



# THE VOLVO CLUB OF B.C.

## SEPTEMBER 2025

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

Gregg Morris at Tel: 604-469-1216

E-Mail: [grmorris@shaw.ca](mailto:grmorris@shaw.ca)

Annual membership fee \$25, To join: Call or write Gregg Morris. See above.

or view our Website [www.volvoclubofbc.com](http://www.volvoclubofbc.com)

WE WELCOME POLESTARS



V.C.B.C. is the

### B.C. Chapter of Volvo Sports America

### 1800 Register

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

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

WE BELONG TO THE NATIONAL ASSOCIATION OF CAR CLUBS OF CANADA

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

**Sept 10 to 13, 2025 Volvos in Osoyoos,** Stay at the Poplars Motel on the lake, Winery Tour, Scenic drive, Pot luck dinners. This is the 22nd year for this event. Give me a call and I will provide the event details. **Gregg Morris 778-988-6694 or [grmorris@shaw.ca](mailto:grmorris@shaw.ca)**

**SEPTEMBER 27, 2025, (SATURDAY) V.C.B.C. 32nd ANNUAL CATES PARK PICNIC AND AGM** Rain or Shine, 4141 Dol-larton Highway, North Vancouver, B.C. 9 a.m. to 2 p.m. **Bring a picnic lunch!** Shine up the Volvo and bring the family. There will be lots of raffle prizes, as well as dash plaques and trophies for the Peoples Choice, Runner Up & Modified. We will also hold our Annual General Meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. **Come and see the nicest display of Volvos in BC.** For info call **Gregg Morris 604-469-1216 or 778-988-6694 or Dave McAree 604-530-6097**

**VANCOUVER ISLAND EVENTS:** Watch the website. [www.volvoclubofbc.com](http://www.volvoclubofbc.com) or call Bob Cuthill 250-658-0126

**WASHINGTON VOLVO CLUBS EVENTS** see [www.psvsa.org](http://www.psvsa.org)

## REPORT OF PAST EVENTS

### SPRING DRIVE 2025

#### Sunshine Coast and Vancouver Island

June 3, 4 & 5, 2025

Gregg Morris

This year's Spring Drive was different to past years. Usually, we head east from Vancouver on a Saturday in early June into southern B C, for an overnight stay in destinations like Lillooet, Kamloops, or Merritt. Once out of the Fraser Valley the traffic is light on the secondary roads we prefer. We would hardly see a traffic light until we had returned to the lower Mainland.

Spring Drive 2025 could hardly have been more different. This year we were out for two nights instead of one, mid week instead of weekend and travelled the Sunshine Coast and central Vancouver

Island. This route took a lot more planning. We were lucky that VCBC director Rohan Soulsby has a house in Powell River and is very familiar with travelling the Sunshine Coast. Likewise honorary central Vancouver Island VCBC Director Carl Selden lives in Courtenay and is familiar with his area. Once Rohan, Carl and I had settled on a route and timing, I looked into accommodation and Ferries. Even though we were travelling in the first week of June and were travelling on week days there would still be lots of tourist and local resident traffic. Leading a group of cars through urban areas without becoming an unwelcome parade is a challenge.

I needed two hotels, one in Powell River and one in Courtenay. I tried a few, and the conversations were similar. "Hi, I'm

Gregg Morris with the Volvo Club of BC. We are travelling in your area in early June and would like to reserve a block of rooms so we can enjoy a group rate." "How many rooms will you need Sir?" "I don't know. What is the minimum number of rooms we need to book to get the preferential rate?" "Group rates start at 10 rooms" Sir "OK. Lets assume we will book 10 rooms and if we are unsuccessful in having that many attending the drive we can revert to your normal rate and hopefully get a Senior's discount. How much is the Group rate?" "\$\$\$\$". "That much? OK." "Thank you Sir, how will you be paying for the rooms?" "I won't. Our members will make their own reservations and will identify themselves as Volvo Club members." That all worked out well and we



BC FERRY CAR DECK



COOPERS GREEN HALF MOON BAY



received good service and our reduced room rates.

The ferry reservations worked out fine as well. We specified the route and sailing and the members made their own reservations on the BC Ferries website.

With the route and drive dates chosen, hotels specified, and Ferries listed, it was time to get the word out. We understood that Ferry Reservations can book up early so in early February I sent an invitation to join the spring drive to all the VCBC members suggesting they make the hotel and Ferry reservations and let me know they were interested so I could keep them posted with any changes. I kind of suspected we would get a low turnout due to the cost of rooms and ferries these days but I was pleasantly surprised when 19 cars, most with 2 people, expressed interest. Folks were coming from far and wide. David Major drove his red 98

S70 from Lethbridge, Rob and Janet Schwieger drove from Kootenay Lake in a red 90 745 Turbo carrying 500 pounds of broomsticks for Granville Island Brooms run by their 2 daughters. Dennis Cowell and Yukio Ozawa drove from Kamloops in his black 93 945 Turbo. Victor and Carole Bokrossy arrived in a silver 90-760 Turbo.

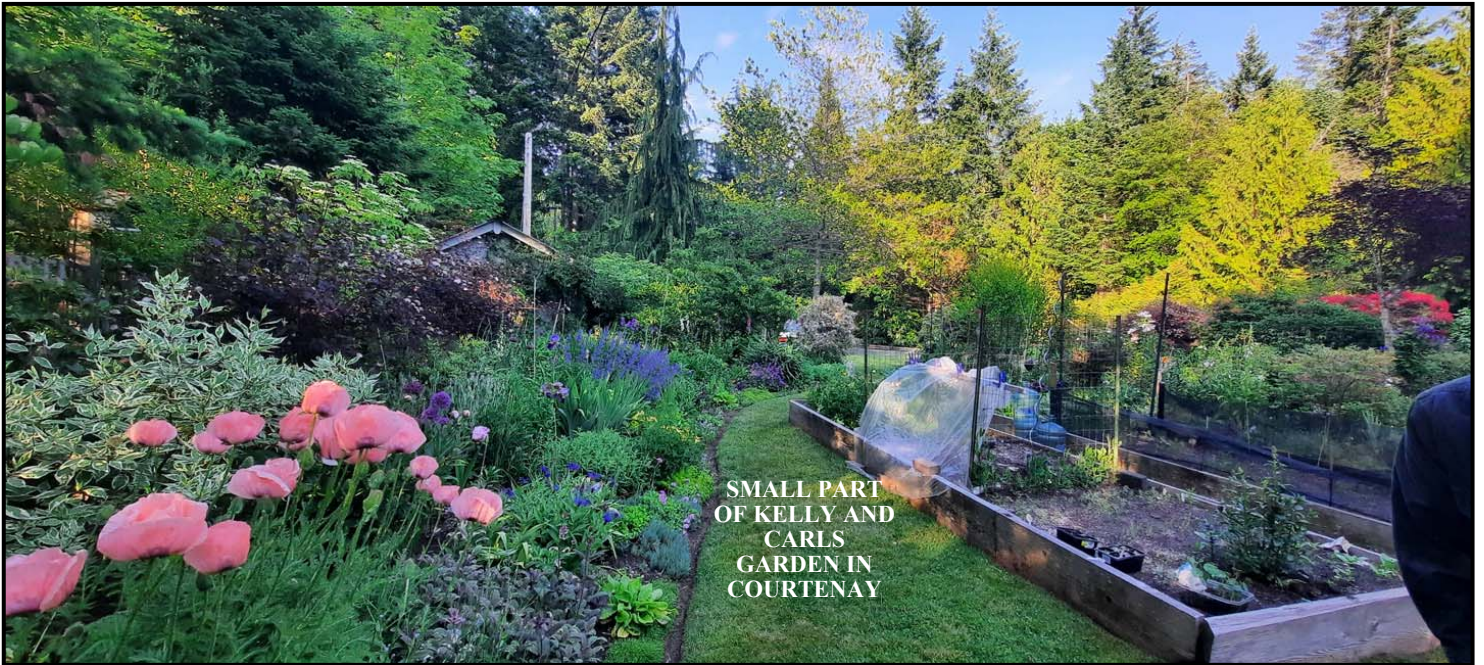
Day 1: We had reservations on the 9:55 a.m. Ferry from Horseshoe Bay to Landale on the Sunshine Coast. For the reservation to be honored you had to get through the ticket booth between 1 hour to 30 minutes prior to sailing. The hard part is to decide when to leave home for the ferry terminal. This was a Tuesday morning June 3 and we live in Port Moody. Vancouver is suffering more traffic jams than ever before and the second Narrows Bridge from Vancouver to North Vancouver is a notorious culprit. I decided to be over cautious and leave for the

Ferry 3 hours before sailing time. Of course there was no backup on the bridge this day and we were 1.5 hour early for the ferry and had to pull off to the side of the ferry terminal and wait to join the ticket line.

Dennis Cowell from Kamloops with Yukio Ozawa left Kamloops at 3 in the morning and drove non stop to the ferry and were stuck in lots of freeway traffic. They just made it. Pretty amazing timing.

One glitch that could have been very interesting was with Rohan Soulsby, our leader for the Sunshine Coast day. When he went to get his reservation papers the night before the tour began he discovered that he had forgotten to make a reservation. There were no more to be had so he had to take a chance and hope to get on the ferry without a reservation. He did not tell me how early he arrived at the terminal but he did not drive by me so it must have been really ear-





SMALL PART OF KELLY AND CARLS GARDEN IN COURTENAY



SUPPER AT THE SELDENS

We were a colourful and eclectic group. Rohan's gold 72 142E, Gregg and Rose's white 65 122S, Bill and Jeanettes 64 white 1800S, Stephen and Joy Brown's 2019 red XC60, John and Celine's 63 blue 544, Tony Dean's 72 yellow 1800ES, Bert and Kathy Sherlock's dark green 70 122S, Jim and Louise Tennant Subaru SUV.

We arrived at Earls Cove right on time and spent a half hour kicking tires, eating ice cream and enjoying the sunshine while we waited for our BC Ferries cruise ship to take us to Saltery Bay terminal south of Powell River. The plan was to enjoy dinner at the Soulsby's house a little north of the ferry terminal overlooking Texada Island. Veronica Soulsby fed all 30 of us plus their neighbours in great style. Thank you for your hospitality. Carl and Kelly Selden in their tan 65 122S would lead the Vancouver Island part of our tour had come from Comox to Powell River to join us for the evening. Leaving the Soulsbys we continued north 12 miles north to check into the Beach Gardens Resort and Marina in Powell River. Its amazing how tired you can get doing nothing all day. Day one was great and day 2 would start early catching the 7:55 a.m. Westview Ferry to Comox on Vancouver Island.

ly. He did make the Ferry.

We had a meeting on the ferry where Rohan gave out maps and discussed the drive north. Rohan coaxed people to keep up and keep track of those ahead and behind so no one gets lost and at all costs get to the Earls Cove Ferry terminal to Powell River by 2:30 pm.

After disembarking at Langdale we congregated at a truck stop near the ferry terminal and met two members that live in Gibsons/Sechelt area. Bill Forst had a dark green 73 1800ES and Chris Haglund a very nice 68 122 wagon c/w surf boards on the roof rack. They would stay with us for part

of the Sunshine Coast drive. Off we went to our lunch destination of Coopers Green in Half Moon Bay about 30 miles north of Gibsons. This was a nice grassy park where we had our picnic lunch. Gordon Brown formerly of Kaslo and now Sechelt met us there. Gordon and Jeanie are great Birders and have made the move from the Kootenays to the Sunshine coast with no regrets and great enthusiasm.

After lunch we continued north. The weather was sunny and warm and Rohan had found numerous curvy side road excursions, some along the water, that proved just how beautiful the Sunshine Coast really is.

Day 2: It was picture-perfect weather as we waited for the ferry to Comox and when we disembarked part of the group visited the Chevron for gas and the rest followed Carl's map to find the Courtenay Country Market.



PARK NEAR SULTRY BAY



GROUP AT BUTTLE LAKE

There we picked up the makings of another picnic lunch and met Gil Stuart in his red 66 -1800S from Nanaimo and Bob Rowlands, gold 87 740 from Victoria who joined us for the days drive.

When everyone had arrived we took some pictures and set out towards Campbell River on the old Island Highway 19A, a scenic route which follows the beach for part of the way. The plan was to meet with Herb and Marg Hamlyn at a Chevron in Campbell River and then continue west in Hwy 28 for Gold River. The meet did not work out quite as planned as there were multiple Chevrons and no Hamlyns. After a while we gave up and our now fragmented group headed west and somehow came together again at Buttle Lake in time for lunch. After lunch we broke into 3 groups; One continued to Gold River on what

turned out to be a nice fast road. A second group returned to Campbell River to take a hike to the Elk Falls Park and view point while a third group headed for Courtenay to check into the Best Western Westerly Hotel before heading for the Seldens beautifully landscaped property just north of in Courtenay. It is a big property and the garden is like Buchart Gardens north. Nobody could believe this garden was created and tended

by Kelly and Carl with no outside help. Kelly and her daughter had cooked a feast which we all enjoyed immensely.

After supper we made our way back to the Westerly for the evening. In the morning we would have the complimentary breakfast in the morning and then everyone would go their own ways having enjoyed 2 full days of great weather, scenic views, excellent roads and fine people.



THE END

A hearty thanks to the Soulsbys and Seldens for organizing, leading and feeding the pack. What we learned from the 2025 Spring Drive was that having drive two nights out rather than one and choosing weekdays rather than weekends makes the drive more interesting and less rushed. We already have a promising route for next year.

**2025 WESTERN CANADA VOLVO CLUB SUMMER MEET.**

**Organized by Patrick Sullivan  
July 6, 2025**

**5 to 9pm at the at the Coquitlam Ikea  
Gregg Morris**

In late June I received an email from Patrick Sullivan who introduced himself as a Service Technician at Morray Volvo in Burnaby and a representative of the Western Canada Volvo Club. He had arranged with Ikea to allow a Volvo display in the south-east corner of the Coquitlam's Ikea's parking lot. He wisely chose a Sunday late afternoon and evening event because Ikea closes at 7 pm on Sundays so lots of parking was available.

For those of you who have not heard of the Western Canada Volvo Club it is an internet based club meaning that all communication with the club is on line. By coincidence when Patrick notified us of his event we were doing a call out for our Summer Drive and Picnic to be held a week later, so we added the Wester Canada Volvo event to our call out.

A few of us decided to arrive early and have an Ikea meal for supper. And this allowed us to get to know Patrick a little better. He is a very knowledgeable and personable fellow who put this event on pretty much single handedly.

The cars arrived steadily from 4:30 pm on and when all had arrived there were 40 cars in the lot. 4 old ones from VCBC, 11 240 series, 12 700/900 series. 7 850s, and 7 newer cars. This was a happy group and

there were lots of open hoods and technical conversations going on. Most of the cars were nice drivers rather than show cars which is just what I like. There were ballots asking the people in attendance to choose peoples choice and best in show. Peoples choice went to an early 80s 244GL with an antique Canoe on the roof rack, and the best in show was a 1991 740 Turbo Wagon in immaculate, tastefully modified condition. Patrick did a fine job of the organization and hosting for the event and he made it fun to attend. Thanks Patrick.



**VOLVO CLUB SUMMER CRUISE AND PICNIC**  
**DESTINATION FORT LANGLEY BC FARM MUSEUM**  
**Saturday July 12, 2025**  
**Gregg Morris**

These drives are all thanks to Allen Hiebert. Allen chooses the destination and then lays out an interesting route to get there. He is getting really good at choosing the drive route. It always has scenic rural roads, with a minimum of traffic and avoids left hand turns across traffic. This year's route was spectacular. It started at the 232nd Street Chevron near Highway 1 and promptly crossed to the north side of the freeway for the remainder of the drive. He followed beautiful country roads that took us east to Mt Lehman where we parked at the community center for some pictures of the cars on the drive. There was an interesting variety of Volvos and one Polecat, rather Polestar, driven by Allen and Dot Hiebert. The Volvo contingent included Gregg and Rose Morris red 123GT, Dave and Louise McAree 98 V70 wagon metallic green, Christer Hulten - '93 850 blue, Bill and Jeanette Buholzer '64 1800 white Terry and Joanne Walton 14 XC60 met brown, John Cripps and Barry Nelson 64 544 blue-grey Colin Rooke 92 245 dark metallic blue met Rick Lawrie 68 120 wagon tan, Ed and Edith Lay 67 123GT red

After we got tired of taking car pictures and sampling some farm fresh blueberries Allen led us on a complex and beautiful route west to Fort Langley. Allen had found a large free public parking area beside a grassy shaded park near the BC Farm Museum where we were



to enjoy our picnic lunch. The only challenge to our plan was that there was a Corvette show nearby and parking was tough to find. After lunch some people left for home, others went to the main drag in Fort Langley to visit the many interesting shops. The men headed for the Farm Museum. I had never visited this museum before and I was impressed. Access was by donation and the buildings were large. There were nicely set out displays of all parts of farm

life in BC, including farm house, barns, farm equipment, stationary engines, weapons, horse tack, blacksmithing, tractors galore. We ran out of time before we ran out of interest so another visit will be needed. We left for the Golden Ears Bridge to Maple Ridge and home to Port Moody on the Lougheed highway.

Beautiful day. Come and join us next year.



## VOLVO 850 T5-R From the internet

Volvos of the 70's, 80's and 90's were perceived by the car buying public as triple S rated: safe, square and staid. What these folks did not know was that Volvo built some very successful performance cars and won lots of rallies and track races. The 444 and 544 PV series and the Amazons were light, powerful, fast and rugged compared to their competition and are still popular as vintage race and rally cars. The 240 Turbos were quick and much to the surprise of the competition won the British Touring Car championship in 1998 against BMW etc. In the 1980s and 90's the 700 and 900 series had turbocharged models. With the introduction of the fwd 850 series it was time to bring that performance back to life.

To get some fast car street cred Volvo naturally turned to a company that had made its name in quick, honed sports cars. Porsche is a byword for serious, high performance cars, so Volvo decided a sprinkling of its magic wouldn't hurt. Volvo wasn't about to develop a two-seater supercar; however, its aim was to deliver a true Volvo-esque family wagon with some serious sleeper car credentials.

The plan was to turn one of its sensible estate cars into a slightly deranged tarmac destroyer, with not much in the way of sporty aesthetics that might warn people that this hooligan wagon wasn't likely to be driven by someone's grandpa on the way to the bridge club. The cars did get an optional yellow paint job, however, just to give it a bit of visual oomph. The result was a track-friendly performance wagon with Porsche DNA and an unkillable turbo five-cylinder engine under the hood.

This new hot Volvo was driven in a slightly later iteration by Jeremy Clarkson, wearing a red wig, chains, and leather jacket, through a burning scrapyard. He said it was the parish priest turned punk. Job well done, Volvo! This is why gearheads looking for a sleeper should check out the Volvo 850T-5R. Ever wanted to do 150 mph in something that looks like a soccer mom's dream car? The effortlessly cool Volvo 850T-5R is for you.

Volvo had dabbled in some faster machinery before, but its image was more



school run than Cannonball Run. The Volvo 740 Turbo had 154 horsepower and could hit 60 mph in 7.7 seconds, but the IKEA cabinet on wheels looks meant it always seemed more sleepy than sporty.

Then came the 850 T5, which would make a perfect first car, with 222 horsepower courtesy of a five-cylinder engine, a 7.2-second dash to 60 mph, and a top speed that was a whisker under 150 mph. Things were getting warmer up in snowy Sweden.

Volvo had entered a crazy turbocharged 242 and won the 1985 European Touring Car Championship and entered the 1994 British Touring Car Championship with an 850 wagon, the same year the T5 was launched. The Touring Car Series was kind of like a high-speed demolition derby, with Murray Walker commentating. The cars of this era quickly became cult heroes, and the Volvo estate especially stood out as a crowd favorite as it bounced two wheels off the red and white curbs.

Volvo decided to up the ante. These days 240 horsepower might not seem that much, but in the earlier days of front drive and turbocharging, manufacturers were still struggling to harness that kind of power. Volvo called in Porsche to help turn the punchy T5 into a proper beast.

The Stuttgart sports car brand gave its assistance to several different areas on the T-5R, helping with engine tuning, transmission, and suspension. Porsche even helped

with the sports seats in the T5-R. The T5-R only went on sale for one year in 1995 and offered an impressive 240 hp before being replaced by the 850R, which had a smidge more power at 247 horses.

Let's take a closer look at the Volvo T-5R Specs. Engine: 2.3-liter turbocharged five-cylinder, Power: 240 hp, Torque: 221 lb-ft, 0 – 60: 6.7 seconds, Top speed 149 mph.

The Volvo T-5R was available either as a saloon or as a station wagon, with a limited number of colors, including black and Dark Olive Pearl, although Cream Yellow is the hue it is best known for. Reviewers noted that if you have a heavy right foot, torque steer could be an issue, but in a way this went in the T-5R's favor, cementing its unruly and wild reputation – we probably wouldn't have remembered it if it was safe and easy to drive.

To release that extra power, Porsche tweaked the ECU and tickled more boost out of that growly 2.3-liter turbocharged five-cylinder engine. The turbo delivered 10.9 pounds of boost pressure against the standard Turbo's 9.6 for up to seven seconds of full-throttle acceleration, making the T-5R a formidable tool for overtaking. It's worth remembering, the early '90s were pre-Cayenne days and Porsche wasn't a car company that was shifting a lot of cars, so lending a hand to special models like the 850 T-5R, was helping to pay the bills.



Externally the T5-R was a hard to distinguish from a standard 850 to the untrained eye, this

Volvo 850 was the perfect sleeper car. The only giveaways really were the deep front spoiler and attractive 17-inch wheels that were painted in dark gray and rode on low-profile Pirellis.

The Volvo T-5R was just as subtle on the inside as it was on the outside. To help justify the \$38,000 asking price when it was new Volvo threw pretty much every option in as standard: so electric everything, as well as lashings of Alcantara for the interior. In the US, the T-5R was fitted with a four-speed automatic transmission, whereas in other markets a manual was an option.

The Volvo T5-R Is Extremely Rare with 6964 produced worldwide. (2537 yellow, 2516 black and 1911 dark olive pearl. Es-



tates were far more popular than saloons, with 4,564 load luggers being made of that total. According to the statistics, 972 T-5Rs reached the United States, making this one

rare hot station wagon.

For all their rarity they can still be found and are still affordable and oh so cool.

## EDITORIALS AND LETTERS

### CLUB STUFF

**MEMBERSHIP RENEWALS:** Current membership is at 208 and climbing. Here is a reminder of how our membership works: Our club year starts on July 1 and ends June 30 of the year. Our membership fee is Can\$25 fir Canadian members and US\$ for US members. We do not prorrate the \$25 membership as it is so small anyway. If a new membership comes in near our renewal date I just give them an additional year. Renewals have been coming in at the typical rate. As I write this the membership is 204 and we receive more each week and get a bunch of renewals at the Cates Park Picnic.

**COMPUTER ISSUES ARE STILL NOT RESOLVED.** Here is where it sits at present. Windows live Mail is my email program and is where I create, edit and send all the club email lists. Such as the newsletter mail out. Our webmaster is seeing if a program called Thunderbird could be an alternate email program.

I keep the membership list and label making ability in MS Access. It is no longer supported by Microsoft but is still functional so I won't change that for now.

The biggest issue is the with the newsletter preparation currently done in MS Publisher. That program is going to be rendered non functional by Microsoft October 2026. The internet and AI programs seem to point at Affinity Publisher as the best alternate. If

anyone out there is familiar with that program I could sure use some help learning it.

### VOLVO 240 VS XC60

Did you know that until now the legendary Volvo 240 series built between 1974 and 1993 was the biggest selling Volvo of all time with, with over 2 million cars built. . Now it has finally been surpassed by the XC60 SUV at 2.7 million sold.

Since the XC60 debut in 2008, Volvo Cars' mid-size SUV has remained a favourite among customers, appealing to a wide range of drivers who value safety, quality and a premium driving experience. Initially built exclusively in Europe, the XC60 later became the first global Volvo model to also be produced in China, supporting local sales. In 2018, it was named World Car of the Year.



1992 244GL



2013 XC60

## TECHNICAL TIP

### MECHANICAL FUEL PUMP ISSUES B18 AND B20 CARBURETTED EN- GINES

**Gregg Morris**

The original mechanical fuel pumps fitted to the PV, Amazon, 1800, 140 and 160 series Volvos are about a million years old now and it is unlikely that you will find old used one in reliable working condition. One pump style can be rebuilt. Specifically the glass dome variety and kits are still available. Most of these cars will be using one of the many aftermarket mechanical pumps.

Not all the aftermarket pumps are good and you are well advised to purchase a pump from a known reputable company such as IPD or VP Autoparts or one of the many companies that supply parts for classic Volvos. These companies will supply pumps that are known to be competent and that put out the correct pressure. Too high pressure will overwhelm the needle and seat valves in the SU carb float bowls and cause leakage or poor running or both.

#### **Here are some suggestions for installing a new aftermarket pump and keeping it running.**

The first question to consider is why are you replacing the pump you currently have in your car? If the existing pump is old and rusty or cruddy, and does not pump fuel replace it. If your pump is a reasonably modern replacement but quits for no good reason while driving then replace it. If the pump does not pump after being in storage for a while, like over winter, don't give up on it immediately. It may just be having a hard time sucking fuel from the tank. There are a couple of methods you can try to get our pump working again. In both cases it is helpful to use a see-through plastic fuel filter in the fuel hose between the fuel pump and the carburettor. This allows you to see whether fuel is moving or not.

(Tech tip within a tech tip: Probably you are trying to get the car started after its long winter's nap. Here is what you should do before you attempt to start the car. Pull the spark plugs. Turn the engine over on the starter motor until the oil warning light goes out, indicating that oil pressure is up and oil has been circulated through the engine. Clean the spark plug electrodes with a small metal brush and reinstall them or replace them if worn. Now that the inside of your engine is nice and slippery you can try to start it.)

This tip applies to some aftermarket fuel pumps commonly available for use on the B18 and B20 carburetted engines. The new pumps are often of aluminum construction and if they are allowed to dry out during

long or hot storage they may lose suction. i.e. they will not draw fuel from the gas tank. The problem is that aluminum oxide particles form in the inlet side of the dried out pump and defeat the pumps ability to pull a vacuum and draw fuel from the tank. I bet that many pumps exhibiting this problem have been thrown away because the owner thought the pump had failed. There are a couple of tests that will tell you if the pump is bad or just reluctant to come out of retirement.

**Test 1:** Pull the fuel hose off the tank side (i.e. suction side) of the pump. Use an oil squirt can and inject a few generous squirts of engine oil into the suction pipe of the pump. Re-attach the hose and it may well successfully draw fuel from the tank and you will see it fill the fuel filter on its way to the carbs. Don't worry about a little oil in the gas as it will quickly be absorbed. squirt some gas into the mouth of both carbs and see if it will start and if it stays running the pump is working.

**Test 2:** Pull the fuel supply hose off the carburettor intake. Get a plastic bottle made for dispensing mustard or ketchup. They are easily found in a dollar store. (see picture) Fill the bottle with fresh gasoline up to 2/3 full. Hold the supply hose vertically and slowly squirt gas into the supply feed fuel into the hose and watch as the hose fills then the fuel filter fills and finally the pump. Once full reattach the hose to the carbs, squirt some gas into the mouth of both carbs and see if it will start and if it stays running the pump is working.

One more maintenance suggestion for your fuel pump. Many of the pumps available have a ring of small machine screws holding the two halves of the pump together. When I started my 122 s this spring the fuel pump acted like a gas fountain. The machine screws had loosened and let fuel out. Tightening them solved the problem. I am adding tightening of these Screws to my preventive maintenance list.

#### **Pump Installation.**

If you have failed to get the car running and the pump is simply not working you need to acquire and install a new one. I men-

tioned getting a pump from a supplier familiar with old Volvos is a good start. There are a few other things to consider. This is a good time to replace the rubber fuel lines and the fuel filter. Remove the existing pump from the engine by removing the two 1/2" hex headed bolts. Take a look at the old pump. You will see that there is a plastic spacer and two gaskets between the pump and the engine block. You will also see the metal "finger" which rides on a cam lobe on the cam shaft. The finger moving up and down on the cam lobe is what draws fuel through the pump. The finger can be different widths and the spacer and two gaskets must be sized to suit the pump finger. It is a good idea to buy a new spacer and gaskets with the pump so you know they are compatible. As you install the pump put a dollop of grease on the finger where it rides on the cam lobe and squirt some oil on to the cam lobe and finger so that the moving parts will be lubricated from the start. As you install the pump make sure you position the finger on top of the cam lobe and bolt the pump in place with its spacer and gaskets.



## SOMETHING DIFFERENT

### HIGHWAY 50

#### Beau C. MacGregor

The sun had been up for over three hours by the time my dark green 1972 Volvo 145E broke down in west central Utah. What had begun as an occasional misfire the night before had now become an immediate problem: Misfires in twos and threes in short succession sent the drivetrain into convulsions that jerked the whole car, the momentary interruption in motive power enough to send the driver's simmering sense of dread quickly into the red. At least the temperature gauge had nothing new to report, having held steady through the rising heat of a western Utah August morning. Clearly, the time had come to pull over.

A remote Mormon settlement dating back to the 1850's, Scipio, Utah has a weathered, sun beaten appearance: Its 300 or so residents eke out a living from farming and ranching in the dry hills that surround the town. A few once proud century-old homes remain among their ramshackle 20<sup>th</sup> century counterparts, all looking well past any sign of recent prosperity. Bleached, sunbaked streets

blanketed with haphazard webs of tar and ancient Cottonwood trees, some now dead or missing entirely and likely planted when the first groundwater wells went in a century and a half ago, lined the streets. It was under one of these dilapidated, once grand old trees on a wide gravel verge in front of an abandoned mobile home, that I pulled over.

Not yet 9am, the heat was already oppressive, the sun's crystallin glare intensified by the dry altitude of the Intermountain West. Black flies swirled about as I opened the hood of the bug splattered 145e. No obvious faults were evident, though a quick look under the distributor cap revealed the issue: Ignition points.

Years earlier as a boy, I'd been fascinated with an article on the loneliest road in America, a particular stretch of Highway 50 that runs from Reno through the heart of

Nevada and into the center of Utah. This route -part of the historic Lincoln Highway and the first transcontinental automobile route in America- ran from New York City to San Francisco. In the East, much of the route has been subsumed under today's Interstate 80, though in western Utah, I-80 follows old US 40 across the Bonneville Salt Flats, and on across Northern Nevada. With I-80 only one hundred and fifty miles to the north, there was no need to extend Interstate 70 any farther west than its lonely intersection with Interstate 15, at Cove Fort,

the lonely, spectacular high desert terrain of the central Colorado Plateau. One is at once disappointed and relieved to eventually pick up westbound Interstate 70 and the Colorado River to Grand Junction, Colorado, on the western margin of the state. Grand Junction has the feel of a coastal city: The Book Cliffs -which frame the eastern and northern extent of the Grand Valley, are one the longest continual cliff bands on the planet and were indeed once part of a long vanished inland sea - run 200 miles to the west and north. Today, Grand Junction is

very much on the edge of civilization, with no significant human population until Reno, Nevada, 750 miles to the west. This is an inland ocean of desert and desolation, naked brown and black and tan and red and sometimes white topography of sharp, distant mountains and basins caught in the frozen drama of geologic time, the scale of which is so large that one tends to question forward progress even at



BEAU WITH 72 145E ON THE COLORADO-WYOMING BORDER IN 1993

Utah. As such, Highway 50 is left to fend for itself from Salina, Utah to Fallon, Nevada: 480 miles of forgotten highway through the heart Basin and Range country.

Very few towns exist along this route, with eleven north-south mountain ranges and the ice age lake bottoms of Bonneville and Lahontan to traverse. The last of these mountain passes, just over the Utah border, was indicated on my worn road map as *Skull Rock Pass*. Wow!

En-route home to Bellingham in August of 1993, I'd departed Steamboat Springs, Colorado the day before, after completing arrangements to attend a community college there that fall. While certainly *not* on the way, this was my first chance to explore Highway 50 and add to my then-nascent road collection. Descending from Steamboat to Grand Junction through western Colorado is itself an expedition, traversing

70mph. And I was about to drive across this expanse for the first time!

As the last vestiges of Grand Junction receded into the rear-view mirror in the 95°F heat, and the hamlets of Loma and Mack flashed by, the 145 was working hard in 4<sup>th</sup> gear, revving to 3700 rpm at 70mph as the Interstate 70 climbed into the rolling hills on the Colorado-Utah Border. The Colorado River had abandoned the route miles back, favoring Westwater Canyon to the south. From the high vantage point on the border, the ever-present Book Cliffs were visible to the north, running headlong to the western horizon in the golden evening light. Further west, even the sagebrush quit the scene in the high Cisco Desert, the Pinion Pines and Junipers long since electing to remain near the border. The distant, improbable peaks of the Lasal Mountains shimmered southern horizon, and beyond those,

the faint, mysterious outline of the Henry Mountains, the last range to be explored and mapped in the contiguous United States.

The sun finally quit the sky just east of Green River, Utah, my stop for the night. Hot, sweaty, and tired, I took a room at the Oasis Motel - cramped, a run-down, u-shaped motor court left over from the pre-interstate days of US 6 - for twenty-nine dollars. Air conditioning and Waylon Jennings' *I'm a Rambling Man* greeted me as I walked into the truck stop next door for dinner, a welcome refuge from the road. Later, sated by iced tea and a giant greasy cheeseburger, I wandered out back to find a brightly lit Quonset hut baking in the radiant heat its sun warped, oil-stained asphalt apron, while a solitary mechanic toiled on a big-rig inside. The growling drone of nearby idling diesels filled the air as night came on, the glow of street lamps and decrepit neon signs slowly overpowering the last of the deep blue dome to the west.

Back at the Oasis, sleep was illusive. A lack of functioning air conditioning, a reluctance to walk barefoot on the grungy floor, and walls that spilled their secrets certainly contributed to the decision to alight a little after 3am. Regaining I-70, a long, sustained climb greeted me just west of town while the lights of a lone tractor trailer quickly receded in the rear view mirror. This was the Waterpocket Fold, a mammoth sandstone wave looming over Green River and the Cisco Desert, a 100 mile north-south monocline the contains Capitol Reef National Park. So dramatic is this scene, one expects the interstate to dead end at this wall: Only at the last possible second does it thread through an improbable fissure in the stone, quickly ascending 1500 vertical feet to the high plateau above, sparing motorists a head on collision into a sandstone wall. I saw none of this of course on that first trip's 3am darkness, the glow from the 145's prized Cibie H4 headlamps picking up only a Utah DOT sign that read "Next services: 106 miles." Beckoned by a scenic pullout at the top, I took a much-needed nap. I awoke at sunrise to a most startling scene: Golden low angle morning light illuminating a vibrant green Juniper Forest set into rolling terraces of red and tan Kayenta and Windgate Sandstone, with distant canyons visible far below. Thirty-two years later, that scene is one my fondest memories from that time, and one that would fuel a lifetime of exploration on the Colorado Plateau.

Hours later in Scipio, I leaned into the engine bay of the 145 as the black flies buzzed about. The distributor points had worn their gap to nothing. This was probably the source of the occasional miss the evening before. It was time to fish out what few tools I had, little more than a feeler gauge, screwdriver and a haphazard collec-

tion of sockets and wrenches in a plastic lunch box. Already annoyed by the flies, and also from a parking lot incident in Salina, Utah an hour earlier, in which I'd bashed out a fog lamp on a water berm in a grocery store parking lot, I set to work on the points. A bit of filing, a bit of gap adjustment, and success! The B20F sounded happier, and the car was no longer lurching and bucked as I departing Scipio for a quick southbound blast on Interstate 15 before picking up US 50 again at Holden for points west.

Heading north from Holden, Highway 50 angles west to Delta, Utah, (population 3500) at the edge of the Sevier Desert. At the end of the ice age, Lake Bonnaville covered a much of northern and west-central Utah: In this portion of the state, only a vestigial Sevier Lake remains today, surrounded thousands of square miles of alkaline lakebed, mountain ranges that were once islands, and sage flats, that run all the way to Salt Lake City. One plunges headlong into this immense landscape upon departure from Delta. Arrow straight for 45 miles along Sevier Lake, its ever distant, elusive shoreline sometimes peering through the shimmering heat of the playa like the rare desert jewel that it is, the road finally starts to twist and climb out of the lake bottom near Skull Rock Pass. I must admit that I didn't see the skull on that first trip, focused and slightly nervous as I was about being so far from home- so far from *anywhere*. Later trips revealed a large, neanderthal-like skull formation in the brown and black stone ridge a few miles north of the highway, facing west. It is only visible in afternoon light, and the name has long-since been dropped from modern maps. A faint gravel road to the north beckons, waiting for another day.

With the conquering of each high pass, one plunges into the next basin, and ever farther into the shimmering heart of the west. Soon, the imposing hulk of 13,065' Wheeler Peak and Great Basin National Park dominated the southwestern horizon.

Rushing air through the 145's open windows gave the illusion of coolness as I roared along this 152 mile stretch from Delta to Ely, Nevada in which *three* other motorists were encountered, all eastbound. So far, the road's moniker is apt. A quick fuel stop in Ely revealed a semi-prosperous copper mining town, a small, livable island in the middle of this vast inland ocean, complete with an ornate but decidedly worn, hardscrabble downtown, the product of numerous booms and busts over the last century.

200 or so miles west of Ely, and after yet another preemptive fuel stop at Austin, (population 167) the sixth vehicle I encountered from Ely, -a Dodge Ramcharger- turned on its light bar, made a u-turn, and

pulled me over. "Got ya doing "82 in a 55", said the Lander County Sheriff's Deputy. "Got to write you up, that will be \$38 dollars, for doing 64 in a 55." He said, smiling. "There isn't much traffic out here but keep it down a little." We chatted for a bit, said goodbye, but the 145's engine wouldn't crank. I was in the geographic center of Nevada, 111 miles east of Fallon and nearest auto parts store, with a no-start. "What now?" I thought. I sat there fuming as a series of high puffy white clouds drifted over from the west, bringing much needed if temporary relief from the sun as I opened the 145's hood under duress for the second time that day. There was no sound other than the deputy's footsteps as he wandered back over. He offered to call a tow truck but allowed that "Its gonna be a while." I did not doubt his words. Fortunately, I discovered the broken "S" wire terminal on the starter. Placing the wire just right allowed the starter to engage, much to the bemusement of the deputy. While not quite the hand crank of a Ford Model T, each startup would now require this roadside ritual. "Oh, this is ideal." I thought, as I slammed the hood and set off once again. Soon, I was over another pass, and the towering hulk of 9900' Mt Augusta appeared on the horizon. Forty more miles passed with no other vehicles, and no sign of humanity other than the ribbon tarmac scrolling past the 145's bug splattered, cracked navigation screen. These days, in lieu of anxiously peering at some silly electronic screen, I find that the windshield is still the best navigation tool on any car: It works best when one looks *through* it to see where one is going.

Eventually, the far western reaches of the basin and range began to reveal signs a habitation: Fence lines. 4WD tracks. Trailers. Assorted abandoned equipment. Sheds. Mobile Homes. A Dollar store, a gas station. This was Fallon, Nevada. Known for high levels arsenic in its groundwater, also leaking jet fuel from a nearby military base, such environmental impacts on the community exhibit the unseemly underbelly of western life that so often goes unnoticed within the optimism afforded by scenic grandeur and economic promise. All too often, thoughtless execution of the built environment eclipses the brutal beauty of the west, its apparent disharmony far more jarring than a faltering ignition system.

Spoiled by 586 miles of solitude between Green River and Fallon, I passed though Reno without even slowing down, opting instead to overnight in much smaller Susanville, CA, ninety miles to the north. Three more fuel stops (with the engine running!) the next day saw me home to a cool, overcast, and rainy Bellingham evening, a welcome sojourn from the relentless glare and heat of the intermountain west.

The next day, I treated the 145 to a much-needed wash, repaired the broken starter wire, changed the oil, and installed a new set of points. The 145, despite some hiccups and battle scars along the way, had carried me nearly 1900 miles over three days on my homeward journey. Less than a month later, I departed for western Colorado again, the 145 stuffed to the headliner with all I need for college. It would go on to see me through tens of thousands more miles over the next two years in Colorado, wandering as far as Las Vegas, northern Arizona, and northwestern New Mexico.

Two years later and with 392,000 miles showing on the 145's odometer, I moved on to a 1987 245 with 121,000 miles. A huge upgrade at the time, the 245 had taller gearing, modern fuel injection, air conditioning, and much more sound deadening. I still own

that 245, now with 570,000 miles showing. 47 states have passed under its wheels, including countless trips all over the West with several more transits of Highway 50. An electronic ignition, upgraded Virgo wheels and tires, and an overdrive would have made the 145 a better road car. But then again, the 245 is all that and more. Much like Porsche did with designer Butzi Porsche's original 1964 911, Volvo certainly made substantial improvements to the 140/240 series, all while honoring Jan Wilsgaard's original 1966 design.

Nowadays, making that same trip in the 2016 Panamera 4 is akin to ground based jet travel. In lieu of the 145's screaming B20F, the Panamera glides quietly along at 85mph with 2000rpm showing on its large, center mounted tachometer, while the chassis administrators its perpetual bearhug on the road.

The car can travel 650 miles on a single, 27-gallon tankful of fuel, while its excellent sound system brings the best of satellite radio into the cool, hushed cabin. Waylon Jennings never sounded so good.

While a high degree of mechanical reliability and refinement is greatly appreciated and does afford more mental bandwidth to meditate on one's surroundings, modern vehicles simply don't need us. I miss the loud, raw honesty of that old green 145, for man and machine were much more dependent on one another back then. The Panamera is sheer indulgence, but a well-sorted 245 provides a fine balance of relative modernity and adventure that still appeals all these years later. In an old Volvo, one must work a little more -and with a little less certainty- to realize the true joy of the open road.

**B.C. DEALER DISCOUNT LISTING**

(Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.)

**Volvo Cars Richmond**, 338 - 10700 Cambie Rd. Richmond, BC, 604-323-2200, over the counter parts: 15%, \*\* 30% discount parts and labour for service work \$500 or over. Must display current VCBC membership card\*\*

**Chapman Motors**, Cobble Hill, B.C., 1-800-663-7208, New parts 10%, Used parts 20%

**Chapmans Cars Victoria** 751 Cloverdale St., Victoria, Ph. 250-475-2213, parts and service: 10%

**Chapmans of Nanaimo** 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10%

**Dancia Motors Ltd.** 5273 Trans-Canada Hwy, Duncan BC, 250-746-4612, Parts 10%

**Scandia Motors, Kevin**, 20726 Lougheed Hwy, Maple Ridge, BC, 604-467-4817 , 10 % on parts and service.

**Volvo Cars Kelowna**, 839 Finns Rd. Kelowna, BC 250-491-9348, New Parts 15%

**Volvo Cars North Vancouver**, 1765 Marine Drive, N. Vancouver, B.C. Ph 604-986-9889, New Parts 15%

**Volvo Cars Surrey**, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 15%

**Volvo Cars Burnaby**, 4456 Still Creek Drive, Burnaby, 604-416-4200 New Parts 15%

**Volvo Cars Victoria**, 1101 Yates St., Victoria, BC, ph 250-382-6122 New parts: 15%

**Dents Unlimited** 15% w VCBC card 604-469-9545

**Lordco Part Stores** up to 30% with Lordco card.

**CLUB DIRECTORS:** John Cripps, Dave McAree, Gregg Morris, Bert Sherlock & Rohan Soulsby  
**MEMBERSHIP FEES:** Annual fee: Can\$25 for Canadian members and US\$25 for US members. Memberships run from July 1 to June 30 each year, non-prorated.  
**TO JOIN:** Send \$25 cheque payable to V.C.B.C, with your name address, telephone #., E-Mail & the year model and colour of your Volvos to the club address noted on page 1 of the newsletter. A membership application form is printable from club website, www.volvoclubofbc.com  
**CLUB BENEFITS:** events, membership list, newsletters, club decal, VCBC membership card, discounts from companies listed above, NAACC membership  
**CLUB CLOTHES:** T shirts \$15, golf shirts \$25, Sweat Shirts \$30, Jean Shirts \$35, Ball Caps \$15  
**DISCLAIMER:** VCBC cannot be held responsible for technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or members

**CLASSIFIED ADS (pictures on website)**

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

See Classified ads on website www.volvoclubofbc.com for more detail and pictures

**CARS FOR SALE**

**1962 PV544 Sport-** \$ 20,000. Red B-18 Engine, 4 Speed, VIN B62335514, Odometer 88505. California car, restored in Victoria. Stored covered, inside in Cochrane AB. Wayne Sharp ph: 403-540-6217, email:Wayne(at)sharpee.ca

**64-PV544- \$10,000 USD o.b.o.** exc. Cond, runs well. B18, SU carbs, M40 4spd trans, all original. Rainbow Auto in Bellingham Washington, Larry Watson ph: 360-734-6118. Email: Larry321@gmail.com.

**1966 122-\$2500**, 25 years storage, ran when parked, good body Michael 778-926-7272

**73 -142S \$18,500** 202k miles, Collector plated. ORIGINAL OWNER, runs and drives well, very good condition Older restoration. M41 transmission- four speed with o/d Serviced at Ed Schram's and later years at Scandia locally. Accident free. Recent tires and exhaust. Records available.Contact Dave at [dmcaree@telus.net](mailto:dmcaree@telus.net) or (604)530-6097

**78 242GT-\$17,999 obo** Meticulous care by second owner since 2004. All service records available. Clean rust free body. Engine upgraded, bored and larger cams low miles on rebuild. Lots of power. Located in Oliver, BC . Nick 778-773-0906, [nickstasiuk@hotmail.com](mailto:nickstasiuk@hotmail.com)

**92 960-\$16,000**, 54,300 km, dark green, family owned, bought new in Vancouver, no accidents, garage kept, mechanically, body and interior in new original condition, collector plated, Ron 604-218-2688. [ronchong33\(AT\)gmail.com](mailto:ronchong33(AT)gmail.com)

**PARTS AND SERVICE (continued)**

**VINTAGE VOLVO PARTS 544, 122, 1800, 140** Large collection of good used parts. Gregg Morris [grmorris@shaw.ca](mailto:grmorris@shaw.ca) or 778-988-6694

**1973 1800ES brand new bumper parts front center and rear center. 0.04"** Stainless Steel, US\$275 for pair, (VP Autoparts price US\$510 for pair) Gregg [grmorris@shaw.ca](mailto:grmorris@shaw.ca), 778-988-6694 See pictures at [www.volvoclubofbc.com](http://www.volvoclubofbc.com)

**PARTS AND SERVICE**

**SANDY WILL'S PARTS COLLECTION:** Tons of pre 75 Volvo parts, all models (544/122/1800/140/160) sorted and accessible, give us a call John Cripps 604-466-9110 or [jcrripps544@gmail.com](mailto:jcrripps544@gmail.com) or Gregg Morris 604-469-1216 or [grmorris@shaw.ca](mailto:grmorris@shaw.ca)

**122S parts**, from 5 cars 64 and up. Mechanical, body, trim etc. Richard Armstrong, Lac LaHache, 250-396-4456

**83-760GLE parts car**, all parts available John 604-466-9110

**83 242 GLT Parts**, Free hood, trunk lid, & headliner. For sale suspension, mechanical, elec, interior.late 960 16" wheels \$200 for set, 960 trailer hitch, new cam, new water pumps for B18/B20/B30 , Cam 604-931-3729, [vcbc@muon.ca](mailto:vcbc@muon.ca)

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

**For Sale:** Wood Rim Steering wheel for 140 \$150. Third seat for 145 wagon and another for a 245 wagon offers. Alan, 604-469-2674, [alanhakey383@gmail.com](mailto:alanhakey383@gmail.com)

**4 Studded snow tires** mounted on 14" 240 wheels Seppo, 604-652-6337 offers

**VINTAGE IMPORT PARTS.** Contact me for all your vintage Volvo parts needs. 444/544/122/1800/140, Olof, 604-992-9664 or [olofgalm-berg@gmail.com](mailto:olofgalm-berg@gmail.com) website [www.vintageimportparts.com](http://www.vintageimportparts.com)

**FREE** four 1970 1800E factory mags, good condition, located in Halfmoon Bay, BC, [bavcroftperry@yahoo.ca](mailto:bavcroftperry@yahoo.ca) 604 240 0289.

**FREE four4 - Volvo 15"** 4 stud alloy wheels from a low mileage 2000 S40. (That is the first series of the S40 based on the Mitsubishi platform.) Dave 250-714-2592 [mudgekin1@telus.net](mailto:mudgekin1@telus.net) Nanaimo.

**Spare parts for my '73- 142** including front fenders, doors, nose section, hood, trunk lid, bumpers, wheel rims, interior parts, engine parts, M-40 transmission, chrome trim, radiator (needs repair). Offered AS IS. Contact Dave at [dmcaree@telus.net](mailto:dmcaree@telus.net) or (604)530-6097.

