



THE VOLVO CLUB OF B.C.

MAY 2019

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

Gregg Morris at Tel: 604-469-1216

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Annual membership fee \$20, To join: Call or write Gregg Morris. See above.
or view our Website www.volvoclubofbc.com



V.C.B.C. is the

B.C. Chapter of Volvo Sports America

1800 Register

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352

Email: membership@vsa.org Annual membership fee US\$35 Website www.vsa.org

UPCOMING VOLVO EVENTS (also see our website www.volvoclubofbc.com)

MAY 18, 2019, Saturday IPD ANNUAL GARAGE SALE: 11744 NE Ainsworth Circle, Portland, Oregon, 97220, 1-800-444-6473 accommodation Holiday Inn and Suites is a block away, 1-800-992-2694

JUNE 15 & 16, 2019 VOLVO CLUB SPRING DRIVE , Vancouver to Kamloops via Hwy 1 to Hope, Hwy 3 to Princeton, Hwy 5a north to Merritt and continue on Hwy 5a to Kamloops. Make your own reservations at the Hospitality Inn, 500 W. Columbia St., Kamloops, 1-800-663-5733. Mention Volvo Club for \$99 rate. 72 hr cancellation. Ask for rooms facing the pool and view. **Reserve early!!** Meet Saturday 8:30 a.m. 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 9:00 a.m. Bring a Picnic Lunch! **For info call Gregg @ 604-469-1216, grmorris@shaw.ca**

JUNE 22 & 23, 2019 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. If you display your classic Volvo, admission is free. The Scandinavian center is at 6540 Thomas Street in Burnaby (just north of the Hwy 1 use the Kensington Ave. Exit). For more details see the website . www.scandinavianmidsummerfestival.org Contact Gregg Morris 604-469-1216

JULY 20, 2019 SATURDAY, CRUISE TO MacDonald Park in eastern Abbotsford for a Drive, 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 a total about 85 km to MacDonald Park. Bring a picnic lunch & chairs or buy lunch from a nearby (1.2 km) country market. **Contact Allen Hiebert - 604-469-9246**

AUGUST 3, 2019, SATURDAY, WHIDBEY AREA VOLVO EVENT, "WAVE" A one day, old-Volvo tour of Whidbey Island 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 on Friday call Bert 604-980-0704.**

AUGUST 10-11, 2019 ANNUAL HISTORIC MOTOR RACE WEEKEND AT MISSION RACEWAY PARK

SEPTEMBER 18-23, 2019, VOLVO CLUB OF AMERICA NATIONAL MEET SAN LUIS OBISPO. California. [2019 National Meet Week - Member Registration](http://www.vcoa.org) This is the first national meet on the west coast for a long time. See www.vcoa.org

SEPTEMBER 28, 2019, (SATURDAY) V.C.B.C. 28th ANNUAL CATES PARK PICNIC AND AGM

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

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST EVENTS

VOLVO CLUB WINTER SUPPER

January 16, 2019

Gregg Morris

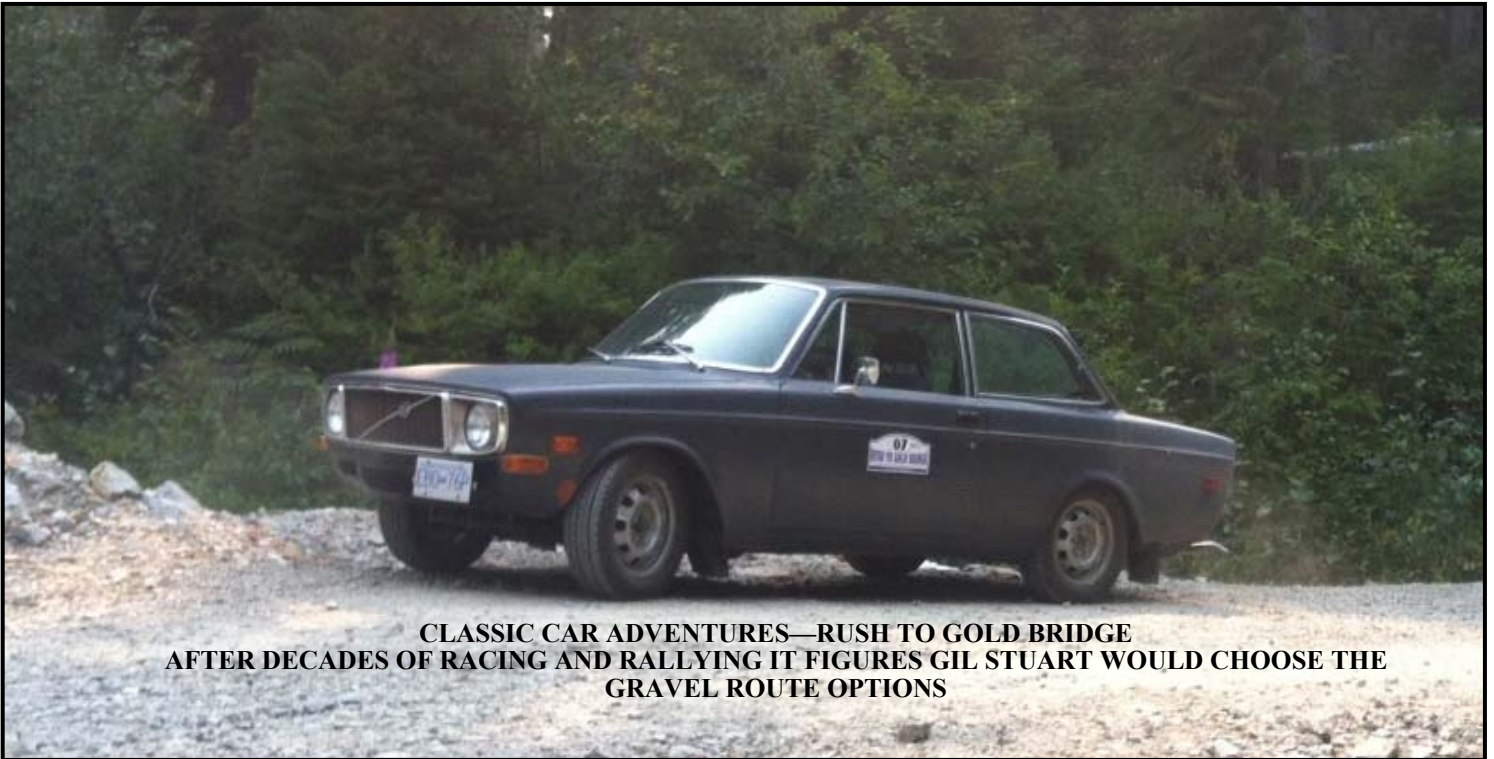
We made our annual winter pilgrimage to the New Westminster Spaghetti Factory on a clear dry and relatively warm January evening. The restaurant manager Kevin had saved our favorite spot. It has all the right attributes. It is away from the main restaurant area, has lots of windows, soft lighting, and is near the kitchen and the bar. We even get a dedicated waiter or two. As a rule, we clutter up the space with slide screen, digital projector, laptop to show pictures of our year's club activities. This year our famous projectionist John Cripps could not attend so we relied on conversation for our entertainment. That worked just fine.

Most of the folks at the supper are long

time club members and now good friends. It is always fun to spend time with them. There were a couple of new faces. David Nash, I didn't get a chance to speak to. The other new guest Alain Mouellic was at my table. I learned that he drives a Citroen 2CV and a recently purchased 1966 122S. That is quite an interesting combination of cars and he is quite proud of them both. I think his French ancestry accounts for the 2CV. When I think back on our conversation it really highlights one of the benefits of the club. He described his 122S and where he had purchased it and how he was keen to find out the history of his 'new' car. From his description I recognized the car and was able to tell him about 4 of the car's past owners, one of whom was Peter Valkenburg who happened to be sitting at the next table.

Peter was able to tell Alain the work he had done to the car, and who he had purchased it





**CLASSIC CAR ADVENTURES—RUSH TO GOLD BRIDGE
AFTER DECADES OF RACING AND RALLYING IT FIGURES GIL STUART WOULD CHOOSE THE
GRAVEL ROUTE OPTIONS**

from and sold it to. I have since put Alain in contact with Colin Dover who had the car for years. Alain was glad of the help, and probably would not have learned any of it without the help of the Club.

I have to specially thank Dennis Cowell who, to my continual amazement, and gratitude drove all the way from Kamloops for the supper and drove all the way back home the same night.

Everybody seemed to enjoy the food and the conversation. It was a good evening. I encourage you to give it a try next year.

CLASSIC CAR ADVENTURES RUSH TO GOLD BRIDGE (RATHER GOLD RIVER), VANCOUVER ISLAND)

**Gil Stuart
Early August 2017,**

Twenty three classic cars participated in a tour of Vancouver Island organized by Classic Car Adventures of Squamish, BC. Tour distance was approximately 1200 km having a start at the Coombs “goats on the roof” Country Market and a finish at the Courtenay Crown Isle Golf Club. Overnight stops were in Gold River and Port Alice. The weather was hot and dry.

Gil Stuart participated with Ken Beresford in Gil’s recently mechanically finished but not painted 1972 Volvo 142S. The car ran flawlessly as Volvos are known to do. All of the other participating classic cars also finished without major drama other than trying to locate premium gas in some of the remote areas visited. Participants included two early Lotus Elan, a Porsche 356, a Rover 3500S, a beautiful TR6; a Mini 1000 with roof rack, 2 MGB, a 1948 MG TC, 2 Caterham 7, a Porsche 944 and others.

The route offered tarmac and gravel options so driving distance varied depending on the option chosen. There was no time keeping other than getting to an overnight stop in time for supper so everyone travelled at their own pace (which was sometimes quite brisk on the relatively empty-of-traffic roads).

Day 1 from Coombs to Gold River explored

the old coast highway up to Campbell River; then west on Hwy 28 to Buttle Lake; south along Buttle Lake to Westmin Mine and back to highway 28; though Gold River to Tahsis and back via the Upana Caves 17 km north of Gold River. The Upana Caves were a highlight for most participants. Gold River, at one time a pulp mill town, now relies on tourism and sport fishing although the nearby harbour on Muchalat Inlet has a log sort, services remote fish farms and logging camps, and is home to Nootka Air which ferries hikers to and from the Nootka trail. The Gold River Chalet was quite comfortable offering a shuttle to a nearby pub where the stories flew well into the night. Breakfast was included at the Chalet so everyone met in the compact nook for nourishment prior to another hard day of touring.

Day 2 from Gold River to Port Alice on the far north of the Island explored the towns of Sayward, Telegraph Cove and Port McNeil if on the tarmac route; and Woss, Telegraph Cove and Port McNeil if on the gravel route. The paved 30 km of Port Alice highway 30 offers a very fine driving experience not to be missed. Port Alice itself is a lovely little town running along the

shore of Neroutsos Inlet to Quatsino Sound. It’s source of employment is a nearby pulp mill which has severely cut back operations testing the ability of the town to survive economically. Of interest is the fact that nearby Rupert Inlet to Quatsino Sound almost completely cuts through Vancouver Island leaving only 10 km of land at the narrowest point. Port Alice’s only hotel (the Quatsino Chalet and Restaurant) was very comfortable as well. The staff put together a very fine Chinese buffet for supper and made a terrific breakfast buffet.

Day 3 was a straight forward run east then south from Port Alice to Courtenay where the tour wound up for lunch at the Crown Isle Golf Club.

All in all, it was a fun event and an adventure for those wishing to explore northern Vancouver Island.



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, 2019, 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. If you want to purchase more than one year you can do that too.

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. Suggestions would be appreciated.

Spring Drive: June 15 & 16, 2019 This year we will head back to Kamloops. We have been there a couple of times before, but there are so many neat ways of getting there, it is just a great destination and the view from the hotel is spectacular. This year's route will be via Princeton and Highway 5a.

Scandinavian Community Center Mid Summer Festival June 22 & 23, 2019 . 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 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 Summer Cruise and Picnic, July 20, 2019 Allen and Dorothy Hiebert will lead us on a scenic back roads drive to MacDonald Park in Eastern Abbotsford for a picnic lunch and stroll.

WAVE – Whidbey Area Volvo Event: August 3, 2019. This is an event with no Club affiliations at all. It was held for the first time in August 2017 and a few of us attended in 2018. It was great fun. It consists of a one-day tour of Whidbey Island. To read about last year's tour look at the September 2018 newsletter. See the UPCOMING EVENTS LIST for this year's details.

Cates Park Picnic & AGM, September 28, 2019. Come and enjoy a picnic, show and shine and our Club Annual General Meeting.

ACCIDENT IN OSOYOOS

Bob Taylor

Hi Gregg;

I just wanted to bring you up to date on the problem I encountered on the Volvos in Osoyoos get together this past October. As you will recall, when returning from the winery Tour, I had the misfortune to have my very first

car accident in 45 years of driving in BC. I was most concerned, especially for the safety of my wife, but also more embarrassed, thinking other club members may have thought I had foolishly imbibed a little too much at the tasting rooms ... which I assure you was not the case.

On my return home, I immediately booked myself an appointment with my GP for a check up, which put me on a 'medical merry-go-round' of more checks. It would appear I suffered a medical problem related to blood circulation, causing me to experience a momentary blackout. I'm now on the fast track for multiple bypass & valve change open heart surgery at St. Paul's Hosp. Vancouver. This will happen in the very near future. I have of course, voluntarily stopped driving until my condition has been attended to.

To fill you in on what really happened, one moment all was well driving down the road on our return to the hotel, & the next thing I knew, we were doing a 360 & maybe more, ending up against some rather stout young trees in a Cherry orchard thereby causing a redesign of the left side of my lovely 960 Volvo. Although it was mainly cosmetic damage, the ICBC adjuster wanted to write the car off, offering me only \$3500.00 ... that being the amount they determined to be the current market value. To add insult to injury, I was told they would keep the car ... probably selling it for a small profit as a parts donor or for someone else to rebuild it.

I bought this car May 20, 2000 with only 20,500 kms on it. I've maintained it meticulously ever since, always performing pre-emptive repairs instead of awaiting problems or failures. The tires were almost new condition with unmeasurable tread wear. I would not hesitate to drive this car across Canada. It now has accumulated less than 129,000 kms & is still in excellent mechanical condition. Keeping this in mind,

you will understand why I was loathe to accept ICBC's offer therefor, I elected to have the car repaired at my total expense which amounted to around \$8k. This may sound foolish to some, but when you consider the cost of a new car, I see it as the more affordable option.

Body repair work was done by TAG Autobody, a division of Langley Chrysler, on the Langley By-pass. The person responsible for overseeing the work was a young man by the name of Jon Dunn. He was delighted to have the opportunity because he is the son of a Volvo owning family, himself owning a 960 Volvo. A replacement left front fender was obtained from Chapman's on the island & other than that, all work was performed at their facility which of course included a re-paint of the entire left side of the car. Oh, yes, I elected to have them paint the area below the belt-line which included both bumpers ... Gun Metal grey, thus making it probably the only Two-tone Volvo paint job in BC. ... I have to say, I'm more than delighted with the result & I cannot speak highly enough of TAG Autobody, who treated me very well & fairly throughout the period of repair. As for the finished result, let's just say, I think I've fallen in love with my car all over again. See attached photo for your perusal, & publication if you wish in the next bulletin. I personally believe the car looks far better than the original all red finish, giving it the illusion of being lower, yet longer.

My wife & I would like to thank all who aided us in a time of stress & to say we appreciated our first ... but hopefully not our last ... Volvos in Osoyoos. ... We would particularly like to thank John Cripps & Bob Cuthill for their invaluable assistance retrieving our car from the site of the accident & returning it to the hotel. Our thanks again to each & every one of you.



BOB TAYLOR'S 960

**ALMOST ALL BRITISH FIELD MEET
VANDUESEN GARDENS
May 17,18, 2019**

John Stewart an organizer of the Vancouver All British Field Meet at Vanduesen Gardens. has invited anyone driving a Jensen-made Volvo P1800 to enter their cars in this years event.

For those who don't know the history of the P1800 and particularly it's connection to Jensen Motor Works of Britain, here is the short course. Volvo's president from 1956, Gunner Engellau approved the construction of 3 prototypes of what would become the P1800, by Frau of Italy. The first prototype was complete in 1957 and in 1958 the P1800 sports car was approved for production, but where? Volvos factories in Sweden were being used at full capacity building the PV and 120 series. After a thorough search for a suitable body builder they finally chose Pressed Steel Company Ltd. in Britain who undertook to press and assemble the bodies at their Linwood plant in Scotland. Volvo then discovered that the whole car could be assembled in Britain. The assembly was contracted to the firm of Jensen Motors of West Bromwich outside Birmingham. The P1800 would be assembled along side Jensen's own cars and the Austin Healy 3000.

It appeared that a project was now off to a good start, or so they though. In practice the combination of "Swedish" Volvo, "British" Pressed Steel, and Jensen was definitely not a match made in Heaven. It is a minor miracle that the car actually became a reality with sales beginning in 1961. They could easily make a comedy-drama movie out of the carry-on among these 3 companies. It is pretty funny now but it must have been Hell at the time. There may not be a movie but there is a 280 page large format book titled '**Volvo P1800 - from idea to prototype and production**', by Kenneth Collander and Mats Eriksson. A large portion of the book is dedicated to the non-stop disputes over quality control and production speed. By 1963 they had all had enough and production of the 1800 was repatriated to Sweden, after 6,000 cars had been coaxed from the Jensen plant.

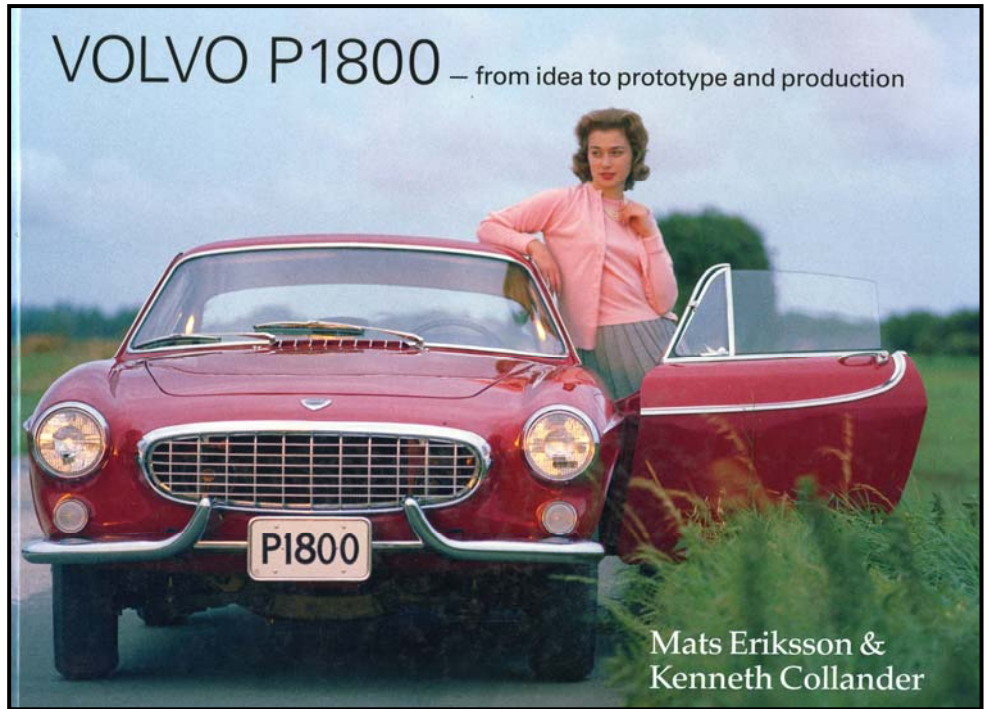
Despite the tumultuous production in Britain, it is still Britain that can be credited with putting the P1800 on the road and making it famous in the hands of the Saint.

Well now you know how these first 6000 cars came to be eligible for the All British Field Meet. Joan Stewart, of the ABFM said they were very happy one P1800 was on show at the 2018 meet and she hopes many more will join in. It is great that the P1800 is now being welcomed. If you have one of these rare beasts contact Joan Directly at 604-805-7315 or see their website at http://www.westerndriver.com/?page_id=10937

It really is an impressive show. I have been a spectator there a few times, and always enjoyed the selection of cars dripping oil on the grass in such a beautiful setting.

**A MESSAGE FROM JEB STEVENS PV544
ENTHUSIAST FROM COURTENAY ON
VANCOUVER ISLAND.**

Greetings from the Island, Gregg: During the last weekend in August, the annual 'Motor Gathering' (www.motorgathering.com) was held at the Vancouver Island Motor Circuit, a private motorsports complex located in the Cowichan Valley. The Motor Gathering is a huge car show at the track welcoming all types of cars. It is a charitable event and the 2018 edition raised



\$156,000 of which \$100,000 was donated to the David Foster Foundation and \$56,000 donated to the Cowichan District Hospital Foundation.

For the actual car show, the vehicles were arranged (on the track) by country of origin. Our 3 Swede's : Jeb's 544, and the P1800's of Carl Selden and Jamie Graham, looked kind of lonely set off from the large numbers of British, German, Italian and American cars.

Each vehicle was photographed as it entered the track gates. One of the pictures I have enclosed is our red PV 544 making its entrance. As you know, my 544 was formerly owned by Glenn Little, a long time Volvo mechanic and one of the founding directors of VCBC. I would like to share these photos (and a few stories) with Glenn, however I do not have an email address for him. I'd appreciate it if you could pass them along, if possible. Please let him know that my wife and I continue to enjoy 'his' car.

Here is a brief update for Glenn:

Although we have put the car in a couple of local shows (as well as the big-time Motor Gathering) my main pleasure comes from simply driving the car. Except for the few really snowy winter days, the 544 is my daily driver - taking me to the golf course, the grocery store, the pool room, various meetings and outings up and down the Island, along with lots of just-for-fun drives.

The engine has performed nicely since we purchased the car from Mike Handfield about two and a half years ago. Although I have no garage, limited funds, and margin-

al skills, we repaired all the rusty / fibreglass bits; replaced the delaminating windshield; replaced all the bushings and rubber parts; installed new tires and brakes; relined the gas tank (and replaced most of the fuel lines); along with the little odds 'n' ends required to maintain an interesting, dependable driver.

Coming up on the 'to do' list: authentic Volvo exterior mirrors, beefed up front seats, repainted wheels.

Along with the pleasure of driving the car, I have found the best thing about the 544 is the endless supply of stories told by folks who go out of their way to talk to us. People simply cannot wait to tell us about the 544 they drove to university ... or camping ... or to meet their husband ... or to win rallies ... or to drive to Toronto and back in mid-winter, with 3 kids in the back seat. There is absolutely no end to the stories.

Whoops ... almost forgot ... one day (maybe a year ago) I even met Glenn's son in the grocery store parking lot.

I have included a couple of photos to show Glenn the car at the Motor Gathering.



IRV GORDON, VOLVO RECORD HOLDER AND GREAT VOLVO AMBASSADOR DIES

TRIBUTE TO IRV BY GARY BECKSTEAD

Irv Gordon, who drove his 1966 Volvo 1800S for almost 3.3 million miles died on 15 November 2018 at age 78. Irv collapsed, presumably from a heart attack, while travelling in a remote mountainous region of China for promotional work with Volvo Cars. His death came just hours after messaging his daughter, Danielle, that he was “having one of the best times of his life”.

After years of trouble with Chevrolets breaking down, a friend showed Irv a Car and Driver magazine with a picture of a Volvo P1800 on the back cover. There was an ad for a Volvo dealer on Long Island where he lived. The dealer, Volvoville of Massapequa, NY used to cut the tops off 1800s and sell them as convertibles. They gave him the keys to take one of the convertibles for a test drive and when he came back 3 hours later, (the only reason he came back was he was almost out of gas – they had not given him the key for the gas cap), he arranged to buy the coupe, as he could not afford the extra price of the convertible.

At age 26, he bought the car for \$4,150 (about as much as his annual salary) on 30 June 1966. He picked it up the next day and drove it Friday night, 01 July 1966, all day Saturday, all day Sunday and brought the car in the following Monday for its 1500 mile checkup. He drove the car 100 to 125 miles to and from work for about 35 years; (he was a science teacher at Roslyn Middle School in East Hills NY between 1962 and his retirement in 1999).

Notable million mile events were:

1,000,000. 25 to 31 October 1987 - Tavern on the Green, New York City

2,000,000. 27 March 2002 -Times Square, New York City

3,000,000. 16:00, 18 September 2013 – Girdwood, on the Seward Highway, south of Anchorage, Alaska

In 1998, he broke the Guinness World Record for “highest certified mileage driven by the original owner in non-commercial service” with 1.696 million miles.

He said that he probably drives over 200 days a year. In August 2009, Irv received a Guinness World record for the highest vehicle mileage of 4,379,033.78 km (2,721,005 miles).

He has had the car shipped to Sweden where he toured throughout the Volvo factory and the car was flown to the UK in 1994, which provided him an opportunity to drive through five countries.

For maintenance, he knew what the Volvo manuals recommended and he stuck to it. He changed his oil every 3,500 miles, transmission fluid and differential fluid every 25,000 miles. With this, the car never broke down, and never failed to start. “The car’s in better shape than I am!” Gordon added, “I take better care of the car than I do myself.”

The 1.8 liter, dual-carbureted engine has been rebuilt twice, but at mileages that most other motors never see. It had one valve job at 325,000 miles and a major rebuild at 675,000 miles. Hardened valve seats replaced the old ones at 1.7 million miles, negating the need to add lead substitute with each fuel fill. Gordon had the engine rebuilt for the second time in 2009. Thinking the motor was worn out, he bought Teflon-coated pistons and all the best



ITEM	QUANTITY	AVERAGE IN 3M MILES
GASOLINE (US GALLONS)	107,400	28
MOTOR OIL	3316	905
OIL FILTERS	829	3,619
SPARK PLUG (SETS OF 4)	116	25,862
POINTS, ROTORS, DISTRIB. CAPS	116	25,862
TIRES (SETS OF 4)	39	76,923
SETS OF BRAKE PADS & SHOES	29	103,448
SETS OF SHOCK ABSORBERS	4	750,000
WATER PUMPS	3	1,000,000
GENERATORS	3	1,000,000
STARTER MOTORS	2	1,500,000

parts money could buy. He needn’t have bothered. “When they took the engine apart, there was so little wear there was no need to bore it out as planned,” says Gordon. But with all the ordered parts on hand, Gordon proceeded to have his 1.8-L motor bored out to the “B20” 2-litre displacement for which the new pistons were intended.

It was repainted (Volvo #46, red) in 1980, and most of its chrome has been replated. The body is original except for a grille frame, left front chrome spear, left rear quarter panel, rear panel and recently the front quarter panels.

The car has been in four accidents, all when the car was parked: a tractor trailer backed into it; a school bus backed into it; the body shop’s tow truck backed into it; a lady ran into the rear of the car.

The front seats were recovered in 1984 with original leather from the Volvo factory in Sweden.

It has the original 10 watt AM/FM radio (with just one rear speaker).

When in England Dr. Mike Casford, Department of Chemistry, University of Cambridge tested the engine. With over 2 million miles, each piston had travelled up and down over 6

billion times. Their study indicated that the additives in the oil had penetrated into the piston below the running surface. There was almost no scuffing on the skirt and the bottom of the piston had no scuffing at all.

Duane Matejka, Principal Engineer with R Sport engineering analysed the camshaft of Irv Gordon’s 1800S with 2.7 million miles of wear. Considering that the lobes of the camshaft are lubricated by splash – not pressure – and that the camshaft has revolved over 3 billion times, the original cam exhibited virtually no wear compared to a new cam. With only 0.002 inches of wear, the cam with 2.4 million miles still meets the dimensional spec of a new part. Similarly, the lifter with 2.7 million miles had minimal wear and no pitting. He attributed the extraordinary condition of the engine parts to engineering, proper maintenance and the quality of the engine oil – Castrol GTX. In effect, this extended the engine life by a factor of 20 times.

Irv, a true car enthusiast, had a rare center-door 1923 Ford Model T, a 1929 Packard, a 1949 Crosley Hot Shot, and a 1966 Lincoln Continental convertible with “suicide doors” in his family garages.

“If a car can have a soul, this car has a

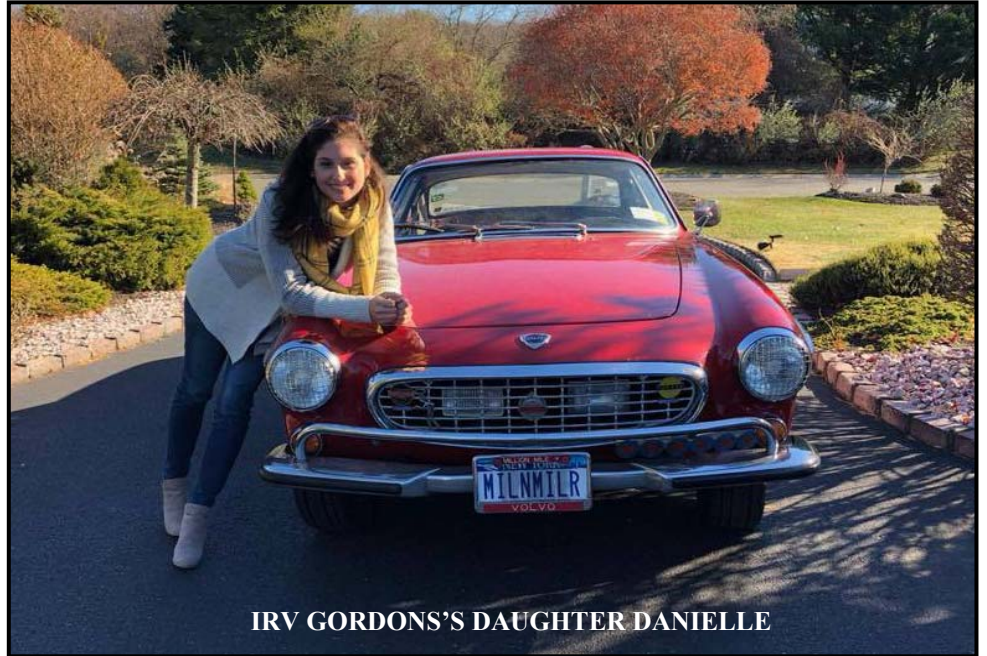
soul,” Gordon told Newsday in 2002.

Final mileage on the car was 3.4 million miles — enough to circumnavigate the globe about 137 times. Gordon’s representative said that the mileage was 3,260,257 as of October.

Danielle Gordon, 41, said she drove the famed car, with the license plate MILNMILR, for the first time after her father’s death to move it to a secure location. But the key broke off in the ignition, and the car somehow got locked from the inside while empty on a flatbed truck. “We were all laughing,” she said. “It was like, oh my God, my dad is here and he’s saying, ‘Don’t touch it.’” Danielle plans to put the car on display. But because “that car really is my dad,” she said she is “really not ready to let it go right now.” She said she is going to “take a drive with my dad and his car” this week before she returns to Rosario, Argentina, where she works as a psychiatrist.

Irv is survived by his former wife, Jane, and daughters, Danielle Gordon and Amy Sircusano, of Maryland, and three granddaughters: Elizabeth, Lucia and Isabella.

NOTE: A BIBLIOGRAPHY LISTING SITES USED TO PREPARE THIS TRIBUTE TO IRV GORDON IS ON PAGE 14 OF THIS DIGITAL NEWSLETTER.



IRV GORDON’S DAUGHTER DANIELLE

SOMETHING DIFFERENT

FLOOD AVOIDANCE

Gregg Morris

Did you know that BC weather forecasting could well be conducted in a Casino with the only tool being a Loony. Here is how it works. Is it going to rain or not? Flip the coin. Heads rain, tails no rain. Tails. OK, it is not going to rain. Now, will it be cloudy or sunny? Flip the coin. You get the idea.

Last May, Rose and I wanted to make a trip to Creston BC at the south end of Kootenay Lake to attend my last remaining Aunt’s funeral. As luck would have it, the timing of the funeral would be right after the May Victoria Day long weekend, at what was predicted to be the peak of the flooding in southern BC.

The spring of 2018 saw some of the worst flooding on record in BC’s southern interior due to extremely heavy snowpacks, sudden downpours and unseasonably warm temperatures. At its worst nearly 2700 people were ordered to evacuate their homes. Particularly hard hit were the communities along Highway 3 in southern BC. Communities like Keromeos, Greenwood, Osoyoos and Grand Forks. Hundreds of houses and businesses were flooded.

Highway 3 is exactly the route we would normally take to the Kootenays so we watched the weather conditions carefully. We decided to leave the Thursday before the long weekend to avoid traffic. We knew Hwy 3 would be the worst route in BC if the flooding continued. The day before we left the forecast was for rain and warm weather. The forecaster dramatically reported that this was about as bad as you could get for the already flooded southern interior. I really wanted to attend my Aunt’s service and having been warned off Hwy 3, we scoured the map for a safer alternative. We chose to take the “freeways” Highway 1 to Hope and Highway 5, the Coquihala through Merritt and on to Kamloops. Normally I avoid these routes in my quest



KOOTENAY LAKE

to stay to the curvy secondary roads. This time we just wanted to get there.

Even if we could not take our preferred route we could still take an interesting car. We packed the 122 wagon with our luggage and spare parts, shined it up and off we went. Traffic was light and the speed limit on much of the “Coq” is 120 kph (75 mph) so it was a fast trip. We were in Kamloops by noon. The weather was sunny and warm the whole way. So where were all these rainstorms that were predicted? After lunch we continued east on Trans Canada Highway 1 and stopped in Revelstoke having

covered 400 miles in the day.

I had never stayed in Revelstoke before and was pleasantly surprised by the obvious health of the city. Young people were riding bicycles every where. There is lots of accommodation, restaurants, yoga joints and spas. There was a terrific aquatic center and multiple baseball fields all being used by young people and young families.

Revelstoke has a long history. It was founded in the 1890s when the Canadian Pacific Railroad was built through the area. We took a drive around the residential area and found well

REVELSTOKE



REVELSTOKE



maintained or well restored Queen Anne and Victorian houses as well as red brick buildings including the 1926 Courthouse and a 3 story brick school that looks much like the school in Molson Washington.

The city's earliest economy was based on mining, but now it has become a strategic location on the Trans Canada Highway, a railway terminus and has large forest industry. Just to the north of the city is the huge BC Hydro Revelstoke Hydroelectric Dam and the Mica Dam is 80 miles north. These are the first 2 of many dams on the Columbia River system in Canada and the US.

The city's economy is also being supplemented by 4 season, "Whistler-like" recreation industry that includes downhill and cross country as well as heli-skiing, snow boarding, snowmobiling, mountain biking, back country hiking, dirt bike riding, canoeing and kayaking. Not a bad city at all.

Friday morning, we left Revelstoke to the south on Highway 23. At the 30 mile mark the road stops at Shelter Bay and a ferry carried us across the upper Arrow Lake to Galena Bay where highway continues south to Nakusp. I was happy to be back on my kind of road. It twisted its way along Arrow Lake 30 miles to Nakusp. The drive was perfect except that the overdrive in our 122 wagon decided to quit as we left the ferry. With its 4:56 to 1 differential

ratio, instead of cruising at 3000 rpm at 60 mph in overdrive we were howling along at 4000 rpm instead. By the time we reached Nakusp I had had enough and we parked behind a gas station to investigate. I had expected the problem to be low oil level in the transmission. These things all leak. I crawled under the car, removed the filler plug in the side of the transmission and found the tranny was full of oil. Nuts! Out came the little floor jack and my set of aluminum jack stands and jacked the car up so I could have a better look. I thought about all the things it could be; failed overdrive solenoid, broken or disconnected electrical wire, or the worst, the little piston and connecting rod that builds oil pressure in the overdrive sometimes comes apart. I have a theory that all the problems in the world are electrical. I was not disappointed. The ground wire at the solenoid had broken at the spade connect-

or. I stripped the wire, clamped on a new connector and peace was restored.

We now had two nice stretches of highway and one pretty ferry ride to go to get to our destination, which was the Janet and Rob Schwieger's house at Grey Creek on the east side of Kootenay Lake. The first part of the drive took us from Nakusp on Hwy 6, 30 miles south to New Denver at the top of the Slocan Valley. New Denver had a large Japanese internment camp during WW2. They have preserved part of the camp and turned it into a museum displaying the conditions the Japanese Canadians from the coast had to endure. The museum is well worth seeing.

From New Denver we got to drive one of my favourite roads. It is Hwy 31a, 40 km of beautifully paved secondary road that heads east from New Denver to Kaslo on Kootenay Lake. This road passes through old gold mining country. The road itself is like a miniature Duffey Lake Road, that is to say it has an abundance of curves connected by short straights along lake, marsh and raging stream. That road is a whole lot of fun.

As we passed through Kaslo on our way to the Balfour ferry we thought about this northerly route we had taken instead of Hwy 3, and were happy with our choice. It was free of flooding and had interesting scenery and enjoyable roads and light traffic. Not only that it hadn't taken much longer than the southerly route. Now all we had was a 40 minute ferry ride and we were there.

As we approached the Balfour Ferry landing something was wrong. Instead of turning into the parking lot as usual, we were directed to stay on the highway 31 south towards Nelson. The lot was full of cars and trucks and the line continued for a kilometer down the highway before we found the end and joined it. What the hell! A fellow was working on an old boat just beside where we were parked and I asked him what was going on. He informed us that a mudslide had closed a stretch of Highway 3 called the Salmo



YOU CAN FIX IT WITH A STICK

AM 9:51 18/MAY/2018



**ROB AND JANET SCHWIEGER'S HOME
ON KOOTENAY LAKE**

Creston Highway. As Hwy 3 is the major east west route in southern BC that closure was a big deal. Now the only way east or west was to duck down into the US or drive up one side of Kootenay Lake, take the Balfour Ferry and drive down the other side of Kootenay lake to continue your journey. Apparently lots of people had chosen the Kootenay route.

There are two ferries that service the Balfour to Kootenay Bay route. One is small the other smaller, and only one ferry is used at a time. I had no idea how long it would take to make the ferry and get across the lake. As it turned they were using both ferries and we crept the kilometer to the ferry terminal in about 3 1/2 hours. When we got off on the east side of the lake, a matching line up of westbound traffic extended a full 3 miles from the ferry terminal. I felt badly for those folk, because they had a 10 to 12 hour wait ahead of them. There were groups of motorcyclists who obviously were just out for a ride and not in any way prepared for an extended wait.

We were sure happy to reach the Schwieger Estate. We joined Rob and Janet for a glass of wine on their deck overlooking beautiful Kootenay Lake. The next few days in the Kootenays were beautiful. The sun shone in Creston as we gave my Aunt the loving send-off she heartily deserved.

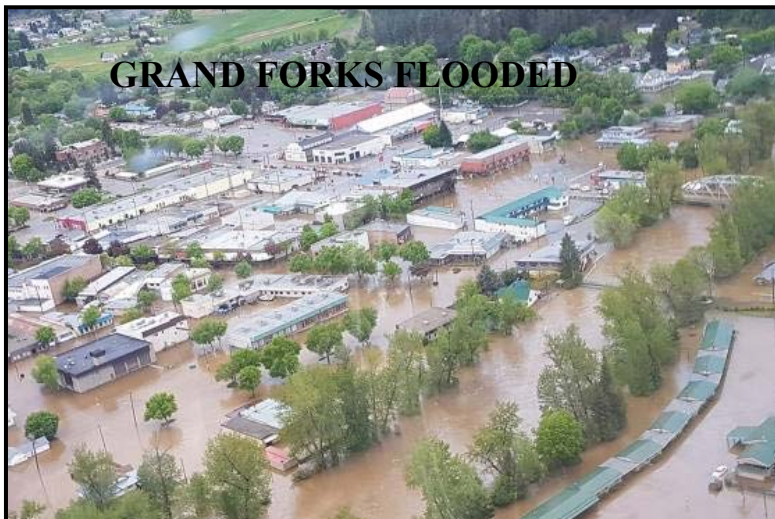
It was time to go back home. What route should we take? Should we retrace our northerly steps or head west on Hwy 3. A quick look at the past weeks weather in Southern BC showed sun when the forecast was for rain and receding waters where record flood stages were predicted. These guys have got to get themselves a new Loony so they can sharpen up there weather forecasting.

Highway 3 it is. The drive was it's usual scenic self, but we did witness the aftermath of the merciless flooding. Lots of flooded homes and property. Some would probably not be habitable again, and even if they were it will be tough to get flood insurance.

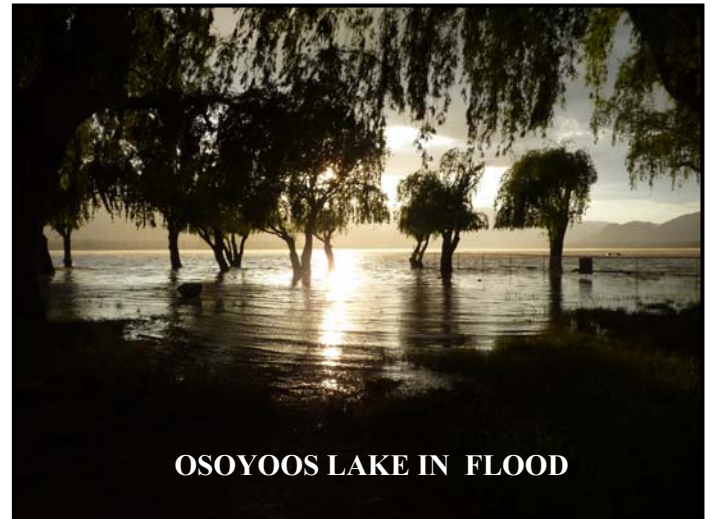
Despite me teasing the weather wizards, they really did us a favor. We enjoyed roads and towns we encountered and we will take that route again, voluntarily next time.



**ROB'S 142E FOR SALE
ONLY ONE DENT**



GRAND FORKS FLOODED



OSOYOOS LAKE IN FLOOD

WHATS NEW (OR OLD) AT VOLVO

VOLVO RACES TO DEVELOP IN-CAR CAMERAS THAT CAN IDENTIFY DRIVER & DETECT MOOD

Coleman Molnar
January 8, 2019

“A useful new tool for drivers, or just another way for Big Brother to keep an eye on you?”

There’s no word when any of it will actually be plugged into production vehicles, but Volvo and others are said to be working on interior cameras that can identify drivers and even read some of their biometrics at a glance.

According to the UK’s CAR Magazine, Volvo’s chief digital officer Atir Rafiq has admitted the technology is well under development.

“They’re very advanced these days,” he said in the interview. “They can determine a driver’s glucose levels by looking at their pupils, so could call a loved one or hospital if it detected a health problem. Cars will understand your state and de-stress you on your way back from work.” It will also be able to identify who’s behind the wheel, and remember certain individual settings like app preferences, cabin temperature and more.

Naturally, when you start talking about cameras that literally look into the contents of your bloodstream, some people are going to get a little apprehensive. But despite the claims of spying, Volvo insists this isn’t about invading our privacy.

Its driver-facing cameras have been in the works for some time within the XC90 Drive Me project, and are just another step in the development of the autonomous vehicles of the future, according to the brand. In response to the coverage, a Volvo representative went on record on Autoblog saying “These technologies and features are only at concept stage and may only be commercialized as customer options in the future.”

But Volvo isn’t the only company chasing this face-reading camera tech. Michigan-based smart-mirror maker Gentex is reportedly bringing its iris recognition technology to CES in Las Vegas in the form of a rearview mirror. By scanning drivers’ irises, Gentex’ system is able to ID authorized drivers and set up the cabin (seat, mirrors and climate settings, etc.) to their pre-programmed liking.

It’s intriguing, but just one question: what if the driver is wearing sunglasses?

GEELY BRINGING LOTUS PRODUCTION TO CHINA

Evan Williams
Jan 24, 2019

Part of the resurgence of Lotus means that production of the company’s vehicles could move from the company’s quaint historical Hethel roots to a new facility in Wuhan, China, according to a new report.

“Lotus Cars is undergoing an exciting resurgence with the backing of Geely, and expanding the brand’s manufacturing footprint globally is a key part of the company’s strategy.” *Reuters* reported.

It’s part of parent company Geely’s efforts to expand the brand with the production of more models, including possible SUVs. The local planning authority broke the news, releasing

approval for the plant that could manufacture up to 150,000 cars annually. It’s unlikely that Lotus would ever top a tenth of that volume, even with the new SUV, it’s likely that most of the plant’s production will be other Geely vehicles. In addition to the revealed planning information, the company has posted several job listings looking for staff for Lotus.

The company has said previously that it planned to keep sports car production in the original Hethel location. It sold just over 1,600 sports cars last year.

No word on when Lotus China production could start or exactly what vehicles will roll out when it does.

VOLVO’S SPIN-OFF POLESTAR BRAND TEASES FULLY ELECTRIC TESLA MODEL 3 RIVAL

Alex Reid
January 4, 2019

Volvo’s spin-off Polestar teased an image of its Polestar 2 early January, a future fully electric four-door fastback with impressive specifications that, as you might expect, will follow



its Polestar 1 hybrid sports car. The Polestar 2 will be the first fully electric vehicle from Volvo’s just-launched electric performance arm, and will feature 400 horsepower and 482 kilometres of range on a fully charged battery. While this is still around 10 km less than the Tesla Model 3 Long Range, it’s 130 km more than the standard Model 3.

The teaser image doesn’t show much, except for the beautiful sweeping lines of the rear bodywork; and an awesome full-width taillight section. The car will come with Google Android HMI, which is basically Google Assistant for your car. The Polestar 2’s launch will also mark the global debut of the Google product.

All the information Polestar’s put out so far is subject to change, but at least it gives us a good idea of what realm the vehicle will be in.



TECHNICAL TIPS

BRAKE BOOSTERS SOLUTIONS FOR THE 120, 1800, 140, 160 SERIES

Gregg Morris

All the classic Volvo models listed in the title of this tech article had power brake boosters either stock or optional. They are all getting old and even if they still work they may be marginal in their operation. Fortunately, there are replacements for some, and others can be rebuilt to perform as well or better than new.

Let's start at the start.

120 and 1800 Series.

The first Volvo to come to our shores fitted with a power brake booster was the P1800 of 1961. This booster was made by Girling of Britain and was a "remote" booster. That is, it was not physically mounted to the master brake cylinder. The outlet brake line from the master brake cylinder is plumbed to the inlet of the remote booster and the outlet brake line from the booster goes to a brass junction block and then to the 4 wheel brakes. This booster was fitted to all the 1800 series cars to 1968 and was also fitted to the 1967 and 68 122S and 123GT cars. I am not sure whether Volvo offered the brake booster as an option on pre 1967 120 series but they certainly can be retrofitted.

This remote Girling Booster was an excellent product in its time, and was fitted to high-end British cars like the Sunbeam Tiger and Rover 2000 and probably many others. It was an interesting design. It has an aluminum control cylinder that uses engine vacuum to control a large disc in the black steel vacuum cylinder to magnify the braking force to the wheels. Eventually these boosters fail, as the internal seals in the control cylinder wear and leak brake fluid into the vacuum cylinder. At the ultimate stage of failure, the vacuum cylinder becomes so full of brake fluid that the fluid is sucked into the engine through the vacuum line to the intake manifold. That produces great clouds of white smoke from the exhaust pipe. If you don't know what is happening you would think that the engine had a blown head gasket.

These boosters can be rebuilt at home with available kits, but the rebuild can be difficult. That will be the subject of a future tech article. The most common solution for a failed remote brake booster is to bypass it. i.e. taking the outlet brake line from the brake master cylinder and plumbing it directly into the brass junction block that distributes brake fluid to the 4 wheels. A word of caution regarding bypassing the booster. Up to and including 1967 bypassing the booster is no problem other than the pedal effort will be higher. 1968 is a different story. That was Volvo's first dual circuit braking system on the 122 and 1800 series cars. The master brake system has two outlets. One to the front calipers and one to the rear wheel cylinders. They retained the remote Girling booster but only the circuit to the front calipers was plumbed through the booster. If the booster is eliminated it means that the rear wheels got more braking pressure than the fronts. In wet conditions this rear brake bias could cause the rear wheels to lock up and the car to lose control.

What is the solution. Fortunately, there are a few. Rebuild the booster if you know how, and if the booster is not worn to accept a kit.

For a while a solution was to install a similar remote booster made by Lockheed, but these were expensive (\$300) and are no longer available. Recently I learned that a similar booster is available for MGB cars through Moss Motors in California for about US\$165. Moss is a major parts supplier to the classic British Car community and specializes in mail order. Finally, you can send your remote Girling booster to a rebuilding facility, but it will be expensive, a minimum of US\$300 if all goes well. I will provide contact information to a few rebuilders later in this article. I suggest that installing a new booster from Moss Motors is by far the most economical solution. I have installed one on my 65 122S and I am happy with the result. The installation will be the subject of a future tech article.

140 series and 1969/70 122

These cars came with a diagonally split dual circuit braking system. The booster was again by Girling but now the brake master cylinder was mounted directly to the front of the booster and the brake pedal acted directly on the booster via a push rod. My 1972 142E came with this type of booster and in the 42 years I have owned the car I have always felt the brakes were inferior, even though they are discs all around. Over the years the brake booster has failed a few times. They fail in a variety of ways. They can develop a vacuum leak which you can sometimes hear and will effect the idle speed of the engine. They can choose to stay asleep in the morning and only wake up and work after the car has been driven for a while, or they work intermittently so you never know whether or not you will have brake boost when you step on the pedal. Eventually they will just quit. Up until recently I have simply found a working used booster and carried on. I have run out of them so now what?

There are 2 choices. Look on the internet



for a new-old-stock booster or have your booster rebuilt. I was surprised to actually find a NOS booster on the internet but it was quite expensive. I believe over \$400. Then I happily found a rebuilding company that rebuilds them to better than new. Details of the rebuilder are provided later in this article.

69 1800S, 1800E/ES, 74 140GL, and all 164 Series.

These models all came with the diagonally split dual circuit braking system. The Brake Master Cylinder and Booster were made by ATE rather than Girling. The layout is similar to the 140 series with the master brake cylinder mounting directly to the front of the booster. The ATE booster is a much better booster than Girling, in my opinion. The ATE booster came in two sizes for Volvo. The 1800 series used a small vacuum cylinder and the 74 140GL and 164 had a much larger vacuum cylinder. Braking was excellent with either size. Many of these boosters are still functional after as long as 50 years. When they finally fail they just stop boosting and can be economically rebuilt.

Brake booster rebuilders.

I have had great success with one rebuilder
Power Brake Exchange, Inc. with two locations in California

6853 Suva St., Bell Gardens, Ca. 90201-1937 phone (562) 806-6661. &

260 Phelan Ave., San Jose, Ca. 95112-6109 phone. (408) 292-1305

I have used the Bell Gardens location. A friend had his 1800ES ATE booster rebuilt by them and was very pleased and I have had two of the 140 style Girling Boosters rebuilt and I was amazed at the improvement. The brakes in my 142E are significantly better now than they have ever been, and I have owned the car since it was 5 years old.

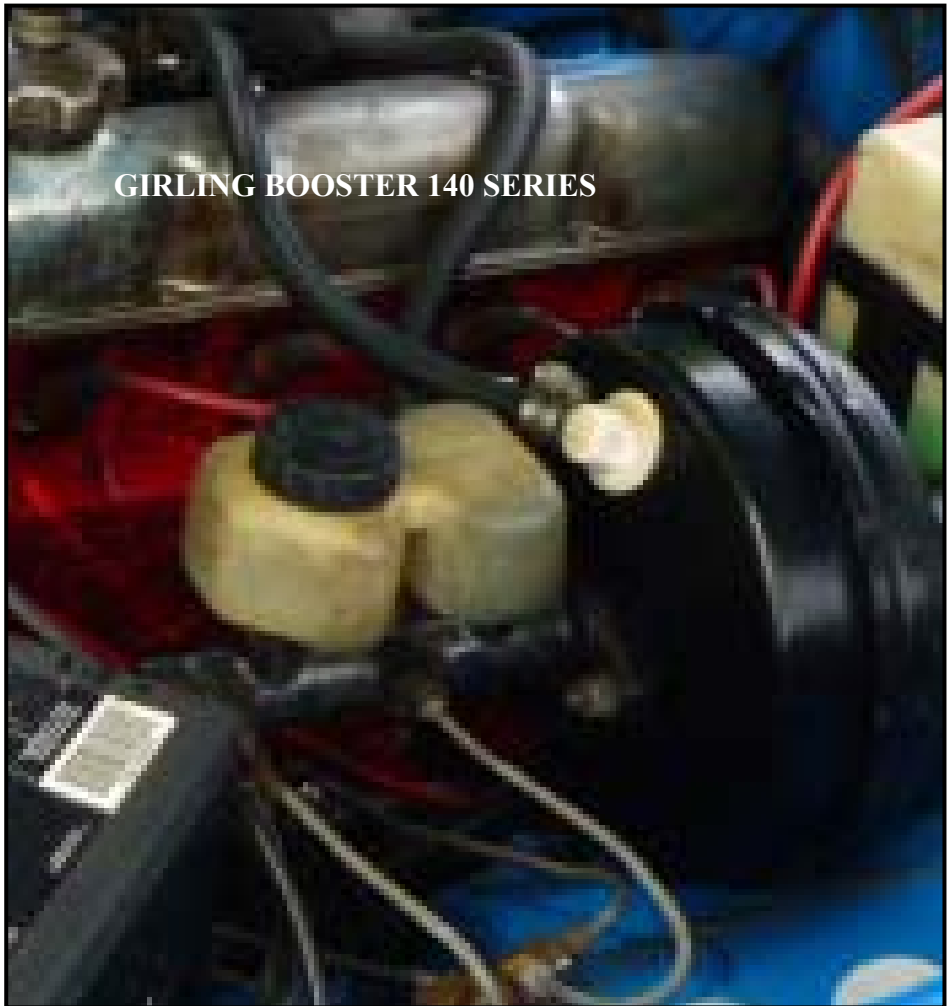
Here is how to get your booster rebuilt.

Our old Volvo boosters are not common enough for the company to keep rebuilt versions in stock, so you must send them your booster. Separate the master cylinder from the booster. You should be able to leave the brake lines connected to the master. Undo the pushrod at the brake pedal. Undo the booster from the firewall. I send only the booster itself. That is, I remove the "mounting horn", and disconnect the pushrod, put the booster in a box and mail it to Power Brake Exchange via Canada Post Parcel. They rebuild the unit and mail it back. I provide them with a mailbox number in Sumas Washington and cross the border to pick it up. Once they received the booster it took about a week to rebuild and ship to Sumas. The cost of the rebuild was US\$130. Shipping was extra.

Here is what Power Brake Exchange has to say for themselves:

"Power Brake Exchange, Inc. is a high quality remanufacturing plant. We operate out of a combined 37,000 square foot building with an additional core storage of another 15,000 sq. ft. We are one of the largest power brake rebuilders in the US. We carry more than 6,500 SKU's, in Power Brake Boosters, Power Steering Pumps, Gear Boxes, and Rack and Pinion.

We offer an R&R (Rebuild and Return) service for the rare and antique units, or if the customer would like to have their own unit rebuilt. We also offer Concourse (Points Cars) rebuilding. For an additional fee, we have plating and powder coating available for any of our parts. As a remanufacturer, we replace 100% of all critical components. Unlike most of the remanufacturing companies who test products by batch (one out of 10); at Power Brake Exchange we test each individual unit to make sure each of our products are built to OEM specifications. With special equipment we have developed,



along with a Bendix analyzer test machine, every unit is tested before leaving our plant."

FREE ON LINE PARTS CATALOGS
Thanks to Carl Selden for sharing this with us.

GENUINE CLASSIC PARTS is the Swedish company that Volvo entrusted with the parts distribution for out of production Volvos. When they started that meant the PV, Amazon, 140, 160 and 1800. Since then many other models have been added.

The subject of this tech article is to tell you of the complete parts catalogs that are available on the GCP website. <http://www.gcp.se/en/> This is amazing, because they are digitized ver-

sions of the original paper parts catalogues and microfiche c/w exploded diagrams that are so useful when restoring or maintaining any old Volvo.

Here is their list of catalogues and they are all free to use.

PV 1944-1969, **AMAZON** 1956-1970, **P1800** 1961-1973, **140** 1966-1974, **164** 1968-1975, **200** 1975-1993, **300** 1976-1991, **400** 1986-1996, **740/760** 1982-1992, **780** 1986-1990, **940,960-S90,V90** 1990-1998, **850** 1991-1996, **S40,V40** 1995-2004, **S70,V70** 1996—, **ACCESSORIES, MASTER**

Under **ACCESSORIES** there are 4 catalogues: R Sport, 740-760, Mixed & PV

Under **MASTER** is a 160 pages of parts numbers in numerical order, identifying the part and what catalogue it came from.

THE DREADED HEATER FAN MOTOR (73-74 140 & ALL 240S)

Sandy Will

The replacement of this little devil is not to be undertaken lightly. The original motor is a sleeve bushed motor. Since the hot air coming out of the heater core flows over the motor the oil in the bearing eventually dries out and the increased friction slows the motor and its current draw increases. (does it really increase the current draw or does more simply go to heat.) This leads to overheating & the nylon brush holders eventually melt.

Due to the immense amount of labor involved and the inaccessibility factor a used sleeve bearing motor should never be used no matter how good it seems as its time. Its self destruction is unpredictable but inevitable.

The replacement motor is a ball bearing motor with a ballast resistor and a different switch. I subsequently found out that the later style motor also has a sleeve bearing or at least



one manufacturer has; so the reference to ball bearings is "balls". The two motors are different shapes and the plastic housing must be modified to accept the new motor. A hole for power leads and cooling air hose must be provided. The ballast resistor must be mounted

under one of the 3 retaining screws for the motor such that it gets "cooled" by air from the heater core. If this is not done it will overheat and burn out and could cause a fire.

When installing a new motor, it should be tested at every stage and mounting screws securely tightened. Fit R/S impeller and check for interference with the housing. If there is interference and the 3 screws are good and tight then insert a piece of 240 grit sandpaper with the grit toward the impeller and run at full speed and feel around for interference until the impeller is ground down enough to be free. Repeat for L/S. Finally put the rest of the car back together again. The whole thing should not take more than 3 weeks although with practice and lots of good luck and special tools it can be reduced to about 3 hours not using short cuts or Mickey Mouse techniques. When testing with one or both impellers installed it is a good idea to close your eyes first as all sorts of dislodged debris will be blown in your face.

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 Kelowna**, 839 Finns Rd. Kelowna, BC 250-491-9348, New Parts 15%
- Volvo of North Vancouver**, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 15%

- Volvo of Surrey**, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 15%
- Volvo of Victoria**, 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 New parts: 15%
- Courtenay Car Center**, #12 5th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.
- Dents Unlimited** 15% w VCBC card 604-469-9545
- Lordco Part Stores** up to 30% with Lordco card.

CLUB DIRECTORS: John Cripps, Dave McAree, Gregg Morris & Bert Sherlock

MEMBERSHIP FEES: Annual fee: \$20 From July 1 to June 30 each year, non-prorated.

TO JOIN: Send \$20 cheque payable to V.C.B.C. with your name address, telephone #., E-Mail & the year model and colour of your Volvos to the club address noted on page 1 of the newsletter. Membership application form is printable from club website, www.volvoclubofbc.com

CLUB BENEFITS: events, membership list, newsletters, club decal, membership card entitling members to savings from companies on our discount list.

CLUB CLOTHES: T shirts \$15, golf shirts \$25, Sweat Shirts \$30, Jean Shirts \$35, Ball Caps \$15

DISCLAIMER: VCBC cannot be held responsible for technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or members

CLASSIFIED ADS (pictures on website)

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

62-PV544 Sport - B18, us\$25,500, (22,700 euro) Black exterior Red interior, Museum quality unrestored original condition. It includes all records from new, original bill of sale from Pete Dockstead's in Vancouver, complete history, every service record from new, owners manual, Volvo service manual, brochure, accessories including pulmanizing kit, tools and gas can. It has won multiple awards. Always garaged and covered. Excellent driving condition. With original lady owner 28 years, with me for 29 years. For written history of car, written condition report with pictures **Gregg Morris, 604-469-1216, grmorris@shaw.ca** See picture on VCBC website.

PROJECT CARS IN ABBOTSFORD: 1964 PV544 \$1000 rolling, white/red apart but complete with registration **1958 PV445 DUETT, \$1500** rolling, blue, complete with registration. **1962 PV544 \$1000** rolling, blue, was running, complete with registration **Brian Kerr, 604-866-8328 or amx1969bkerr@gmail.com** Powell River **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

71-164-\$300 obo, White w red leather, auto, in storage 1.5 years, ran when stored, dual carburetors, decent rubber. A good restoration candidate. Should not be too difficult to get back on the road. Hunter, huntermayer@gmail.com 604-603-4964.

4 @ 164'S and parts for \$4000, 72 Teal, 4sp od & sunroof, running; 75 gold auto running; 2 parts cars 1 w. rblt auto other 4sp OD. William, 250-285-3468, Heriot Bay.

74-164E-Fuel injected, gold, 80430 miles, auto, weak in reverse,exc tires, black leather, AM-FM cassette!,offers ! Art 604-984-3494 artclendenan@shaw.ca

PARTS CONTINUED

CLEANING OUT ACREAGE SALE-last chance to get some parts from Saskatchewan Volvoholic's 30-year collection. Some choice 140 bits, like ultrarare Dunlop road wheels for 142 GT, (\$300 for four OBO) rally dash, front IPD sway bar, tuned Euro head for B20,vintage bumpers, console and more. Complete 1970 164 for parts. Mostly 240 parts from 3 GLTs and 2 GTs- two NOS Virgo wheels,\$250 both OBO. GLT instruments,mint 2-doors, Wolfe 80s "bra", dog gate 245,OEM trailer hitches, GT front seats, Cruiser coming before July 1st! Richard Perry, 306-934-3931 per-ry.rv@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 or Gregg Morris 604-469-1216 or 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. Gregg 604-469-1216 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.

240 and 740 series parts up to 1990, lots of, body , mechanical interior and trim. Mike 604-582-2837

VINTAGE IMPORT PARTS, Contact me for all your vintage Volvo parts needs. 444/544/122/1800/140, Olof, 604-992-9664 or olofgmalmberg@gmail.com website www.vintageimportparts.com

ISLAND AUTOMOTION LTD - SU Carburetor Rebuilding, www.sucarburetors.com Rhys Kent, 1-250-479-5192 Victoria or islandautomotion@shaw.ca

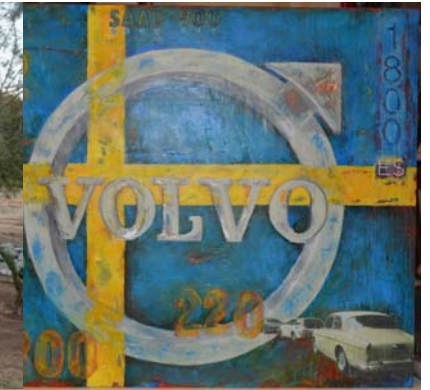
PARTS CLEAROUT FROM GLENN LITTLE'S GARAGE; 120/544/140/240 PARTS, 604-876-6131

71-1800E-parts, \$1200 grill ring, doors, wheels, recaro recliner etc. See VCBC website for pictures of parts Bert (250) 838-6580, bertswede@gmail.com.

FREE - early '70s 140 series gauge cluster. Ted 604-785-1647

WANTED: The large size flange (3.75" OD) on the front of the differential found on 1970/71 1800E, 1971 142E, 164s, 240s & 740s. In Wood will pay \$45 per flange. 778-988-6815, ianwoodesq@gmail.com

FOR SALE: 3 COMPLETE PV544 INTERIORS. 1965 original interior in dark red with cloth inserts. The cloth will need replacing on drivers and passenger's seats. 1965 original interior in black vinyl with cloth inserts. The cloth will need replacing on drivers and passenger's seats. 1962 interior in light blue with lighter blue perforated vinyl inserts. This interior is rare, original & very good. Needs only very minor repairs. Gregg grmorris@shaw.ca 604-469-1216



**JOIN US ON THE SPRING DRIVE
TO KAMLOOPS**



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Gary Beckstead

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Duane Matejka tests 2 million mile engine: https://www.youtube.com/watch?v=Q73MO1P_xrg

2012 interview: <https://www.youtube.com/watch?v=9vIRIVIUQKc>

2017 drive with Irv: <https://youtu.be/i7a365eQNEo>

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