian. Above all it stood for Sweden.

Soon after the introduction of the 240, Wilsgaard started sketching the 760, which appeared in 1982. It was designed for the U.S. market and clearly influenced by American cars. It was angular, slightly sulky, with an engine that sounded a bit like a threshing machine, but at the same time with an air of refined Swedishness and full of self-confidence.

The last major project that Wilsgaard was involved with was the 850. Before it went into production in 1991, however, his designs were changed quite a bit and the surfaces softened.

Today, car design is a collaborative effort - more so than during Wilsgaard's time. Nowadays chief designers also change employer several times during their career's. As a result, Wilsgaard's work is perhaps more important to Volvo than any other designer's. What he created on the drawing board became Volvo and a part of Sweden.



**JAN WILSGAARD WOULD HAVE BEEN PROUD OF BHL WEBB'S 142E**

## TECHNICAL TIPS

### RESTORE VINYL HEADLINER

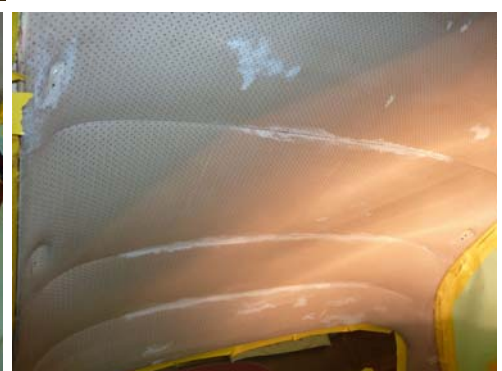
Gregg Morris

A common problem with the perforated vinyl headliners in the 122 and 544 is rust staining of the off-white vinyl. The headliner is held up with a series of spring steel hoops. In moist climates these hoops eventually rust and an unsightly rust line appears on the vinyl at some or all of the hoop locations. It is pretty much impossible to wash away these rust stains, no matter what cleaner you use. The internet is full of suggestions, none of which work.

If your headliner is in otherwise good condition, the best way to get rid of the stains is to repaint the headliner with vinyl paint. Before you do anything else wash the headliner with warm water and a detergent to remove surface dirt or smoke residue and dry it with a towel.

If you have any tears in the headliner now is the time to fix them. The headliner is restrained around the perimeter of the roof in with two fastening methods. At the front and the back, a plastic strip is sewn to the headliner and the combination is tucked into a slot in the bodywork. Along the sides of the car the vinyl headliner is pushed up and catches on barbs which restrains it. To fix a rip in the headliner you need to get to the back of the rip. That means releasing a section of headliner from its perimeter restraints adequate for you to get your hand to the inside of the rip. You must use care in doing this as the headliner is probably very old and can easily be torn in releasing it from its perimeter restraints. Fixing the rip is the easy part. Cut a piece of vinyl bigger than the rip. I use some old remnant headliner but any soft vinyl will do. Try and clean the back of the headliner at the rip. Use the typical white wood glue from the building materials store and apply the glue to the patch and the back of the headliner at the rip. Let the glue dry a bit to get sticky and apply the patch to the back of the headliner. Press the two together until the glue dries enough to keep the patch and headliner bonded. This will produce a flexible patch. Leave it to dry well, then reconnect the headliner at the perimeter.

Now you are ready to prepare the headliner for vinyl paint. The products you will need are the following. One 12 oz. rattle can of SEM brand vinyl prep 338343 and two 12 oz. rattle cans of SEM Colour Coat flexible coating (i.e. vinyl paint). Get a roll of 1.5" wide yellow 3M body shop masking tape. All of these are available at auto supply stores like Lordco. The colour coat comes in many colours. I chose Super White 15103 which is actually an off-white similar to the original headliner colour. From a building supply store, like Home Depot, get some Kilz premium primer/sealer/stain



blocker. Get a small can in brushable liquid form, (not a rattle can). You will use this product to cover the rust stains or any other stains on the headliner, before applying the vinyl paint.

The most time consuming part of this job is masking the car interior so the white vinyl paint is confined to the headliner and not the whole interior. The car I recently did is a 123GT so I will describe how I masked that car. Others will be similar. You have to mask such that you can get to all the headliner including the edges. Re-

move the front seats and back seats. Remove the black metal trim pieces that surround the inside of the front windshield (just the top and both sides). Remove the accessory light from the headliner. Remove the seat belts and their hangers and the hand holds. Remove the cloth welting that goes around the door openings. I released it from the headliner and about half way down the door post. You remove it by carefully pulling it, and its attached plastic strip, from behind the headliner.

Put a strip of masking tape in behind the

whole perimeter of the headliner sticking it to the metal and leaving the edge of the headliner exposed. Now with masking tape and newspaper cover up everything you don't want to get vinyl paint on.

Now that the car is masked spray some of the VINYL PREP on a soft cloth or sponge and wipe down the headliner. Note when applying the VINYL PREP and the VINYL PAINT I wore rubber gloves, a good fitting static respirator, a hat and a full face eye protector. I also left the doors open for some ventilation. You don't want to breath this stuff.

After the VINYL PREP had dried I used a small paint brush to paint the rust stains and other stains with KILZ. It very effectively covers these stains and leaves them bright white. Note, I later



learned that KILZ can be tinted. I would have tried to tint it as close to the vinyl paint colour as possible, which would have reduced the number of coats of Vinyl Paint

needed to cover the dull headliner and the bright white of the KILZ. (One other possibility here is if you did not want to go to the trouble of painting the whole headliner and assuming you could you could tint the KILZ to just the right colour you could get away with washing the headliner with soapy water, let it dry, then touch up the rust stains with the tinted KILZ and you would be done) The next step is spraying on the vinyl paint. This is best done with multiple light coats with a wait between coats that depends on the air temperature. The can said 15 minutes between coats but I waited 30 minutes because I was working in a cool garage. I ended up putting on 5 or 6 coats and used 1 1/2 cans of vinyl paint. The result is a headliner that looks new. Well worth the effort.

I let it dry overnight and stripped the masking paper and reassembled the interior.

**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 5<sup>th</sup> 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](http://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 offered for sale.

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*NOTE: Send us your ads and pictures and we will post them on the website and newsletter for you!*  
[infovcbc@volvoclubofbc.com](mailto:infovcbc@volvoclubofbc.com)

- 1959 PV445 project for sale, \$6500** garaged for decades, runs and drives, B20 engine, overdrive, front disc brakes, rebuilt SUs., Needs some bodywork (from BC so not too bad), many dents, brush paint, poor interior, but still - one of the greatest old Volvos, with original roof rack. [perry.rv@gmail.com](mailto:perry.rv@gmail.com) Saskatchewan
- 65-PV544-\$500**, black, complete and runs, but rusty, all chrome intact, Richard at [perry.rv@gmail.com](mailto:perry.rv@gmail.com) Saskatchewan.
- 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](mailto: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)
- 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.
- 90-244-\$2500**, gold, very well maintained. Two owners, everything works including A/C, replaced transmission. Service records available snow tires on rims. Gail, 604-946-9476 [pgailirvine@gmail.com](mailto:pgailirvine@gmail.com)
- 04-V70Turbo-\$7250**, 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
- 04 V70 2.5T \$6500 obo** Rare collector Volvo. One of only 100 originally in Canada. V70 2.5T Titanium Edition. ICBC valued at 10,000\$. Like new condition. Complete package including 235/45/17 tires on Thor rims. Glenn at 604-876-6131

**OTHER**

**Rainbow Auto Wreckers, has to remove 150 parts cars. Rainbow Larry invites VCBC MEMBERS TO A CAR SALE AND PICNIC May 20, 2017, 9 A.M. TO 5 P.M. at 2729 Jensen Road, Bellingham WA, 360-734-6117 [rainbowlarry321@gmail.com](mailto:rainbowlarry321@gmail.com)**

- 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](mailto:volvoridge@hotmail.com) or Gregg Morris 604-469-1216 or [grmorris@moody.bc.ca](mailto: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](mailto: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](mailto: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
- LARGE PARTS COLLECTION IN SASKATCHEWAN**, PV, 120, 140, 240, many rare parts, 123 steering wheel, 140 rally dash, used ipd pars, see bigger list on the VCBC Website, Richard, email for pictures and prices, Richard, email for pictures and prices [perry.rv@gmail.com](mailto:perry.rv@gmail.com) .
- Good Selection of used Volvo parts for cheap.** Send requests to , [volvolady@yahoo.com](mailto: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](mailto:olofgalmberg@gmail.com) website [www.vintageimportparts.com](http://www.vintageimportparts.com)
- ISLAND AUTOMOTION LTD - SU Carburetor Rebuilding**, [www.sucarbutetors.com](http://www.sucarbutetors.com) Rhys Kent, 1-250-479-5192 Victoria or [islandautomotion@shaw.ca](mailto:islandautomotion@shaw.ca)



ROUTE 66, ARIZONA, SITGREAVES PASS SUMMIT EL. 3550 FT



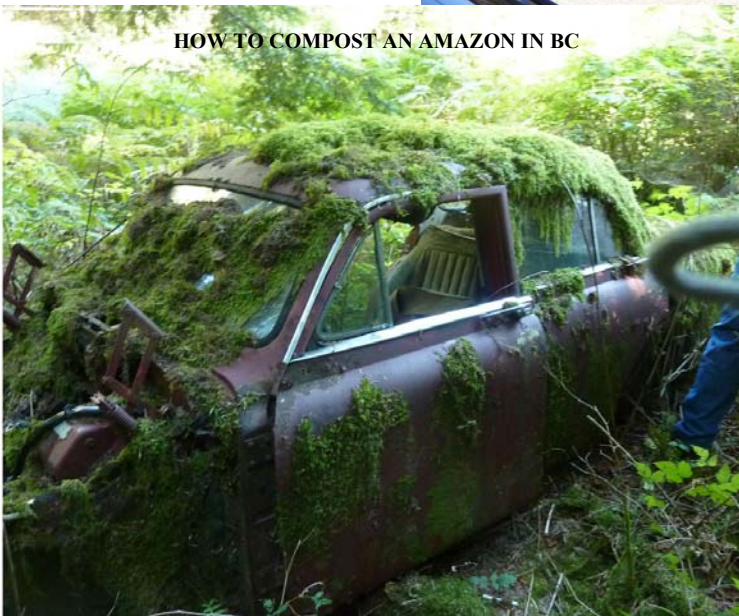
KAMLOOPS SPRING DRIVE 2015 WE'LL DO IT AGAIN THIS YEAR.



BURROS IN ROUTE 66, OATMAN ARIZONA



HOW TO COMPOST AN AMAZON IN BC



RAINBOW AUTO SALES AND SERVICE BELLINGHAM WASHINGTON

