



# THE VOLVO CLUB OF B.C. SEPTEMBER 2020

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Annual membership fee \$20, To join: Call or write Gregg Morris. See above.  
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## V.C.B.C. is the B.C. Chapter of Volvo Sports America 1800 Register

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Email: [membership@vsa.org](mailto:membership@vsa.org) Annual membership fee US\$40 Website [www.vsa.org](http://www.vsa.org)

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

Due to Covid 19 our spring and summer events were all cancelled and now Cates Park Picnic is cancelled as well. Keep an eye on our website events page for any future activities.

### ARTICLE CONTRIBUTIONS BY MEMBERS

#### BIG CHANGES IN THE LITTLE CITY

Bob Cuthill

We have had some big changes over here in the Little City of Victoria. And they involve our only Island Volvo dealer.

Volvo of Victoria has changed hands. It is now no longer under the Jimmy Pattison umbrella but has moved over to the GAIN Group. I will leave it up to the individual to Google the GAIN Group for more details but they are primarily an automotive based organization put together to offer "unique and exceptional automotive and hospitality experiences".

Volvo of Victoria has a new home as well. The old location at the north east corner of Hillside and Douglas is now empty. The new location on Cook St between Yates and View in downtown Victoria was occupied early in July and is considerably larger. The front lot offers a wide variety of Volvos on display along the entire east side of Cook St between the two cross streets. Signage is still going up and not all the offices are fully occupied as of the writing of this article (09 July). Two early VCBC visitors were myself and Jamie Graham in our 61 and 64 P1800s. JM

Ledet, Sales Manager, was kind enough to give us a bit of a cook's tour. JM is a classic car aficionado (but of a certain French marque) and told us he hopes to have a section of the building dedicated to specialty interests such as the classic Volvos, aftermarket items and the Polestar vehicles. We were also informed that there will be a grand opening celebration some time in the near future and participation by VCBC members and their cars would be most welcome. I will endeavour to get the details posted to the website and island Volvophiles on my email list will certainly get the call.



JAMIE GRAHAM AND JM LEDET



Volvo of Victoria will continue to honor our 15% parts discount for VCBC members and they will accept the 2020 membership cards until June 30, 2021. If you are in Victoria pay them a visit.

**VOLVO AUTO CLUBE - BRASIL**



*This letter comes from Sergio R. Augusto of Sao Paulo, Brazil. Sergio is the leader of their Volvo Club and we share our newsletters.*

*Sergio writes:*

Dear Gregg,

I hope that everything is fine and safe with you and family.

This semester due to the COVID-19 all meetings and events of our Club by here were canceled.

We hope in the second semester our events can be made and then we have good news for sending you. By here our members are in contact using Whatsapp and similar ways but everybody would like to go out and meet each other, shaking hands as before. We hope this can come soon.

The good news this semester is that the São Paulo city council, which had already honored our club when it was 30 years old, last year, also approved the creation of the Volvo enthusiasts' day ("dia do volvista" in Portuguese). It's just a symbolic day, created through a law in the council (PL712 / 2019), which defined the second Sunday in September as the day for Volvo enthusiasts. It is recognition of the community to the Club and its members for its principles and city's divulgation. We have this kind of tribute here.

Also, Volvo Cars here in São Paulo has lent all of their test drive vehicles to hospitals in the city to facilitate the transport of doctors and health professionals, preventing them from using public transport.



So, this is by now, and we hope the normality can come soon in the entire World.

Best regards for all, Sergio R. Augusto.

**VOLVO 1800 AT GLASGOW'S RIVERSIDE MUSEUM**

**Bill Buholzer**

At Glasgow's transportation-themed Riverside Museum, situated on the banks of the River Clyde, a Volvo 1800 occupies a spot on the museum's "Wall of Cars". The wall features 31 notable cars from the Glasgow Museum's extensive auto collection, arranged in three tiers, with touchscreen stations arranged along the base of the wall for accessing detailed photography and information concerning each of the cars. Of particular interest to me, when I stumbled on this display during a recent visit to Scotland, was the fact that it's a 1963 model in Pearl White, pretty much identical to the LHD model I bought off consignment from Chapman Motors 20+ years ago.

Back in Vancouver some internet research provided further details; it seems that the 1800 only made it onto the wall in 2015, after a vote by museum visitors for a suitable car from the museum's collection to replace a 1939 Vauxhall Ten Saloon that was being removed for unexplained reasons. The fact that Volvo 1800 bodies were made at the Pressed Steel Company works

in nearby Linwood, for shipment to Jensen Motors in the West Midlands for assembly, and then on to Sweden, likely had something to do with the popularity of this particular vehicle with museum patrons. The local paper covering the change in the display also reminded readers about *The Saint* series of TV programs, in which the car was frequently seen darting around the countryside. Roger Moore, the British actor who played Simon Templar in the TV series, passed away on May 23, 2017 in Switzerland.

The Riverside Museum is a must visit for anyone interested in transportation, and admission is free!

**MUSEUM CRASHER: HOW A BROKEN-DOWN VOLVO BECAME MODERN ART**

**Daniel Strohl**

**Hemmings Sports and Exotic Car**

**Suggested by Ray Anthony**

Seventy-two hours. After a decade and a half of leaving it parked on the street, Lili Lakich had just three days to move her Volvo when the notice from the city came in September 2005. Small problem: It hadn't moved on its own in that decade and a half, so Lakich had to get creative. Her solution, a digitus infamis to the modern art world, will cross the auction block next month in its first-ever museum appearance.

The trouble with Lakich's 1973 Volvo 1800ES started in about 1990 when the D-Jetronic fuel injection system on its B20 four-cylinder engine crapped out. "Twice it died in Ventura when I was trying to go to Santa Cruz," she said. "I couldn't find anyone who could fix it to where it would stay fixed."

So, she bought another car and parked the Volvo out front of her house until she figured out what she wanted to do with it. While it might seem obvious for Lakich-- a renowned artist who began to work in neon in 1966 while studying at the Pratt Institute, who co-founded the [Museum of Neon Art](#) in 1981, and who helped pioneer neon as a medium for contemporary and modern art -- to figure out some way to incorporate the





"The car still has its axles with four wheels so it is easy to move," she said. "The animated neon comes off the walls, the walls come out from behind the car and the Volvo's two axles and four wheels make it easy to steer it onto a tow truck. It breaks down in an hour and sets up in an hour and a half."

Perhaps unsurprisingly, "Body Heat -- Crashing the Modern" didn't get anywhere near the Museum of Modern Art during the last 13 years. Instead, according to Lakich, it has remained in her studio in downtown Los Angeles since 2006. Its first appearance in an actual museum will take place when it goes up for sale without reserve at RM Sotheby's Petersen Automotive Museum sale. Alongside the sculpture, the auction will also feature a number of artworks by Roth Studios artists, Kenneth Howard, Dave Mann, and [Robert Williams](#).

RM Sotheby's Petersen Automotive Museum auction will take place December 8. For more information, visit [RMSothebys.com](#).

UPDATE (10.December 2018): Body Heat sold for a fee-inclusive \$18,000.

### **HOT CAR DOES A CIRCLE TOUR**

**Gregg Morris**

Volvo into her sometimes massive public art sculptures, it took the city's threat to tow the car to prod her into action.

The idea to cut a section out of the Volvo and wrap it around a wall came from her friend Juan Larios, who suggested it over dinner and margaritas, Lakich said. While she initially demurred, believing the project too difficult and expensive, "A few days later I thought it sounded like a great idea. Especially when Juan said he would help build it."

As Lakich elaborated on the idea: "For musicians, there is a saying that in order to get to Carnegie Hall you have only to practice. But for artists there is no comparable way to get into the Museum of Modern Art. Practicing won't do it as the art world is controlled by a small cabal of museum curators, gallery directors, and wealthy collectors. So I thought the only way to get there is to crash it."

Lakich and Larios started by taking the Volvo to Art's Auto Wrecking in El Monte, California, where Art himself agreed to cut the car up if Lakich and Larios plotted the cut. With that complete, they then took what remained of the car (Lakich said no internal bracing was needed: "The Volvo was made of heavy steel") to Super Auto Repair in Los Angeles for a cosmetic resto-

ration. "That was the expensive part," Lakich said.

To give the impression that it had literally crashed into the Museum of Modern Art, Lakich and Larios filled the cut in the Volvo's side with a pair of gallery walls and a few pieces of artwork, including [Pablo Picasso's "Les Femmes d'Alger \(O. J. R. M.\)"](#). To top it all off, Lakich added animated neon flames where the surfaces of the Volvo met the gallery walls.

While she'd incorporated bits and pieces of old cars in her work before -- a taillamp here, a [quarter panel there](#) -- she'd never used an entire car. Still, that prior experience sampling auto culture had earned her [a commission for the 2000 L.A. Auto Show](#), and opened the door for her and Larios to exhibit what they titled "Body Heat -- Crashing the Modern" at the 2006 L.A. Auto Show. Lakich said the two of them finished the sculpture the night before the show opened.

Rose and I enjoyed a holiday home in La Mesa (San Diego) from 2010 to 2020 and we had the pleasure of living across the street from Jim MacIndoe and Lesley Mills. Jim is a first class car guy with a penchant for old Volkswagens and even old British Iron. We had known each other for years through the Volvo community in the Pacific North West. Living across from Jim meant I had a view lot, overlooking a continually changing assortment of classic Volkswagens, Triumphs, MGs and even Morris Minor Travelers.

Early in our time there Jim bought a lettuce green 1967 1800S that it turned out he had owned once before. This time it came with a bunch of IPD performance related goodies. Jim's parking spots were over subscribed so he ambled across the street and offered it to me for what he had paid for it. He wisely retained the IPD goodies. We pushed it across the street from his driveway to my garage and I started to fix it up like I have done many times. I got it running

and I made a list of all the parts it needed and confirmed that I had all the parts necessary for the restoration. Then it dawned on me that although I had all the parts, they were 1500 miles and one international border away. What was I thinking! It finally dawned on me (with a little help from Rose) that a restoration shop was not what our vacation home was supposed to be.

I offered the 1800 to my good friend Rob Schweiger for exactly what I had into it to the penny. Rob has a vacation home in SW Arizona. He has the same infatuation with old Volkswagens that Jim



Margarita at Rob and Janet Schwiager's property in Co-chise Stronghold, Arizona

and I suffer from and he owns a car trailer. So the old green 1800 made its way East to Sunsites Arizona where it was nicknamed Margarita and took up residence in his desert hot garage.

That was in 2011. Rob started the restoration by removing the sun cracked dash and brought a good dash from his real home Grey Creek on Kootenay Lake. That was in 2012 and the old 1800 c/w uninstalled dash was stored away in the garage. One move and one straw bale house construction later, it was now 2019 and Rob finally came to the same conclusion I had 8 years before. The 1800 restoration was not going to happen and it had to go. Rob let me know his decision and set a very reasonable price. I said I would put the word out in San Diego to see if there was anyone interested in the car. I wandered across the street to Jim's house to tell him the tale and the price. His reaction even surprised me. "Tell Rob I'll buy it!" "Go and call him right now and tell him it is sold and I will send him the money right away!"

A few weeks later Margarita arrived on our street on a car trailer which was unloaded onto Jim's driveway. The 8 year long circle tour was over and the lettuce green 1800 was back in Jim's hands for the third time. The story isn't over yet. He sent it to his favourite body man to fix some minor rust issues as a start to its long overdue restoration. While welding up a hole in the battery box the highly flammable jute sound deadening used on the inside of the fire wall of old Volvos burst into flame and burnt out the complete interior and some of the wiring of the car. There is something about fire that is very visceral and Jim was devastated and could no longer stand the sight of the poor old 1800. He sold it to another friend north of LA and off it went for another trailer ride and hopefully its long promised restoration.



FIRE DAMAGED 1800S

**HERE IS MY STORY ABOUT "SPLASH LUBRICATED B20 ENGINE"**

**Yukio Ozawa,**

This story happened about 30 years ago when our family in Kamloops took a trip to Vancouver in our used 1974 Volvo 145 wagon with a fuel injected B20 engine. We left Kamloops early on a September morning. Our wagon was fully loaded. About a mile past the Logan Lake turn off on the Coquihala Highway, there is a long uphill and as soon as I stepped on the gas to make a run for the hill the engine suddenly became noisy.

Then one of my sons sitting by me shouted "Dad, dad the oil lamp is on". Immediately I pulled over the wagon and shut the engine off. It was obvious the engine lost oil pressure! We did not own a cell phone then to call the BCAA. I knew the oil was up at the maximum level as I gave it an oil change just before the trip. So I decided to add another litre of engine oil so the bottom of the crank shaft would touch the oil and splash enough oil to lubricate the lower part of the engine. Then we started driving back to Kamloops slowly. I kept the speed under 50 km/hr. Any speed over that the engine did not seem to like.

We got off the highway at the Lac Le June turn off and drove slowly to Kamloops by the back road. 35km later we made it home! On the slow drive home I recalled when I dropped the oil pan recently I saw a piece of metal about the size of a thumb nail on the bottom of the oil pan. At that time I had no idea where the piece of metal came from. Then I realized the piece of metal was a part of the oil pump shaft.

Since the engine was an oil burner I took the engine out and replaced it with a used B20B carbureted engine I had. I ripped off all the fuel injection apparatus except I left the main and auxiliary fuel pumps intact (power disconnected). There was a minor modification to the throttle linkage. After the engine swap the wagon ran well and later sold it for \$500

to a lady from Cache Creek and she drove the car down to California. End of the story.

Actually I should tell you more about the lady I sold the wagon to. When she came to see the wagon, she looked to be around mid 30's or so. I invited her inside the house. We sat down in the living room and she looked around the room and then all the sudden she started speaking in fluent Japanese! I guess she figured we are from Japan by seeing the Japanese dolls and ornaments etc. I was flabbergasted and nearly fell off my chair! I never expected a Caucasian to speak the language. So I asked where she learned the language. She told me she worked in Japan for a few years. My next question was what kind of work did she do in Japan. Her reply was just "Entertainment" and showed me a business card of her Japanese manager. The card looked old, its edges were worn out and the letters were fading. She must have been carrying the card in her purse for a long time. I guess she was heading to California to work in the "Entertainment" business whatever that entails. enails.ough dealing with Volvos you meet interesting people.

Bye for now.  
Yukio

**EDITORIALS AND LETTERS**

**CLUB STUFF**

**Gregg Morris**

It feels distinctly odd writing this September 2020 newsletter. This is the issue where we write about all the adventures we get up to in our normal calendar of events. Thanks to Covid 19 there were no events and that will continue into the future. How far I do not know.

In the May 2020 newsletter the 4 club directors, John Cripps, Bert Sherlock, Dave McAree and Gregg Morris announced a free years membership for all current members. In that same May newsletter I asked members to send me Volvo related articles because I knew it would be hard to come up with enough content for this and

future newsletters. Thanks very much to those of you that leant a hand and please keep the articles, or leads to articles coming. I know some of you did some travelling in southern BC this summer. Please tell us how it went.

I would have loved to take some drives, but we had a new granddaughter enter this crazy world on July 14th and for her protection we have kept our "bubble" very small.

For news of future events see our website.

Our club is in fine shape, financially and otherwise, and our membership sits at 285.

I am having hand surgery this fall so the January 2021 newsletter may not happen.



## SOMETHING DIFFERENT

### THIS VOLVO IS A SCARRED STEEL BEAST WITH A 5 LITRE AMERICAN HEART

**Brendan McAleer**  
For Hagerty Media  
August 7, 2019

*(Gregg: This article by Brendan McAleer, features Phil Moul, one of our club members. I first met a very young Phil Moul in 2008 when he came to my house to get parts for his rather sad 71 1800E. He told me of his ambitious plans for a performance restoration of the 1800.. I knew that if he was serious about his plans he should not use that car as a starting point. It was just too rust compromised. I had recently acquired a very solid 69 1800S shell, still on a rotating body shop spit and suggested that would make a better starting point. He agreed and off went the spit c/w car to Phil's really tolerant parent's house, where the whole rig took over the garage. I visited him a few times and was impressed with his fearless if unorthodox approach to the body and mechanical modification. I was also impressed with the level of skill he displayed. I asked him what he did for a living and he said he loaded trucks with a forklift. As I got to know him better I suggested that with his obvious aptitude for things mechanical, he should consider entering BCIT in the Millwright program. I was happy to learn that he did enter BCIT and chose to enter the machinist program. As you will read in Brendan's article he now co-owns a machine shop.*

*As for the 69 1800S, Phil finished his build and installed a performance upgraded B20E engine from the rusty 1800E and went after his tuner friends in their Hondas. He still could not catch them so he wanted more power and inserted a B230FT from a 940. Now he had lots of power and he used it all. Unfortunately, that turbo engine eventually ripped the 1800 limb from limb and he took out the drive train and put it in the 79 242GT that he drives now. A couple of years ago he turned up at Cates Park in the 240 looking much like it does in Brendan's article, but the B230FT engine was gone, and in true Phil Moul fashion, a bloody great V8 took its place. Here is what Brendan McAleer has to say.)*

Volvo is a sensible Swedish company that built an empire making the world safe for the kind of people who drive around wearing cardigans. They invented the three-point seatbelt. They pioneered airbags. Volvos are sturdy, and boxy, and secure. This one, on the other hand, appears to have contracted rabies.

On an empty rural road paralleling a canal, Phil Moul drops a gear and unleashes Ragnarök. His 1979 Volvo 242 rears back on its bare metal haunches and leaps forward on a wave of V-8 thunder. Tires brutally chirp on the shift into third and the revs climb higher—6000, 7000, 8000 rpm.

This is Led Zeppelin's *Immigrant Song* as a car—specifically, the part about the Hammer of the Gods. Part Viking, part



PHIL MOUL'S 1979 242GT  
"Ragnarök"

Mustang, Moul's Volvo is a scarred steel beast with a 5.0-liter American heart. It's got a face like a football helmet, fender flares thick enough to fend off a battering ram, and a hood that's vented like the back of an industrial air conditioner. It's also Moul's daily driver, rain or shine. Sometimes he even puts a canoe on the roof.

From 20 feet away, this thing looks like *Mad Max* affectation. It's the kind of vehicle people might refer to as "apocalypse-proof," pointing out what those skeletal bumpers would do to a pack of shambling zombies when the dead arise from their graves and walk.

Get up close and actually start talking to Moul about his car, and you realize there's no end-of-the-world posing going on here. In fact,

Phil doesn't even have an Instagram account. Instead, this is just a guy trying to build something unique to drive and enjoy.

"It's not a rat rod!" Moul protests. "I'm just not finished with it yet."

At 33, Moul can trace his Volvo history goes back to the family wagon. "I didn't drink in high school," he says, "So most of my friends' parents liked me. 'Phil and that f—ing Volvo will get my kid home safe.'"

Parents might have been less sanguine about his later builds, which include a P1800 painted bright green and fitted with a 2.3-liter Red Block engine boosted all to hell. It put down about 300 hp to the rear wheels. "Lots of fun," Moul says, "but not really stable or safe."

The gap between designated driver and





PHIL  
MOUL

trying to turn every Swedish car he touches into Mjöltnir on wheels can be explained by simple economics. Moul's father was an accountant, and impressed upon his son the financial importance of knowing how to fix your cars yourself. "I didn't really become interested in cars until I got my first mechanic's bill," Moul says. "Dad always said that ideally the parts should be your only cost."

There was also something about the difficulty of making a Volvo fast. Moul notes that buying a Volvo was a cheap ticket to rear-wheel drive, but also that the popular Civics and Mustangs were just too common. He was looking for a challenge.

That desire to do things the hard way is evident in his current machine. V-8-swapped Volvos are fairly common—the most famous, perhaps, are the supercharged wagons built for Paul Newman and David Letterman. However, most of the time the V-8 in question is a Ford 302, or the venerable Chevrolet LS. The latter is practically a drop-in, given the amount of support available in the aftermarket.

Hardly anyone chooses the Ford Coyote V-8 for engine swaps, least of all into a Volvo, because it's such a wide engine. But when a wrecked Mustang showed up for sale locally, the mechanical challenge of getting it to fit—and the appeal of reliable V-8 power—was too tempting to pass up.

Moul is a machinist, one of two partners in a shop, and he delights in creating his own parts to fit. The transmission cross member is a work of art wrought in aluminum. The pedal box is a one-off, as are the adapters for the Wilwood six-

pot brakes. Even the top of the battery box has a special feature: "Everyone needs a good spot in the engine bay to put down a beer."

From the outside, the Volvo is coyote-ugly. Underneath, it's a smorgasbord of carefully machined custom pieces, each made with pride... and some made with defiance.

Looking like an extra from *Fury Road* makes the Volvo an easy target for the local police, who are notorious for handing out safety inspection tickets. Moul points out with pride that his modified beast has passed two separate vehicle inspections, one of them at a Volvo dealership (which probably livened up the technician's day a bit).

On this most recent inspection, the tech insisted that the car should have a shift pattern—any shift pattern—on its gearshift, as it had one from the factory. Moul engraved an unprintable response. Reverse is F. First gear is U. Second, fourth, and sixth are Y-O-U. You can probably figure out third and fifth.

Moul is lanky and amiable, so the profanity seems a bit out of character. But perhaps it shouldn't. Both this build and his previous Volvos are well outside the mainstream. There's definitely a desire here to swim against the current, and bristling against pedantic authority goes along with that.

Nothing about this car is predictable. You expect it to be uncomfortable, hot, and loud. Instead, it's a pleasant cruiser with a drive-by-wire throttle and an easy-shifting gearbox. Yes, there's the ability to instantly explode into V-8 violence, pitting 450 hp against the relatively light '79 Volvo chassis, but it's a surprisingly

well-made and livable car.

Weirdly, what Moul has created here is more sensible than it might appear. It's more tractable than a cantankerous, overboosted four-cylinder. It has the leather power seats out of a Volvo 850. It's probably not what you'd build, assuming you had the time and expertise to do so. But there's something endlessly appealing about Moul's audacity, as well as his evident skill in getting the details sorted out.

"It's my car," Moul says, "So I don't really care what people think about it. But I do hope they appreciate the thought, maybe, that 'Hey, someone's gone rogue here—let's see where it goes.'"

Don't call this Volvo a rat rod. It's just not done yet.

*(p.s. Here is what Phil means by "Its just not done yet" This is what Phil has created since Brendan's article.*

*Hi Gregg! I hope you are well in this crazy covid19 time. I've been very good about self isolating in my shop. I have been fantasizing about how an independent rear suspension could fit in my 240. My first thought was how the Terminator Cobra Mustang has a factory IRS that bolts in right where the live axle mounts. I figured out that I wanted to go with a Ford 8.8" components because they are readily available and strong. So I bought an assembled IRS from a 2006 Ford Exploder and grabbed the diff and knuckles and brakes and half shafts and went to work making my own sub frame to accommodate all the bits. It is important to note that I am no*

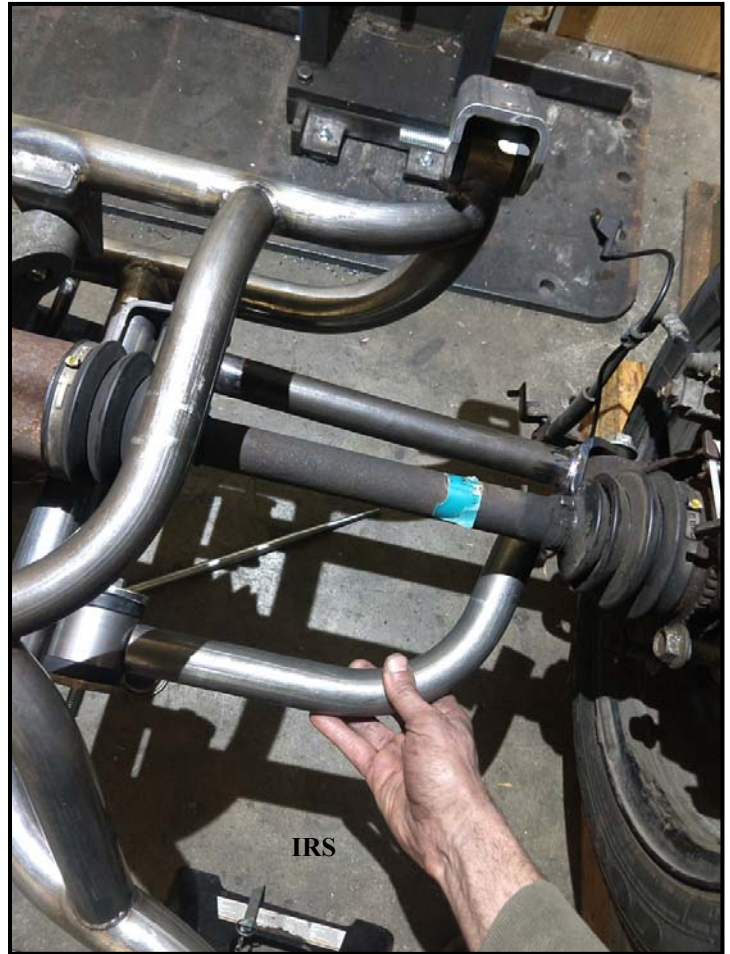


IRS

*steering expert, but I have friends who are... and they are helping to guide the final suspension geometry. Hello again. I have finally gone for a drive in the car. So far, it needs an alignment, however I am confident the current shock and spring setup will work well. I'm currently sorting out the exhaust and got some appropriately sized wheels and tires finally too. Very excited for summer!*



PHIL'S 1800



IRS

## WHATS NEW (OR OLD) AT VOLVO

### FEARS FOR VOLVO EXPOSE SOUR TURN IN SWEDEN'S TIES WITH CHINA

By **Thomas Erdbrink** and **Christina Anderson**

New Your Times June 14, 2020m updated June 17, 2020

When a Chinese manufacturer swept in to save the Swedish car marque, it was warmly welcomed. A decade later, plans for a fuller merger are being debated in a frostier atmosphere. **GOTHENBURG, Sweden** — The 2009 meeting in Shanghai between the Swedish union leader and the “Chinese Henry Ford” started in a minibus ride and ended in one of the financial *capital's* most opulent hotels. There, the men struck an unlikely alliance to save the struggling Swedish carmaker Volvo. The chairman of Zhejiang Geely Holding, Li Shufu, promised that his ownership would provide a blank check and allow Volvo to keep its name and independence. He has since invested \$10 billion as Volvo's value has risen tenfold during the past decade. Even during the pandemic, Volvo's sales have held up compared with the dismal results of rivals. “We got near-total freedom to excel,” the union leader, Magnus Sundemo, said in a recent interview at his house in a suburb of Gothenburg, Volvo's home base. Magnus was a union leader at the time of Li Shufu's deal for Volvo. “We started believing we could fight with Audi, BMW and Mercedes. We got our confidence back.” But the limits of that freedom are increasingly apparent, as Sweden has unexpectedly

become a bellwether for the European Union's ever more strained engagement with China. Swedish political and business leaders are asking whether the country rushed too swiftly into an economic relationship with China, with the Volvo deal as a renewed source of controversy.

This year, Mr. Li announced plans to merge Volvo Cars with his company's subsidiary Geely Auto, creating a new global company and, in essence, swallowing the business whole. In Sweden, it triggered a national debate, with a swirl of rumors in its wake. As yet, it isn't clear what changes will come if Volvo is no longer allowed to operate independently inside the larger company. But already there are concerns in Sweden that a merger could mean moving the headquarters of Volvo to China, perhaps with a listing on the Hong Kong Stock Exchange; or that parts might be fabricated more centrally for both brands, meaning a potential loss of work for Swedish subsidiaries. And there are rumors that Mr. Li might rename the company Volvo-Geely, using the Volvo name to add prestige to a less established brand.

“We want the innovation power to remain,” said Anna Margitin Blomberg, the head of the engineers' union at Volvo, who is preparing for talks with the Chinese owners. “And also the critical thinking, and that is typical of the engineering.” Her major worry, she says, is “that there will be people sitting at the top making

decisions, and that we can't be a part of those decisions.”

Some Swedish officials who are reassessing ties to China have also raised national security concerns. Chinese investors have bought a variety of other Swedish companies, some of which make dual-use technologies that they are forced to share with the Chinese military.

Geely wasn't Volvo's first foreign owner: It had previously been held by Ford, which had starved it of investment. Yet Volvo is the beating economic heart of western Sweden, employing 19,000 people. It is also hard to overstate the position Volvo occupies in Sweden's identity and national mythology, particularly after the demise of Saab in 2011. Clunky and somewhat drab, but always durable and, above all, safe, Volvos have for decades reflected the country's self-image of no-nonsense practicality. “Volvo was really synonymous with Sweden because this small country produced a car that was sold all over the world and it was the safest car in the world,” said Olle Wastberg, a former diplomat and former director-general of the Swedish Institute.

For years, Sweden has taken pride in forging ties with Chinese cities in an effort to promote tourism and business connections, but also democracy and human rights. In March, however, citing a sharp increase in Chinese acquisitions of Swedish technology and knowledge-based companies, the Swedish Security Service, Sapo,

**VOLVO OFFICES AND FACTORY  
GOTHENBURG MAY 2020**



close business connection with China, Mr. Bernmar, a critic of China's human rights record, led an effort last month to cut friendship ties between Gothenburg and Shanghai, citing Beijing's authoritarian turn under President Xi Jinping. "Instead of these business contacts promoting democracy, it's done nothing of the sort," Mr. Bernmar said. While his campaign failed in Gothenburg, in recent years 11 Swedish cities have cut friendly ties with China, with several citing the country's human rights record as the reason. "When you deal with corporate China, you also deal with governmental China," said Mr. Bernmar.

Asked for comment, a spokesman for Geely Holding did not directly address the issues of Volvo's independence, saying that, "Geely Auto and Volvo Cars are continuing to discuss areas of cooper-

ation and mutual value-creation that could lead to a full combination of the companies." Volvo refused to comment on the proposed merger, saying the details were still being debated. But many Swedes fear that a full-on takeover by the Chinese might undercut the remarkable strides the company has made in re-establishing the brand.

labeled China the biggest threat to the country's national security after Russia. The purchases include a semiconductor company, Silex, and Satlab Geosolutions a satellite positioning company. In late 2017, Geely became the second largest stakeholder in Sweden's largest industrial company, AB Volvo whose subsidiary, Arquus, (formerly Renault Trucks Defense), makes military vehicles. "We know that Chinese companies are used by the Chinese government as a way to get information and serve as a base for influencing other countries," Mr. Wastberg, the former diplomat, said. In May, amid increasing concerns over the threat to national security, the government proposed new rules for mergers and acquisitions that would allow officials to block foreign takeovers of Swedish companies. But the threat went beyond the economy, the intelligence service said, warning of China's stepped up efforts "to influence basic freedoms and rights in Sweden," by "trying to influence Swedish politicians and media." That seemed a reference to a spat over the arrest of a Hong Kong-based publisher who holds Swedish citizenship.

After the publisher, Gui Minhai, was abducted in Thailand and convicted in China, Sweden honored him with a human rights award. That prompted China's ambassador to Sweden, Gui Congyou, to issue a stark warning. "We treat our friends with fine wine," he told Swedish radio in November, "but for our enemies we have shotguns."

But no China-related issue has so galvanized Swedes as the proposed Volvo merger. Mr. Li started Geely, the first Chinese carmaker not owned by the state, in 1997. When he and Mr. Sundemo, the Swedish engineer and union leader, met in 2009 in Shanghai, there were a lot of smiles, Mr. Sundemo recalled. "He smiles a lot, but as a Swede you can never really under-

stand what he thinks behind that smile," Mr. Sundemo said.

Volvo executives and labor leaders had welcomed the Chinese with open arms, glad to be done with Ford. The Americans had so tarnished Volvo's image that when they put it up for sale it attracted few buyers save Mr. Li, who firmly believed in the company, said Mr. Sundemo. Following the sale in 2010, the Swedish authorities went out of their way to please the new Chinese owners. When the company wanted to buy land to build a research center in Gothenburg, Sweden's second largest city, the municipality sold it a plot at a generous discount. They also canceled the building of a school on the same grounds and helped Geely cut through Sweden's red tape. They had ample reason to be so welcoming.

"Gothenburg is Volvo and Volvo is Gothenburg," said Daniel Bernmar, a member of the opposition Left Party. In Gothenburg, new Volvo models stand on display at the arrivals hall of the airport. In town, seemingly every other car is a Volvo. Losing Volvo, like Saab before it, would have been traumatic.

Despite the city's

ation and mutual value-creation that could lead to a full combination of the companies." Volvo refused to comment on the proposed merger, saying the details were still being debated. But many Swedes fear that a full-on takeover by the Chinese might undercut the remarkable strides the company has made in re-establishing the brand.

"We are Sweden lovers, and Volvo stands for something," said Ms. Margitin, of the engineers' union. "We would like that to remain."

For Mr. Sundemo, who is now retired, the impending merger is a disaster and an example of Sweden selling out its industries. He said the Chinese liked to run forward, while the Swedes were slower. He is still happy with how the company has grown since Geely bought it, he said, but he feels the latest move might have had a political motivation. "We probably all have been a little naïve," he said.



**2020 POLESTAR 1 - DRIVING REPORT****Mike Dodd, Patrick Gosling  
DRIVING.CA**

Now, here's the kicker. The Polestar 1 is an all-round great car, regardless of whether it's being powered by electrons, fossil fuels or, in its best formula, a combination of both. Oh, it's not quite as fast as those incredible horsepower and torque figures would seem to promise — it does, despite its much-ballyhooed all-carbon-fibre body, weigh a fairly hefty 2,305 kilograms. 4.2 seconds to 100 kilometres would appear fairly sprightly on initial inspection, but it's actually a little lethargic compared with other sports cars and GTs that boast similarly impressive horsepower stats. Oh, it's quick, but if you're expecting a McLaren GT or Porsche 911 Turbo experience based on the spec sheet, I suspect you're going to be a bit disappointed.

On the other hand, in pretty much every other arena of performance, the Polestar PHEV simply excels. Firstly, even though the twin rear electric motors — 116-hp apiece and 232-hp in total — represent barely half the power available, when you are in its battery-power-only "Pure" mode, the Polestar is plenty sprightly. Top speed on lithium ions alone is 160 km/h, passing acceleration on highway is more than peppy and there's more than enough torque, should you be lucky enough to be lost somewhere on Northern California's Skyline Boulevard, to play silly buggers on twisty mountain roads. And, unlike so many other plug-in hybrids that but pretend to be a true EV, the Polestar 1 really is a battery-powered electric vehicle; in its "Pure" mode, no matter how hard you mash the throttle or how fast you're going, it remains resolutely emissions free. At the risk of sounding like a broken record here, you could go weeks without once engaging the gas engine.

However, if you do turn to the Polestar's

phasers-set-to-kill, full "Power" mode, things get decidedly more serious. First, the twice-blown 2.0-litre four kicks in an extra 326-hp. Then an integrated starter-generator — yes, there's a third electric motor connected directly to the crankshaft — kicks in another 71 hp. Blend all of them together — one super- and turbocharged gas engine, two electric motors and one integrated starter motor — and you have one 619-horsepower, all-wheel-drive, torque-vectoring supercar.

It is this last that is perhaps the Polestar 1's outstanding feature. Its zero emissions capability was expected thanks to those aforementioned 34 kilowatt-hours of battery. Ditto for its straight-line performance; it's hard to say no to 619 horses whether they be electric, gas fed or, as in this case, an often-varying combination of the two.

But the Polestar 1's exemplary comportment was completely unexpected. Oh sure, it has way-trick Ohlins suspension and a chassis rigid enough to serve as bridge buttress. But they, in isolation, are hardly an ironclad guarantee of exemplary road-holding. Rather it is the tuning of said suspension, a near perfect balance — those 34 kilowatt-hours of battery capacity are split into three pieces to promote optimum weight distribution — and some really pretty nifty torque vectoring in the rear that has the Polestar 1 clipping apexes as sharpish as some supercars.

Tight hairpins or long sweepers, the 1 held its line with equal aplomb. Gently feather six-piston Akebonos into a classic, long-arc cornering line or just slam the damned thing in a classic point and squirt, the Polestar just shrugs it all as barely worth a sweat. As Polestar's commercial project leader, Sofia Björnesson, explains, the 1's torque vectoring doesn't work by slowing down the inside rear wheel — as it does on lesser combustion-engined cars — but by speeding up the

outside wheel, thereby helping acceleration while also getting the car to turn a tighter line. Two of the best handling luxury cars of recent vintage — Porsche's Taycan and now the Polestar 1 — are battery-powered; there must really be something to this electric torque vectoring stuff.

As if outright speed wasn't enough, the Polestar 1 is also a model of sophistication. Its eight-speed automatic transmission is as smooth-shifting as any in the business. The gasoline engine is devoid of vibration and harshness that it's almost impossible to detect when it kicks in. And those Ohlins shock absorbers, so lauded for their race-track proven handling prowess, prove quite compliant as well.

Indeed, seeing as how the Polestar 1 is also quite easy on the eyes, beautifully finished inside and commendably quiet, I could only really find two faults. The first — and this is its only failing from a pure practicality point of view — is a truly tiny trunk. Cargo capacity is, in fact, just 125 litres. The saddlebags and topcase on my Suzuki motorcycle carry more than that. Polestar claims that a set of golf clubs will fit back there, but that's assuming you don't swing a Callaway Big Bertha. The Polestar 1's cargo carrying capacity is literally dwarfed by a Miata.

The second hole in the Polestar's armour is the infotainment system. Unlike the recently-unveiled all-electric Polestar 2, which incorporates Android Automotive's latest full operating system, the 1 still runs Volvo's old Sensus system. Three years ago, Sensus might have been described as a sophisticated and futuristic, if oft-time quirky, man/machine interface. In light of all that's come since — Mercedes' MBUX, the latest Audi MMI system and the aforementioned Android Automotive — it now seems painfully outdated and not nearly worthy of such a fantastic automobile. Oh, there is one more thing: The Polestar 1, in Canada, will set you back

\$199,000. No that's not a typo; this is a Volvo — or, at least Volvo-adjacent — that will set you back 200 large.

The crazy thing is I think it's worth it. Suave and sophisticated yet still very much Scandinavian — that should be read practical and pragmatic — the Polestar 1 is as convenient as an EV in town, as practical as a traditional gas-fed automobile on the open road and as speedy and sexy as any super pricey gran turismo in any circumstance.

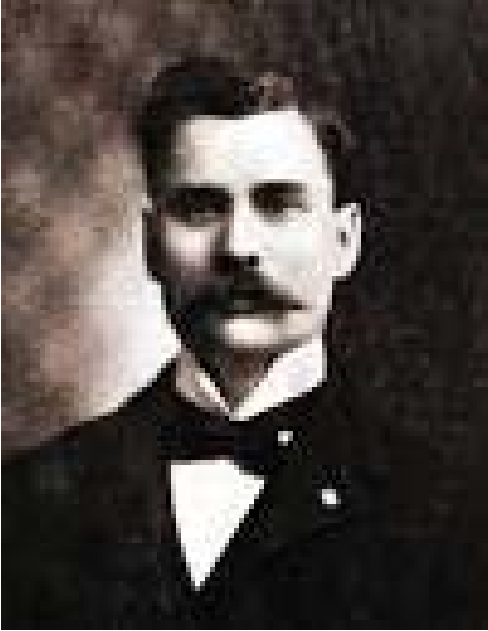
It gets my vote for the luxury car of the year, electric or not.



**ALFRED STROMBERG**

David Conwill

July 2017

**From Hemmings Classic Car***(Gregg: The Stromberg carburetors found on 69 and 70 140 series and 69-1800s were unloved.**Most of the cars that wore them are gone and the cars that remain have often been converted to SU HS6 or HIF models. I had kind of written Stromberg off, based on the general dislike of his Carbs on Volvos, but when I read this article it illustrates the breadth of Alfred Stromberg's accomplishments.)*

The name "Stromberg" has gotten a lot of traction as hot rodding's most famous carburetor, the 1930s-era EE series – better know as the "97" – has once again become a hot commodity. In fact, it's even back in production.

Stromberg the man, however is less well known. Like Harry Tillotson, William Carter and the Holley Brothers, Stromberg's eponymous mixer of fuel and air has long outlived the man himself. He is actually far better remembered by enthusiasts of vintage telephones and radios, thanks to his lifelong involvement with those products as well.

Alfred Stromberg was born near Stockholm, Sweden, on March 9, 1861 – slightly over two years before Henry Ford. He would grow into a "little, unassuming man with sharp features and intelligent eyes ... with great will power, with nerves and muscles of steel," according to the

Svenska Tribunen, a Swedish-American newspaper of his heyday. Like Ford, he would get his start working in one of the great establishments of a famous 19<sup>th</sup> century inventor, though not Thomas Edison but Alexander Graham Bell.

As a teenager, Stromberg started his career as an electrician, and by the age of 18 he had risen to the position of foreman at Oller and Company, Stockholm-based maker of telegraph instruments, telephones, and sewing machines. It was while working for Oller and Co. that he installed the first battery transmitter to be used in Scandinavia.

When the U.S.-based Bell Telephone Company established itself in Stockholm, Stromberg joined that organization, where he performed much of the work installing the Stockholm telephone exchange as well as several of the telephone exchanges in Northern Sweden. Around 1884, Stromberg took the opportunity to join Bell's Chicago office. In 1886, he married a fellow Swede, Ellen Johnson, with whom he had four children.

One story from this time, likely apocryphal but too good not to share, is that upon his arrival in the United States, the ambitious young immigrant found himself short of funds and attempted to obtain a loan of 25 cents. Denied such an investment, Stromberg was said to have vowed never again to attempt to operate on credit.

Over the next five years, Stromberg working for Bell, inventing refinements to telephone equipment on the company's behalf. In 1890, he set out on his own, carrying his electronic expertise to the Thomson-Houston Co. and the Chicago Electric Protective Co. for the improvement of burglar alarms.

When the Bell telephone patents expired in 1893-'94, Stromberg and another Swedish ex-Bell employee named Androv (some sources say Anders) Carlson joined together to form the firm of Stromberg-Carlson, producing telephone equipment for companies outside the Bell System. One of the biggest customers of S-C was the Rochester, New York, telephone company, and in 1905 a group of Rochester investors purchased the concern, leaving both Stromberg and Carlson wealthy men. Stromberg-Carlson would later expand into radio and phonograph production, including car radios. It still exists today as a subsidiary of Genband U.S. LLC, still producing, in essence, telephone equipment.

The energetic Stromberg was not content to

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retire in his 40s, however. After assisting in Stromberg-Carlson's re-establishment in Rochester, he returned to Chicago and was soon involved in the Perry Time Stamp Company and the Goldberg Motor Car Devices Manufacturing Company. At Perry, which soon bore the name Stromberg Motor Devices circa 1909, Stromberg (and his old friend Carlson) brought much-needed capital to the designs of John Goldberg. A large factory was erected in Chicago, and the company's one-a-day production of carburetors for automobiles, motor boats and aircraft, was soon increased to one per minute.

Stromberg's carburetor operation would prove just as successful as his telephone and time-clock efforts. The carburetor company was purchased by Bendix Aviation in 1929, shortly after the death of Carlson. Stromberg himself died in 1913, one day short of his 52<sup>nd</sup> birthday. The original Stromberg carburetor company would produce its last units for U.S. consumption in 1974, but the name and the famous 97 design live on with the revived Stromberg Carburetor company of Suffolk, England.

**TECHNICAL TIPS****544 TRUNK LID FITTING**

Gregg Morris

In the spring of 2018 my old copper colored 544 was chosen for use in the TV series titled "A series of unfortunate events". Fortunately they also hired me as a "skilled" extra because I know how to drive, and more specifically how to drive this 60 year old Volvo. The episode was being filmed in an enclosed set in South Burnaby where the wizard set constructors had made a very convincing forecourt and lobby of a classy European hotel. My Volvo, along

with an old Mercedes and a Citroen DS were used to drop off and pick up hotel guests in front of this mock hotel. In the first scene I was to pull up, and the porter would carry a hotel guest's luggage to the car and put it in the trunk. Seems simple enough. Well it wasn't.

The 544 trunk mechanism is a bit unique, even quirky. You turn the trunk handle and lift the trunk lid full open and as you let it down a "dog" retains the lid in the open position. To close the lid, you raise it a little bit which releases the dog and allows the lid rotates down to the

closed position. There are a few potential problems with this system. First nobody but a 544 driver knows how the hell it works and inevitably try to force it down from its open position without lifting to release the dog. This bends things. You can just imagine how much fun this is at the border. "I am going to look in your trunk sir." "Yes but." "Please give me the key sir." "Yes but there is a bit of a trick to raising and lowering trunk lid, and I would be happy to show you." "Remain seated sir and give me the key." "Yes but."



I am sure you see where this is going. He gets it open and cannot get it closed, but not for lack of trying. Eventually angry he lets me close the now ill-fitting trunk lid. The upper left corner of the lid is no longer flush with the body. Its the left corner that bends and not the right, because only the left hinge has the dog that holds the lid up. Its not just one time abuse that causes the left upper corner to stick out, it is simply every day use. The lid is not light and all the load is on that left hinge. Eventually it will bend the bracket even if used correctly.

544 owners have known of this problem for decades and some bright light got the idea to raise the lid and force it further up than it wants to go. Then close the lid and eureka the corner now fits flush again. Of course the upper left corner of the lid will gradually move back out again with normal use but when that happens just over-torque it again and it will sit flush, and so on. You are probably finding this description fascinating, but wondering what it has to do with the movie set.

With the 544 sitting in front of the fancy hotel it was time for the practice run of loading luggage and passenger into the 544. I lift the trunk lid and to my utter disbelief the upper left hinge is no longer attached to the car so it is just pivoting on the right hinge and my arm. Nuts! Before any of the movie guys noticed what had happened I closed the lid and locked the handle and suggested that it would be easier to put the luggage in the back seat, and that is just what we did for the rest of the week on the set. It was unbelievable that having owned the car for 48 years it would pick that instant to break. What had happened? All that over-torquing of the lid was bending the sheet metal that holds the lid hinge to the car and eventually it just ripped off.

When I got the car home again I unbolted the trunk lid from the hinges, then the right hinge

from the car and finally the ripped piece of sheet metal from the left hinge. Luckily the piece that ripped off was relatively accessible and not attached to the outer bodywork of the car. It could be welded back in place without burning the paint on the outside of the car. My friend Peter Valkenburg is a good welder and in half an hour the piece was welded back in place. I primed and painted the welds and reinstalled the hinges to the car and the lid to the hinges. That was a total of 16 fasteners all with slotted holes to allow for adjustment and a flush fit of the trunk lid.

My first attempt was pretty dismal. Not only did the lid fit badly it would not even close at the bottom. I wondered if we had misaligned the piece we welded in. I fought with the lid all day, lying in the trunk of the car with my feet holding the lid up while I tried to fasten enough nuts and bolts to secure the lid and test it for fit. I just could not get even a half decent fit. I thought about it over night and came up with a solution. I removed the hinges from the trunk lid. Then I placed the bare lid in its correct position. It was nicely centered in the opening and the corners were flush with the bodywork. Next I closed the trunk handle to keep the lid in place. I removed the back seat bottom and back exposing the opening to the trunk. Armed with flash light, trouble light, ratchet, extensions, sockets and wrenches I squirmed into the trunk through the opening. You have to be the right size and flexible to fit in there. Then I carefully installed the hinges without moving the trunk lid. When that was done I crawled

back through the car and tried the lid. It opened, closed and fit perfectly.

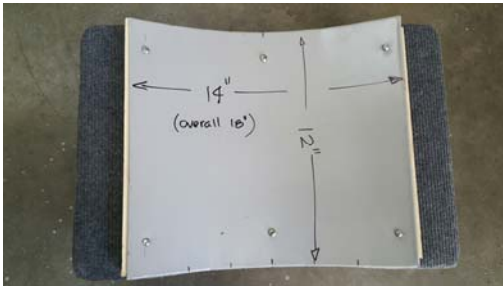
### CHEAP SKATES

**John Cripps**

I have been told I have some fixations on certain things such as wheels, it must be my cave man heritage and the sense of wonder what wheels can do. I collect and salvage wheels from anything I can and when I wanted to make my own wheel skates so I could scoot my old Volvos around in the garage, I went through my collection. However, I decided instead to buy four platform dollies from Harbor Freight. I couldn't match the price of \$8 US, which includes four wheels and a wood platform with a load capacity of 1000 lbs.

To support the 15-inch wheel and tires I draped a sheet of steel 12 x 18 inches over the platform frame and screwed it down to match the tire curvature. I cut a 3/4 x 1 furring strip to sup-





port the ends and screwed through to the frame. Well how do they work? Just right it turns out. The wheels are small enough to have enough friction that if you accidentally bump the car it doesn't go shooting over and collide with the other car in the garage, nor take off down the driveway. One person can maneuver the car around by nudging each end of the car sideways. Another bonus is they also lift the car up, so thin

bodied mechanics can change their oil too. Not me though, my seal lion torso won't fit. It's great to be able to move one car in a two car garage over to the side and make more room to work on the other car, open the doors and scoot a tool trolley around the entire car. Enjoy your garage life with wheel skates!

**700,900 HEATER CONTROL VALVE FAILURE.**

**Gregg Morris**  
The heater control valve is located behind the engine on the driver's side. When they fail, and they will, the coolant will leave the engine very quickly. I found this out with my 91 940SE at a busy Vancouver intersection. Steam just poured out around the hood and I limped to the nearest safe place to park, water temp gauge pegged. The solution I found out later is to eliminate the valve and replace it with a short piece of 1/2" copper pipe. There are two replacement heater control valves available. The light one breaks

easily. The robust one leaks. Without the valve, coolant will always be flowing in the heater core but doors in the system do heat control job. The air box diverter keeps the hot air from the car interior.

**240 SERIES BLACK VINYL DOOR TRIM**

**John Cripps**  
The 240 series cars came with flat black vinyl stick on trim on the bodywork at the base of the side windows. After years of the sun's UV the vinyl starts to shrink, check and harden. New vinyl kits are available from <https://www.240turbo.com/doorvinyl.html> for \$49 plus shipping. Installation instructions are included.



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# HOW THE SUMMER SHOULD HAVE BEEN



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AND GOOD  
HEALTH TO  
YOU ALL!**

**GREGG**

