



# THE VOLVO CLUB OF B.C.

## MAY 2018

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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 19, 2018, 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 9 & 10, 2018 VOLVO CLUB SPRING DRIVE ,** Vancouver to Lillooet via Hwy 1 to Hope, and Lytton, then Hwy 12 to Lillooet. Make your own reservations at the Mile 0 Motel, in Lillooet 888-766-4530 Mention Volvo Club for best rate. **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)**

**JUNE 23 & 24, 2018 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

**JULY 21, 2018 SATURDAY, CRUISE TO CANADIAN MUSEUM OF FLIGHT AT THE LANGLEY AIRPORT, 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 to Langley Airport. Bring a picnic lunch & chairs or buy lunch from local restaurant, (pies a specialty). **Contact Allen Hiebert - 604-469-9246**

**AUGUST 4, 2018, SATURDAY, WHIDBEY AREA VOLVO EVENT, "WAVE"** A one day tour of Whidbey Island with a bunch of 1984 or older Volvos, meet 8:30 am, Neils Clover Patch Restaurant. stop at the Langley Washington car show, Bar-B-Que lunch and more touring. Reservation required for lunch. **Contact Washington organizer Rich at 206-240-9434. If you are interested in travelling from BC call Bert 604-980-0704.**

**AUGUST 18-19, 2018 ANNUAL HISTORIC MOTOR RACE WEEKEND AT MISSION RACEWAY PARK**  
**SEPTEMBER 29, 2017, (SATURDAY) V.C.B.C. 27th ANNUAL CATES PARK PICNIC AND AGM**

**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

January 17, 2018

Gregg Morris

This years winter supper was at the New Westminster Spaghetti Factory as usual. The only thing that was unusual is that it was pretty lightly attended. That certainly didn't stop the 20 of us from enjoying the evening. That restaurant really has a warm and friendly atmosphere, much appreciated on a cold wet January evening. John Cripps fired up his computer and digital projector and displayed tons of pictures, mostly of old Volvos. It provides a nice backdrop to the evening. Everyone there have known each other for a long time and the conversations were relaxed. A special thanks to the two out-of-towners who took the time to attend. Former director Bob Cuthill came over from Victoria and Dennis Cowell drove from Kamloops.

At one point I gave away some raffle prizes and briefly talked about a few of the upcoming club events, and one non event. We have not yet decided on a subject for the technical session. After 26 years of these it is getting pretty hard to find new subjects and venues. Any suggestions would be appreciated. Our Spring Drive, Scandinavian mid Summer Festival, Summer Local Cruise and Cates Park Picnic are all fun events. Come on out and join the fun. After the last of the spumoni ice cream was eaten we said our good byes, and headed home.





**12<sup>TH</sup> ANNUAL SWEDISH CLASSIC CAR SHOW**  
**Issaquah, Washington State**  
**Sunday February 11, 2018**  
**Bert and Kathy Sherlock**

And what a lovely Sunday it was! Attendance was high at the 2018 Swedish Classic Car Show in Issaquah Washington this year. No rain fell, or snow (I'd taken my studded Hakkapelitta snow tires just in case) which is always a bonus. It was a bit nippy to be sure but that is to be expected in early February. The festivities kicked off at 9 am although cars were trickling in and out for most of the day. There was a long line of Saab's down one side of the parking area, and an even longer line of Volvos curling around the end and up the other side of the parking area. All shapes, sizes, colours and vintages were on display. There were 240 Volvos as far as the eye could see! Some cars were pristine and lovingly cared for, other cars were works in progress but probably just as lovingly cared for! We saw our Washington friends that so regularly attend our VCBC events, Ben Huntley, Dick Libby, Walt

Tatar and Steve Yabroff were front and center all day with their usual enthusiasm and good cheer.

The Triple XXX Root Beer Drive Inn lent a wonderfully nostalgic backdrop to the event. It was a great place to drop in for a warming cup of coffee or to try their famous, decades-old family recipe for root beer. The drive-in contains an astounding collection of music, car, and assorted other memorabilia, actually rather dizzying there was so much of it. The Triple XXX Drive Inn opened in 1965 in this location. At one time it was a nationwide chain but now the only other Triple XXX is in Lafayette Indiana. The Issaquah location boasts the only remaining Triple XXX Barrel sign which is the largest lighted plexiglass sign in the west. The entire setting was absolutely perfect for a car show. Indeed, the Triple XXX Root Beer Drive Inn hosts some 35 car shows each year, with the Swedish Classic Car Show being the first of each season (it takes a hardy, hearty bunch to kick things off) and ending with a Jingle Bell Cruise in December.

The drive to and from this event is an easy one. You can skirt the city of Seattle entirely if you want to, by taking the 405 which leads pretty much right into Issaquah. It is a beautiful drive on an efficient highway that is wide and in good repair. I have to say it is nice to look down at my 48-year-old speedometer in miles per hour, and see that it matches the posted speed limits! We made it home to North Vancouver in just under three hours. Naturally we could not be that close to Seattle without getting into the city itself, Kathy must have her annual Macy's run (bi-annual?) We actually headed down south on the Friday and stayed two nights in downtown Seattle, which meant it only took half an hour to get to the Swedish Car Show on Sunday morning. A lovely way to go really. Everyone gets to do what they want to do in one weekend!

And finally, yours truly won a Best in Class trophy for the Volvo category. This made the weekend complete! Kathy and I hope to see more VCBC folks out for this event next year.

**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, 2018, 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.**

Just a reminder. A few years ago we opted to use Google sites to place our classified ads. It allows the advertisers to place, manage and re-

move their own ads. Unfortunately placing and 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 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.**

**Technical Session:** This year we did not hold a tech session. After 26 consecutive years we are running out of topics and venues. All suggestions would be appreciated.

**Spring Drive: June 8 & 9, 2018** This year we will head back to Lillooet. It feels like we were just there, but that is only because I end up in Lillooet many times a year. The Volvo Club Spring Drive has not been there for 7 years. Instead of heading there via the Duffey Lake road we take Highway 1 through the Fraser Canyon to Lytton and then Hwy 12 to Lillooet. The return trip on Sunday will be via the Duffey. The roads are great and the scenery spectacular so come along.

**Scandinavian Community Center Mid Summer Festival June 24 & 25, 2018** . If you have not attended this event give it a try. It is a great family outing. Our Club display of old Volvos fits right in. All the Scandinavian countries have tents with crafts and cultural information. There is delicious 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 21, '2018** Allen and Dorothy Hiebert will lead us on a scenic back roads drive to the Canadian Museum of Flight at the Langley Airport.

**WAVE – Whidbey Area Volvo Event: August 4, 2018.** This is an event with no Club affiliations at all. It was held for the first time in August 2017 and consists of a one-day tour of Whidbey Island. It will start at the Neils Clover Patch Restaurant on Whidbey Island at 8:30 am. The tour will stop at the Langley Washington Car Show, enjoy a BBQ lunch (reservations required) and continue touring through the afternoon. For more information and to register contact Rich at [rvanderson5@yahoo.com](mailto:rvanderson5@yahoo.com) Take a look at [www.Vintageswedishcars.com](http://www.Vintageswedishcars.com) for pictures of last years WAVE.

**Cates Park Picnic & AGM, September 29, 2018.** Come and enjoy a picnic, show and shine and our Club Annual General Meeting.

**FINDING EUGENE**

**Jamie Graham**

I spent many years "hunting" men and women but since retirement from a policing career, this latest successful search seemed just as intense but this one was just plain fun.

I am a hard core Volvo P1800 car guy. I dreamed about owning one in the late 60s but money was non existent and I settled for a '71 144S which lasted me many years. I couldn't afford the sports car back in the day but as of this week I own four (4). Another story. The wife is completely on board and to show you who I married 35 yrs ago, she stood back the other day at the open door to our tiny garage and uttered the words every man wants to hear, "honey ... you need a bigger garage."

Acquiring this last P1800 had a bit of a wrinkle.

As he knew my passion for these Italian inspired classics, Victoria (B.C.) TC Motors mechanic, Marte, called me about a Volvo he'd

seen parked in a carport in a rural acreage. The car's owner, **Dr. Angela Frost** had it since 1986 but in the passing years the car was parked and soon fell into disrepair. She always intended to begin restoration but being a veterinarian in rural North Saanich left little time for classic cars. I called her and local Volvo expert **Bob Cuthill** (former RCAF and Helijet pilot) headed up for a look. It had four (4) flats and everything was 'painted' a lovely moss green. The interior and trunk were full of old parts and the odour was lovely bouquet of rat feces. We all jumped when the trunk was opened and a rat scurried into the wheel well.

The car was in rough shape.

I knew the kind of time, money and effort it would take to bring the P1800 back to life. The next day the car was mine and while studying the accompanying paper work I came across the 1986 Bill of Sale to Angela from a **Eugene S. Morrell**, Dawson Creek, British Columbia. Like any classic car owner, I wanted to know the car's history. Angela called him Gene and didn't know much more about him. The handwriting had faded a bit over the years and I was left with several spellings of this owner's last name but Morrell was the most likely.

I checked with the Mirror, Dawson Creek's local paper ... no luck. The local RCMP didn't return calls so no help there. I sent a message to the Dawson Creek library hoping a kind librarian might check their records for me.

An online search found about 8 Eugene Morrells and their addresses living in British Columbia and just south of us in Washington. I drafted letters to each addressee "Eugene Morrell or occupant" hoping that someone might know where he was. The plan was to do a mail out the next day so I plugged away on an ancestry website and found more Morrells in WA and one in Oregon. The one in Oregon was a Rev.



**BOB CUTHILL HUNTING RATS**

Eugene S. Morrell, Dawson Creek, British Columbia?

A. I used to live in Dawson Creek.

Q. Did you used to own a 1963 P1800 Volvo?

A. Yes (At this stage I did a Kirk Gibson double pump just like after his home run in the 1988 World Series)

Q. I just bought the Volvo.

I went on to explain about the car, how I found him, and he was more than willing to share many stories about the car, its travels, how a paint job didn't quite work out and how it pained him to sell it. He was great, answered all my questions and I was sure it was bringing back many memories for him.

The owner before Ms. Frost was Rev. Eugene S. Morrell. During subsequent E mails I found out that "Gene" moved from Dawson Creek, BC to Puyallup, WA where he was on staff at the Church of the Nazarene for 10 years, then to Sacramento CA for 3 years and retired in 1999 after serving the church for 40 years. We have since exchanged many messages and I learned how much work he put into the car. He is sending me copies of old documents and photos. It was clear that Eugene and his family loved old Volkos.

After I signed off with Eugene I got a message from the Dawson Creek library staff that their records indicated that Morrell and his wife Merrily retired to Bend, Oregon in 1999.

That is how I found Eugene.

**WEBSITES OF INTEREST**

**From Sebastion Temple:** Just wanted to let you know that I really enjoyed reading the January 2018 newsletter. Well done to you and all of the other contributing authors. The Roger Moore piece was really moving and very fitting. Someone brought this to my attention recently. It's old (2015), but in case you haven't come across it, Jay Leno has his hands on an Amazon which will be fed into the resto-mod mill: <https://www.youtube.com/watch?v=CxnbCFtaBG4> (watch it all or skip to the Volvo bit at 15:00min).

**From Jim MacIndoe:** This is a video produced by the Bring A Trailer website highlighting a Volvo Collector from Nebraska [Bring a Trailer Behind the Bidders Presents Lil Burro](#)

**From Dennis Cowell:** You tube of a Haida carver Clarence Mills carving a totem pole. He is a member of our club. [Artist : Clarence Mills - YouTube](#)

**From Terry Walton:** Here's a short video teasing a new V60 model but with a brief history



**JAMIE GRAHAM'S LATEST SAINTLY PROJECT**

of Volvo models and their utility. <https://youtu.be/cK-Zm2iQ5C8>

**VOLVO CLUB OF BRAZIL**  
**Gregg Morris**

I keep in touch with Sergio Ribeiro who is the president of the Volvo Club of Brazil. We exchange club newsletters and Sergio keeps me informed about their events. They have an interesting website and it has a translate button attached, at least the link I went to did. <http://www.clubevolvoantigo.com.br/>

Sergio told me about an event they had this past August in cooperation with Volvo of Brazil. The occasion was the introduction of the new XC60 in Brazil. Here is what he said.

The Volvo Auto Club Brazil was invited to participate in the launch of the new XC60 in the Country from August 16-24, 2017. The idea was to demonstrate Volvo's heritage in Brazil by highlighting the Classic Volvos of the Club

along with the newly minted XC60. The launch was held simultaneously at the Volvo headquarters in Sao Paulo as well as the city of Dourados 300 kilometers from Sao Paulo. There were classic Volvos at both locations and the press could take a test drives between Sao Paulo and Dourados.



## SOMETHING DIFFERENT

### **HIGHER EDUCATION**

**Jim Benning**

**AAA San Diego Westways Magazine, October 2017**

*As more marijuana users get behind the wheel, researchers study the relationship between the drug and driving.*

In the leafy Hillcrest neighborhood of San Diego, men and women are lighting joints, getting high, and then climbing behind the wheel. It's just the kind of scenario that safety advocates feared when California voters approve the recreational use of marijuana last November. Except in this case, the wheel isn't connected to a car, but to a driving simulator.

These individuals are taking part in a three-year, state funded \$1.8 million study on the impact of marijuana on driving ability. Researchers at the University of California at San Diego's Center for Medicinal Cannabis Research hope to

marijuana in 2012, the percentage of fatal crashes in which drivers had recently used marijuana more than doubled from 2013 to 2014, according to a study by the AAA Foundation for Traffic Safety. And the Highway Loss Data Institute found a nearly 3% increase in collision claims in Washington, Colorado, and Oregon, where recreational marijuana is permitted, compared with nearby states where it is not. But another study published in the American Journal of Public Health found no significant link between legalization and changes in crash fatality rates in Washington or Colorado in the first few years following legalization.

Meanwhile, officials working to keep marijuana-impaired drivers off the road don't agree on the best approach. Some states have set legal limits for THC in drivers' blood, but THC levels don't predict impairment with the same accuracy as alcohol levels. (California has not set such a

sification Program. "just because it's not in the blood doesn't mean it's not in the body."

A limited number of studies are under way to understand the relationship between marijuana use and driving UC San Diego's research began this year, when the first of 180 participants smoked government-grown marijuana or placebo marijuana and then sat down at a driving simulator – a kind of souped-up arcade game that measures reaction times for such scenarios as pedestrians entering traffic or traffic signals changing. Over the next seven or so hours, the participants underwent blood, breath, and saliva tests to measure THC levels, and repeated the driving exam.

"One goal is to look more specifically at the relationship between time of consumption, concentration of THC, and driving impairment, at least on a simulator." Says Igor Grant, director of the US San Diego cannabis center. Another goal, he says, is to determine whether a saliva or expired-air test (such as the Breathalyzer) can accurately measure recent marijuana use that correlates to driving impairment.

Until there is a stronger correlation between drug test results and impairment, AAA believes a two-step system should be required to convict a person of marijuana impaired driving. This must include both a positive test of recent use and behavioural evidence. Toward that end, researchers are experimenting with a test that police officers could administer on a tablet such as an iPad that requires drivers to track the movement of an object on the screen. In addition, police officers around the country are being specially trained to recognize drug impairment.

"Right now, some officers are adapting roadside testing that was based on alcohol," Grant says. "But alcohol and marijuana are not the same. They have different physiological actions. Could we have a tablet-enabled roadside test that would be more accurate? Is there a better behavioral measure that doesn't involve just walking in a straight line?" Sergeant Glaser says identifying such a test is critical: "I think the study is the first block in building that foundation.



answer a few key questions: Exactly how does marijuana affect a person's ability to drive? How can officers most accurately measure levels of THC (marijuana's active ingredient) in motorists and whether these drivers are impaired?

With more states approving recreational marijuana use, these questions are more pressing than ever. Studies examining the impact of legislation on crash rates have yielded varied results.

In Washington state, where voters legalized

"per se" limit for marijuana.) What's more, although THC levels can drop by the time a blood test is administered, the drug can remain present in the brain's fatty tissues, where it disrupts concentration, coordination, movement, and memory abilities.

"That's one of the biggest hurdles we're facing now with impairment," says California Highway Patrol Sergeant Glen Glaser Jr., who supervises the CHP's Drug Evaluation and Clas-

**THE HOWLING DOG HALL**

**Gregg Morris**

About 10 years ago my travelling buddies Charlie Teetzel, from Squamish and Glen Russell from Whidbey Island, Washington and I were thinking about touring some of the back roads in southern BC. I mean unpaved back roads, and that is out of character for me given my fondness for shiny clean cars. That same year I was given a big format book titled Country Roads, authored by Liz and Jack Bryan. The book provided pictures, routes and description of 24 gravel road trips in BC that can be easily taken in a passenger car. Their pictures showed me some beautiful countryside that you simply would not see unless you leave the pavement. I was getting more tempted.

What triggered our first trip and determined its route was another book, Cariboo Cowboy, a memoir written by Harry Marriott, about his life as a cowboy and rancher in the southern Cariboo between 1912 and 1966. It is a great book and Harry's colourful descriptions of the cowboy lifestyle and countryside just makes you want to see it. I passed the book to Glen Russell to read and we made plans to explore the places Harry wrote about.

We were all going to be camping at the Mission Raceway for the Vintage Race weekend in August, so we decided to start our trip after the races. We contentedly watched a great variety of old race cars go round and round for three sunny days and late on Sunday afternoon we left the track and headed for cowboy country. We were definitely not going to be your typical off-road trio. Charlie drove his 85 245, I was in my 67 123GT and Glen Russell drove his 1956 MGTF powered by a Volvo B20E engine through an M41 overdrive transmission.

We were not going far that first afternoon and chose to stop at "The Campsite" on the Lougheed Highway near Lake Errock. It's a pretty rural campsite with nothing behind it but forest. We found a nice quiet spot in the mostly empty campground, but we were warned away by the piles of bear shit and relocated a little closer to the main camp. We dined on Superstore roast chicken au vin. The au vin part we got out of a couple of bottles. We slept well. Charlie and I slept in our cars and Glen set up his tent beside the TF. That was to be our ac-

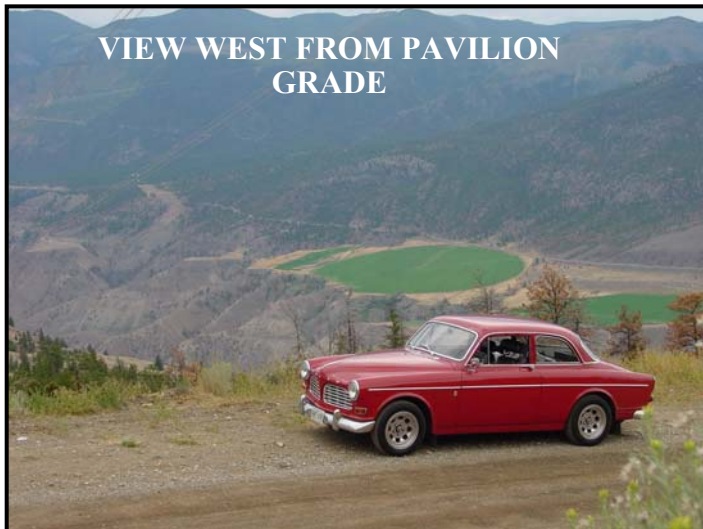
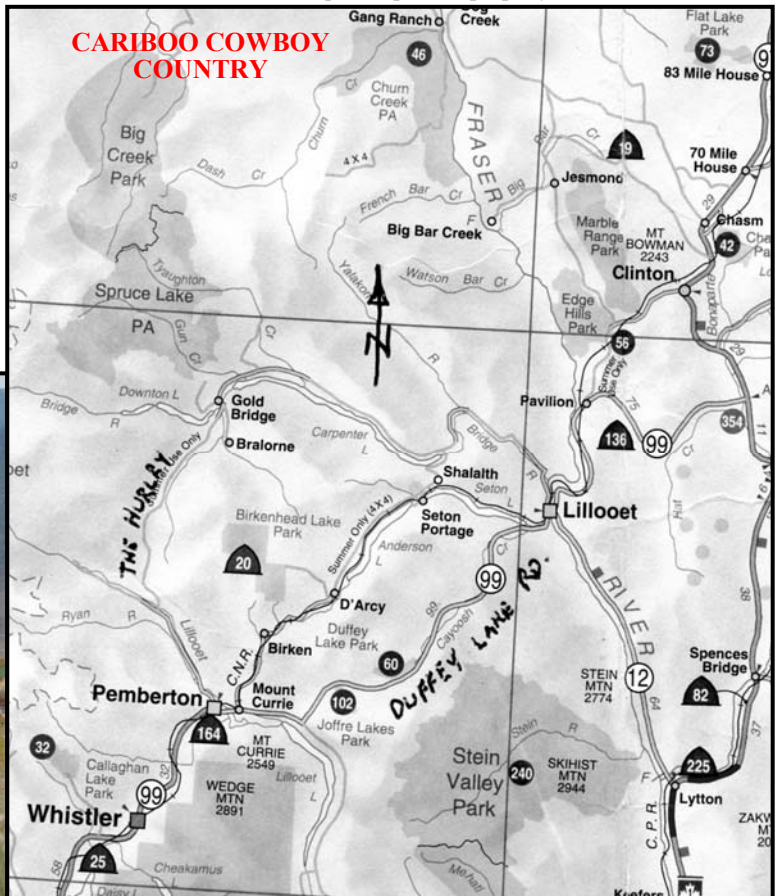
commodations for the whole trip.

The bears had kindly not eaten Glen during the night, so we cooked up a Coleman camp stove, bacon and egg breakfast to celebrate. After packing up we continued east on Highway 7 stopping at Hope to fill up with gas, before heading north to the Cariboo. From Hope we took the Trans Canada Hwy. 1 through the Fraser Canyon and turned off at the small and often very hot town of Lytton, sited on the east bank of the Fraser River. From Lytton we took secondary Hwy. 12 to equally hot Lillooet.

We all have a soft spot for Lillooet so most of our trips pass through there in one direction or the other. We topped up with groceries

and gas in Lillooet and continued north, this time on Hwy 99.

Our destination was the Ts'kw'aylaxw First Nation Village at Pavilion where we would leave the pavement and the real trip began. The village is at the start of the Pavilion Mountain Road also known as the Pavilion-Clinton Road, which would take us into Harry Marriott country. The signage in the Village was not to welcoming, keep out, private property, road closed and the



like, but we persisted and started our steep climb up this switch-backed gravel road towards Clinton. We didn't get more than a couple of miles when Glen's MGTF overheated and we had to stop on the hill to let it cool down. It gave us a chance to admire the amazing view of the Fraser. Charlie got the good idea to improve the TF's cooling by removing the engine hood completely and carrying it in the back of the 245. That worked and the overheating stopped. It really was a beautiful drive. We were in no hurry and the road was in well graded condition and the views of the Fraser and the irrigated bench lands north of Lillooet got more and more spectacular as we climbed. Once on top the road meanders through range lands of the Carson Ranch and then down a steep rutted switch-back to the Provincial Park at Kelly Lake. After a break there we took the Jesmond road north looking for Big Bar Road. We made a wrong turn towards the Fraser on what turned out to be the back way into the High Bar



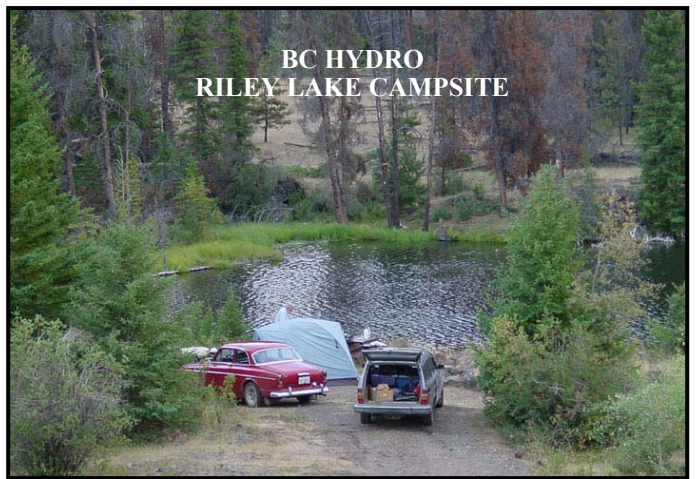
GLEN RUSSELL

RILEY LAKE

GREGG MORRIS

Indian Reserve. Jesmond Road and headed north like we should have done a couple hours earlier. We finally found Big Bar Road. It was too late to explore so we continued north on Jesmond Road looking for a reasonable place to camp. We were really lucky. Four miles on we reached Riley Lake which has a small dam and a great free camping spot on the lakeshore, thanks to BC Hydro. It even came with a picnic table. We set up camp, cracked a beer and thought about this cool trip.

stoves and we even concocted a blue berry pie in the frying pan. Mosquitos were not bad and we



BC HYDRO  
RILEY LAKE CAMPSITE



it was a slow go and I could see the wire wheels on the TF deflect.

Around one corner a big super-healthy black bear loped across the road with his coat moving in waves as he ran. We continued for another few miles before we came to a large, very yellow sign that warned the road was about to descend at a 23% grade and if you had any sense you would turn around. OK.

As we turned I started smelling gas. That turned out to be a leaking needle and seat valve in the front SU carb and there was gas pouring over the hot manifold. I had the spare parts so that didn't take long to fix. We backtracked to

We poured over the map and the novel and planned what we were going to do. Every place named in Cariboo Cowboy was within 20 miles of where we sat; Gang Ranch, OK Ranch, Dog Creek, Alkali Lake, Big Bar Reaction Ferry, Big Bar Lake, Clinton. One of the neat parts of the book described how difficult it was for men to meet women in the Cariboo. There were lots of cowboys but not many girls in that sparsely populated ranch land. The one place they did meet was the Howling Dog Hall on Big Bar Road. When there was a special occasion at the hall everybody turned up. We decided to take Big Bar Road to the reaction Ferry on the Fraser and on the way see if we could find the Howling Dog Hall.

It was time to make supper on the camp

enjoyed the clear evening until it clouded over and pissed rain all night. Next morning the rain had stopped, and after breakfast we backtracked along Jesmond Road and turned west towards the Fraser at Big Bar Road which ends at the Big Bar reaction ferry. The road was in great shape and the night's rain meant there was no dust. Along the way we actually found the howling dog hall and then the Big Bar School and then at the top of a hill I thought I spied a familiar shape in the pasture/forest below. At the bottom of the hill we stopped and walked in a short gravel road and damned if there wasn't a geodesic dome hippy house and a bunch of Volvo 140 and 120 series cars, some bulldozed into a pile. What were the chances of that. We didn't take anything except

pictures and left the site in peace. Ranchers with bull dozers usually also have rifles and don't particularly like trespassers. We carried on down to the reaction ferry. It is a really interesting spot. There was even a small troop of rocky mountain sheep there to greet us.

A reaction ferry uses the current of the river to propel itself across the river. It needs a strong current to work and the Fraser River certainly provides that. The Big Bar ferry consists of two steel pontoons with a wooden cargo deck bridging them. The ferry is tethered to an overhead cable suspended from towers anchored on either bank of the river. A "traveler" is installed on the overhead cable and a bridle attaches the traveller to the ferry. To operate the ferry, the bridle is adjusted so that the ferry pontoons are angled into the River's current and the force of the current moves the ferry back and forth across the river.

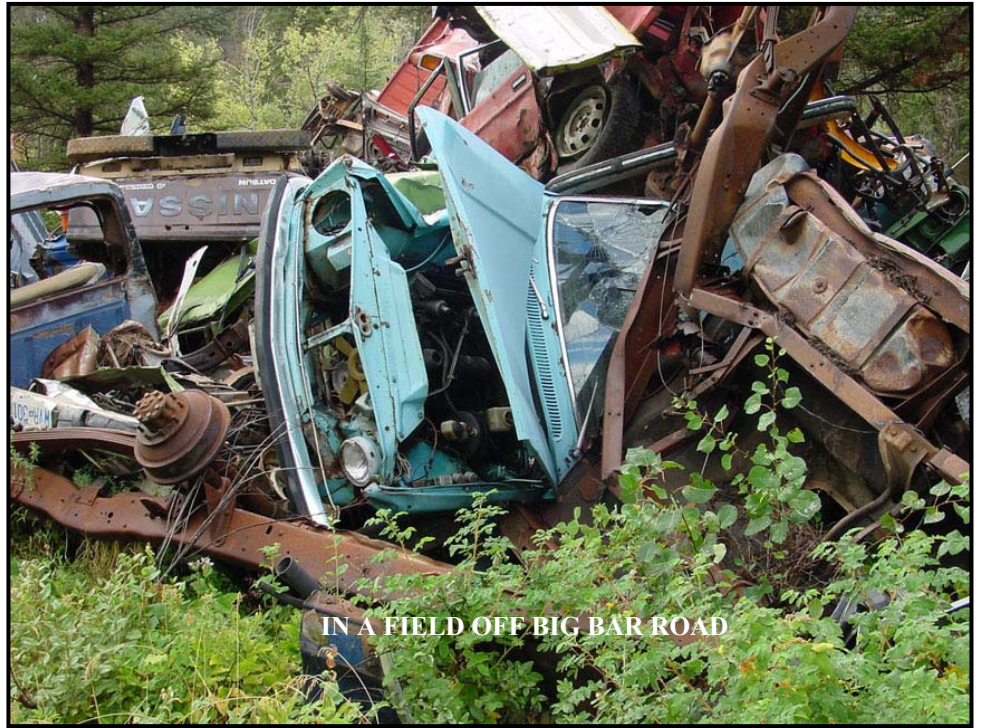
There has been a reaction ferry at Big Bar since 1894 and an aerial tram was constructed in 1920. In the early days before the tram there was a small population of ranchers on the west side of the river. Local story tellers say that after an accident destroyed one of the reaction ferries, one resourceful rancher hooked a chair onto the overhead cable and pulled himself across with his arms. It has also been said that some cowboys from the west side of the Fraser were known to hang from the cable and cross the river hand over hand. Winter dances at the Big Bar Howling Dog Hall on the east side of the river may well have been the incentive!

The view to the west across the river is spectacular. From the ferry landing on the west bank, the one lane road switch backs it way up a very steep slope and tops out at the West Pavillion Forest Service Road. That road follows the Fraser 30 miles south to Lillooet. It was kind of tempting to try out that ferry someday and so on a later trip to Lillooet, Bert Sherlock and I took that West Pavillion Road north from Lillooet end to see what condition it was in. It was bad. We stayed at it for 5 miles or so and the seemingly endless coarse washboard really beat up Berts 122. We won't be doing that trip.

From Big Bar Ferry we retraced our route along the Big Bar Road and stopped for a swim in Big Bar Lake. Today the lake is a provincial park, but in Harry Marriott's time his wife Peg ran a guest ranch there, while Harry ran the OK Ranch 15 miles away. After our swim we clattered east to the town of Clinton.

You have to like the way these old cars are as loyal as old dogs. Given all the gravel roads we had just driven, Glen's TF waited until we got parked in Clinton to get a flat tire. Off came the splined wire wheel and we delivered it to the Clinton tire store. While they fought with the wheel we visited the local museum. We asked the museum attendant if she knew about Harry and Peg Marriott. She certainly did. Peg Marriott had died in Clinton at the age of 108, just 2 months before our trip. Amazing!

We collected Glen's wheel and an hour later we were heading back to Kelly Lake from the Clinton side. After lunch by the lake we climbed back up and over the Pavillion Mountain Road to the Pavillion Indian village where we got back on Highway 99 and headed south to



IN A FIELD OFF BIG BAR ROAD



THE HOWLING DOG HALL

Lillooet for supper at Dina's Greek restaurant and camping at the BC Hydro Seton Lake Campground. That campground has to be the best free campground anywhere. There are no less than 6 different routes in or out of Lillooet. Ninety-nine percent of the time we take one of the paved choices, Duffey Lake road to the west, Hwy 99 north or Hwy 12 south. Not this time.

In the mountain valleys to the north and west of Lillooet, BC Hydro operates the Bridge River hydroelectric complex which consists of three dams and stores water for four generating stations. The system uses Bridge River water three times in succession to generate 492 megawatts, or 6 to 8 per cent of British Columbia's electrical supply. That is where we were headed.

We left Lillooet to the north on the Bridge River Road which is just beautiful and ruggedly scenic. It climbs and falls and curves it way through Jack pine forests and narrow mountain valleys, past a concrete arch dam and wall of hoodoos. On one stretch the mountain scree slopes end right at the edge of the road on both

sides. It is a spooky feeling and you definitely don't hang about on that part of the road. About 30 miles from Lillooet we reached Carpenter Lake and the road hugged its shore for 30 miles of curves taking us to the village of Gold Bridge. Ten miles further west we reached the famous gold mining town of Bralorne. Gold was found in the Bridge River in 1860 and hard rock claims were made in 1890. The Bralorne and Pioneer mines were opened in 1932 and they produced over \$100,000,000 of gold.

The mine has long since closed but the company town it left behind is still occupied. Even this place has a connection to Harry Marriott and his Cariboo Cowboy novel. In 1934, Harry managed to get the contract to supply butchered beef to the Bralorne mine. Each week he would deliver 2 butchered steers and later hogs and turkeys from his OK ranch in Big Bar to Bralorne. He did that for 7 years. That was pivotal to the success of his ranch. Most ranchers sold their beef to beef dealers who kept most of the profit for themselves. Harry's venture

with Bralorne allowed him to see the maximum profit from each steer.

Glen, Charlie and I stopped in Bralorne to take a break and look around the town site before descending to the Pemberton Valley on the Hurley Mountain Road. We were posing for a picture in front of the Bralorne Mining office building when a band of jacked up 4X4 pick up trucks lurched into town. We must have looked pretty comical and they came over to see what we were all about. They asked us where we were going and we said "down the "Hurley". They looked at us in disbelief and honored us with the comment "you guys are hard core". Seeing as they had just climbed up the Hurley and we had never been down it, we probably should have turned around and headed back to Lillooet. Nope. As we left Bralorne the road degraded badly. There was no gravel, just rocks sticking out of the hardpan. I stopped and dropped my tire pressures to about 20 psi to cushion some of the beating I was giving my poor old Amazon. I went slow. Glen's car is so light the tires didn't have a lot of pressure to start with and he didn't take it quite so easy on his car. Then there was Charlie in his \$100 245 with 400,000 plus Kilometres and 20 round trips from Squamish to Edmonton under its belt. He didn't care about the road conditions. He just got going fast enough to "float" on the

rough road and his undeniable driving skill kept him on the road rather than dancing over one of the many drops. He just cruised back and forth between Glen in the lead and me miles back to make sure we were both OK. We made it to the bottom, but I wouldn't do it again.

In Pemberton we parted company and our first off road trip was over and it had been great. Charlie and I headed home via the Sea to Sky highway to Vancouver, but Glen was not ready to go home yet. He just turned around and headed back to Lillooet, this time via the Duffey Lake Road. In the next few days he travelled to Kamloops and south towards the old Quilchena



FLAT TIRE IN CLINTON

Hotel. Near there he turned off road again and drove through the huge Douglas Lake Ranch then south to Princeton and finally west to the Sumas border crossing and home to Whidbey Island, Washington.

This was not our last off-road trip.



GREGG MORRIS CHARLIE TEETZEL GLEN RUSSELL IN BRALORNE

## WHATS NEW (OR OLD) AT VOLVO

### DAVID BOWIE'S 1981 VOLVO 262C BERTONE

**Conner Golden**

Celebrities are an odd bunch when it comes to cars. On one side of the spectrum, you've got the mega-collectors like Jay Leno and Jerry Seinfeld, who amass fleets of blue-chip rides. Then, you've got the sizable group of stars who just want something expensive and flashy, usually settling for something from Rolls-Royce, Bentley, or Mercedes Benz.

It appears the late, great David Bowie characteristically fell off the beaten path, opting to drive a 1981 Volvo 262C Bertone in period.

Despite its roots in the utilitarian 200-series model line, the 262C was one of the better personal luxury coupes of the day. With a cushier interior than its 200-series compatriots and a more stylish design thanks to Italian design house Bertone, the 262C was an odd footnote in the Swedish automaker's long history.

It might have shared a segment space with Lincoln and Cadillac, but it certainly didn't share the same proclivity for effortless highway cruising as the Americans. Power comes from a 2.8-liter Peugeot-Renault-Volvo (PRV) aluminum V6 pushing 155 hp to the rear wheels through either a four speed manual transmission with overdrive, or a three-speed automatic.

According to the listing, the car was ordered in 1981 and delivered to Bowie's residence in Switzerland where it was registered under his real name – David Robert Jones. It's not clear when the Volvo left his possession, but it's apparently lived a charmed life since, wearing just 33,000 miles on the odometer.

That star-studded Swede just crossed the auction block, claiming an impressive \$216,000 including fees.

### POLESTAR 1

**Sebastian Bell**

**December 2017**

When it finally hits showrooms (as it were) Polestar's new halo performance coupe, the 1, will first launch in the US, China, Germany, the Netherlands, Norway, and, of course, Sweden.

Those markets will also benefit from a Polestar Space, where interested subscribers (more on that in a moment) will be able to look at the car in a physical space.

Expected to open in the middle of 2019, the Polestar Spaces were selected on the basis of customer interest.

Since launching in October, Polestar has received more "expressions of interest" than they have production slots, so the question of where to place the Spaces was more than academic.

Early production will be limited due to the sheer complexity of assembly. Thanks to their carbon-fiber bodies that must be mated to a steel Volvo platform, production is only ever expected to ramp up to 500 per year.

Customers interested in owning a Polestar 1 won't be able to, even if they're among the 500 a year who get to drive it. That's because Polestar will be disseminating its cars on a subscription basis.



In a scheme similar to the Volvo XC40's subscription service, where customers will sign out for another Polestar after 24 months. The Polestar 1 is a hybrid sports car with 600 hp and the ability to travel up to 150 km (95 miles) on electricity alone.



**THE NEW V90 MARKS THE RETURN OF THE VOLVO STATION WAGON**

**Brendan McAleer**

Special to the Globe and Mail

March 30, 2018

It is said that the woods and frozen lakes around Halifax are littered with Volvo boxes. Hundreds of hunting and fishing huts, tucked here and there throughout the landscape, are made from Scandinavian timber reclaimed by thrifty Maritimers. They're the remains of the shipping crates once sent to the Clayton Park Volvo assembly plant, which operated successfully here right up until 1998. We Canadians love our Swedish boxes.

Four time zones away, in Burnaby, B.C., three Volvos wedge themselves into the loading bay at the local IKEA, another Swedish success story that just keeps growing. IKEA's founder, Ingvar Kamprad, died earlier this year at the age of 91, but he assembled a lasting empire. No word whether he needed to use an Allen key to do so.

In Canada during the 1980s, the company's tagline was once "IKEA: Swedish for common sense." So it is with these three Volvo station wagons, two Canadian-made, the newer one from Torslanda, Sweden. Each pops open its tailgate to reveal prodigious cargo space, enough to swallow a Liatorp bookcase or an Anvandbar table. Ever a pragmatic choice, the Volvo station wagon has been part of the Canadian driving landscape for years and this new V90 celebrates and advances that legacy, combining practicality with style.

First, we have Gregg Morris's 1967 122 wagon in all its gleaming perfection. Morris is a founder of the Volvo Club of BC, which has a large and active membership, and he owns too many Volvos to list. "A 544, an 1800ES, a 142, a 123GT," he begins ticking them off. "I probably forgot a couple. Of all of them, I find myself using this one the most, for its utility."

In retrospect, the Volvos of the 1960s are quite beautiful things, particularly the P1800 and 1800ES. Built to handle conditions on Scandina-

vian roads, they fired right up in the cold and were nimble enough to dodge the occasional errant moose. The wagon variants became popular with Canadians who, like Morris, needed to haul stuff around.

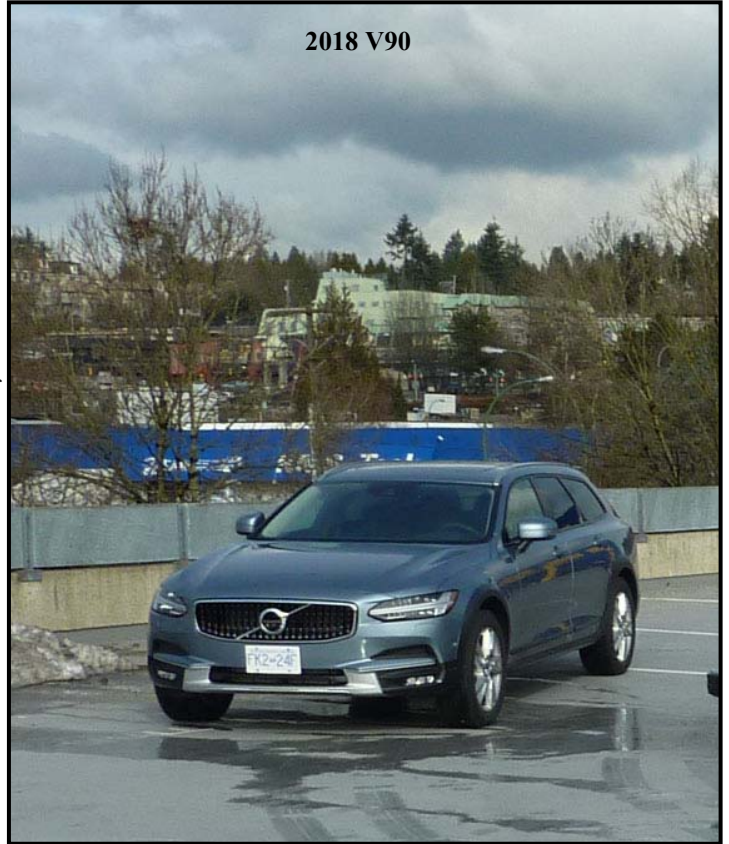
Next to the 122 is Greg Kennelly's 1982 245, which is perhaps less shiny, but still well-preserved and faithful. If Morris is the dedicated classic Volvo enthusiast, then Kennelly's story is perhaps more familiar to most of us. He and his wife bought their first 245 wagon (this one is a replacement) in 1985, to ferry their son and his schoolmates around.

Any child of the 1970s and 80s can look at the squared-off lines of a 200-series Volvo and immediately be filled with nostalgia. After decades of a somewhat *laissez-faire* approach to safety, with kids sleeping on the back parcel shelves and so forth, parents everywhere suddenly decided that their kids needed some proper protection.

Volvo built the 200 series for nearly 20 years, beginning in 1974. The cars were a bit like the Swedes themselves: stoic, stolid and practical. Their durable four-cylinder engines might as well have been made of granite and the deceptively simple square bodywork maximized the available space. As such, Volvos became the default school bus for many families. Kennelly's original 245 even had the fold-out, rear-facing child seats in the trunk.

Gearheads love to natter on about cars hav-

2018 V90



ing "soul," usually referring to some fizzy-to-drive Italian exotic or quirky French runabout. For "soul," please read, "impending mechanical catastrophe."

On one hand, seeing the touch (and frailty) of human hands in your machine is one way that a car can express a bit of character. On the other hand, a car doesn't have to be born with a soul, it can grow one. It can be part of your childhood, picking up memories as it goes, becoming a nostalgic link to the past. Volvo station wagons aren't nearly as sensual as something like an Alfa Romeo, but if you grew up around or in them, you might, as I do, have a certain inexplicable fondness for them.





Which brings us to the 2018 V90 CC that's currently ferrying around a pair of kid's car seats this week. The CC designation is for cross-country, essentially Volvo's raised-height version of the Subaru Outback formula, but it's otherwise much the same recipe as the standard V90 and our two Canadian-made vintage wagons.

These days, even Volvo sells more crossovers than any other type of vehicle, but its wagon variants seem to be making a comeback. Some credit must be given to the German marques, who continue to play the niche-market game. Mercedes, for instance, sells both a C-Class and E-Class station wagon.

To compete with the luxury brands, Volvo has shifted upmarket and the V90 is a far more complex and expensive beast than its forebears. Its twin-charged, four-cylinder engine can't possibly be as long-lived as the unstressed Swedish tractors of the past, and its glitzy touch-screen system is a thing of the moment.

However, the V90 is still charming to drive

and seems to attract an unusually large amount of admirers. Over the course of a week, I was approached by everyone from an older gent with a manual-transmission BMW 5 Series to a young mother in a Honda Odyssey. The latter says, "That's what I want. Is it fun to drive?"

It doesn't have the cut and thrust of a BMW or Mercedes-AMG (for that, you'll have to look to Volvo's Polestar editions), but yes, the V90 is fun in its way. It's certainly a good deal more interesting than your average crossover vehicle.

The V90 is no longer a box. It is no longer assembled in Halifax and the hunters and fishers of Nova Scotia will have to find other materials to build their winter huts. But if you've got a young family or a bunch of gear to haul around, then good news: The Volvo station wagon is still all about what it carries on the inside.

**XC60 WINS WORLD CAR OF THE YEAR**  
**Evan Williams Swedespeed**  
**2 April 2018**

And the winner is? Volvo XC60. The Vol-

vo crossover has been winning 'best of' awards across the globe. Now it has taken home the big one. World Car of the Year 2018. The latest award was given out at the New York International Auto Show last week.

It's the first win in the World Car competition for Volvo. World Car of the Year is judged by more than 80 leading automotive journalists from around the world.

"I am pleased to see our company's product investments paying off," said Håkan Samuelsson, president and CEO of Volvo Cars. "We are up against some tough competition, but this award for the XC60 show that Volvo has the right combination of design, connectivity and safety that appeals to customers across the world."

The latest accolade comes just weeks after Samuelsson's own win as World Car Person of the Year, given out at the Geneva show.

**AUTONOMOUS UBER STRIKES AND KILLS PEDESTRIAN IN TEMPE, ARIZONA**

**Sam McEachern**  
**March 19 2018**

The US National Transportation Safety Board is investigating after an autonomous Uber test vehicle struck and killed a pedestrian in Tempe, Arizona Sunday night.

According to local ABC affiliate ABC 15, a self-driving Uber prototype vehicle was traveling northbound when it hit a pedestrian who was walking across the street. The vehicle was in autonomous mode with an operator in the driver's seat at the time of the accident. The pedestrian, who unfortunately succumbed to their injuries after being taken to hospital, was reportedly walking outside of the painted crosswalk lines.

"Our hearts go out to the victim's family," Uber said in a statement. "We are fully cooperating with local authorities in their investigation of this incident."

The Tempe Police Department also released a statement about the crash and said: "Uber is assisting and this is still an active investigation."



# TECHNICAL TIPS

## HOSE REMOVAL TOOL

Gregg Morris

Have you tried removing a heater or rad hose that has been clamped on for a long time or worse yet an old air conditioning hose? I have always used a screw driver to pry between the hose and the pipe it is connected too. Not very satisfactory and as often as not I end up having to cut the hose or I damage the pipe. Here is a case where using the correct tool makes all the difference. Buy an OTC 4521 hose removal tool. OTC make good quality tools. I bought one at Lordco for \$13 using the VCBC discount.

It is a big sturdy hooked pick. The unique tip easily fits between hose and fitting to break stubborn hoses loose. Large handle provides a reliable grip on tool during hose removal. Works on radiator hoses, heater hoses, transmission lines - any place a rubber hose is clamped to a fitting



HOSE REMOVAL TOOL

all the ground connections, I could find in the engine bay the heater motor started to run. That is a miracle as I was told it is a good day's work of an experienced mechanic to replace it and \$1000 dollars.

## TECH TIPS

Dennis Tolley

To make it easier to cut a rubber hose wet the blade and the hose and it won't bind.

If you have cork valve cover gasket that seems too tight or deformed soak it in warm water overnight and it will be

work properly and it was stalling and the heater fan did not work. I fixed the stalling by replacing all fuses and cleaning the fuse terminals. Now listen to this amazing thing. After cleaning

pliable and will grow a bit. Similarly if you have a paper or cardboard gasket that is bent or deformed soak it overnight in warm water to soften, then place it on a flat surface with some weight on it to dry and it will come out flat.

## CLEAN THOSE GROUNDS

Olof Malmberg

My latest project is a 1984 240 I got for free. Not a bad car 350k km some rust. It has electrical issues. I cannot get the headlights to

## 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

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# CLASSIFIED ADS (pictures on website)

*NOTE: Send us your ads and pictures and we will post them on the website and newsletter for you!*

**1959 PV445 Duett project for sale, \$6500** garaged for decades, runs and drives, B20 engine, overdrive, front disc brakes, rebuilt SUs. original roof rack, Very little rust but many dents and brush paint. poor interior, lots of spare parts. Great project. Richard. [perry.rv@gmail.com](mailto:perry.rv@gmail.com) Saskatchewan

**65-PV544-\$1200**, black, complete and runs, but rusty, all chrome intact, Richard at [perry.rv@gmail.com](mailto:perry.rv@gmail.com) Saskatchewan.

**67-123GT-\$12,500**, 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)

**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.

**72-1800E-US\$27,544**, Gold, 61K miles, 4 sp & overdrive, Born in Hollywood and always in southern California. Excellent condition in every way. No rust ever. Service history. The car is located in San Diego and is California registered. To obtain a 11 page report detailing ownership and condition report c/w pictures, email Gregg Morris [grmorris@shaw.ca](mailto:grmorris@shaw.ca) or call 604-469-1216

**74-164E**-Fuel injected, 6 cy, auto, ( goes forward just fine, backing up not so well!!) 4 wheel disc brakes, 4 barely used, (not new) tires, black leather upholstery, AM-FM radio & cassette! player, 80430 miles; offers accepted ! Art 604-984 3494 ; [artclendenan@shaw.ca](mailto:artclendenan@shaw.ca)

## COMPANY

**Rainbow Auto Wreckers, has to remove 150 parts cars.** 2729 Jensen Road, Bel-lingham WA, Larry 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@shaw.ca](mailto:grmorris@shaw.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@shaw.ca](mailto:grmorris@shaw.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

**LARGE PARTS COLLECTION IN SASKATCHEWAN**, Mostly 240GT and GLT and PV, many rare parts, good B23 engines, 2 new Virgo wheels, Granath tuned heads, 70 164 for parts, see bigger list on the VCBC Website, Richard, email for pictures and prices, [perry.rv@gmail.com](mailto:perry.rv@gmail.com).

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120/544/140/240 PARTS, 604-876-6131

**123GT DASH PAD**, NEW IN THE BOX, \$350 + SHIPPING, Mick 647-292-3457 [hawkshaw101@hotmail.com](mailto:hawkshaw101@hotmail.com) Ontario

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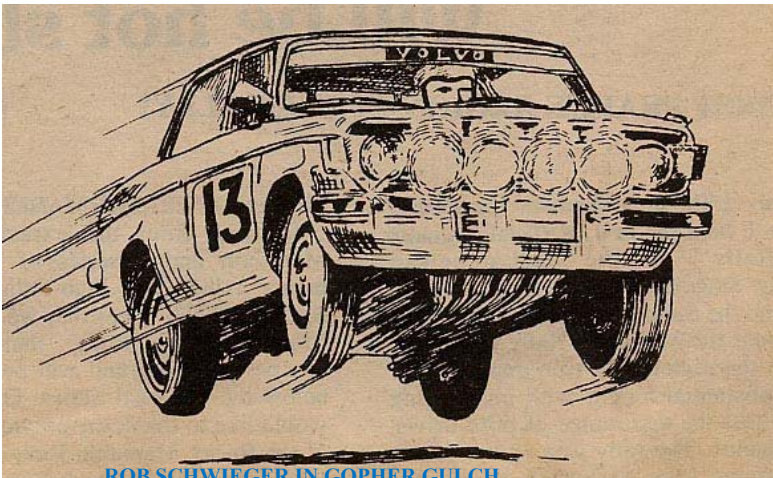
**ISLAND AUTOMOTION LTD - SU Carburetor Rebuilding**, [www.sucarburetors.com](http://www.sucarburetors.com) Rhys Kent, 1-250-479-5192 Victoria or [islandautomotion@shaw.ca](mailto:islandautomotion@shaw.ca)

BERT WINS XXX TROPHY



PHOTO BY GORDON BROWN

SERGIO RIBEIRO  
VOLVO CLUB BRAZIL



ROB SCHWIEGER IN GOPHER GULCH

DENNIS TOLLEY MASTER MECHANIC FOR 70 YEARS AND COUNTING

