



# THE VOLVO CLUB OF B.C.

## SEPTEMBER 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))

**SEPTEMBER 29, 2018, (SATURDAY) V.C.B.C. 27th ANNUAL CATES PARK PICNIC AND AGM** Rain or Shine, 4141 Dollarton Highway, North Vancouver, B.C. 9 to 3. **Bring a picnic lunch! No BBQ this year! Shine up the family and bring the Volvo.**

There will be lots of raffle prizes, as well as dash plaques and trophies for the Peoples Choice, Runner Up & Modified. We will also hold our Annual General Meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. **Come and see the nicest display of Volvos in BC.** For info call **Gregg Morris 604-469-1216 or Dave McAree 604-530-6097**

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

**JANUARY 23, 2019 (Wednesday) VOLVO CLUB WINTER SUPPER**, 7:00 pm at the New Westminster Spaghetti Factory located at 50 - 8<sup>th</sup> St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

**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



SETON LAKE NEAR LILLOOET

### SPRING DRIVE TO LILLOOET

June 9-10, 2018

Gregg Morris

When we made the decision to go to Lillooet for the 2018 spring drive it felt like we had just been there. I looked back over the past Spring Drive reports and in fact we hadn't been there since 2011. Choosing both the drive destination and date was difficult this year.

Steve Yabroff of Woodinville Washington

has been offering to host the spring drive at the center of the wine industry in Washington State, which also happens to be his home town of Woodinville Washington, just north of Seattle and Bellevue. Everything about the Woodinville trip sounds good except for the cost of the weekend starting with rooms at US\$200 a night. We will keep trying in the future. Once we reluctantly decided against the US trip we chose to stay in Canada and head for Lillooet.

The next hurdle was choosing the date.

Spring drives are typically the third weekend in June which gives us a fighting chance of good weather and is before the kids get out of school so traffic is still light. That didn't work this year because the Scandinavian Mid Summer Festival chose that weekend. The next weekend earlier was June 16-17 but that would not have worked for Barry and Donna Gordon. I consider Barry a VIP of our club as he and Cam Finnigan made and manage our website [www.volvoclubofbc.com](http://www.volvoclubofbc.com) and that is very im-



the 9:30 leaving time there were just 5 cars there. Rose and I in our 72 142E, Steve and Jean Yabroff in a Subaru SUV, Al and Dorothy Hiebert in a battery powered Chev Bolt and Bill and Susan Malkin in a 83 244 GLT. Not a stellar turnout but there is a reason. Regulars, Bert and Kathy Sherlock were in Scandinavia, the Seldons and Hamlyns have defected to the Island and John Cripps had a Doctor's note and Chris Ainscough is now an Albertan.

We headed out onto a dry and not very busy freeway towards the Chevron in Hope to gas up and walk around. Back on the road we headed up the Fraser Canyon to a rest area just short of Lytton for a picnic lunch. The weather was mostly sunny and a bit windy but only the odd sprinkle of rain. Dennis Cowell of Kamloops met us there in his 92 940. At least now Volvos outnumbered "others". The Hieberts didn't turn up for lunch because they had to feed electrons into their

portant to us. He deserves special treatment so we backed up another week and that brought us to Saturday and Sunday June 9, 10.

Usually the earlier the date the dicier the weather, so I watched the weather forecasts with interest. I was choked to see that the proceeding Monday to Friday was sunny or partly sunny,

Saturday and Sunday RAIN and Monday back to sun. A direct hit. Nuts! I decided to ignore it. The weather forecasters seem to be wrong more often than right, so to heck with them.

Saturday morning, we woke to wet roads but no rain. We headed for the meeting place at the Chevron at 232<sup>nd</sup> Ave and the Freeway. By

Bolt in Boston Bar for an hour or so. At Lytton we left highway 1 and headed north on Hwy 12. This is a very nice curvy and scenic secondary highway with a great destination, Lillooet. The highway is good now and will be sensational when the paving is finished.

We were travelling on Saturday so there was very little construction going on. Rose and I and the Yabroffs were in the lead and were delayed only momentarily by the construction, but the others were a bit behind and had a 30 minute wait at the "Big Slide" about 15 km south of Lillooet. That is a part of the highway that is notched into the very steep and unstable mountainside. It has never been more than a wide one lane and the pavement is scarred with rock falls. It is a continual maintenance issue. I don't envy that paving crew.

Here is a description of life with the Big Slide written by a local resident. *"The day I stopped and took pictures was just a typical day; small rocks on the road, and large and small crashing down as I was standing there. Something we put up with daily around this time of year. Some days I drive through and the rocks are massive...other days not so bad. The scariest is when I can see the rocks bouncing on the road in*





**MILE 0 MOTEL**

front of me, I think "do I speed up?" or "slow down?" Nope, I just hope to time it right and pray they all miss me. I have had to turn around and simply go home, whatever I'm going to town for can wait...no matter how important."

As we arrived at Lillooet we made a stop at the Fort Berin's winery for some tasting in the sunshine.

Waiting for us at the Mile 0 motel in Lillooet was Barry and Donna Gordon from Kelowna and Rob and Janet Schwieger from Grey Creek on Kootenay Lake and Dave and Louise McAree who had been visiting in Kamloops. It was late afternoon and time for a parking lot happy hour at the Motel in the sunshine. We had a visit from Ted Clarke who organizes the club's "telephone tree" that calls the membership prior to each club event. He has a neat house in Lillooet with a spectacular view of the Fraser River and surrounding mountains. The Volvo Score wasn't improving much. Barry had driven their Toyota Rav 4 because of the rain forecast, and the Rob their 745 Turbo, the McArees a V70 and Ted had a Toyota as well.

After Happy Hour and with a great feat of endurance, we stood up put away our snacks, glasses and chairs and walked the 2 blocks to supper at Dina's Greek Restaurant. Dina's may still be the best restaurant in town, but only because there isn't much competition. It used to be owned by a Greek family and the food was 10/10, but they married off one of their daughters to a guy in Greece and the whole family followed her. The restaurant then passed through a couple of owners and is now owned by one of the local First Nations Bands and it is for sale again. I wish the Greek family would return.

Sunday was forecast to be particularly miserable. Wrong again. It was cool and cloudy but no rain in Lillooet. After a good breakfast at the Reynolds Hotel we headed for the famous Duffy Lake Road. We stopped briefly at the Seton Lake viewpoint for a group picture and then on to the Duffey.

That is where we parted company. I headed west on the Duffey and soon caught up with a truck with camper which I passed. Not long after that I caught two turtle-like Canadream

motorhomes each with a car creeping behind. I managed to pass them on one of the few safe passing opportunities and I thought if this kept up it would not be much of a drive. To my delight the rest of the drive was clear sailing over that wonderful turbulent road. I was glad I was heading west and not east because from the Pemberton end came a steady stream of cars, trucks, motorhomes and frustrated motorcyclists.

After one more Chevron in Squamish, Rose and I stopped in Porteau Cove for a picnic lunch. It had been raining, but stopped for our arrival. I talked to a fellow in a Miata who came over to talk about our old Volvo. I described our weekend trip and told him how we ignored the weather forecast and he lamented that his Miata club was scheduled to make a similar trip but cancelled due to the rainy forecast. He was not happy.

There are lots more great drives in southern BC and we will find some more for future Spring Drives. Come on along.

**SCANDINAVIAN MID SUMMER FESTIVAL 2018**

**June 23,24, 2018**

**Gregg Morris**

Our Volvo Club of BC has been participating in Vancouver's annual Scandinavian Midsummer Festival since 2011. It is held at the Scandinavian Center near the Kensington Exit from Highway 1 in Burnaby. All the Scandinavian countries participate.

The origin and tradition of the Midsummer Festival predates Christianity. Given Scandinavia's long, dark winters, it's not surprising that the arrival of summer is a big deal throughout the Nordic countries. In Sweden, Midsum-



**MID SUMMER FESTIVAL**



the people are dressed in traditional costume.

Kids have their face painted and the girls and women have flowers weaved into crowns for their hair. To add to the atmosphere there is a trio of cute trolls who wander the field with carefree goofiness.

What would a festival be without food and drink. There is a big Beer garden, a strawberry waffle tent, a Sockeye Salmon barbecue, and a cafeteria offering Finnish and Swedish Meatball dinners and a variety of Danish open faced sandwiches and pastries.

The Vikings build their encampment and live there for the weekend. They dress in traditional Viking clothing and demonstrate the Viking lifestyle and skills, including the odd pillaging venture.

On Saturday the maypole is raised and I have a tough time watching that precarious activity. This big steel pole covered in greenery is raised using a couple of long crossed sticks and people crowded around watching.

Our clubs participation in the festival is to display our old Volkswagens for the enjoyment of the visitors and the participants. It is fun listening to people describe their memories of these cars in their home countries. We

mer's Eve is one of the most celebrated days of the year, rivaling Christmas with its festive spirit and traditions.

Traditionally, Midsummer was celebrated on June 24, the feast day of St. John the Baptist, but the holiday has its roots in a pre-Christian solstice festival. The solstice that marks the onset of summer, at the time of the longest day, about June 21 in the northern hemisphere and December 22 in the southern hemisphere. Rather than trying to stamp out such pagan festivals, the early Catholic Church found it useful to coopt them by associating them with Christian celebrations. By establishing December 25 conveniently close to the winter solstice as the date when Jesus was born, the Church was able to absorb the pagan midwinter festival of Yule into the Christian celebration of Christmas. Biblical sources suggest that St. John the Baptist was born six months before Jesus, meaning that his birthday could be equally conveniently associated with pagan summer festivals.

In 1952 the Swedish Parliament decided that Midsummer should always be celebrated on a weekend. This took effect the following year, and as a result, the observance of Midsummer now varies between June 20 and 26. In many countries the summer solstice is celebrated with huge outdoor bonfires. Here the focus of Midsummer celebrations is the maypole (or Midsummer pole) decorated with greenery and flowers. As it turns out, the maypole is a comparatively new part of Swedish Midsummer tradition. It came to Sweden in the late Middle Ages from Germany, where the pole was decorated with leaves and raised on May 1 (hence the name). Since spring comes later to Sweden it was hard to find the greenery to decorate the pole on May 1, so the tradition was moved to Midsummer. The tradition of dancing around the Midsummer pole is an old one, though of course the dances

have changed over the centuries. Today organized Scandinavian Midsummer festivals typically include exhibitions of folk dancing in traditional costumes, as well as ring dances and games for people of all ages to join in.

Midsummer was considered to be a time of magic, and anything to do with nature was thought to have a special power. Gathering flowers to weave into wreaths and crowns was a way to harness nature's magic to ensure good health throughout the year. Even though most people these days probably are unaware of the magical origins of the tradition, weaving crowns of flowers is still a major part of any Midsummer observance. The magic of Midsummer also extends to the realm of romance. A Swedish verse says, "Midsummer night is not long but it sets many cradles to rock." For unmarried girls, it's said that if you pick seven (or sometimes nine) types of flowers and place them under your pillow, you'll dream of your future husband.

Burnaby's Mid Summer festival incorporates all these traditions. It is celebrated outdoors in a large grassy field adjacent to the Scandinavian Cultural Center. The perimeter of the field is lined with tents, one for each of the 5 Scandinavian Countries: Sweden, Norway, Denmark, Iceland and Finland. Also there is a Viking encampment, a Viking ship, and a large show tent with elevated stage where a variety of entertainment from bands to singers and storytellers perform. Each of the individual Nordic country tents display their history and crafts and

get a few new members and tell people about our club. Our tent is particularly popular with the Vikings who like our free Tim Hortons Coffee and Tim Bits. This year the weather was perfect and there was a throngs of people circulating on the show field. We had a good selection of cars both days. At one point there were 10 cars on

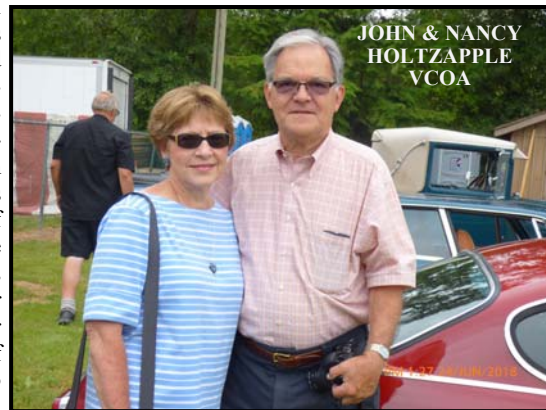
display and no room for more. We really appreciate the club members who participate so I will name them here Saturday:  
Bert Sherlock 122S 2 dr,  
John and Celine Cripps PV544, Bill Buholzer

1800S, Chris Haglund 122S wagon, Barry Nelson 244, Bill Malkin 244, Paul Hendricson 1800E, John Cave 1800S, Gregg Morris 142E and briefly Rose Morris 940.

Sunday: Bert 122S, Scott Ormiston 1800ES, Bill Malkin 244, Darcy Bullock and Marianella 1800E, Dennis Cowell 242, Gregg Morris 1800E, and briefly Rose Morris 940 and Kim Morris C30, and one fellow who joined us with his Model A Fjord.

On Sunday we had a visit from John and Nancy Holtzapple who were visiting from Pennsylvania. John is the president of the Volvo Club of North America, the largest Volvo Club in the States.

In the middle of the afternoon on Sunday they have the wife carrying contest. Two couples at a time race through an obstacle course.





There were about 10 couples and the fastest 2 do a final race with the winner receiving his wife's weight in Carlsberg Beer. When that is over we start taking down our tent and tables and prepare to leave until it all starts again next year.

**VOLVO CLUB SUMMER CRUISE TO THE MUSEUM OF FLIGHT**

**July 21, 2018**

**Gregg Morris**

What a beautiful day for our Summer drive. The weather was sunny and warm and the people were relaxed and happy. Allen and Dorothy Hiebert have arranged our Summer drives for the last few years and they always manage to choose an interesting route and destination. The starting point was the Chevron at 232 St. and the Freeway. Even relatively early on a Saturday morning the freeway was almost stopped east of 200 St. We may have to think of another starting point in the future.

There were a record number of cars waiting for us when we arrived at the start. Everyone was out and chatting until Allen called for a driver's meeting. He provided maps for all and described a sight seeing drive that would eventually lead to the Langley Airport. Dave McAree suggested that the leaders go slow so the tail enders could keep up and not get lost. My suggestion was for people to keep up to the car in front of them. Both suggestions came in very handy.

John Cripps volunteered to pull up the rear while Rose and I were second to last. Allen led the parade out of the Chevron and Rose and I made all the way to the first turn before getting behind and close to lost. We discovered that the print on the map was microscopic, at least to us.

Luckily Allen and Dorothy had missed the second turn on the route and we saw them in the distance. By the time we caught up they were doing a U turn using a handy round-a-bout and heading back the way they came.

Evidently Hawkeye Cripps could evidently read the street names on the map and had taken his job of bringing up the rear very seriously. In fact, he was so far back that he didn't see the rest of us off in the distance doing our U turn. John simply took the correct turn that Allen had missed. So here's John thinking he is way behind, when in fact he is now well in the lead and wondering where we are. Just like the Keystone Cops we actually saw him go through an intersection perpendicular to the route we were on. Don't worry, we eventually find John.

Allen's route could be described as a scenic Realty tour of South Langley. It is unbelievable how many mansions are on what were small stump ranches 5 years ago. One notable giant house was painted an unbelievable bright pink. Tasteful without being gaudy. The tour was most interesting.

The one flaw with a follow the leader drive is that you are concentrating on keeping up with the pack and totally lose your orientation. By the time we finally rolled into the parking lot of the Langley Airport I hadn't a clue where in Langley I actually was. By the way, there in the parking lot was John's 544, but no sign of John. He had given up waiting and was enjoying himself in the Museum of Flight.

A notable feature of this airport is a café, famous for its pies. It was originally at the Abbotsford Airport and private pilots would fly in

just to enjoy the pies. Now they do the same at Langley Airport. We enjoyed an outdoor picnic watching the coming and going of numerous small single engine planes, and of course tried the famous pie.

Before everyone went their own way we lined up the cars for the requisite event photo, and after that I was happy to follow John home and it took a while until I started recognizing our route. Next time I will bring a map.

Thanks to Allen and Dorothy for a fine day and thanks to all who participated. Here is a list of who was there and what they drove. Allen and Dorothy Hiebert silver Chevrolet Bolt (in training to be a Polestar), Sebastian and his father Tony Temple white 66 122 wagon, Gregg and Diane Hallaway red 88 745 Turbo, Jay Harrison silver 2006 S60 2.5T, Jim and Louisette Tennant, light metallic blue 88-240, Terry and Joanne Walton, brown 2014 XC60, Ed and Edith Lay red 67-123GT, Dennis Cowell, dark metallic blue 97 960, Bob and May Taylor, burgundy 96 960, John Cripps, light grey-blue 63 544, Gregg and Rose Morris, red 70-1800E, Dave McAree , Ocean Green 73-142S

Come and join us next year.



**W.A.V.E. 2018****August 4, 2018****Gregg Morris**

Last winter I received an email with pictures of nice old Volvos on a tour of Whidbey Island. It looked like fun. I know Whidbey Island has wonderful scenery and lots of curvy back roads, so I searched around to see if there would be a similar event this summer. Sure enough there was another W.A.V.E. (Whidbey Island Volvo Event) on Saturday, August 4, 2018. The event is not affiliated with any particular club. It is just the excellent idea of Whidbey Island Volvo enthusiast Rich Anderson.

I signed up and got all the details which I included in the events list on our VCBC newsletter. In the end there were 25 cars at the event of which 7 belonged to VCBC members, 3 from Canada and 4 from Washington State.

Here is how it went.

The start time for the drive was 8:30 Saturday morning and the starting point was near the town of Freeland about 2/3 of the way south on Whidbey Island. It just wasn't practical to start from Vancouver on the Saturday of the event so Bert Sherlock, John Cripps and I travelled south on Friday. We left early and made good use of the day.

John loves tractors and he discovered that the Lynden Washington's annual "Vintage Farming Days" would be August 1-4, 2018. It is primarily just one heck of a big old tractor show, and that is where we headed. John and I used the Lynden Border crossing and Bert came through the Truck Crossing and we met at the Tractor Show at 9 in the morning. John and I arrived first and found a cheap place to park his 544 and my 123GT and headed for the show. We were busy looking at old machinery when Bert drives his 122 into the show and parks right on the show field. Bert had gone to the higher priced 'Event' parking lot and the lady at the lot said, "That's a fine old Volvo, why don't you just drive it into the show field and display it there." Not only did he not have to pay parking, he didn't have to pay entry either. Made us look pretty stupid.

If you like tractors and farm machinery in general, this is the place to be. There must have been over 100 vintage tractors right from early 1900s steam powered to 70s gas and diesel pow-

ered. Late in the morning they had a parade where all this old machinery was fired up and driven around the show ground. Some of these big tractors were being driven by boys and girls. One little fellow had to stand up behind the wheel so he could see over it. Some of the ancient steam powered tractors were huge.

Besides the tractors there were tons of steam and gas powered stationary engines, popping and banging away, a steam powered logging yarder and even a steam powered swede saw that was cutting rounds off a 2 foot diameter log.

This was a fine way to pass the day, but by mid afternoon we dragged John away from the tractors and chose a good route to take us from Lynden to Whidbey Island. Whidbey is southwest of Lynden, and those who know the three of us won't be surprised that we headed southeast to get there. If you want a nice country drive this is a good one. We headed south from Lynden on Highway 539, then west on Hwy 544 to Everson and Nooksack where we turned south on Highway 9. (In the States north-south highways are named with odd numbers and east-west highways are even numbers). When we reached the Mount Baker Hwy 542 just south of Deming we headed East on 542 for about 2 miles to the start of Mosquito Lake Road. This road is special. It is well paved, lightly travelled and curvy as can be and after about 10 miles of pure goodness it reconnects to Hwy 9 at Acme. A few miles south of Acme we headed west on Park Road that skirts the south end of Whatcom lake and becomes Cain Lake Road all the way west to the Alger exit of Interstate 5. Just before the freeway we turned south on Colony Road which eventually puts you on highway 11 just south of the Chuckanut. Turn south on 11 then soon after turn west to Edison. I stopped at an excellent bakery in Edison. By the time I came out of the bakery Bert and John had noticed I was missing and had returned to find me. While we were standing by the boardwalk, a couple was inspecting my 123 and told me they were from Edmonton and had owned a red 123 just like it. When their car rusted away, they completely stripped it and put all the 123 special bits into their 122 wagon which they still own and drive regularly. They had even taken a 122 to Guatemala and back. Amazing the people you meet when you drive old Volvos.

Back on the road out of Edison we followed the Edison-Bayview Road to Highway 20. We took Hwy 20 west in the direction of Anacortes and then south to Oak Harbor on Whidbey Island where we stayed for the night.

I am sorry if I bored you with the route, but for those who like an entertaining drive, that one is a pleasure. Although we did not partake, there are two good taverns in Edison, and the craft town of La Conner is a very short detour south from Highway 20.

Once in Oak Harbor, Bert and I checked in to the Coachman Motel and John had gone to stay with our friend Jim MacIndoe, known here as Volvo Jim. Bert and I washed our cars in the hotel parking lot. This is the automotive equivalent of wiping down your horse after a long hard ride. The day had been sunny and warm and we were expecting the same for the Saturday of the W.A.V.E drive. In the spirit of 'washing cars makes it rain' we woke Saturday morning to mist so thick it felt like rain. Fortunately, as we drove south it burned off and the day ended as sunny as forecast. The starting point for the drive was Neil's Clover Patch Restaurant near Freeland. By the time we arrived the parking lot was full of old Volvos; PVs, Amazons, 1800s and 240s. Nice ones too! Inside the restaurant were many of our friends from the Pacific North West Volvo fraternity. Walt Tartar, Dick Libby, Gary Ramstad, Peter King, Clay Concannon, Robert King, John Vincent, Phil Singher and others whose names I cannot remember. Here we met Rich Anderson the organizer of the event and leader of the drive. Rich is a very friendly and very capable guy. He gave us some brief instructions and mentioned that our first stop was nearby at a "cars and coffee" style car show. We kind of overwhelmed the car show with our 20 or so clattering old Volvos arriving in a group. After an hour at the show, we got our first taste of the Whidbey back roads as Rich led us through the historic towns Freeland and Coupeville. The roads and towns are very pretty, with lots of Arbutus trees near the Ocean and some beautifully restored Vintage homes and businesses.

Our next stop was amazing. We arrived at what looked like a large west coast modern home, but as we got closer it turned out to be a gigantic garage owned by Steve Trafton. Steve is a modern day adventurer. He climbs moun-



tains, drives race cars, set the (still current) Land Speed record for a Ferrari 275.4 mph at Bonneville. A feat he managed while suffering with a detached retina. He has recently published an autobio titled ON THE EDGE. See his website blackhorracing.com.

He was most welcoming to our tour of old Volvos. He described his (very impressive) collection and gave us the run of the place. There were three buildings, one was a well outfitted workshop and club room with bar and sofas. The second garage held two huge custom built roadsters. He and his wife and daughter and son in law drove these beasts on a Peking to Paris rally. Picture a 1920's era Bentley roadster increased in size by 50% and you have it. These amazing car/trucks were created from American La France fire trucks. Steve designed the body and his talented fabricators constructed them. He fired one up for us and the sound was amazing.

His garage held the 2500 hp, land speed record Ferrari 388, a Lola formula car, a few other Ferraris, a very special Morgan Special, a Lotus formula car and a few motorcycles. The land speed record Ferrari has it own alcove with a big screen TV where he showed an in-car video of the land speed record run. This guy is brave.

Suitably humbled we fired up our cars and retreated. Next stop was lunch at Rich's place. A few acres on the west coast of Whidbey Island, 200 feet above the ocean and that day we looked down on a fog bank. An eerie sight. Steve catered an excellent lunch and let us tour his garage of brass era cars, two of which have shared the lawn at Pebble Beach. We parked the whole fleet of Volvos in a grassed clearing in the center of his property and had a mini swap meet, trading a few parts before we hit the road.

We carried on to Marty Luther's to see his beautiful collection of self restored '50s Chevs and a garage decorated with automobilia. Our cars were crammed into the property and I thought that if one of these old Volvos decided not to start it would be tough to unravel the grid lock. I should not think these things because sure enough Jim MacIndoe's 544 overheated its carbs and refused to start. We managed to get 20 or so cars out but the 544 stayed there and had to be rescued later in the afternoon. That was the second casualty of the day. The first was another 544 that with electrical problems. Coincidentally that car originated with Jim as well. Do I detect a theme here.

From Marty's we were led through miles of pretty roads which led to our final stop, at Larry Determan's garage to see the PV210 Duett he is restoring. Jim said it was super rusty when Larry bought it. He separated the body from rolling chassis and had to recreate the bottom 8" of the body and some of the frame. He has done very nice work and it looks like it is ready for reassembly.

We left Larry's and Richard next led us on the final leg of the tour, along the east side of Whidbey towards Deception Pass. About half of the cars had left the tour and headed home from Larry's. We stayed with Richard right to the end where we joined Highway 20 just a few miles before the Deception Pass Bridge. Typical of a summer weekend, the main highway through



Whidbey Island had very heavy traffic, but our beautiful side roads were virtually empty. This was comically demonstrated when we joined Hwy 20 North just as Dick Libby, Walt Tartar and Gary Ramstad came to the same intersection. They had left the tour at Larry's and taken the main road to get home quicker, but it didn't work. We had enjoyed all the scenery and ended up ahead of them.

Elsewhere in this newsletter there is an article about Sweden's quest to make highways safer. A major part of this plan is to replace major intersections with roundabouts. This has been adopted in a few spots in the lower mainland, particularly in Abbotsford, but it is being used to great effect in Washington. We passed through at least 5 of these on our trip from Lynden to Whidbey and all were a major improvement over the traffic lights they replaced.

It was time to head home. John had stayed behind to rescue Jim. Bert and I were in no particular hurry to get to the border so we took the Edison Bayview route again and then north on the Chuckanut into Bellingham. A seafood supper in old town Bellingham made a nice ending to an entertaining couple days of gas wasting.



Thank you Rich Anderson for organizing the tour. I hope you do it again next year.

# EDITORIALS AND LETTERS

## CLUB STUFF

**Gregg Morris**

Our Volvo club is ticking over just fine. We still have 4 directors, Bert Sherlock, John Cripps, Dave MacAree and Gregg Morris. Our bank account is healthy. Barry Gordon and Cam Finnigan keep our website running. Ted Clarke organizes our telephone tree volunteers Jim Tennant, Glenn Little, Trevor Glave, Gabriel Goilav, Doug Hewitt, Bert Sherlock, Terry Walton, Don Prociuk. Alan and Dorothy Hiebert do the newsletter mail out and organize the summer drive.

The companies that provide us discounts are listed on the 12<sup>th</sup> page of the newsletter and now includes Volvo of Kelowna

Our Membership renewals are coming in as normal. At this point 226 of 302 have renewed.

The Vancouver Island Chapter still has no leader but seem to be doing fine in spite of that.

Remember to put Cates Park Picnic on your calendar. Always the last Saturday in September. That is September 29<sup>th</sup> this year.

## WEBSITES OF INTEREST

**From I don't know who.** Here is a website Petrolicious with a link asking and telling Volvo 240 stories and showing many original advertisement pictures, **Subject:** Nearly Everyone Has A Volvo 240 Story: What's Yours? • Petrolicious <https://petrolicious.com/articles/nearly-everyone-has-a-volvo-240-story-whats-yours>

**From John Cripps:** A Car and Driver link with a series of articles about cool Volvos <https://www.caranddriver.com/flipbook/thinking-outside-the-box-the-sportiest-coolest-volvos-of-all-time#1>

## VOLVOS IN LEBANON

**Scott Campbell**  
**March 8, 2018**

*(I received numerous calls and emails from club members who had seen an interesting photo exhibition in Fort Langley, prepared by a fellow who was doing missionary work in torn Lebanon. I contacted Scott Campbell and asked if he could tell us a little about his time there and he agreed. Gregg)*

Since the start of the Syrian Civil War in the spring of 2011, Lebanon has been on the front lines of the Middle East refugee crisis with over 1 million people entering the country seeking asylum. Today, one in four people living in Lebanon has been displaced from Syria, Iraq or Palestine.

In May 2016, a group from Mennonite



Central Committee, a faith-based relief and humanitarian aid organization, travelled to Lebanon to learn more about the organization's response in the region. Scott Campbell, MCC BC's Advancement Director, and a Volvo enthusiast, starting snapping images of the surprisingly numerous Volvos he saw while travelling the country.

*"I found these cars' presence in Lebanon a bit jarring. Volvos are typically Western vehicles known for their safety features. They seem out of place in this Eastern country emerging from internal conflicts and a neighbour to countries deeply scarred by ongoing fighting. Yet these cars are resilient. They persist, sometimes damaged, but seemingly miraculously. For me, these cars play a kind of stand-in role for their owners. Bombarded by images of people in need, I see these vehicles as proxies for people whose stories parallel the lives lived in and through these cars."*

November 22-December 10, 2017 The Fort Gallery in Fort Langley will hosted Campbell's exhibit titled *Volvos of Lebanon: Stories of Refugees, Resilience, and Reliable Cars*. The exhibit features a series of large format images that have

been paired with stories that Campbell published online daily during his travels in Lebanon.

From a car featured in front of ancient Roman ruins in the century old city of Baalbek, to its boxy doppelganger lost in the midst of a busy neighborhood in Sidon crowded with people who have fled conflict in their home countries, to a family speeding down a highway through the capital Beirut, each Volvo reminds the viewer that though the crisis is large and complicated it impacts individuals and families, not unlike us, whose lives have been forever impacted by conflicts not of their own making.



# SOMETHING DIFFERENT

## CAN SWEDISH THINKING MAKE THE WORLD'S STREETS SAFER?

**Doug Lansky**

AAA Westways magazine May 2017

*A movement to end traffic fatalities is catching on in America*

When I got my driver's licence in the US at age 16, I wanted every road to be the autobahn. I drove too fast on residential streets. To be honest, I drove too fast everywhere. Luckily, the

only price I paid was one speeding ticket and the shame of a few unhinged parents waving their fists at me.

Fast-forward 30 years and now I'm the unhinged parent wishing those hormonal teenage drivers would slow down. Only, I'm doing so in Sweden, where I've lived since 2002. Even here, in one of the safest driving counties, officials have not found the perfect cure for impetuous young drivers – yet. But they are getting surpris-

ingly close.

Their not-so-secret weapon? A movement named Vision Zero that turns the conventional approach to road safety on its head. Instead of looking at traffic injuries and deaths as the inevitable price of mobility, Swedish road-safety experts called these deaths unacceptable and said that we all have a moral obligation to end them. ("Zero" refers to zero traffic deaths or serious injuries – the movement's goal.)

The Swedes concluded that the traffic engineers and officials who design roads and laws have been looking at the wrong data all these years. The emphasis shouldn't be on preventing all vehicle collisions, they decided. Instead, the goal should be to eliminate those that lead to serious injuries and fatalities. To accomplish this, they needed to home in on the right data and not get sidetracked by fender benders.

You could say the Swedes stole a page from Billy Bean's playbook. Just as the former Oakland A's general manager transformed baseball by emphasizing different statistics in decision-making, a move immortalized in the book and movie Moneyball, Swedes are transforming traffic safety by focusing on key collision data and using it in innovative ways. In other words, Swedes have "moneyballed" traffic management.

How effective is this approach? From 2000 to 2014, Sweden experienced one of the highest rates of decline in road fatalities per miles driven of all industrialized nations. What's more, the country saw a roughly 40% greater drop than the U.S. did over the same period. A range of factors undoubtedly contributed to the decline, from safer vehicle technology to better road engineering, but Vision Zero was among them.

The shift has put Swedes on a path toward easing a global health crisis. According to the World Health Organization, collisions kill well over a million people every year. That might explain why Vision Zero is now gaining traction in other countries. In the US, where 323,000 people are killed in crashes annually, about two dozen cities have adopted the movement, including Los Angeles and San Diego (and in Canada, Vancouver.)

**A Vision is Born**

Vision Zero was created by the Swedish Transport Administration after it merged with the Swedish Road Safety Agency in the 1990s. Safety advocates within this governmental organization, led by Claes Tingvall, who was the director of traffic safety, drafted a plan to eliminate traffic deaths and serious injuries in the country. Founded on this Vision Zero document, the Road and Traffic Safety Bill was adopted as a national

policy by the Swedish Parliament in 1997; it placed implementation in the hands of 288 municipalities. Some cities have been slow to embrace the plan. Others have adopted large portions of it.

Prior to the late 1960s and early '70s, Swedish policies focused on deterring bad driving behavior. Studies show that human factors cause more than 90% of accidents, so legislators used tools like speeding tickets, drunk-driving penalties, seat belt requirements, and extensive education to correct for human error. (Sound familiar?) While this approach has saved countless lives, its effectiveness might have reached its limits.

At Vision Zero's core is the notion that preventing crashes must be the responsibility of those who design and maintain roads, as well as those who create traffic laws and regulations.

"Two basic ideas drive the science," says Swedish traffic-safety strategist Matts-Ake Belin, PhD, an architect of the original plan who now travels the globe helping other countries implement Vision Zero. "The first is that energy kills." And by energy, he means speed. Through research, experts now understand that the speed a car is traveling has a direct bearing on a crash's outcome but varies by situation. "For example" Belin says, "when a car is going 50 mph and gets into a collision, even a head on collision, most passengers will survive. Above 50 mph and the chances aren't so promising. If a pedestrian is struck by a car going 30 mph, the survival rate is 20%. But at 20 mph, the survival rate jumps to about 80%."

"The second idea," Belin says, "is that energy can be managed through design." In other words roads can be better engineered for survival. Perhaps the best example is the speed bump. A speed-limit sign asks the driver to comply; a speed bump all but forces compliance by making a speeding driver uncomfortable. "Vision Zero factors in that the driver might be adjusting the radio or refereeing an argument in the backseat and can fail to observe the speed limit," Belin says. "So we want to empower road engineers to create a safe environment under any situation".

Not all Vision Zero-related changes are as intrusive as speed bumps. To prevent head-on collisions on roads with speed limits over 50 mph, Vision Zero recommends a median separating opposing traffic. In fact, this may be the biggest life-saving design Sweden has implemented. On high speed rural roads, the so-called "2 plus 1 road separates on coming vehicles with a steel cable barrier (which is safer than a solid guardrail) and allows each direction of traffic alternating use of the middle passing lane. To call this design a success is an understatement. In Sweden, this change has cut fatalities on roads where it has been implemented by 79%.

Even the classic four-way traffic light has been money balled. "When someone runs a red light, the accident is very serious and often fatal," Belin says. "Now compare that to roundabouts. They may be trickier to navigate and there may even be more total accidents, but studies show the accidents are far less serious and total fatalities are dramatically lower than with stoplights."

If some of this sound familiar, it might be thanks to Volvo. The carmaker showed that safety could be a profitable selling point using the same philosophy: Anyone can get in an accident, so car design must help drivers survive.

**Thinking outside the Lane.**

Changes I've seen on Swedish roads have long fascinated me. Where Swedes haven't implemented the 2 plus 1 road system (because of budget constraints or challenging terrain), they've frequently employed speed cameras – but not in the way you might expect. While driving to one of my favorite beaches south of Stockholm, I pass signs warning of speed cameras ahead. Why, I've always wondered, are authorities warning me? How do Swedes expect to generate revenue if they give drivers plenty of time to slow down?

Turns out, Swedes don't care all that much about making money from the cameras. "Our goal is to get people to slow down and drive more safely," Belin says, "and we can get better compliance if we focus less on revenue."

Sweden's response to mobile phones has



also perplexed me. While other European countries have outlawed use of the devices while driving, Sweden hasn't. Instead, Belin says, Swedes are working with car manufacturers to design a better phone interface – “one that allows only voice activation while driving and lock up the keypad at certain speeds.” Apple's CarPlay, a voice, knob and touch-screen controlled iPhone system built into select cars, is an example.

Swedes have used engineering to try to prevent drunk driving, too. “In Sweden, school bus drivers cannot start (some buses) until they blow into a dashboard-mounted Breathalyzer,” Belin says. “If every car were fitted with an Alcolock, we would be close to reducing drunk-driving deaths to zero.” In the US, the National Highway Traffic Safety Administration is testing two related devices.

**The price of safety**

Despite the reduction in traffic deaths in Sweden, Vision Zero has its share of critics. Many who'd pushed for stronger driver education and human behavior fixes have been reluctant to support an emphasis on road design. Others have questioned the price tag. Early cost-benefit analyses estimated that Sweden has spent about \$100 million per saved life (the 2 plus 1 road has cost about \$3 million per saved life, a figure that drops with each passing year).

Some people have also taken issue with the name, arguing that Vision Zero is not really aimed at zero deaths, but simply at decreasing



fatalities. The Zero, they argue, is just catchy marketing. That may be, but perhaps reducing traffic deaths needs a little catchy marketing.

Nevertheless, VZ is spreading, and Belin sees bigger gains on the horizon. With driverless and semi autonomous cars already entering traffic, the burden of safety will shift even more to the carmakers.

“We're in communication with car manufacturers every day to help make sure the cars can better interpret and handle the road systems,

“Belin says, “and this technology will allow many cities and countries to leapfrog much of the human-based regulations as they achieve higher levels of safety.”

The way he sees it, we're rolling in the right direction.

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

### CARE BY VOLVO

#### From the Volvo Website

**Volvo will offer a new way to obtain a new Volvo that is different than traditional purchase or lease**

#### Here is how Volvo describes it.

“Welcome to the future of the car experience, where a simple monthly subscription is all you need. This is Care by Volvo – a symbol of our commitment to give you back more time to do the things you love.”

**One price, zero hassle:** For one fixed monthly cost, with no down payment, you can have access to your own new Volvo car. No hidden extras, no fuss. Enjoy the Volvo car experience on your terms.

**We've got you covered:** Insurance, tax, maintenance, servicing and repairs. You won't have to deal with the nuts and bolts of car ownership. Care by Volvo is convenient, transparent and hassle-free.

**Exceptional service:** Thoughtful extras mean that Care by Volvo is about more than just the car. Extras such as pick-up, delivery and concierge services make life less complicated; services that assist you and save you time.

**Three simple steps to subscription:** Signing up for Care by Volvo couldn't be easier. All you need to do is follow these

simple steps: Choose - Once you've decided to try Care by Volvo, choose your car so that it fits your life and your style perfectly. Confirm - Next, just fill in the details and confirm your subscription. It's simple, convenient and entirely online. Contact - We will soon be in touch to discuss the next steps and to get you behind the wheel as soon as possible.

#### CARE BY VOLVO - It's all included

**Care by Volvo includes everything you need to get your car on the road and keep it there, all provided in one convenient package.**

**Insurance:** Care by Volvo comes with a pre-arranged insurance policy, so you can get straight on the road with no extra cost or paperwork.

**Servicing and maintenance:** We'll arrange all scheduled servicing and maintenance, at a time and place that's convenient for you.

**Repairs:** You don't need to worry about the hassle or cost of repairs – it's all part of the Care By Volvo package.

**Peace of mind:** We'll inspect your car whenever we pick it up and fix anything that's wrong. And, because we give all cars a thorough clean, it will come back spotless too.

**Pick-up and delivery:** We'll deliver your

new car to you and pick it up whenever it needs to be serviced.

**Wear and tear:** We'll always make sure that every part of your car remains in perfect working order.

**Taxes:** All applicable taxes are included, so there's one less thing to think about.

**Tyres:** Forget the hassle of replacing tyres or switching between summer and winter sets – we'll take care of that too.

#### There's more

**We want to make the experience with your Volvo as convenient and useful as possible. So we have created exclusive services that help you get more from Care by Volvo.**

**Concierge:** You can't plan for everything – which is why Care by Volvo gives you access to a concierge service. Your concierge is there to help you with your journey – from sending directions to your car's navigation to booking a restaurant or hotel at your destination.

**Connected services:** Check the status of your car from your phone, remind yourself where you've parked it, and even get shopping delivered straight to the load compartment. Connected Services – including the Volvo On Call app and an onboard internet connection – are all part of your Care by Volvo subscription.

Access to another Volvo: Subscription to Care by Volvo means you get access to a larger or smaller car at short notice for a period of time.

**VOLVO 165**

Volvo lovers will soon have the opportunity to purchase a classic model that doesn't exist, at least according to the Swedish automaker's production records.

Today you will find plenty of powerful, luxurious, factory-built family haulers in the form of the V-series and Cross Country wagons, and XC-series SUVs. But look back 40-plus years, and you'll find this Swedish automaker's early wagons were purely utilitarian, from the 1950s Duett through the 1974 145. Volvo didn't offer a leather-lined six-cylinder station wagon until its Peugeot-Renault-Volvo "PRV" V-6 engine-powered 265 debuted for 1976.

So what is this Cypress Green station wagon, with the impressively long hood and tall grille? It's a special five-door version of the B30 straight-six-powered 164, Volvo's flagship sedan from 1968 to 1975. And it was not a product of the Gothenburg plant in 1972, as we see it today.

This car is a literal blending of a 164 sedan and 145 wagon, and it was built at the request of an engineer working in Volvo's Special Vehicles Department. engineer, Sture Levin. Levin commissioned this car, his own 165, in 1972, working with coachbuilder Yngve Nilssons Karosserifabrik in Laholm. This particular 165 was a complex build that involved more than slapping a fuel-injected 164E engine, four-speed manual with electric overdrive-transmission, and surrounding front clip, onto a 145. It received features like a Golde sliding steel sunroof, an item never offered on the 145; a fuel filler cap that was recessed behind a flap, a development the standard body wouldn't receive until the 1974 model year; a BMW-sourced interior remote control for the driver's side exterior mirror; comprehensive Jaeger sports instrumentation from the Volvo Competition catalog; rare-in-Sweden air conditioning; and a US market-style luggage rack.

The build itself cost about 25,000 SEK in 1972, a substantial amount considering a new 164 cost 33,000 SEK. This luxury wagon was publicized when it was new, appearing Volvo's customer magazine, *Ratten*, as well as making the news section of *Road & Track*. While it may have helped to inspire the 265, and numerous copy-cat 165s built around the world, it basically remained a one-off. When *Klassiker* magazine journalist Fredrik Nyblad tracked the ex-Levin 165 down in 2008, it was in derelict condition, having sat in a barn since 1991. Starting in 2010, *Klassiker* readers followed the two-year, bare shell restoration through a popular series of stories in this classic-car magazine, as well as through Nyblad's video reports. This 165 has become quite famous in its home country, having inspired both the bilingual book, *Volvo*



72 VOLVO 165



165: the Dream of a Luxury Station Wagon, and a detailed 1:43-scale model.

After nearly eight years of owning this unique Volvo wagon, Nyblad has elected to sell it through Bilweb Auctions, the Swedish auction house that rose to international prominence with its record-setting 2017 sale of the Kjell Olsson classic Volvo collection. The 165 was displayed at the firm's new showroom in Agnesberg from mid-April 2017 through May 5, 2017, when it crossed the auction block, with reserve. As Volvo's current station wagon offerings edge ever-further upmarket, Sture Levin's 46-year-old creation has greater relevance, even if only as a conceptual starting point. This one-of-none 1972 Volvo 165 sold for the equivalent of US\$43,050, below the pre-sale estimate but enough to meet the car's reserve price.

**VOLVO TRUCKING SHARES**

**Sebastien Bell**  
**Volvo News**

Volvo's owners aren't finished buying Volvos, apparently. China's Geely, not satisfied with just owning the Swedish carmaker, has purchased an 8.2 percent stake in the Swedish heavy truck-maker. Volvo Cars and AB Volvo, the maker of big trucks, split up back in 1999, and the company has spent the last two decades making heavy equipment. Thanks to a few building booms around the world and some cost-cutting measures over the last few years, AB Volvo is currently turning over a nice profit, which apparently enticed Geely. With a 45 percent stake in Dongfeng Commercial Vehicles, AB Volvo also has strong ties to China,

which may have sweetened the deal.

"Given our experience with Volvo Car Group, we recognize and value the proud Scandinavian history and culture, leading market positions, breakthrough technologies and environmental capabilities of AB Volvo," Li Shufu, Geely CEO, said in a statement.

Despite the fact that Geely now has an interest in both Volvos, there are no plans to reunite the two Gothenburg companies. As it stands, they apparently work best separately. The purchase cost more than 27 billion Kroner (\$3.26 billion) according to Reuters calculations.

**NEW VNL SERIES VOLVO TRUCKS**

Redesigned with significant improvements to ergonomics, aerodynamics, fuel efficiency, and performance. The selection of VNL sleeper and day cab models covers a wide range of highway applications, all offering unsurpassed driveability, safety, and comfort. These trucks come with an automated manual transmission with digital intelligence.



# TECHNICAL TIPS

## CLASSIC CAR VOLTAGE STABILIZERS

Keith Fenwick

From his Website <http://classicstabilizers.webs.com/information.htm> email [kfenwick1969@gmail.com](mailto:kfenwick1969@gmail.com)

(Keith has a company in Britain that makes semiconductor voltage stabilizers for classic cars. Our 140 and 1800E/ES models use old style voltage stabilizers that support some of the instruments. They are inaccurate and prone to failure. Keith's versions are far superior. Gregg)

A vehicles supply voltage varies considerably depending the state of charge of the battery, the engine speed and the loads, such as any lamps and motors, that are operating. The Fuel, Temperature and Oil gauges all work by measuring a voltage put out by a sender that responds to fuel level, water temperature or oil pressure respectively. Hence, any variation in the supply voltage will cause changes in the readings of the gauges. In order to overcome this problem, an attempt was made to stabilize the voltage supplied to the gauges using a rather crude method that was necessary before the availability of robust semiconductor devices.

A standard voltage stabilizer used in many classic vehicles is intended to regulate the voltage to the gauges at about 10 Volts. It does this by monitoring the

input voltage and should it find it to be higher than 10 Volts, as it normally would be, then it temporarily removes the supply to the gauges. The gauges are so highly damped, that is slow in responding, that the voltage supply can be interrupted for a few seconds without noticeable effect. If the voltage stabilizer were accurate, which it is not, then it would ideally maintain an average voltage of about 10 Volts although in reality the gauges actually receive full voltage for some of the time and none for the balance. For example, if the car is running with a good battery at reasonable speed, a voltage of 13.0 Volts might well be seen at the regulator. The regulator should therefore switch off for a few seconds and then switch on again so that the on to off ratio is about 77%:23% and the average voltage the gauges see is 77% of 13.0 Volts = 10 Volts. Similarly, the stabilizer should respond to a 11.5 Volt input, say when the vehicle is stationary with the ignition on, by being on for about 87% of the time and off for the remainder. In reality, the regulator is both not very accurate, and results in the gauges cycling up and down as it switches on and off. This is particularly noticeable when the fuel gauge is reading toward empty.

By replacing this device with the Classic Car Voltage Stabilizer (CCVS1) which uses the latest

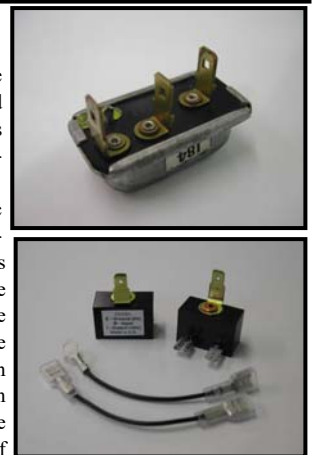
semiconductor technology a stable 10v will be supplied to your gauges whatever your vehicles supply voltage.

The Classic Car Voltage Stabilizer (CCVS1) is designed to replace both two and three terminal voltage stabilizers used in 12v negative earth vehicles, with the additional benefits of thermal overload protection and short circuit protection.

The stabilizer comes in a robust moisture proof enclosure and measures 30mm x 20mm x 15mm.

Each stabilizer comes with adaptor leads and comprehensive installation instructions.

The figure below shows typical 3-terminal stabilizer manufactured by Smiths. And below that the semiconductor replacement.



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**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

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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)

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**68 122 Vintage Race Car-\$23,500**, red, fully developed racer, seam welded body, fresh engine, close ratio M40, True track limited slip diff, lowered suspension, 3 sets of Virgo wheels and tires, fuel cell, spare parts, extensive documentation, Known history from early '70s Ian Wood, [ianwoodesq@gmail.com](mailto:ianwoodesq@gmail.com), 778-988-6815

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LYNDEN TRACTOR SHOW



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VS  
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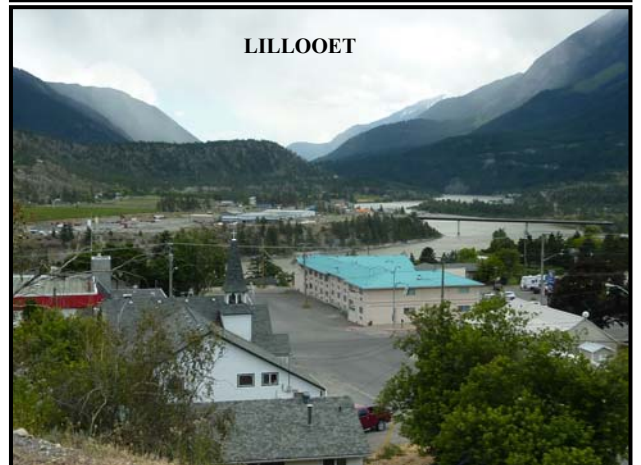


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