



THE VOLVO CLUB OF B.C.

MAY 2021

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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)

Due to Covid 19 our spring and summer events are cancelled. Fall events will be considered in the September 2021 newsletter.

ARTICLE CONTRIBUTIONS BY MEMBERS

(In the January 2021 newsletter, Jamie Graham of Victoria provided a report from the Hagerty newsletter which featured Jamie's restoration of his 64 1800S. He has since offered to do a series for us detailing his current restoration of a 1962 "Jensen Built" P1800.)
62 P1800 RESTORATION episode 1
Jamie Graham

One has to listen when a trusted Mercedes mechanic calls about seeing a dusty/rusty old 1800 Volvo parked in a rural carport in North Saanich. He was there on other business but chatted with the owner, a local Veterinarian, who said she might be willing to part with it. With this thin lead and nothing else but a love for these classics, arrangements were made to see the car. VCBC Vancouver Island director Bob Cuthill and I were pleasantly surprised upon arrival to see an early 1800 model with cow-horn front bumpers but rear ones missing. The old car had been sitting for over 14 years, un-driven and home to many, repeat many critters. Having Bob as a wingman to examine an 1800 was a must for me. He has restored several 1800s and currently owns a '61 grey P1800 and his knowledge is extensive, his skills are amazing and his time is generous in helping out.

The car had been painted a metallic red colour. The foul smell and critter droppings kept me from a closer interior inspection, but the car seemed quite complete at first glance, not counting the wheels and plastic exterior mirrors. With

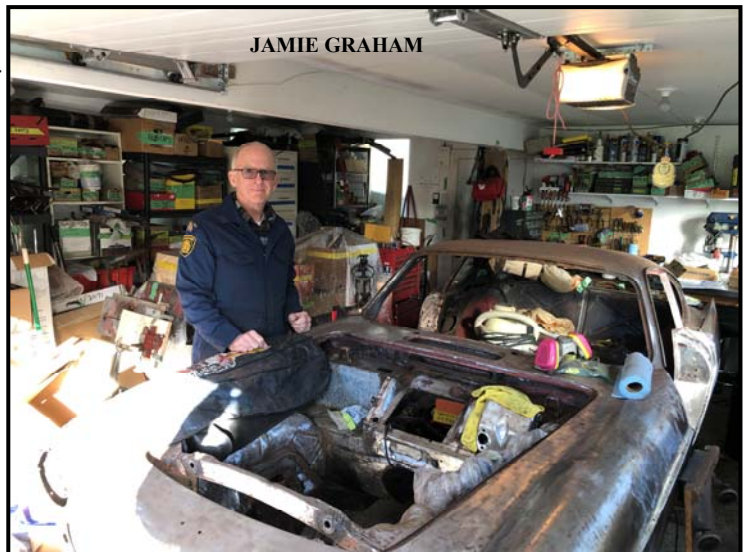
the owner, we opened the trunk which was full to the brim with old perished wire wheels, interior panels, coveralls and all manner of refuse. All the trunk contents

had been stewing so long that much of it was a soupy mix of rotting garbage. As the three of us stared at the lump in the trunk, a big (huge) rat flashed from one wheel-well to the other, right over top of everything. We all jumped back and all I could say was "whoa."

We chatted with the owner about the car's history but all I could think of was the amount of work it would take to bring



1962 P1800 as found



JAMIE GRAHAM



the car back to life and at this stage I was in doubt that this project was for me. The car was sporting a blanket of green mold, lots of caked on mud and dirt, observable rust flaking around the lower front and rear wheel wells, perished tires - nothing out of the ordinary but a copious amount of work.

Later that night after a long discussion with the wife, a brief phone conversation with the owner led to my purchase of the car. I wondered again what I was in for. I knew nothing of its background, but it had an Alberta title by this owner and an old handwritten bill of sale indicated it has been purchased in 1986 from Gene Morrell (more on him later) of Dawson Creek, BC.

This was my fourth 1800 model. The first was a '68 1800S (sold to a German buyer), the next two cars, a '64 1800S and '73 1800ES were completed over the years and are currently in storage.

Recovery and movement of the car was a story in itself. We arrived at the rural property with two large plastic garbage containers. An earlier feline visitor seemed to have departed but a nudge on my leg revealed he had returned, a large cat, not timid or tame, looked like a calm 'Ocelot. He disappeared momentarily, only to show up next sitting in the interior passenger foot-well seemingly waiting for 'lunch.' He seemed oblivious to the smell.

It was a challenge to spend more than a few seconds inside the car as the interior reeked of rodent remains and droppings. A small rat nest was tucked in one tight corner. Almost all of the trunk contents went straight into the bin and Bob's small compressor worked magic with two of the flat tires. The car was eventually towed to a gravel pad in front of my own garage where it was wiped down, vacuumed and aired out as well as possible. Then it was off to storage until I had the interior space to begin more serious work.

During the initial exam, Bob and I reviewed the data plate information and were both of the opinion that the car was a 1962 model, not 1963. All the black paint had been worn off, leaving just the stamped met-

al tag. Letters and supporting documents went back and forth all proved no help but after (way too much) time on the internet the only leads came with several online entries for a "man of the cloth", Rev. Eugene Morrell living in Washington State. Then one evening I found the phone number for a Rev. Eugene Morrell living in Bend, Oregon. The conversation that followed was one for the ages:

This car did not have the customary Pressed Steel stamp on the inner LH wing facing the brake master cylinder. Revealed much later was a plate under the black gooey insulation on the rear steel seat bench.

The P1800 was assembled from 1961-1962. Due to the huge popularity of the Volvo Amazon, Volvo was forced to outsource the production of the car's shell to Pressed Steel in Scotland, with Jensen assembling the cars in England. Jensen ultimately ended up producing just +/- 6,000 cars, as Volvo decided to terminate the contract in 1963 due to quality issues. From then on, Volvo assembled the cars itself. The production was moved to Volvo's own plant in Gothenburg. From 1963 on, the car's name was changed to 1800S, with S standing for Sverige, dropping the P.

Every classic car buyer/owner loves to trace the history of their purchase so I thought I would try with contacts in Dawson Creek to find Gene Morrell. The library, RCMP, City Hall, archives and local gossips

all proved no help but after (way too much) time on the internet the only leads came with several online entries for a "man of the cloth", Rev. Eugene Morrell living in Washington State. Then one evening I found the phone number for a Rev. Eugene Morrell living in Bend, Oregon. The conversation that followed was one for the ages:

Q (from me) is this the Rev. Morrell residence?

A. yes

Q. by any chance at one time did you live in Dawson Creek, BC

A. I did (double fist pump)

Q. did you at one time own an old 1800 Volvo

A. I did (another double fist pump)

Rev. Morrell was stunned that I tracked him down. He was most helpful and provided an extensive explanation about selling the "love of his life" and how he treasured that car even to this day. He certainly regretted selling it. A series of E mails and photos followed from Rev. Morrell outlining the history of the car during his tenure. He bought it in 1975 from Wades Auto Sales in Vancouver, WA for \$1000. The car went to Alaska and then to Whitehorse, back to Washington and then to Chilliwack, BC. The engine was extensively re-built (topped off with the rare IPD VOLVO valve cover). When preaching in the Chilliwack area,



Rev. Morrell and the car were regulars at many shows with their fair share of wins. His son had painted the car its current metallic red and he sold it to the next owner in 1986. Rev. Morrell is now retired but his recollection of the car's early years was a treasure chest for me and any future owner.

In future articles I hope to share with VCBC newsletter readers, the car's disassembly, paint stripping, body and metal work, re-spray and re-assembly. A complete record in photos and invoices will track the progress.



EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

Events: Covid is still making it impossible to hold our normal series of events. The availability and scheduling of vaccinations seems to vary daily. As I write this in mid March all my friends in the USA have already had their primary and secondary shots. It is possible that Cates Park could happen but only if it is very safe. North Vancouver Recreation banned all events in the park last year and I believe that is still in effect. More accurate information should be available in the September newsletter.

VCBC club benefits: Even though we are unable to enjoy group events our members still enjoy the various parts and service discounts that come with membership and I hope the newsletter continues to provide some entertainment. For myself I value the association with such a large group of friendly and knowledgeable people, all with the same car interests as I have.

Membership Renewals: We gave everyone a free year of membership last year. (That was from July 1, 2020 to June 30, 2021) Membership renewals will resume with this newsletter. Everybody whose membership expires June 30, 2021 will receive a renewal notice and return envelope in the mail. The membership fee is still \$20 Canadian for Canadian members and US\$20 for our American members. Return the renewals with the fee in the form of a cheque, money order or cash and you will receive a new membership card, membership list if you request it, updated username and password for access to the Newsletter library in our website www.volvoclubofbc.com.

NAACC Membership: Our club has joined the National Association of Automobile Clubs of Canada, and that is the shortened form of their name. Up to 2009 they were the NAAACCC. That must be some kind of record for an acronym. It stood for National Association or Antique Auto-

motive Clubs of Canada Corporation. They were formed in the early '60s and have been lobbying for the rights and concerns of car clubs across the country. For instance, it was thanks to them that there is no duty on 25 year and older cars or parts crossing the border. They fought against Bill 241 which was a mid '90s Federal Bill which proposed that all older vehicles, pre 1978 vehicles including modified vehicles, be taken off the public highways in Canada. All in all they look after the interests and activities of all car clubs and lobby to help them. Take a look at their website by googling NAACC. We will send all our members an NAACC membership card and a Marks discount card.

Letter from Adam Richardson, an Auto Glass Expert in Bellingham, Wa., Of course I'm writing because I saw your write-up in the January 2021 newsletter on putting your replacement quarter window in the Amazon wagon. These tips are more food for thought. First thing is if your car happens to not have been waxed in a long while, I would clean and wax the area around the window. Two reasons. One, it might help just a tiny bit with the gasket slipping in. Two, and more importantly, it will help with the cleanup of the 3M 8509 bedding and glazing compound, and help prevent it from possible staining if the paint is porous. I don't know what kind of solvent you used for cleanup, but most glass

guys down here use wax and grease remover. It's probably very similar to whatever you used, it's pretty gentle compared to acetone or laquer thinner. (I used Varsol also just called Solvent, Gregg)

Linseed oil is pretty popular as a lube for the gasket and rope. It's advantage is that it seems to mix well with the bedding compound and doesn't displace it. It also is very slow to evaporate giving you plenty of working time and anything left under the gasket after cleanup dries sticky, aiding the sealing of the glass.

I've never put one of those quarters in, so I haven't looked up close, but I would have been tempted to try and fit it without removing the chrome piece on the bottom, but I could be wrong about that. As for your removal process, that is 100% spot on!

Websites of interest

Video from Alan Boreham, A Volvo P1800 Cyan on a snow covered track. Amazing car control on such a slick surface and such high speeds. <https://www.motor1.com/news/488463/volvo-p1800-cyan-snow-video/>
Youtube From Bill Boholzer re Neville Britto's beautiful 1968 122 automatic https://www.youtube.com/watch?v=N_Rn8_3DmzE



P1800 CYAN

WHAT'S NEW (OR OLD) AT VOLVO

DON DOCKSTEADER MOTORS 75th ANNIVERSARY, 2005

Gregg Morris

Back before Covid, when our club could actually hold events we took a spring drive to Kamloops in June 2019. While we were enjoying our supper on picnic tables overlooking the Thompson River, a long time club member Dean Mackley of Barriere, north of Kamloops paid us a visit. (Our club was formed in June of 1992 and Dean joined in August of that year). Dean did not come empty handed. He was carrying a large box full of Volvo manuals, brochures, magazines etc., which he was offering our club members at very friendly prices. When most of the contents had been sold the club bought the remainder and in that pile of documents I found a glossy Spring-Summer 2005, edition of DOCK TALK, the magazine that used to be put out by Don Docstedeer Motors. That issue was celebrating the 75th anniversary of the Dockstedeer family in the automotive business.

Don Dockstedeer Motors has always been good to our club. When we first got

the idea to formalize the club, Paul Dockstedeer and Vice President Ron Brown offered to sponsor us. That was June of 1992 and they financed our newsletters and provided us a valuable discount on parts, hosted our technical sessions, and swap meets, all things that that helped our club grow. Here is a look back at their history. For the sake of chronology, Peter Docstedeer started it all and he passed the business to his son Don who in turn passed it to Paul. Here is some of the content of that special edition.

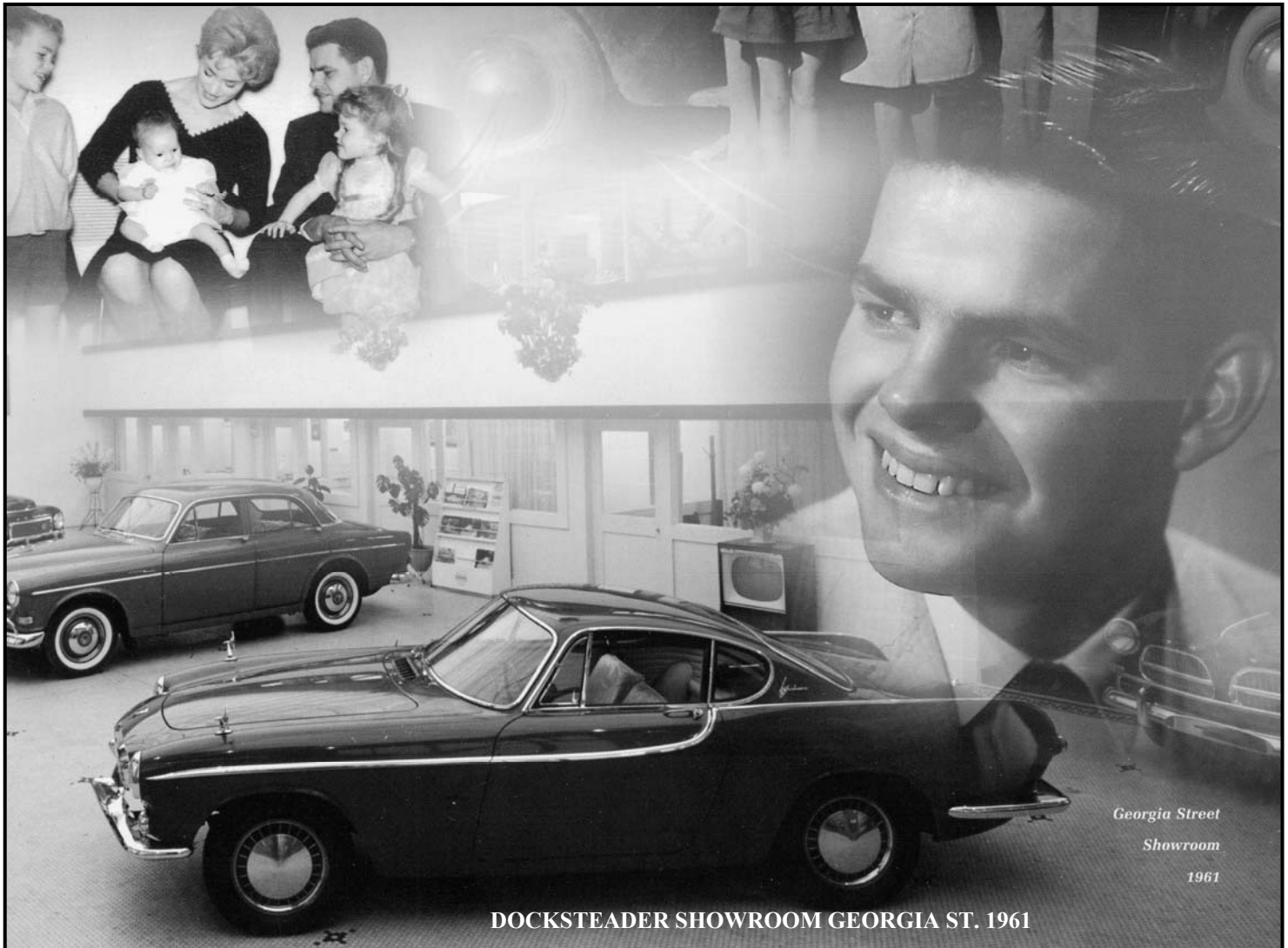


Forward by Paul Docstedeer year 2005

Welcome to the 75th Anniversary "commemorative" edition of our Dock Talk Magazine. Looking back it is hard to imagine that my grandfather, Peter Dockstedeer, could have ever envisioned that the family business would have grown to become what it is today. From his humble beginnings in Grand Forks, BC, our family has now

grown to two franchises comprising three locations with a total staff of over one hundred and forty! Over the years literally thousands of people have worked for our company at one time or another and we are very proud of people like Peter Gallina, Graziano Leonati, Jeff Wong, and Paul Louie. These loyal and dedicated people together with their families have been valued members of our family for upwards of thirty years and more! We have another group of over 10 people who have been with us for over 20 years.

Like my father, and grandfather before me I was taught at a very early age that long term success in business is all about people and how you treat them. So the formula which has stood the test of time still rings true today. Our philosophy has not and will not change. We believe that all our customers are a part of the family. We are committed to providing the highest level of true and honest service to all our customers. It's something we've strived to do for 75 years now and we are very proud of this unique achievement.



Georgia Street Showroom 1961

DOCKSTEADER SHOWROOM GEORGIA ST. 1961

I want to thank my Father for trusting and believing in me to carry on what he had so successfully built. Today my father is 75 years young and it just so happens that if I am lucky enough to continue the family business to where I reach 75 years of age the anniversary for our company will read 100! What a terrific milestone that would be!

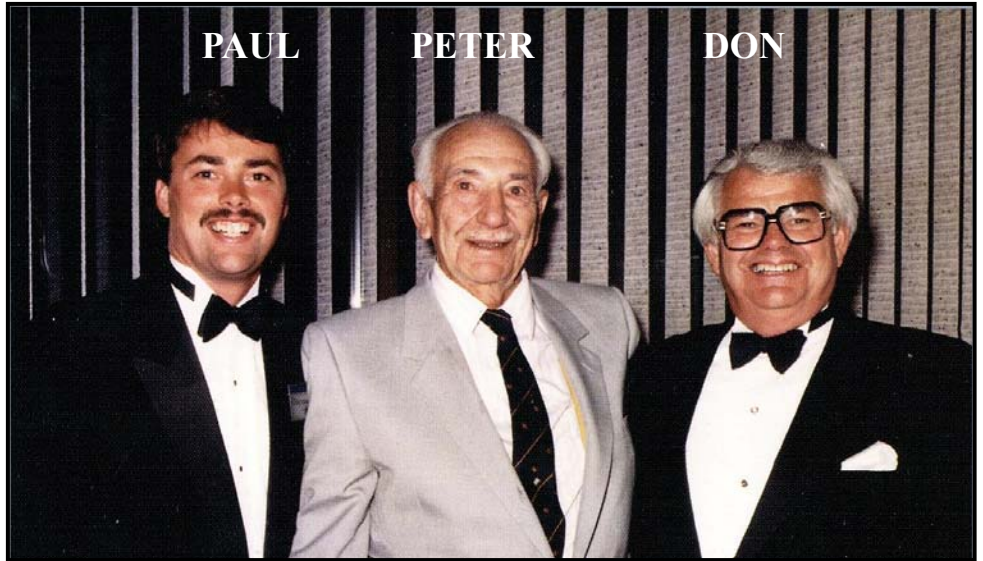
I hope you enjoy the contents of this magazine and as we look into the future, here is a sneak peak at some of the past.

DOCKSTEADER AND VOLVO: 47 YEARS AND COUNTING

The history of Don Dockstader Motors and the history of Volvo in Canada are in many ways one and the same. The fact is that, while our family's involvement in the auto industry goes back to 1930, the modern era of Don Dockstader Motors began with Volvo in 1958. That was the year Volvos were introduced to Canada.

At that time the Dockstader family was well established with a service centre at 37th and West Boulevard in Kerrisdale. We had a number of automobile franchises selling well-known American-made vehicles such as Packard, Studebaker, and Vanguard. The family was approached and asked if we would be interested in selling a then unknown line of vehicles made in Sweden, called "Volvos". The name is derived from the Latin word meaning "I roll".

Volvo had been producing cars in Sweden since 1928. They had been created as vehicles that would be more suited to the harsh Scandinavian climate than were American imports. They were built with



high-quality Swedish steel and handled themselves well in winter weather and on the kind of roads that are found in a large, mountainous country.

By 1958 Volvo was well established in Europe, selling a line of trucks and cars, and they were ready to expand across the ocean. They came to Canada looking for established and reliable partners who would be interested in offering these peculiar cars to the public.

Coincidentally, that was the same year that Volvo invented the 3-point safety belt, which is now considered the most important vehicle safety feature of all time.

Our company was intrigued by the possibilities of these cars, recognizing the many similarities between Sweden and Canada. We were also highly impressed with the quality of both their design and engineering. So we agreed to start selling

this unknown brand of vehicles under a distributorship in the fall of 1958. The company was named Volvo Imports Swedish. In 1959, we were granted one of the three original Volvo franchises in Canada. We are one of the remaining original franchises still in operation.

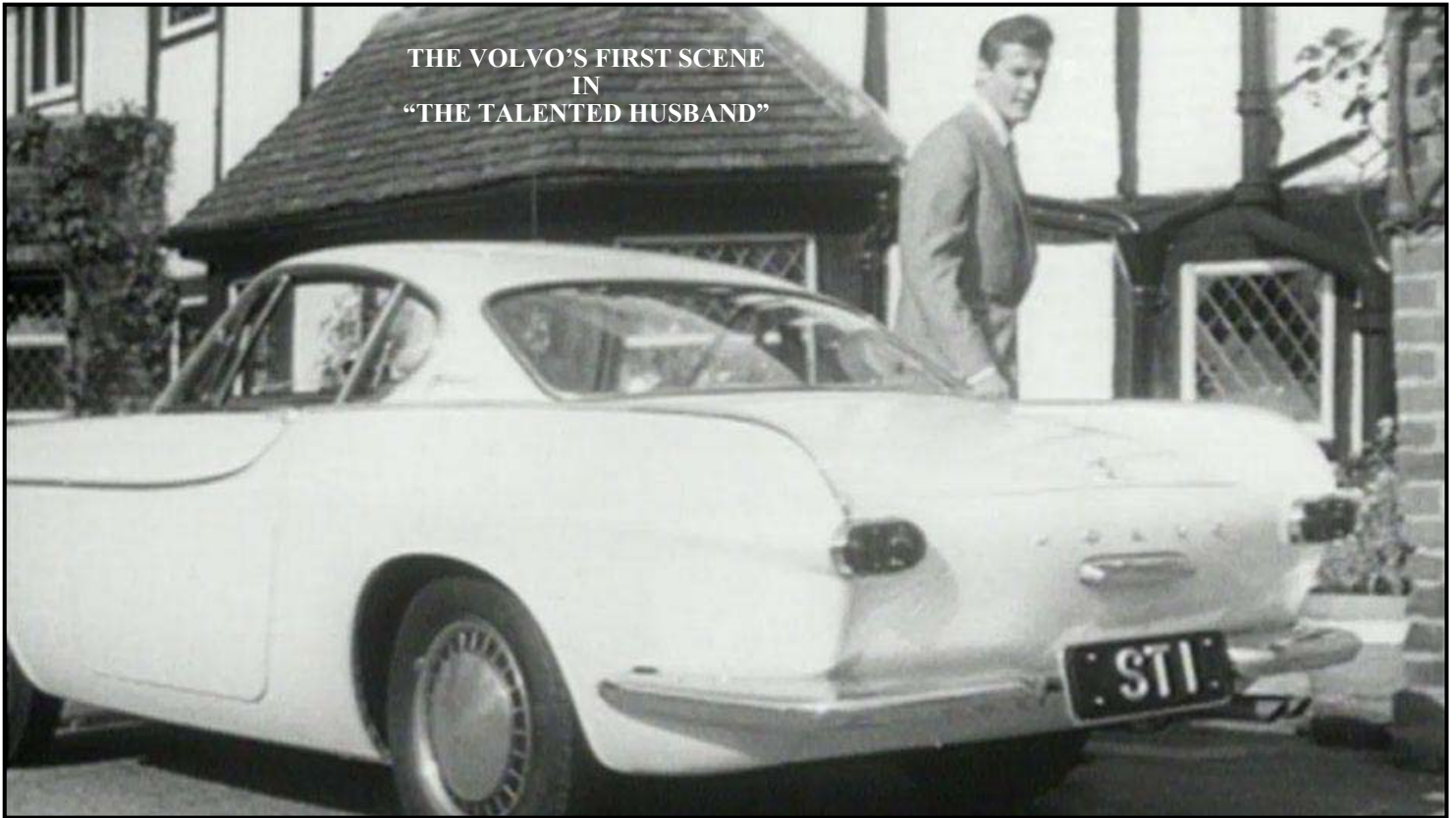
The dealership operated out of a location at Georgia and Thurlow from 1961 to 1973. As time passed, and the Volvo line of cars evolved, they became first accepted, and then increasingly popular. In 1973, we changed the name of our dealership to Don Dockstader Motors and moved to Main and Terminal. Throughout the 70s and 80s, the issue of safety was growing in importance in the minds of North American drivers. Volvo shone extraordinarily well under this light and the popularity of the brand continued to grow.

In 1987 Don Dockstader Motors

moved to our present location at Cambie and Marine. We have now been selling Volvos in Canada for 47 years. Volvo is now a prestigious and sought-after brand that's earned its place in the luxury vehicle segment. Did Peter and Don Dockstader realize back in 1958 that this would happen? Of course not. But we're certainly glad they made the decision they did.



DON WITH A COUPLE OF OLD FRIENDS



THE SAINT

The Story of how the '60s TV series the Saint came to use the Volvo P1800 has been told many times, but this version written by Kevin Price provides a more personal touch to the old story and I think you will enjoy it. Kevin is the founder of the Volvo Enthusiasts Club in Britain and has kindly given his permission for us to use the article from the Autumn 2020 VEC newsletter.

HOW DID IT ALL BEGIN – THE STORY OF VOLVO AND ‘THE SAINT’?

Kevin Price

Founder, VEC Britain

(Updated from an original article first published in Autumn 2014)

Jaguar or Volvo – The story behind the ‘original’ TV Saint Car 71 DXC

Having met Johnny Goodman, the Associate Producer of The Saint in 2014 while filming an episode of TV’s ‘For The Love of Cars’, at Elstree Studios, where the ‘The Saint’ was filmed, I thought that I would write a history of how a Volvo P1800 came to be Roger Moore’s alias Simon Templar’s TV ‘Saint Car’ Talking to Johnny, and from a copy of an article he had written some time ago for a Fan Club, which he had kindly sent me a copy, the film company’s first choice was not a Volvo.

By May 1962 Robert S. Baker and

Monty Berman’s production company, New World, was almost ready to start shooting the first episode – ‘The Talented Husband’. But with weeks to go, a car for Simon Templar to drive had still not been found. Johnny discussed it with Rob and Monty, and they decided to try to get a car free of charge from one of the manufacturers. Johnny says “for years, the Americans had been aware of product placement, in other words getting stuff onto a picture or show, gratis. This has a double advantage – the people letting you have the product get free advertising and the producers save a lot of money”.

Johnny phoned all the manufacturers he could think of, and was surprised by the response. “I rang everybody: Jaguar, Vauxhall, Ford. And it was incredible – nobody wanted to know. Nobody seemed to realise that this exposure, week after week, could be invaluable. And all it would cost them would be the lousy price of a motor car. I think Mercedes offered us the use of a car for a day. I told them, ‘you are joking – we’re talking 12 months and possibly longer.’”

I mentioned the problems we were having to Roger Moore says Johnny and the actor came up with a solution. “Roger had decided that he would be living in England for a while, and he would need a car while he was here. He offered to buy a Jaguar

himself, and said we could use it on the show. He didn’t want an ‘E’ Type (interesting as everyone says they wanted one for the series) as they were difficult to get in and out, but there was a nice new model called the Mark X (10) and he liked the look of that” The Mark X Jaguar had been launched in 1961 as the top-of-the-range four door saloon. The car’s combination of power and regal looks made it an ideal choice for the independently wealthy Simon Templar. Roger liked it so much he recommended we get 2!

Johnny then reluctantly phoned Jaguar, who had already refused and asked them for 2 cars as they would need a second for the 2nd film Unit – one free of charge. I asked them to deliver straight away and believe it or not they told me it would take three months. Jaguar told him ‘Mr Goodman, at the moment we can sell all the cars we make, I cannot give you any priority; they wouldn’t even do that for us’

‘We couldn’t wait three months, we need a car this week’ so it was back to square one and time was getting really sort before Michael Truman was due to start shooting ‘The Talented Husband’ in which Simon Templar’s car had a leading role. A friend of Johnny’s mentioned that he had recently seen an interesting new Volvo sports car on the road and found a picture of the P1800, a two door coupe with distinctive

styling in a magazine and showed it to Roger Moore. “Roger himself went to a Volvo Showroom in Mayfair to look at one, and a few hours later he called me to let me know he was impressed with what he’d seen, and that the people from Volvo were very friendly. They were happy to give us a white P1800 for use in the show, and were also happy to provide us with 2 part shells to build mock-up parts of the cockpit cabin of the car so we could use that for back projection shots in the studio”.

Johnny remembers, Roger Moore saying “I thought the car was wonderful” and three days later we had one taxed and on the road”. It was Johnny job to Collect 71 DXC from the Dealership in Central London – Brooklands of Mayfair, who were actually the Volvo Concessionaires for the UK and deliver it to the location of the first days filming near Notting Hill Gate he remembers.

Roger spoke, in his one man shows, of returning from that shoot with the car and being stopped by the Police for not displaying the vehicle correct Registration. ‘ST 1’ he found out from them was owned by a Chief Constable of Strathclyde!

Actually 71 DXC was the only car the Production Company purchased and Rob Baker always after a deal, says Johnny, managed to get a discount on purchase price by buying the Dealership Demonstrator – so actually the car was technically second hand.

“And that is how our love affair with Volvo began” said Johnny,” After that wherever Roger went in the world, Volvo would have a car waiting for him at the airport. The P1800 became well known through its use in the show, Volvo also pro-



JOHNNY GOODMAN

vided us with all the cars we needed both for Roger and the 2nd Unit FOC and I think people associate Volvo with The Saint even now, so I think their support in the early years still pays dividends” It is interesting when we started to film ‘Return of the Saint’ with Ian Ogilvy, Jaguar jumped at the chance to provide a car for Simon Templar – the XJS, they had learned their lesson.

Johnny having been reunited with 71 DXC the original car and driven by Philip Glenister, Co-host of ‘For the Love of Cars’ around the country roads near Elstree Studios for filming of the program, What did he

think of 71 DXC aka ST 1 now after its rebuild? “It’s beautiful!” “It is just as I remembered when I collected it on that first day as I very carefully drove the new car through the packed streets of Central and North London – just the same, it’s absolutely lovely – It brings back so many memories.”

My sincere thanks to the late Johnny Goodman for taking the time to meet and talk to me plus the information he supplied in this article.

ROAD TRIP

BEAUTIFUL OCTOBER GAS WASTING TOUR

October 9-11, 2019

Gregg Morris and Bert Sherlock

Did you know that October can be one of the most beautiful times to take a tour of the BC southern interior? Bert Sherlock and I did just that October 9-11, 2019. A really cold snap had hit the interior a few days prior and dumped some snow on the route we had planned. We kept a careful watch on the weather forecasts and chose October 9-11 because they predicted sunny skies and no precipitation. The temperatures would hit lows down to minus 10 degrees C.

Besides the weather the thing to consider is your tires. In BC, after October 1 you are required to have snow tires. More specifically you need tires that have either

the M+S or the snow flake displayed on the sidewall of the tires on your driving wheels and the tread must be at least 3.5mm deep. Many tires now are all seasons and comply. For instance, Bert’s Michelin tires looked like summer tires to me, but sure enough they had the M+S designation. For our old rear wheel drive Volvos, we had to have at least the rear tires meeting the M+S designation but it is much better to have them on all four. We both did. What happens if you do not have the correct tires? You are subject to a fine if checked. Those are the rules but here is what is more important.

You need to use your head when choosing a route. Avoid really high elevations and don’t play games with iffy weather forecasts. We are not driving winter beaters, we are driving our collector cars.

As it turned out the combination of route, weather and road conditions we enjoyed would have been fine in any car even with summer tires.

Enough of the lecture. This is just a spectacular time of the year for a gas wasting tour. We met at the east end of the Pitt River Bridge around 8:30 a.m. on a cool sunny Wednesday. Bert had his 69 122S and I was driving my 67 122 wagon. The cars were shining and we were prepared with some reasonably warm clothes and a picnic lunch. The morning sun is quite low in the sky this time of the year so heading east, sun glasses were a must. We stayed north of the Fraser on the Loughheed Highway and enjoyed the drive through the farmlands of the Fraser Valley. After the obligatory stop at the Hope Chevron we headed North on the TransCanada Highway

1. It was sunny and bright and the traffic light. Driving through the Fraser Canyon is just beautiful with the road to ourselves and the ladder-backs (alias RVs) gone for the season. We travelled quickly slowing briefly for the historic gold rush town of Yale then passing through the 7 rock tunnels built in the late 50s and early 60s. Crossing the Alexandra Bridge put us on the east side of the Fraser River where we slowed for Boston Bar and Lytton on our way to Spences Bridge. There we turned off the TransCanada and continued east on Highway 8 to Merritt. Eight is a perfect road, with beautiful views and interesting geology. The road provides lots of tight twisties, fast sweepers and connecting straits as it traverses the Nicola River Valley. It entertained us all the way to Merritt and a distinctly cool picnic lunch at the Merritt Park. The last week's snow was not far up the hills around town. After lunch it was another visit to a Chevron and a short backtrack on Highway 8 then north on 97C towards Logan Lake. This stretch of road is distinctly up hill and very soon the snow line was at road elevation, but the road itself was clear and dry.

The snow made the fields and hillsides just glow. When we reached Logan Lake we had to stop at the town center park to take a picture beside the Electrahaul dump truck and giant shovel, relics from the Hyland Valley open pit copper mine. We left town heading west on 97D across cowboy country towards Kamloops. In about 15 minutes we reached and crossed the Coquihala Highway and headed for Lac Le Jeune road that cuts a winding route past lakes and fields into the back door of Kamloops and the Canada Games Olympic pool. Bert and I are both swimmers so this lightly used pool is a treat compared to the crowded lower mainland pools. Bert had a free pass to the Best Western on Columbia St. which provides a spectacular view overlooking the Thompson River as it winds it's way through western Kamloops. Supper wasn't too shabby either at the Nandi's Flavours of India restaurant.

We woke to a beautiful sunny but cold morning. This would be a test for our wimpy lower mainland batteries. Both cars protested a bit but did start. There are lots of routes to leave Kamloops and this trip we

decided that north on the Yellowhead Highway 5 was the route to go. Highway 5 north from Kamloops is a major highway leading to Valemont where you can turn west to Prince George or east to Jasper and Edmonton. We left Hwy 5 at Little Fork 60 miles north of Kamloops and turned west on the lightly travelled Lakes Highway 24 towards 100 mile house.

On Hwy 24 we climbed back up to the snow line. Sunshine on the snow capped forest made it look like a giant Christmas card. We turned south from 24 at Watch Lake Road. This is ranch country and we stopped at a scenic old ranch on the north shore of Green Lake to take in the view. Shortly after we got back on Green Lake road we were engulfed by beef cattle being herded down the road by a group of cowgirls. The cattle didn't seem to mind us and we had no choice but to stay put. I have a good friend who lives on Green Lake and we visited for an hour or so before continuing on Green Lake Road to 70 mile house on Hwy 97. It was now mid afternoon and our destination for the night was Lillooet so we had a very beautiful drive ahead of us.



We only had to travel Hwy 97 for about 30 miles, past Chasm and Clinton before turning west onto Hwy 99 at the historic Hat Creek Ranch. That stretch from Hat Creek to Lillooet can be a lot of fun, but you need to get a free run right from the start because passing opportunities are scarce. As bad luck would have it, a Canadream Rental RV turned onto 99 just before we did and was probably driven by a petrified Dutch tourist. Good luck returned as we got a chance to blast past before the curvy stuff started. It was a 10/10 drive through Marble Canyon and along Pavillion Lake and then opening up to the Fraser Canyon all the way to Lillooet. Yahoo! Just before the Lillooet Bridge over the Fraser we stopped at the Fort Beren's winery for a brief tasting. They are fortunate to have the whole Lillooet-Lytton wine district I to themselves and they are making good use of it. Their wine is excellent. We checked into the Mile O motel and shared a room with a spec-



tacular view of the Fraser and local rugged mountains. In fact, Lillooet's town motto is Guaranteed Rugged and it fits. In past years our evening would include supper at Dinas Greek Restaurant which has sadly changed names, nationality and hands. Now our

destination restaurant is May Wong's Chinese Cuisine Restaurant. The food is great and May is a nice lady and a character. "No! You no want that. You too fat. You have this." May likes Bert because he knows just enough very poor Cantonese to

make her laugh. They were not too busy so she even agreed to have her picture taken in front of the Restaurant. Try it out.

We were up early, scraped the windows, convinced the old Amazons to wake up, and then it was time to hit the famous



Duffey Lake Road. It is my all time favourite road and it is best driven quickly, but very carefully. Quickly is a relative term and I haven't a hope of keeping up with Bert so I don't even try. Besides it was cold and there could well be some ice hiding in the shadows of those "rugged" mountains. You start by climbing steeply for 5 miles followed by a continually curving elevated valley for fifty miles and a 5-mile steep switch back decent with grades up to 14%. Use compression and save your brakes. When that hour of fun was over I reached the place beside Lillooet Lake where Bert should be waiting, but there he was not. I didn't think he would carry on to Pemberton and I hoped he hadn't fallen into Duffy Lake or any number of other hazards. It was a relief to see him storm up behind me a couple of minutes later. He had climbed a short gravel road for a photo op with his car sil-



Breakfast. Pemberton to Vancouver is undoubtedly a beautiful road but I find it a bit anti-climactic after the roads we had just travelled. Too many Whistler posers driving stupidly in their leased BMWs and Porsches and similar idiots in 10-foot-tall pickup trucks. Don't forget October.



houetted against a mountain. We continued through Mount Currie and to Pemberton for

TECHNICAL TIPS

HOW TO WASH YOUR CAR

Gregg Morris

I know. I know. Everyone who reads a car related newsletter already knows how to wash a car. Well I am going to take a chance anyway. This method is good in the summer, really good in the winter and even better if your car is wearing any type of aluminum wheel with too many nooks and crannies that collect brake dust. This method is even environmentally considerate because it uses the bare minimum of water.

Here is what I do. The main ingredient in my method is ZIPwax car wash and wax, a product of Turtle Wax. I buy it in the 4 litre container when they are on sale at Canadian Tire or Walmart. I use a fairly small bucket and make a "rich" mixture of soap to

water. I cup of soap and 2.5 quarts of barely luke warm water. The water in the bucket will feel slippery with wax. The water is barely luke warm because hot water does not allow a residual of zip wax to remain on the paint. In the summer I dry the car off with a towel to prevent streaking but in the winter I don't bother. The paint is left with a residual wax coating that will be shiny and protect the paint until the next wash and as a bonus the next wash will be easier.

This method assumes this is a car guy's car, so it is not pig-pen dirty and the alloy wheels are not covered with baked on brake dust. I hose off the car and hose the underbody if there has been salt on the roads, then wash the car with a soft mitt in the very soapy water. I keep the mitt nice and soapy

and when the car body is washed I hose it off with cold water. I find there is still enough soapy water in the bucket to do the tires and wheels. If the tires are really oxidized and dirty, I use tire cleaner and sos pads to clean the rubber. Once that is done, future washes of the tires will only need the soapy water and a 3M Scotch-Brite pad. (You know those little yellow sponges with abrasive green plastic bonded to the back). After cleaning the tires, I use a piece of towel and the soapy water to wash the tire and the face of the wheel. For the hard to reach bits, like between the spokes of the wheels in the picture, I get a good used 1 1/2" horse hair paint brush (not a cheap plastic bristled one because the bristles will deform into a big puff) and put a few turns of duct tape around the metal part that holds the bristles. This protects the wheels from being scratched. Dip the brush in the soapy water often and use it between the spokes and any other hard to reach spots. When clean, hose off the tire and wheel. I use an old towel to quick dry of the tires and wheels then I spray the tires with Meguiar's Hot Shine.

This tire treatment may seem like overkill but it accomplishes a few things. The residual wax on the alloy wheel will keep the brake dust from sticking too hard to the wheel. The combination of residual wax and Meguiar's Hot Shine keeps the tires from oxidizing and keeps road dirt and brake dust from sticking to the tire. Next time you wash the tires and wheels will be easier to clean.

PULL HARD COMES EASY

Gregg Morris

I have been having trouble with a balky transmission in my 1800ES. When it is cold it is not too bad but as it warms up it is very difficult to engage 1st gear at a stop with the clutch depressed. Soon it becomes difficult to engage any gear. The hard-to-engage first gear problem seemed to be a transmission issue, but balking in all gears seemed



more like a dragging clutch disc. The only way to be sure is to remove the transmission, bellhousing and clutch and inspect the clutch assembly and try another M41.

I have been storing a known good M41 in my crawlspace for the last few decades so this seemed like a good time to try it out. It came from a very low mileage car but the overdrive was not working when the transmission was removed from the car. The plan was to split the non working overdrive from the transmission and substitute another overdrive and install the combination in my ES.

Getting the M41 out of the crawl space was a bit of a performance but I managed. With it on the bench I removed the nuts which secure the overdrive to the cast iron



spacer housing between the transmission and the overdrive. Usually a few good whacks with a dead-blow hammer at a strong part of the overdrive loosens the overdrive allowing it to be pulled off the transmission output shaft. Not this time. The overdrive really did not want to come off. The Volvo manual recommends engaging and disengaging the overdrive a few times and finally disengaging with the clutch pedal depressed. They say this is important 'in order to avoid torsional tensions in the shaft between the planet carrier and the uni-directional clutch. Any stresses will disappear.' Well I obviously did not have the luxury of doing that.

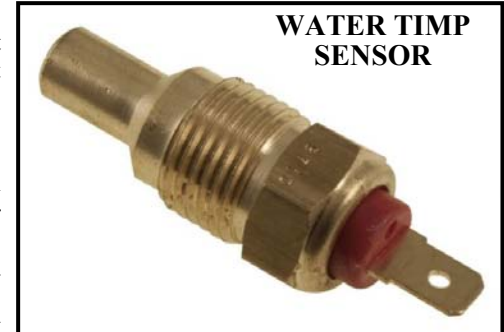
I ended up starting with a 1/2" wood chisel between the mating flanges of the overdrive and the cast iron spacer. I kept the flat back of the chisel facing the cast iron flange and the bevelled side toward the aluminum flange on the body of the overdrive. After about 2 hours of beating on the end of the chisel working my way around the flange and gradually using slightly fatter chisels, screwdrivers and pry bars, the flanges slowly separated; I had gained about a 3/8" gap. The overdrive still showed no sign of wanting to come off. I was rapidly losing patience so to avoid breaking something I quit for the day.

The next day I loaded the M41 into the trunk and took it to my friend, Peter Valkenburg's shop. We each were armed with a stout crow bar. With the M41 on the work bench facing away from us we each had one hand on the transmission to keep it still while we inserted our crowbars into the 3/8" gap between the transmission and the overdrive, on opposite sides and heaved on the crow bars. With an audible pop it came apart. Pull hard comes easy. That is how you separate a 'stuck' M41. That is a useful thing to remember but it is not the end of the story. TO BE CONTINUED

SMITHS WATER TEMPERATURE GAUGE FOR 1800E/ES Gary Beckstead

I have a 1972 1800ES. When the temperature gauge on the dash indicated that the engine was running hot, one of the things I checked was the condition of the temperature sensor at the back of the B20 engine. Indeed, the spade terminal was loose and likely not functioning properly. The other part of the running hot may have been due to blockages in the cooling system. A thorough flush and refill took care of that issue. Regardless, the temperature sensor needed to be replaced.

I found that I had two replacement sensors on hand (part# 683299); one was sourced directly from Volvo and the other from an aftermarket dealer. To check them out, I drilled three holes of the correct diameter in a thin piece of wood that spanned the



WATER TEMP SENSOR

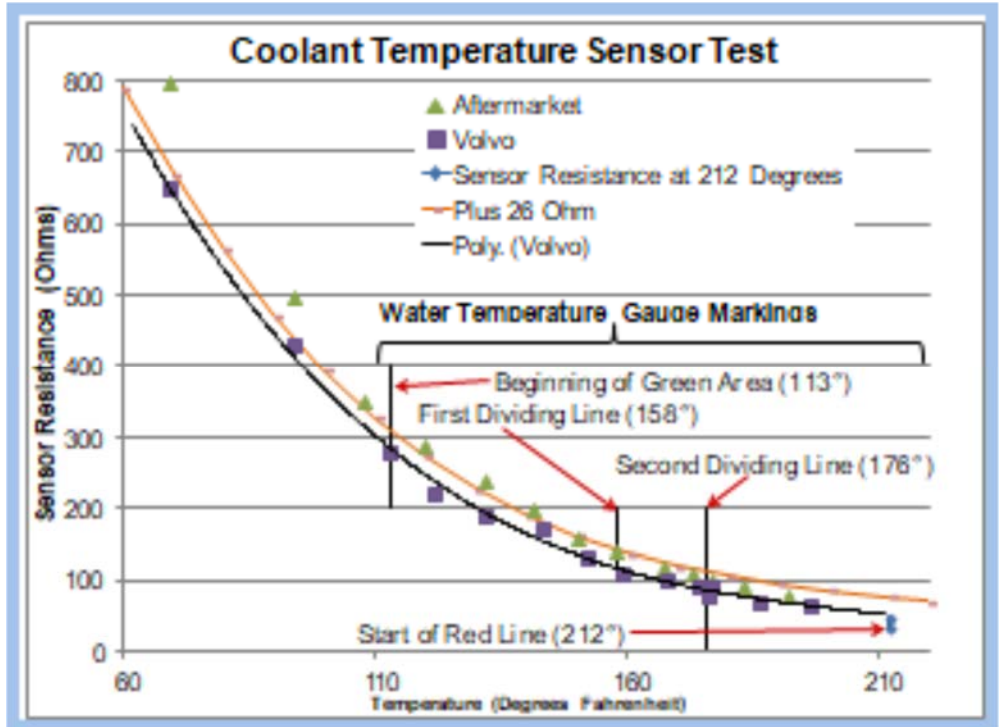
top of a cooking pot. Once the sensors were fitted in the wood and the water was put in the pot to submerge the bottom of the sensors. I used an instant-read thermometer and multi-meter to record the temperature and resistance as the water warmed up. I could readily tell that the resistance for the old sensor was way off, but the readings for the other two sensors were similar. The following graph illustrates the decrease in resistance for the two sensors as the temperature increased.

Take a look at the graph on the next page. The data points for the Volvo (purple squares) and aftermarket (green triangles) are illustrated along with the thin black line described by a third degree polynomial fitting the Volvo sensor data. I have chosen to illustrate the temperatures in degrees Fahrenheit, as temperatures for most equipment for our old cars are specified in Imperial units. For illustrative purposes I have also illustrated the range of temperatures indicated on the Smiths water temperature gauge mounted on the dash.

I opted to try the Volvo gauge first. When running the car with the Volvo sensor in place, the gauge was indicating temperatures that were a bit hotter than I was used to seeing. So I connected a 100 Ohm linear taper potentiometer in series between the sensor and the gauge. An additional 26 Ohm resistance appeared to provide sufficient additional resistance to reduce the temperature reading on the gauge to the range that I was used to seeing. In the graph above, the thick orange line illustrates the vertical shift

of 26 Ohms from the original line for the Volvo sensor. I happened to note that the orange line did a reasonable job of fitting the points for the aftermarket sensor at warmer temperatures. So I swapped out the Volvo sensor for the aftermarket sensor and reduced the resistance in the potentiometer to zero. Not surprisingly, the temperature reading on the gauge was pretty much at the spot I was used to seeing when the car was running on the highway; i.e., close to the 176° second dividing line.

It should be noted that the graph of the relationship between temperature and resistance presented above is not the same as that illustrated in many of the Volvo shop manuals. The manuals illustrate the resistance for the coolant temperature sensor (part#241726) that is part of the fuel injection system. The relationship for that sensor is entirely different from that for the water temperature gauge on the dash.



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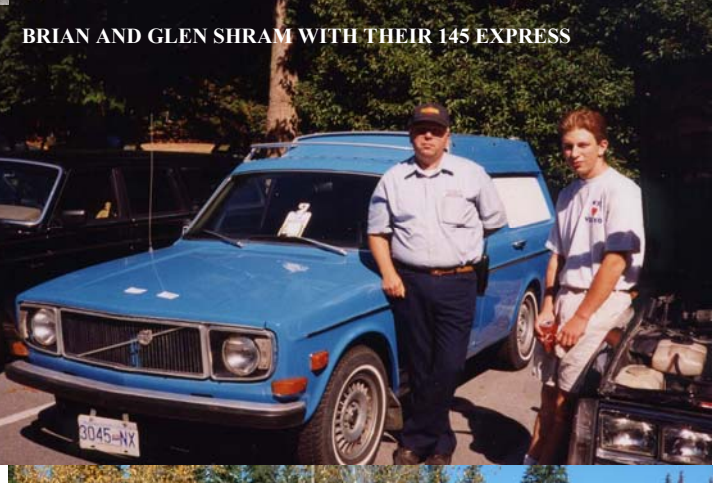
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