



THE VOLVO CLUB OF B.C.

JANUARY 2020

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

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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\$40 Website www.vsa.org

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

JANUARY 15, 2020 (Wednesday) VOLVO CLUB WINTER SUPPER, 6:30 pm at the New Westminster Spaghetti Factory located at 50 - 8th St., near Sky Train Station, Guest speaker Ian Wood, Esq., Vintage racer, great guy. The spumoni is waiting. **Dave McAree 604-530-6097**

FEBRUARY xx, 2020, (Sunday) SWEDISH CAR CRUISE-IN, 9am to 3pm at the XXX Root Beer Drive-In, 98 NE Gilman Blvd Issaquah, WA Website: www.triplexrootbeer.com. This is the 11th annual event open to all Volvos and Saabs. Contact Ingvar Carlson at 206-434-9482

VCBC TECHNICAL SESSION SUBJECT—LOCATION & TIME TO BE DETERMINED, WATCH THE EVENTS PAGE OF WEBSITE FOR DETAILS Gregg Morris 604-469-1216

JULY 23-27, 2020 VOLVO NATIONALS VINTAGE RACE AT THE PORTLAND OREGON VINTAGE RACE FESTIVAL, PIR. The Volvo Sports America, National Meet will also be in Portland at the same time. More detail will be on the website and May newsletter.

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

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org

REPORT OF PAST

SLO ROLLING

VOLVO CLUB OF AMERICA NATIONAL MEET SAN LUIS OBISPO.

California

SEPTEMBER 18-23, 2019

Bob Cuthill, Kathy Sherlock, Carl Selden

(Gregg: Three couples from our club made the long trip to San Luis Obispo (SLO), California, for the Volvo Club of America's west coast national meet. Bob and Lucy Cuthill of Victoria, BC drove their metallic grey 61 P1800. Carl and Kelly Selden from Courtenay, on Vancouver Island made the trip in their white 1973 1800ES. Bert and Kathy Sherlock from North Vancouver took their dark green 1970 122. The American folks would find Bert's 122 interesting because the US did not get Amazons after 1968.

This was a significant trip they were undertaking. Mr. Google says it is 850 miles from Vancouver to San Luis Obispo via the shortest route (I 5) and none of them took the shortest route. The weather was going to be very wet at one end and very hot at the other. None had air conditioning and the 1800 series is notorious for getting hot inside. Even though the 122 had better ventilation a dark green car soaks up a lot of heat.

They all travelled separately on different routes and each had their own adventures. Bob Cuthill sent me a compiled report of his trip, Kathy Sherlock provided a diary of each day and Carl Selden sent me updates via email. Thanks to all of you. I will use Bob's report as



the framework and insert information from Kathy and Carl.)

Bob Cuthill

The further adventures of Bob and Lucy Cuthill in a 61 P1800.

The first west coast national Volvo meet in a long time was scheduled for San Luis

Obispo (SLO), about half way between San Francisco and Los Angeles with the main event to be the classed car show at Santa Rosa Park in downtown SLO. The event was a Volvo club of America national meet hosted by the SLO Rolling chapter of VCOA. As we had not attended a west coast meet since the 50th Anni-



versary of the 1800 celebration in Santa Monica in 2011. we registered early and found the schedule of events was to run from Wednesday, Sept. 18 to Mon 23rd. Got out the maps from here to there and did some advance planning. Having done the route a couple of times before we decided to try to cram a three-day drive into four days with a second day drive to include some time in the outlet shops on the Oregon coast in Lincoln City. Enroute stops down and back would be unplanned - just pick a nice motel when we got close to the end of the day. We had to arrive on Wednesday evening so we could do the Hearst

Castle tour on Thursday. A reservation for the 10:30 Coho ferry to Port Angeles on Sunday 15 Sep completed our planning phase.

(Bob) Sunday, 15 Sep in Victoria and we were off bright and early to the ferry terminal and breakfast at a nearby restaurant under cloudy skies with a forecast of rain further south. And rain it did. The showers were just scattered until 15 north of Vancouver WA/Portland OR. We slowed to almost 40 (MPH of course) in the slow lane in reduced visibility and the risk of hydroplaning but for the next 45 min to an hour they just kept whizzing past at 60 to 70 in the left

lanes. We did pass the police on the shoulder attending to one car that had spun out into the guard rail. But it didn't slow anyone else down. The rain finally let up and we were back to our usual 65 to 70 MPH until we were just south of Portland so we would avoid morning rush hour traffic.

Monday September 16th : Sherlocks first day of travel, Cuthill's second day and Seldens 4th day.

(Kathy) Monday 16th: We set off at the crack of 8 am in not so nice weather, but full of enthusiasm for the adventure ahead. The worst of



our bottleneck traffic was getting out of North Vancouver, of course it was in the middle of rush hour. We got through the border in five minutes and continued on south in intermittent rain until we were about half way between Bellingham and Seattle, and then the sun came out for pretty much the rest of the day. It got hot pretty quickly for Kathy.....The car ended up registering at a high of 30 degrees inside although at no point did it exceed 20 degrees outside. We whizzed through Seattle (how often can you say that) and blew through Tacoma and Portland as well. We had two gas stops and one quick sandwich stop at a picnic area off the highway, arriving at Cottage Grove Oregon just before 4 pm in a short quick burst of rain. We beat the google maps estimate of travel time! Go figure.

(Bob) Monday 16th. This day was to be much easier. Still a few showers but much more relaxed pace on Hwy 101. At McMinnville we stopped at the Evergreen Aviation and Space Museum home to Howard Hughes Spruce Goose. It was interesting to see a 747 water bomber parked on the front lawn! After a few hours in the Lincoln City outlet malls we made our next stop in Gold Beach. Supper at Spinners overlooked a gorgeous ocean sunset and a delicious meal.

(Bob) Wednesday the 18th. This was to be our final push for SLO. So off again on 101 south to the Golden Gate bridge where we didn't even have to stop for the toll collection which had become automated since our 2011 trip. Wonder if they will be able to decipher the BC collector plate on the front of the car and figure out where to send the bill? Roads were good so far but that was about to change. Hwy 101 goes through downtown San Francisco via east on Lombard and then south on Van Ness. Unfortunately, all 2.19 miles of Van Ness was a war zone, the road surface felt like a 7.0 quake had just rolled through and the lanes were under construction and looked more like the zig zags on Lombard hill. Once we got back on the elevated six lane section we thought we had it made. We did, until we got down around San Jose and spent

almost an hour in stop and go traffic trying to get through one lane left open at an accident scene. Once clear it was an easy drive in hot sunny weather until we saw the sign for the Madonna drive exit in SLO. First light around the corner and straight into the Madonna Hotel (named after local founder Alex Madonna and his wife) where we encountered a green 122 with BC plates and a big tall driver waiving at us. Of course, we couldn't mistake Bert Sherlock and wife Kathy who had arrived only moments before.

The Seldens had also arrived in San Luis Obispo having taken I 5 south as far as Grants Pass and then headed west to the Coast where they followed 1 and 101 all the way to SLO. Enroute their ES had an argument with a concrete curb which left the car with a significant vibration that could well have been a bent driveshaft. Luckily it turned out to be a crunched exhaust system and the vibration was the exhaust pipe rattling against the bottom of the car.

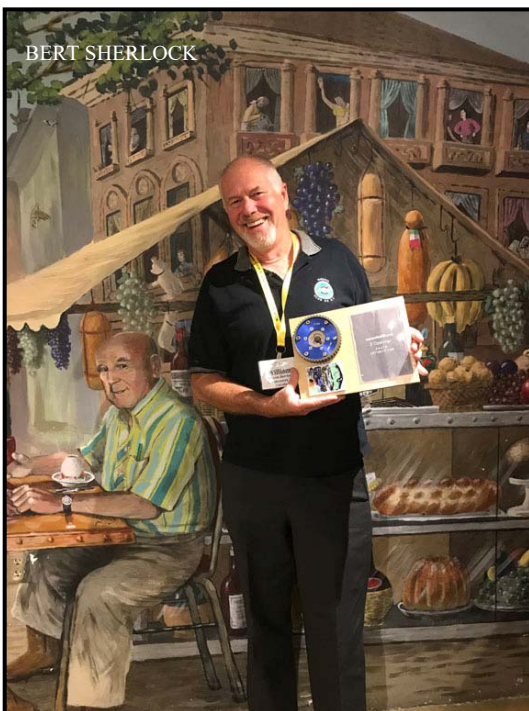
(Kathy) Wednesday the 18th We pulled into the very funky Madonna Inn around 3pm and are now nestled in for the next four nights, a nice break after 3 days driving. Talked to the Selden's and Cuthills but everyone was pretty pooped from travel and we will get together tomorrow for the first tour of the event.

(Kathy) Thursday 19th. Today was the first day we met other Volvo Meet participants. We met in a shopping center parking lot around 9 am and spent a half hour or so chatting with fellow Volvo enthusiasts before receiving somewhat loose driving instructions to depart for Hearst Castle. The group fell apart before we even got out of the parking lot. Volvos headed in three different directions. I've never seen a convoy fall apart so quickly. We did manage to pull together down the road a ways and proceeded in organized fashion up the highway 40 miles north to Hearst Castle. The sun was out but blue skies were interrupted by marine haze for a good part of the coastal highway. We counted 25 Volvos as they arrived at Hearst Castle an hour or so later. We then blended with the general population as people took varying tours of the grounds. A very

interesting place and history. Lunch was planned in the neighbouring town of Cambria but for the most part people were on their own schedules with tours at varying lengths, so lunch as a large group did not come together. No matter, the free time was nice and a relaxed schedule was for the best. The other agenda item was a Farmers Market in the evening, in downtown San Luis Obispo which is a very popular and well attended local event. It was a nice chance to see downtown, which is very quaint and quite upscale. A good day and a good start to the weekend.

(Bob) Friday September 20th. Time to visit some local wineries. Our first stop was at Sculpterra near the town of Paso Robles after a spirited drive on some local secondary roads (Gregg Morris must have had something to do with their selection - they were just like some of the drives out of Osoyoos!). Our organizers found a wonderful location and Connie, wife of organizer Ryan, laid on a beautiful spread of crackers, cheeses and fruits to go with the tasting list of some twenty wines. More stops were planned for the pm but we bailed out to visit two wineries recommended by friends back in Victoria. Needless to say, we brought back our full entitlement under Canadian border regulations. A bit of car detailing before and after supper at the hotel and we were ready for the event registration and reception meet and greet over a lovely buffet supper. Owen Davies was introduced after supper to give a presentation on his research into the little known background of the collaboration between Bertone of Italy and Volvo of Sweden for the design and production of the 780. He has done an amazing amount of work finding long lost documentation of the history and people behind the project. I think it would make a book that could rival Bill Webb's Swedish Iron.

(Kathy) Saturday September 21st. The main event, the raison d'être for this trip to sunny and hot California, took place in Santa Rosa Park, San Luis Obispo, a very large grassy area that could easily accommodate the 120+ cars that showed up. Most attendees were Californian, but there were cars from as far away as Illinois, Ida-



BERT SHERLOCK



BOB AND LUCY CUTHILL

ho, PEI, and of course the British Columbia contingent from Courtney, Victoria, and North Vancouver. There was a good mix of older and new models, and a good mix of pristine and not so pristine vehicles. The oldest attendee was 81 and the youngest was a young lady of 17. It was nice to see a good number of younger folk involved, probably a couple of dozen at least. The SLO Club is a core group of 20's and 30's folks whose main focus is 1978 and older Volvos. The oldest model was a PV444 and the newest was fresh from Smith Volvo Cars in SLO, being an XC90 complete with an accompanying technician explaining all the latest innovations by Volvo. The cars that were grouped were 22 1800's, 6 modified 120's, 13 stock 120's, and 14 240's. There was 1 P1900 that showed up, #66 of the 67 made, so needless to say that gentleman won first place in his class. There were four cars trailered in for the event. There were two vendors/displays at Santa Rosa Park, one was Accu-Air displaying air suspension in an old 120 station Wagon. The other was VP Auto Parts with two sales reps selling a variety of Volvo parts.

Lunch was a beautiful barbecue of tri-tip steak, salads and baked beans, hosted by Ryan's wife Connie who did a fabulous job throughout the entire weekend ensuring everyone was comfortable, well fed and happy. Truly a hostess with the mostest.

Bob Cuthill met with Art Banks for a while in the morning, while Lucy chatted with Art's friend May. Art, who was attired in a white VCBC golf shirt, was very pleased to see Bob's car being so well looked after. Art was not at the meet for long as he had another commitment, but it was great that he could show up even for a short period.

On to the evening event which was a beautiful banquet dinner at the Madonna Inn, followed by a presentation on the future of Volvo, and then of course the fun part, the awards. Frank Willet from PEI certainly earned the Irv Gordon longest distance travelled award, in a 1996 850 Turbo with NO AIR CONDITIONING. Roger Fritch, who drives a beautiful golden coloured V70R, won for attending the most national meets being nine. Our local BC boys won 1st place in the modified category (Bert Sherlock) and 2nd place in the 1800 category (Bob Cuthill). Much cheering came from the Canadian table in the corner!

(Gregg/Carl) There were more tour events planned for Sunday and Monday, but the Cuthill's and Sherlocks were planning to head home first thing Sunday Morning. The Seldens had an appointment with a muffler shop on Monday morning to repair their curb crunched exhaust system. With that accomplished, Carl and Kelly took the event planned drive to the Scandinavian town of Solvang and spent one more night in SLO before making their way home.

They all made it home safely. The Sherlocks had travelled 4100 km, Seldens 5600 km and Cuthills somewhere in between. The only car problems had been with the Selden's ES and they proved to be minor. The only hardship of the drive had been the oppressive heat in California. All three couples were happy to have attended SLO ROLLING and as Bob put it, "You can never have too much fun. But we certainly tried and came close on this one."

P.S. Classic Volvos draw lots of positive attention on the open road. Here is what Bob and



CUTHILL'S 61 P1800

Lucy experienced. On four occasions during our travels vehicles pulled up alongside and asked what year the car was then replied "Yeah, I used to own a (insert model) Volvo too". At one small town lunch stop, as we were about to leave the curb, a pickup truck travelling in the opposite direction stopped and Bubba in the big Stetson leaned out the window to tell us "That's a mighty fine looking car ya got there son". But the most interesting encounter was with a black Cadillac ST4 with black out windows and white rallye decals all over which came roaring up behind, slowed to pace us in the slow lane, slowly passed and pulled in ahead, still pacing us, moved left and drifted back in behind for a moment then slowly overtook again. When they got just ahead in the fast lane they paced us again as the passenger window came down and a hand held camera came out. After several seconds the camera disappeared and a friendly face came out and gave us a great big smile and thumbs up. Then with a roar of quad exhaust pipes and a cloud of dust (but no mighty "Hi Yo Silver") they sped off again.

Needless to say these incidents caused us to look at each other and just smile with satisfaction. I think this is where we came closest to almost having too much fun.

CATES PARK PICNIC
September 28, 2019
Gregg Morris

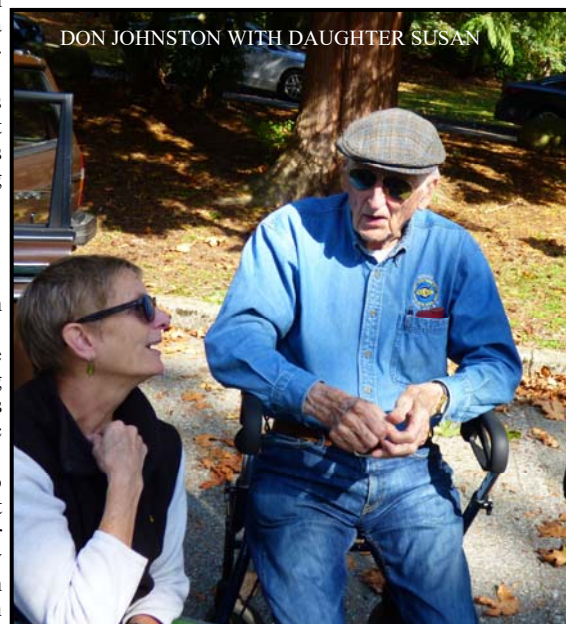
How about a sunny warm day in Cates Park on the shore of Burrard Inlet. Dappled sunlight filtering through the trees surrounding a long narrow parking lot full of old and classic Volvos. That is how it was for our 28th Cates Park Picnic on September 28th. What a beautiful day.

My day started early so I could get to Cates Park and persuade the early birds at the boat launch ramp not to park in our reserved parking lot. It worked pretty well. There were only three vehicles in the lot when I arrived and two of them

left. I parked my 120 wagon at the entrance to the lot with a Volvo parking only sign and a Volvo Club of BC sign pasted on the side. Allen Hiebert had arrived just before me with his V70XC stuffed with VCBC tables, crates of club clothes, raffle prizes, tarps. All of this was used to set up our Club focus area for the day. Soon Dave McAree's 142 and John Cripps' 544 clattered into the lot carrying more raffle prizes. We were all waiting for Bert Sherlock's 122 because it held a big urn of Tim Hortons Coffee and boxes of low fat, low sugar, herbal, diet Tim Bits. We were ready. Bring on the cars.

The timing of the event was 9 a.m. to 2 p.m. and the majority of the cars were in the lot by 10:30 and a steady trickle of cars arrived and others left throughout the day.

Our Club table was a busy place throughout the day and the 4 of us directors took turns manning the table. We took membership renewals



DON JOHNSTON WITH DAUGHTER SUSAN



CATES PARK 2019

Photo by Nelson Mouellic

and new members, sold club clothes, gave out coffee and Tim Bits, gave away newsletters and other old Volvo documentation and answered questions throughout the day.

We had boxes for donated food bank food and a jar for cash donations. Charlie Teetzel volunteered to sell raffle tickets, Phil Moul was armed with a list of paid-up members and a small bag of coveted dash plaques commemorating the event. He wasn't about to give you one unless your name was on the list or you beetled over to the club table and renewed. That worked well and we ended up with a pretty healthy number of renewals. Gabi Gailav handed out ballots asking those in attendance to take a close look at the cars and vote for People's choice, People's choice runner up and Favourite modified Volvo.

Before we talk about the cars I want to thank all the people who came out to enjoy the picnic. Special thanks to those who travelled some distance to attend. Jamie Graham came over from Victoria, Don Johnston and his daughter Susan came up from Seattle and Jay Holland and friend Heather came from Edgewood WA. A vintage racer I met at Button Willow, CA near Bakersfield happened to be in town and dropped by, and the Club's keenest member Dennis Cowell drove from Kamloops.

Now for the cars and there were some beauties. The 1800 series was well represented and the Peoples Choice award went to Bil Buholzer for his white 64 1800S. Besides Bills car there was another 64 1800S 2 1800Es and 2 1800ESs to envy. There were 5 really nice Amazons including Chris Haglund's white 66 122 wagon adorned with surf boards which won Peoples Choice runner up. The PV selection included a 445 Duet, a 444 and 2 544s. Dave McAree's 142S deserves an award, but the 100 series is usually overshadowed by there round-fendered brethren. Easily the most plentiful model was the 240. I counted 8 including Phil Moul's heavily modified, V8 powered monster that looks ready for the next "stock car" race. He won the Favourite Modified award. Other 200 series cars included a Classic, a few wagons,

sedans and a 262 Bertone. There were 5 700/900 series with my favourite being the red 940 Turbo. The dark blue 960 was like new. Newer models included a first series V40, a V50, XC60 and V70 cross country and a V70R.

There were people everywhere and lot of open hoods with legs sticking out of each side. That's what these meets are all about. Inspiration for your projects, bountiful advice, nice people and friendly conversations.

After lunch and more walking and talking I had to interrupt the fun with a boring speech that serves as our Annual General Meeting, a requirement of our non-profit association status. One useful piece of information was served up by Dave McAree in the form of our financial statement showing we are happily solvent. I asked for a show of hands from those who would like us to carry on for another year. Everyone seemed to have their hand up so here we go again.

Next on the agenda was to give out the Peoples Choice awards, but I forgot and we went directly to the generous raffle draw. Charlie had sold 300 tickets and we had lots of good prizes. Everyone came away with at least one. Half the proceeds of the raffle as well as the cash and food donations all were given to a lower mainland food bank, a tradition of the Cates Park Picnic. Thank you all for your generosity.

With the raffle over it was now time for presenting the awards, but I still forgot. As the crowd dispersed it finally dawned on the four directors almost simultaneously what we had forgotten. Fortunately, we were able to catch Chris Haglund (Peoples choice runner up) an Phil Moul (Favourite modified), and give them their award plaques, but Bill Buholzer had already left. I emailed him later in the evening.

They will just have to imagine all the applause they should have enjoyed if we had been on the ball.

After the raffle, people start leaving and we start packing up the circus. A couple of late comers arrived as most were leaving but we were happy to talk to them for a while. Eventually I was the only one left so I finally got the hint, climbed into the Amazon wagon and made for the exit.

There was to be one more attendee to the event. As I was driving toward the Second Narrows Bridge I saw a very shiny and very hot looking V60 Polestar heading for Cates Park. It was Robert Milacic, subject of an article in the September newsletter titled Canada's Fastest Polestar. Unfortunately, he was about to arrive at an empty parking lot. There is always next year.



DAVE AND LOUISE MCAREE'S 73 142S

W.A.V.E. 2019

Whidbey Area Volvo Event

August 3, 2019

Gregg Morris

W.A.V.E. is a Volvo event with a difference. It is the creation of Richard Anderson of Whidbey Island and it is not affiliated with any particular Volvo club. He provides an open invitation to drivers of, preferably, 'vintage' Volvos to come on a guided tour of Whidbey Island's beautiful country roads. His event is typically on the first Saturday in August. The first year of the event was 2017. I did not attend that first year but I read the reports, and it sure looked interesting. In 2018 John Cripps, Bert Sherlock and I headed down on the Friday, hit the Antique Tractor Show in Lynden Washington then continued to Oak Harbour on Whidbey Island. Next day we joined a sizable group of Vintage Volvos in Freeland and enjoyed a day of country roads and visits to private car collections.

This year the event was listed in our VCBC schedule of events, and John, Bert and I decided to attend again and first timers Rohan Soulsby and Carl Selden also signed up. We even managed to coax our wives to join us. What woman wouldn't love to spend a day at a Vintage Tractor show? The ladies were in full agreement, at least that's how we took it when they said "This better be good."

Cripps and Morris's crossed into Washington through the Aldergrove border crossing and Sherlocks and Soulsbys came through the truck border. There was no line up at either crossing and we all met at the Antique tractor show. Its formal name is the Vintage Farming Days and it runs from July 31 to August 3, 2019 at the Berthusen Park. It was easy to find and we even got permission to display our cars in the show grounds. You might think this was just a show for old guys and their old tractors, but that is not the case. Sure there are a hundred old tractors and no shortage of old guys, but there are also lots and lots of young families and kids everywhere.

Berthusen Park is the perfect place for the event because it is the permanent home of some very large steam driven equipment including a fully operational saw mill. The displays at the Vintage Farming Days included all manner of stationary engines small and large, many of them popping, chugging, puffing and hopping as they ran. There were a number of tables of vendors selling old household and farm stuff. Rose bought some Corning ware and one fellow had a huge collection of old car articles, ads and brochures. We even found some old Volvo articles to buy. In the morning there was a "tractor pull" only this one was for kids. They were driving souped up ride'em lawnmowers and towed a



LYNDEN ANTIQUE TRACTOR SHOW

W.A.V.E. 2019



sloped sled carrying a weight which shifts up the sled increasing the load. The lawnmower that tows the sled furthest is the winner. The Tractor parade was my favourite event. The stars of the parade are the ancient, huge and not so huge steam driven tractors, lumbering buy on steel wheels. Probably the biggest and fanciest steam tractor of them all was transported all the way from Alberta. All kinds of old diesel and gas tractors passed by and every tractor was described for the crowd of onlookers. Some of these old tractors were being operated by children with very serious looks on their faces. They knew what they were doing and it did not look easy.

Early afternoon we left Lynden and took Chuckanut Drive, Bow Edison Road and Bayview Road on the way to La Conner Washington, a high quality arts and crafts town on the Swinomish Channel. Our favourite store is the Wood Merchant who had super high quality wooden furniture, jewelry boxes, and all manner of wooden crafts, all beautifully made.

A half hour from LaConner we reached Oak Harbour Washington via the Deception Pass bridge to Whidbey Island. We were all staying at the Auld Holland Inn and after checking in we headed for a bistro restaurant for supper. Saturday morning, we had to be at the Wifire Coffee shop in Freeland, towards the south end

of Whidbey at 9 am. We got up early and made it right on time. It was a pretty impressive sight with about 33 old Volvos in attendance. There were an amazing 5 Duets. I have never seen that many in one place. There were also lots of 544s, 1800 series, Amazons, a couple of 240s, a C30 and I was driving the only 140.

There were so many cars they split us into two groups, one lead by Rich Anderson and the other group by Larry Determan. Whidbey Island is a pretty spot with lots of water views, quaint towns and curvy roads. I could not tell you the exact route, because I was too busy following the cars ahead to pay attention to street names. We were travelling generally up-island and stopped for lunch in historic Coupeville. Parking was tricky in this popular town on a picture perfect August day. Somehow we all managed to meet back up after lunch to continue north to the top of Whidbey, over the Deception Pass Bridge and along Rosario Road to Anacortes where the official drive ended at about 4 pm. It had been a long and enjoyable day of fine roads and fine people. I was amazed at how the general public of Whidbey and Anacortes were so considerate of our Parade. Some kind drivers would stop traffic to let us pass as a group.

Thanks again to Rich Anderson and Larry Determan for a memorable tour. Hopefully there will be a W.A.V.E 2020. Count me in.

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

Our Volvo club is ticking over very nicely. Our membership is at 267, which by coincidence is exactly the same as this time last year. We still have 4 directors, Bert Sherlock, John Cripps, Dave McAree and Gregg Morris. Our bank account is healthy. Barry Gordon and Cam Finnigan keep our website running. Barry will post classified ads on the website. Please send me your ad with asking price, and I will forward it to him. The club email address is

infovcbc@volvoclubofbc.com

Ted Clarke organizes our telephone tree. Volunteers Jim Tennant, Glenn Little, Trevor Glave, Gabriel Goilav, Doug Hewitt, Bert Sherlock, Terry Walton, Don Prociuk phone or email notifications of our events. Also keep an eye on the event schedule on our website for event details. Alan and Dorothy Hiebert do the newsletter mail out and organize the summer drive and picnic.

The companies that provide us discounts are listed on the 12th page of the newsletter. It does not take long to save the \$20 cost of membership in discounts.

WEBSITE OF INTEREST

Charlie teetzel sent the following youtube of an 1800ES body being fabricated at the Volvo factory [https://www.youtube.com/watch?v=xtcB_tDxtc&feature=youtu.be&fbclid=IwAR1rFje2-](https://www.youtube.com/watch?v=xtcB_tDxtc&feature=youtu.be&fbclid=IwAR1rFje2-5R0aWeVff-pbgBRKelluUHTd0qX4pMtknRLVMsMsZGbM6gcxtdPE)

[5R0aWeVff-](https://www.youtube.com/watch?v=xtcB_tDxtc&feature=youtu.be&fbclid=IwAR1rFje2-5R0aWeVff-pbgBRKelluUHTd0qX4pMtknRLVMsMsZGbM6gcxtdPE)

[pbgBRKelluUHTd0qX4pMtknRLVMs](https://www.youtube.com/watch?v=xtcB_tDxtc&feature=youtu.be&fbclid=IwAR1rFje2-5R0aWeVff-pbgBRKelluUHTd0qX4pMtknRLVMsMsZGbM6gcxtdPE)

[MsZGbM6gcxtdPE](https://www.youtube.com/watch?v=xtcB_tDxtc&feature=youtu.be&fbclid=IwAR1rFje2-5R0aWeVff-pbgBRKelluUHTd0qX4pMtknRLVMsMsZGbM6gcxtdPE)

The following article was sent to us by club member Bob Rowlands of Victoria

JIMMY SELLS VOLVO OF VICTORIA

GAIN Group adding Volvo dealership after deal with Pattison

Andrew Duffy

TIMES COLONIST IN VICTORIA

September 18, 2019

The GAIN Group of Vancouver Island has added another automotive brand to its stable by acquiring Jim Pattison Volvo of Victoria.

(Gregg, What is the Gain Group? Here is what they say about themselves.)

The GAIN Group on Vancouver Island has evolved in the past decade from two dealerships



to fifteen businesses today. Every brand we proudly represent offers something unique and different and the team in each of the dealerships focus on capturing that essence in every department.

Clients and enthusiasts, from brands like Alfa Romeo, Mercedes-AMG, Audi, BMW, Maserati, Mercedes-Benz, Mercedes-Benz Vans, MINI, Porsche, Sprinter, Smart, Subaru and Volkswagen, (and now Volvo.) are accustomed to the unparalleled level of service and the expertise present in every part of the group. It is our goal to give each enthusiast the feeling of owning something special. Our sincere desire is to protect their investment for the long term.

In 2018, the GAIN Group acquired both Rudi & Company and Coachwerks Automotive Restorations to now be branded under one rooftop as Coachwerks Restoration. Together, they will set a new benchmark within the classic automotive world of restorations that will be comparable only to the best in the world. Combined that with our other businesses, the Villa Eyrie Resort, the Vancouver Island Motorsport Circuit and the Cowichan River Lodge, the GAIN Group is able to offer something truly unique to our customers.

Passion is part of everything we do and as a result, we are able to bring that same passion into each and every part of our business and to our customers.)

The deal, which was to be completed Oct. 1, 2019 will see GAIN operate Volvo in

Victoria at its current location at the corner of Douglas Street and Hillside Avenue, at least for the time being.

Head of the GAIN Group, Peter Trzewik, said the deal has been in the works for a couple of years and represents a “nice addition to our portfolio.” He said it will be business as usual at that location, but there will be a new building and new location for the dealership at some point. “We will build them a new store in two or three years, similar to what we did with Audi and Porsche,” he said.

Trzewik said the current location is difficult in terms of access and also does not afford the brand an opportunity to catch the eye of passing motorists as the intersection is simply too busy. He would not divulge the proposed new location as that real estate transaction has not yet completed. As for staffing, the intention is to hold onto the staff currently there. “Like we did with Speedway, most of those people are still with us,” he said. “In today’s labour market you need every good person that comes your way. It’s not easy to find good people right now.”

GAIN bought Speedway Motors, which had Porsche, Audi and Volkswagen vehicles, in 2011.

Trzewik said they will also be bringing Volvo customers into the GAIN fold, which is about selling a lifestyle and an experience, rather than the buying and selling of automobiles. “The ownership of a Volvo is more than just buying a car to get from the office to the grocery store and to home,” Trzewik said.



He added that's why GAIN has added a suite of businesses — Villa Eyrie Resort, the Vancouver Island Motorsport Circuit, the Cowichan River Lodge, Coachwerks Restoration — that it believes are complementary to the automotive business. "In today's world you have to keep your eyes open, it's no longer just the buying and selling of a car or service work," he said. "It's about giving people an experience."

GAIN Group in Victoria includes Alfa Romeo, Fiat, Mercedes, Audi, BMW, Maserati, Mini, Porsche and Volkswagen, (and now Volvo).

VANCOUVER ISLAND CONCOURS d'EGANCE

This was sent to us by club member Bill Buholzer. Note the connection to the Gains Automotive Group mentioned in the article above.

Hi Gregg. Here's a photo of my 64 1800S approaching the podium to receive a Chief Judge's Award at last weekend's Vancouver Island Concours d'Elegance at Shawnigan Lake August 2019. There were a couple of 1800s in the show 'n' shine part of the event as well. I have an idea that some of the Concours judges were looking at a Volvo for the first time.

I believe this Gain Automotive Group event was previously held at a track facility in North Cowichan; this is the first year at Shawnigan Lake. About 50 cars were selected for the Concours d'Elegance on the basis of written applications and photos, and owners could alternatively bring their car to a show 'n' shine event at the same venue; several hundred cars and trucks showed up for that. There were numerous Mercedes and Jaguar E-type examples in the Concours as well as more rare cars like a 1969 Mazda Cosmo and a Jaguar C-type. There's a mediocre YouTube video <https://www.youtube.com/watch?v=6PreUOJP3zM&t=214s> that shows the

venue a bit, and a few of the cars.

The Volvo was parked with the British cars alongside the C-type and an AC. I think the judges were more curious than critical of the condition of the Volvo. A few of the cars that didn't fit into a 'competitive' category received Chief Judge's Awards.

Here is the letter of thanks Bill received from Gain CEO **Peter Trzewik** Next years event will again be held at Shawnigan Lake August 23 2020. Google Vancouver Island Concours d'Elegance to see their website.

Thank You For Helping Make It An Incredible Show!

Dear Bill Buholzer,
What an incredible few months it has been. We would like to sincerely thank you for joining us for our inaugural Vancouver Island Concours d'Elegance. We are incredibly moved by what we have accomplished together. We have an extraordinary amount of support from our community which makes each year possible and even more successful.

Your dedication to the Vancouver Island Motorcar Weekend (formerly the Motor Gathering), has allowed us to raise over \$1,200,000 in the past eight years. This was only possible because of car enthusiasts such as yourself. This year, we raised \$180,000!

Thank you for, once again, making it possible for us to help provide funds to the David Foster Foundation. This ensures that children and families receive the support that they need when faced with life-changing diagnoses and require organ transplants. Because of you, the Cowichan District Hospital

Foundation can build a new hospital to ensure that families on Vancouver Island are now able to access diagnostic services and treatment options that were previously only available in Victoria or Vancouver.

The support that you've shown us inspires us to continue to help the community and reaffirms our belief that anything is possible.

Thank you again for your generosity, support, and trust as we forge ahead in this new direction. We look forward to another year of fundraising and working together! Please keep in touch and be sure to check our website at www.islandconcours.com for updates to next year's show.

With sincere gratitude and appreciation,

Peter Trzewik
Chairman
TEXADA ISLAND VOLVO SHOW AND SHINE???

The following email was received from O.C. (Doby) Dobrostanski (dgart@telus.net) of Texada Island. Texada large and beautiful Gulf Island accessible from Vancouver via BC Ferry from Powell River or from Comox. Google: how to get to Texada Island for details.

Here is what Doby has to say. If you are interested contact Doby directly. This would not be an official VCBC event but would be a fun outing for individuals who would like to see Texada and enjoy an interesting weekend.

Hi Gregg and all,
I was a VCBC member some 20 years ago and have since retired to Texada Island. I am still driving a 1987 740 Turbo, and I was wondering if the club would be interested in doing a rally-tour to Texada Island next summer. I could get it organized with our annual Aviation Week. We usually have a show and shine, and we could make it an exclusive "Volvo show and shine". There is an airshow, an airport pancake breakfast and a barbeque. The evening before, we have the "Fly-In Fling" at the local Legion where we have a dance and evening of entertainment and fun. It has become a tradition over the past 11 years, and has always been a real success! A part of the show might include a gymkhana at the airport or a fun rally on the windy roads of the Island.

I would invite more Volvo people from Courtenay and the Sunshine Coast. If we get, say---50 or so Volvo owners it would be fun for everyone. The Fly-In is held usually in late July or early August. The date is not set yet for 2020. Would the Club be interested?



BILL BUHOLZER'S 64 1800S AT VANCOUVER ISLAND CONCOURS d'ELEGANCE

WHATS NEW (OR OLD) AT VOLVO

VOLVO C30 POLESTAR:

The Spirit of Sweden Lives

Dan Neil

Wall St Journal May 2012

(I found this article in a collection of Volvo literature from Dean Macley of Barrier BC. The C30 has become a modern classic Volvo and it is interesting to read about how it was regarded when new. My daughter Kim drives a 2011 C30T5 with the Polestar upgrade and she loves it. Former Vintage Racer, Volvo enthusiast and excellent driver, Gil Stuart also owns a C30T5 6 speed and also praises it. Gregg.)

Too bad about Saab, isn't it? Back in the '80s I was pulling night shifts at an answering service run by a Russian gangster – seriously – and he had a death-black Saab 900 Turbo, the one with the rubber wing on the back. It was an uncouth thing, with turbo lag for days and the world's worst shift linkage. It would torque steer into the next dimension, but it was utterly cool for its time and, now, looking back on it, an obvious design classic.

And that's it: My public moment of nostalgia for Saab.

The other big Swedish car maker, Volvo, has met a happier fate as a holding of the Chinese conglomerate Geely, whose rule has been by all accounts benevolent. So Volvo survived and Saab didn't, but I put it to you: has Volvo ever built a car to match Gary's old Saab 900 Turbo in terms of sheer stupid exhilaration.

"Gary?" I asked. "That's some accent you got there, Gary."

With Saab gone, it's up to Volvo to serve the unruly Scandinavian enthusiast/tuner crowd. And so this week's test car, the 2012 C30 T5 R-Design Polestar Edition, which I have to tell you, I sort of love. It has that certain something that you long for in a Nordic hot rod. It's like when the most depressed guy you know cracks a smile.

By the calendar, the C30 is an old car, dating back to 2006 with only minor changes. This saddles the current car with dated instrumentation and switchgear, the most hilarious of which is the small pop-up LCD screen that you activate with an infrared remote control. Picture a retiree yelling and shaking the remote at "The Price Is Right." That'll be you.

But from the outside, the C30 (base price \$24,950) still looks like a concept car, a right-sized, bandy, three-door hatch, or you can call it a shooting brake, by virtue of its two doors and top-hinged, sloped glass hatch. Back in 2006, Volvo's argument for this car invoked the charismatic P1800ES of the '70s, designed by Pelle Petterson and Jan Wilsgaard. If only. Still, the C30's light-touch modernity and Nordic self-regard are a pleasure to walk up to in the morning.

The "R-Design" part of the equation throws a lower, stiffer sport suspension into the mix, as well as a crate of ground-hugging body pieces (rocker panels, front valance and lower clip, dual exhaust). Draped over 18" alloys and sport tires, the R-Design package (\$27,450) has something of the delinquent swagger of a proper Euro tuner.

The final upgrade to this car is the Polestar package (\$1,295), which amounts to an ornerier version of the software driving the T5 turbo-charged engine. Polestar is Volvo's in-house performance unit that would love to be thought of as the Swedish version of Mercedes's AMG. Upgrading the software is a minor procedure that will typically be done at the dealership. The re-chipped 2.5-litre in-line five puts out 250 hp, up from 227 hp, and 265 pound-feet of torque, up from 236 pound-feet.

Interestingly, the Polestar chip does not violate the car's five-year/50,000-mile warranty, nor does it affect the rated fuel economy of 21/29 mpg, city/highway. If I may ask: Why not just make the hotter Polestar programming standard

ing fast and flat around country sweepers, generating respectable lateral grip. The Pirellis are superb tires. Even if the pavement gets uneven and the car starts to move around a bit, it remains committed to the line to a surprising extent. It's not that the R-Design is vastly quicker than the regular T5, but the chassis tuning inspires more confidence to explore the car's limits.

But I want to return to the C30 Polestar's evident lack of behavior modifiers. At the edges this car has a wildness about it, that slightly overcooked feel that tuner cars have. The turbo comes on like a leaf blower. The suspension settings will break up kidney stones. The C30 Polestar's unprogressive behavior is purely by design, and it raises a question all car buyers



and find other ways to pry money out of customer? Never mind, I answered my own question.

It must be said that this car is a) spendy-the kitchen-sink equipped car I drove came in at \$36,220, about a grand more than a similarly specc'd VW Golf R Coup - and b) deeply imperfect in terms of handling and dynamics. It's this imperfection I would like to now praise.

Like that old Saab 900 Turbo, the C30 Polestar has a mercurial temperament. The software upgrade turns up the throttle response to 11 and so, if you bury your foot, the car will take a deep breath and then lunge forward (and a little sideways) on gusts of turbo boost and a blizzard of revs. The front Pirelli P-Zero Nero tires chirp like magpies. The traction and stability indicator lights blink merrily. It's all quite uncivilized and gratifying.

Consulting the stop watch the C30 Polestar is not particularly quick to 60 mph (officially, 5.9 seconds, 0.3 seconds quicker than a standard issue). In part, that's due to the six-speed manual's vague shift gate, which demands rather deliberate shifting into second and third. But percolating along at 3,500 rpm in second gear – about where you'd be in the cut and thrust of commuting traffic – the C30 Polecat lights up like a Tommy gun.

With 30% firmer springs and more aggressive low speed damping, the C30 Polestar is capable of putting its shoulder down and corner-

ing fast and flat around country sweepers, generating respectable lateral grip. The Pirellis are superb tires. Even if the pavement gets uneven and the car starts to move around a bit, it remains committed to the line to a surprising extent. It's not that the R-Design is vastly quicker than the regular T5, but the chassis tuning inspires more confidence to explore the car's limits.

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must answer for themselves: Where is the fatigue factor? If you owned a smooth and suave performance coupe, an Infiniti G37 for example, would you grow bored after awhile because it simply didn't get the adrenaline pumping? Or would you more likely grow weary of the C30 Polestar, with its daily experiments in turbo'ed torque-steer, its girlie clutch, and its wildly over-assisted steering, as numb as a well-digger's bottom?

This is why God created multicar garages.

AS the last Swede standing, Volvo seems

honor-bound to carry on the tradition of Scandinavian weirdness once upheld by Saab. The C30 polestar – kooky, hectic, twitchy, eccentric – certainly delivers!

Specs of the 2012 C30 T5 R-Design Polestar Edition:
Price as tested: \$36,220USD
Powertrain: Turbocharged 2.5-litre engine with variable valve timing; six-speed manual transmission; front wheel drive
Horsepower/torque: 250 hp at 6,000 rpm/265 pound-feet at 1,500-5,000 rpm
Length/weight: 167,4"/a/3100 Lbs
Wheelbase: 103.9"

Fuel economy: 12/19 city/highway
Cargo Capacity: 12.9 cubic feet

SOMETHING DIFFERENT

1956 RED BULL VOLVO TP21 SUGGA

A Sow In Bull's Clothing

Ray Anthony

I spotted this in Deep Cove Park and knew what it was from 300 feet away, as I knew it wasn't a mutant 37 Dodge four door. It rides on a Ford 350 diesel chassis and drive train. Four were built locally at 360 Customs. They bring one out to events to promote Red Bull. Would our Volvo picnic be worthy of a visit? Lots of media speakers, big screen, flashing lights, sound system.

<https://www.redbull.com/ca-en/learn-all-about-the-red-bull-sugga>

From the internet

The Volvo TP21 is a rather odd looking vehicle. Known as the Sugga, which means sow in Swedish, likely due to its dowdy and snub nosed appearance, it would seem to be an unlikely target for corporate customization. Yet here is one of several classic Suggas that Red Bull customized for its promotions fleet.

Introduced in 1953, the TP21 was a replacement for the aged TPV in use by the Swedish armed forces. Rather than developing a bespoke body, Volvo repurposed the body section from their PV800 series taxi cab. The front bonnet and fenders were unique however. The rather vintage looking vertical grille gives the front end its characteristically snout-like appearance.

The Sugga, while effective off-road, proved to be a bit slow and crude on-road. It officially had a top speed of 90km/h in top gear, but the Swedish military advised its drivers to stick to 80km/h and under. The high cost meant the TP21 was not really suitable for foreign markets and was ultimately produced in small numbers.

Red Bull's Sugga is heavily customized. The rear mounted jerry cans actually contain speakers and the Sugga operates as a mobile music station. The rear shows further customization including modern door and trunk releases. The truck is fully equipped with DJ equipment, and three flat screen TVs that lift up from the roof.

MANN + HUMMEL

From textiles to filters to composite intake manifolds, Mann + Hummel has been in the game for more than 75 years.

Terry Shea May 2017 Hemmings Sports & Exotic car

(Gregg, I thought that this would be of interest as many us who service our own Volvos use Mann Oil filters and I had no idea of their origin or that they were the OEM supplier of Volvo oil filters.)

German industry was booming in the late 1930s, with automobile, aircraft and military vehicle manufacturing pushing many factories to capacity. Piston maker Mahle found itself up against those limits with its filter division. To keep production up, the Stuttgart-based company outsourced some of the filter component manufacturing to all local textile maker, Bleyle.

Known for its sailor suits for little boys, Bleyle frankly needed the work at the time as wartime production favored industrial suppliers over, say, makers of sailor suits. This arrangement worked for a while, until Mahle needed to offload the entire filter operation. Bleyle's managing directors, Alfred Mann and Erich Hummel,



CUSTOMIZED VOLVO SUGGA

agreed to buy the division outright from Mahle and formed Filterwerk Mann + Hummel GmbH, with production moved from Mahle's Stuttgart factory to nearby Ludwigsburg.

Mann and Hummel, along with their wives, Elisabeth and Edith, respectively, formed the ownership group of the new company. Founded in January 1941, it began production of filters in June of that year. Mann+ Hummel produced oil, fuel and air filters. As the German military fought in harsh environments such as North Africa, that were very different from the homeland, Mann began development of more appropriate filters. Though the war proved successful for the company, as with so many other German manufacturers, Mann + Hummel turned to as many as 200 forced laborers at their plant before the war ended. The company owned up to this injustice in 2000 by contributing to the German Industry Foundation Initiative fund set up to compensate victims.

Somehow the Ludwigburg Plant survived the war intact. Production for automotive filters resumed almost immediately postwar, in June of 1945, though volume was a mere fraction of what it had been, with limited automobile production. So, the company got creative, turning housings for oil-bathed filters into cooking pots and making small handcars that became popular for a time. Felt for filters was suitable for making hats.

The tooling for making valves for flamethrowers was turned to making fittings for household plumbing. As that business grew, the company expanded into complete faucets, for a time the Mann-Armaturen product line keeping the company going until automotive production resumed in large scale.

That resumption didn't take long as Germany's economic "miracle" began in earnest with the release of a new currency in 1948 to replace the Nazi-era Reichmark. While the immediate postwar years saw Mann + Hummel providing spare parts to civilian vehicles as well as those of the occupying militaries, growth coincided with the growth of the Volkswagen Beetle beginning in the tail end of the 1940s. Other automakers with European factories, such as Ford and Opel also sourced filters from Mann. With the advent

of paper cartridge oil filters, a U.S. innovation, Mann + Hummel began adding such products to its line in 1950. Spin-on type oil filters would be added to the catalog by the end of the decade. Industrial filtration and a pneumatics division also aided the bottom line. With the German economy steaming ahead, more and more German consumers were buying cars,

which led to the need for replacement oil, air and fuel filters, giving Mann yet another avenue for growth. Other areas of expansion included overseas licensees of Mann, including Brazilian and Argentine partners that eventually became wholly owned subsidiaries and part of a much larger international sales and manufacturing presence. But the company's footprint had also grown across Germany, where it operated multiple plants, along with Austria and Spain.

Mann + Hummel by the 1970s had added plastics production to its repertoire, including for filter material, air filter housings and other industries. The company's plastics division even had a hand in supplying Danish toymaker Lego for a time. In 1977, Mann + Hummel expanded its reach into U.S. manufacturing with the purchase of a Michigan-based company. As the automotive industry went global the company increased its research and development commitment and pioneered plastic composite intake manifolds, the first examples debuting on the Porsche 3.6-litre flat-six and BMW M50 DOHC inline six in 1990.

Descendants of Adolf Mann and Erich Hummel today remain in charge of the company, which employs approximately 16,000 people on every inhabited continent, with factories in Mexico, the Czech Republic, China, Japan, India, Australia, South Africa and other countries. Multiple plants have also been established in the U.S. The company continues to make not only air, oil and fuel filters, but also complete intake manifolds, cabin air filters, SCR systems for diesel-fueled vehicles water filtration and industrial filtration equipment.

(Gregg. Interestingly, now 87 years after Mahle sold the filter division to Mann, Mahle is back making filters and competing directly with Mann.)



TECHNICAL TIPS

FLOCKING

Tech tip by Jamie Graham,
August 5, 2019

Recoating the fuzzy green stuff on the inside of the cardan boxes on 1800E/ES. This fairly cheap "flocking kit" from Lee Valley seemed to do the job. Turned out well for the centre console. A guy only uses a minute amount so if you need one of your boxes or something coated with the green like fibre, let me know. The rest of the plastic console was in good shape, plus the hinged door. Locating the side mounting screw holes in the steel tunnel ... that is another story.

The kit has a cardboard applicator "gun" to fan the green powder into the glue evenly. You can get any colour and I think any clear slow-set-up glue might work if you need more. If you spread out a larger paper backer under the box, it will catch all the powder not sticking to the glue so you can pour it back in the bag. Like everything, preparation is key, super clean box and tape off all areas you don't want to end up green.



Members can use this to re-line the partner's jewelry box in time for more diamonds and gold at Christmas!

GETTING A HANDLE ON THINGS

Bob Cuthill, Vancouver Island

For you 1800 owners and restorers, you have probably had a problem like in the picture below. The handle pictured is from an 1800S, but this fix applies to the 1800E and 1800ES handles as well.

A door handle with one or more broken tangs that should fit into the door latch mecha-



nism. After some thought I decided to try a repair. But welding a new piece on or welding on some new metal to be machined doesn't work with the kind of metal the handle is made from.



And I wanted something stronger that would last longer. I decided on steel. The next question, how to attach the steel to the pot metal handle.

Step one - cut the 3/4 inch diameter three tang boss off the old handle (next picture).

Step two - get some 3/4 in diameter steel rod and cut off a piece approximately 1 3/16 inches long. Next, drill a 7/16 hole all the way through it. To get the new hole exactly centered this is best done on a good drill press with a proper vice to hold the original hole truly vertical or better yet, in a three jaw chuck on a metal lathe. Cutting the three new tangs can be a challenge but just remember, each groove between



them is 1/4 inch wide. I did mine by hand carefully making the initial cut with a hack saw then cutting to the proper depth with a Dremel cut off wheel. Finally, remove any burrs and neaten everything up with a nice fine file.

To prepare the handle I would recommend getting your machinist friend or a local shop to mount the handle so the original hole is vertical then bore it out to 3/4 inch diameter and as deep as the original hole. Be careful with this set up as the long arm of the handle is not mounted at 90 degrees to the axis of the hole but leans away from the door slightly at about 4 degrees.

With replacement piece made and hole bored you are ready to start reassembly. If you have a nice tight fit, push the new steel piece into the hole until it sits at the proper height above the face of the handle (the height of the old cut off piece plus the thickness of your saw blade or 5/8 inch whichever comes first). Remember from before the first cut - one of the slots must face down the length of the handle so the handle will line up properly on the door and arm rest when installed.

To provide for the 3/32 roll pin that will secure the handle to the shaft, drill into the new

steel and all the way through the handle using the original holes in the handle as a guide. Secure the new steel temporarily in place with a partially inserted roll pin. To fasten the new steel securely, drill two more 3/32 in holes in the large round end of the handle and inside the long portion of the handle opposite where the locking pin is to be inserted. Drill all the way through the steel, push a length of roll pin into each so they do not project into the center hole and cut them off flush with the outside of the handle.

Congratulations! You are now ready to re-install your door handle confident that it will last a lot longer than the original one. An open and shut case.

(Caution from editor: When removing



handle from the car door use a very small diameter drift, but not a pointed one to remove the securing pin. I once used a center punch to remove the pin from one of these handles only to find it had a roll pin rather than a solid pin I had been expecting. The result was the point of the punch found the hole in the roll pin and spread it open wedging the pin in place.)

BETTER MOTOR OIL, BETTER PROTECTION

Peter Bohr

AAA Westways magazine

Question: What's the difference between synthetic and regular motor oil? Which one should I use?

You might not have a choice, especially if you have a newer vehicle. Most automakers, be they American, European, or Asian, require the use of synthetic motor oil in some or all of their new cars. Using conventional oil in such vehicles may void your car's warranty, requiring you to foot he bill for any engine repairs.

Moreover, recent tests by AAA Automotive Engineering revealed that synthetic oil gives 47% better engine protection than conventional oil for all cars, older ones included. AAA found that synthetic oil is especially beneficial for vehicles that are used for towing, that operate in very cold or hot climates, or that frequently encounter stop-and-go traffic - situations not unfamiliar to Southern California drivers.

Engines have become more demanding of their lubricants. The internals of modern engines have to be kept clean because tolerances between their moving parts are tight. If motor oil deteriorates, it can cause a buildup of engine-killing

sludge – something that plagued certain Chrysler, Toyota, and Volkswagen engines, among others, in the early 2000s.

In addition, engine turbocharging is now common, and oils must withstand the heat generated by turbos. And automaker-recommended intervals between oil changes have lengthened. Synthetic oil is better at handling these demands

Synthetic motor oil isn't made from corn husks, recycled cardboard, or some such thing. According to Mobil, makers of Mobil 1 synthetic oil, both conventional and synthetic motor oil have their origin under ground.

But motor oils don't just squirt out of the earth and straight into plastic bottles with colorful labels. Conventional motor oil is refined from crude oil., a relatively easy process compared with the manufacture of synthetic oil. The latter is broken down into basic molecules, which are then tailored to give specific quality-

enhancing properties - designer oil, if you will.

Automakers have become so picky that some not only require synthetic oil but also call for synthetic oil of their own unique blend: Dex-os-licenced oils for General cars and "Twin-Power Turbo" oil for BMWs are two examples.

The upshot? You won't go wrong if you use the motor oil specified in your owner's manual. You don't necessarily have to use an automaker's own brand, but you should use an oil that complies with the automaker's requirements. If the manual recommends a conventional oil - typical of older cars - you won't damage the engine by using it. But it won't offer the same long-term protection that a synthetic oil provides, AAA says.

You can safely switch to synthetic motor oil with an older engines too. The only caveat: If the engine has high mileage or has had infrequent oil changes, you may have to change the oil a couple

of times within the first 5,000 miles of switching. Synthetic oil is really good at ridding the engine of built-up deposits and sludge, and the oil will quickly become dirty. After that, you can return to the change intervals prescribed by the automaker.

Some people believe that if you switch to synthetic oil with an older engine, you can never go back to regular oil. That's one of several myths about synthetic oil, according to Pennzoil. To learn about more myths, type "Pennzoil synthetic oil myths" into your Internet search engine.

The downside of synthetic oil is that it costs between \$2 and \$4 per quart. Since engines typically hold 5 to 8 quarts, that's a much as \$30 or more per oil change. But if it saves you from costly engine repairs down the road, that's a small price to pay.

<p>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-</p>	<p>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%</p>	<p>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.</p>
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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
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CLASSIFIED ADS (pictures on website)

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

<p>58-PV444 \$1500, B16, 3 spd, owned since 1970s. painted 1979, ran until stored in 1988. Comes with many parts incl. 4 spd. needs restoration, needs trailer to move. Mike 250-962-9658 mrazz@telus.net. 62-PV544 Sport - B18, us\$25,500, (22,700 euro) Black ext.Red interior, Museum quality unrestored original condition. Includes all records from new, 1962 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 for 28 years & with me for 29 years. For a written history of car, a written condition report with pictures contact Gregg Morris, 604-469-1216, grmmorris@shaw.ca. See photo on VCBC website. PROJECT CARS IN ABBOTSFORD: 1964 PV544 \$1000 rolling, white/red apart but c/w registration 1958 PV445 DUETT, \$1500 rolling, blue, c/w registration. 1962 PV544 \$1000 rolling, blue, was running, c/w registration Brian Kerr, 604-866-8328 or amx1969bkerr@gmail.com 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 98-V70-\$3,200, 191k km, Silver/Blk leather, Non-turbo engine, probably the best year for early V70 model. IPD skid plate, service records, 4 mounted snow tires, summer tires on Volvo alloys Volvo roof rack. cable chains, Sirius radio, New spare parts. Car is a joy to drive. Carl 250-792-4057 cselden@telus.net Courtenay 98-V70XC-\$2,950, Silver/black, 208K km, Good winter car, turbo engine, tinted windows, pet gate New timing belt, tensioner, air &cabin filters, heater core at203K, Ignition tune up 206K, Service records, 250-792-4057 cselden@telus.net Courtenay 99-S80, 236K, Dark Blue, Cream leather, very good condition, 2.9L six , complete service history, Werner 236-888-3568, wernerhofstatter@gmail.com Vancouver</p> <p>PARTS CONTINUED FREE - early '70s 140 series gauge cluster. Ted 604-785-1647 Complete B20E engine \$2850 obo, c/w ECU-w. wiring harness, 4 spd +od, from a running 72-1800ES Larry 250- 212- 5741, mooseturb@gmail.com Comox Valley</p>	<p>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 John Cripps 604-466-9110 or volvoridge@hotmail.com or Gregg Morris 604-469-1216 or grmmorris@shaw.ca 122S parts, from 5 cars 64 and up. Mechanical, body, trim etc. Bob Armstrong, Lac LaHache, 250-396-4456 83-760GLE parts car, all parts available John 604-466-9110 83 242 GLT Parts, Free hood and trunk lid, suspension, mechanical, elec, interior.late 960 16" wheels \$200 for set, 960 trailer hitch, , 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. 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 grmmorris@shaw.ca 604-469-1216 WANTED: The large size flange (3.75" OD) on the front of the differential found on 1970/71 1800E, 1971 142E, 164s, 240s & 740s. Ian Wood will pay \$45 per flange. 778-988-6815, ianwoodesq@gmail.com</p> <p>GORDON BROWN CUSTOM 'IN RUST WE TRUST' T-SHIRTS see picture page 13 \$20 grmmorris@shaw.ca or gandjb@netidea.com</p>
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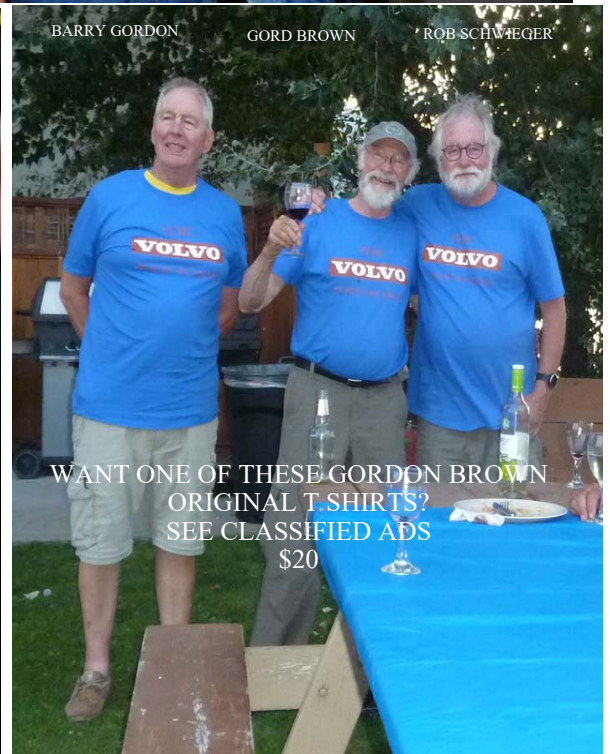
CUSTOM 162C



DENNIS COWELL



THREE STOOGES AND CHARLIE



BARRY GORDON

GORD BROWN

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WANT ONE OF THESE GORDON BROWN ORIGINAL T-SHIRTS?
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