



THE VOLVO CLUB OF B.C.

MAY 2023

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

Gregg Morris at Tel: 604-469-1216

E-Mail: grmorris@shaw.ca

Annual membership fee \$25, 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)

May 13, 14, 2023, BC HISTORIC MOTOR RACE WEEKEND, Mission Raceway, Mission ,BC, There will be car Club Parking and parade laps of track. See the Vintage Racing Club of BC for more information. WWW.VRCBC.CA

May 20, 2023 ipd GARAGE SALE, Saturday 8:00am to 3:00pm , 11744 NE Ainsworth Circle. Portland, Oregon 97220 800-444-6473

JUNE 10 & 11, 2023 VOLVO CLUB SPRING DRIVE , Vancouver to Merritt Route: Hwy 1 east to Hope, Hwy 3 east to Princeton, Hwy 5a north to Aspen Grove, Hwy 97c (Okanagan connector) west to Merritt. Make your own reservations soon!!! at the Quality Inn, 4025 Walkers St, Merritt, BC, 250-378-4253. Mention Volvo Club for our group rate depending on type of room chosen. 3 day cancellation. Meet Saturday 8:30 a.m. at the Chevron gas station (23182 72 Ave., Langley, V2Y 2K2) at the 232 St exit (south) from the Hwy 1 (the freeway). We will leave at 9:00 a.m. Bring a Picnic Lunch and chairs! **For info contact Bert at kerrlock@shaw.ca or 778-386-3484, Let Bert know if you will go on the drive in case we have to notify you of some change of plans.**

JUNE 24 & 25, 2023 SCANDINAVIAN COMMUNITY CENTER MID SUMMER FESTIVAL, Celebrate the Summer Solstice with the Scandinavians. Classic Volvos will be on display on the fair grounds. General Admission is \$8 per day. If you display your classic Volvo, arrive before 10 am and admission is free. Cars shown Saturday must stay on the grounds till 6pm and on Sunday 4pm. The Scandinavian center is at 6540 Thomas Street in Burnaby (just north of the Hwy 1 use the Kensington Ave. Exit). For more details see: www.scandinavianmidsummerfestival.org Contact Gregg Morris grmorris@shaw.ca or 604-469-1216

JULY 9, 2023, VOLVO CLUB SUMMER CRUISE, Picnic and Stroll. Start time 9 am at the Chevron 232 St exit (south) from the Hwy 1 (the freeway) and finish at the EcoDairy on Sumas Way in Abbotsford. Scenic route will take us past rural properties, horses and farms. **Contact Allen Hiebert - 604-469-9246**

JULY 21-23, 2023, VOLVO CLUB OF AMERICA, WEST COAST NATIONAL MEET IN PORTLAND OR. For details of the event, accommodations and application form with costs see VCOA website www.vcoa.org or our VCBC website www.volvoclubofbc.com. If you want to drive down with a group **contact Bert Sherlock at kerrlock@shaw.ca or 778-386-3484. or Gregg Morris 778-988-6694**

AUGUST 5, 2023, SATURDAY, WHIDBEY AREA VOLVO EVENT, "WAVE" A one day, old-Volvo tour of Whidbey Island. Meet 9 a.m. at the WiFireCafe in Freeland, Wa. call **Contact Washington organizer Rich at 206-240-9434. If you are interested in travelling from BC on Friday contact Bert at kerrlock@shaw.ca or 778-386-3484**

SEPTEMBER 30, 2023, (SATURDAY) V.C.B.C. 30th ANNUAL CATES PARK PICNIC AND AGM

VANCOUVER ISLAND EVENTS: VOLVO OF VICTORIA, Watch the website. www.volvoclubofbc.com or call Bob Cuthill 250-658-0126

WEST COAST USA VOLVO EVENTS see www.psvsa.org and www.vcoa.org

REPORT OF PAST EVENTS

VOLVOS IN OSOYOOS 2022

September 13 to 16 ,2022

Gregg Morris

This was the first Volvos in Osoyoos since 2019 and we did not know exactly what to expect. On a suggestion by Janet Schwieger we chose to hold the event on week days (Tuesday to Friday) avoiding the weekend, thinking that it would be easier to reserve a block of rooms. It worked out well. We returned to the Poplars Motel, which is now under new man-

agement. Frank and Cindy retired last year. The new managers are more rule oriented but still fine, and they are renovating the rooms. That should be finished by next season.

The Schwiegers' and Morris' met in Keremeos July 18/22 to waste some



gas and follow up on a request from Steve Yabroff to include the Orofino winery in Keremeos/Cawston in our Volvos in Osoyoos winery tour. We stayed at the Crowsnest Winery in Cawston at the recommendation of Bill and Susan Malkin. The Crowsnest has a second floor of rooms that they rent by the night and their restaurant seating is outdoor undercover or indoors. Rob and I took a tour of the local wineries. We were surprised to find that there are 14 of them in the Keremeos/Cawston area. We received a warm welcome from the 5 wineries we visited. None of the “we don’t like large groups” response we have received at some of the Okanagan wineries.

With this promising introduction we decided it would be nice to have a change of scenery for the winery tour this year, and Keremeos/Cawston Similkameen wine district fit the bill. It is only a half hour scenic drive on Hwy 3 from Osoyoos and there are nice “boutique” wineries (i.e. small) and they were not busy. The Keremeos Visitor Municipal office has great 11”x17” colour map showing all the roads and wineries and other attractions in Keremeos/ Cawston and other parts of the Similkameen area. They were happy to give us all the maps we needed and we gave them to everyone at the event.

As luck would have it we also found a great destination for the next day’s drive, with the help of a ‘car guy’ from Keremeos who noticed our twin 123GTs wandering around town. Eugene Deschamps asked us if we had seen the property in Cawston with the amazing car collection. When we said no, he got on the phone and called Ken Helm who has 15 beautiful acres of land overlooking the Similkameen Valley. He has turned it into a unique car museum with close to 100 cars and 30 old out buildings full of interesting stuff. We asked if he would let us bring the Volvos in Osoyoos folks to visit in September and he generously agreed. We went home happy.

Fast forward to September 2022 and wild fires galore created smoke for southern

BC. The air quality was concerning and it seemed to be getting worse as the Volvos in Osoyoos event grew nearer. The Schwiegers and I planned to travel to Osoyoos Monday September 12, 2022, one day earlier than the rest of the crew. Rob and Janet travelled from Crawford Bay in the Kootenays and I came from the lower mainland. Fires were definitely an issue. The day I left, Highway 1 was closed between Bridal Falls and Hope due to fire. They were diverting Highway 1 traffic across the river to the Lougheed Hwy. 7. I avoided Hwy 1 and took 7 from Port Moody east. It was fast, the smoke was only moderate and the traffic was light. As I started the last leg to Hope without meeting diverted traffic I thought I had beaten the crowd. Nope. At 25 km from Hope traffic stopped and it took over an hour to crawl to the Hope intersection. Smoke in Hope was only moderate and I asked at the travel info center what I was likely to find in Princeton or Osoyoos. They said you could barely see across the street in either town. That didn’t sound good but I kept on going. My 544 was running well and I made good time. The smoke got a bit thicker as I passed through Manning Park, but as I neared Princeton the smoke was light. I filled the 544 tank at the Chevron and then drove old Hedley road east which skirts the north side of the

Similkameen river. It is curvey, pretty, and empty, while Highway 3 on the other side of the river is probably faster but not nearly as much fun. Next stop was the Keremeos municipal office to pick up the colour maps of Keremeos/Cawston. Smoke was light. From Keremeos I would normally take Highway 3 which goes directly to Osoyoos, but today I took Hwy 3a which would be the return route to Osoyoos after both the winery tour of Wednesday and the drive on Thursday. I particularly wanted to know if Green Lake Road was open as that was meant to be part of Thursday’s drive. Unfortunately, it was still closed in the aftermath of the Keremeos wild fire. Instead I stayed on 3a to the Okanagan to confirm an alternate route. That is a nice thing about the Okanagan, there is always another nice route.

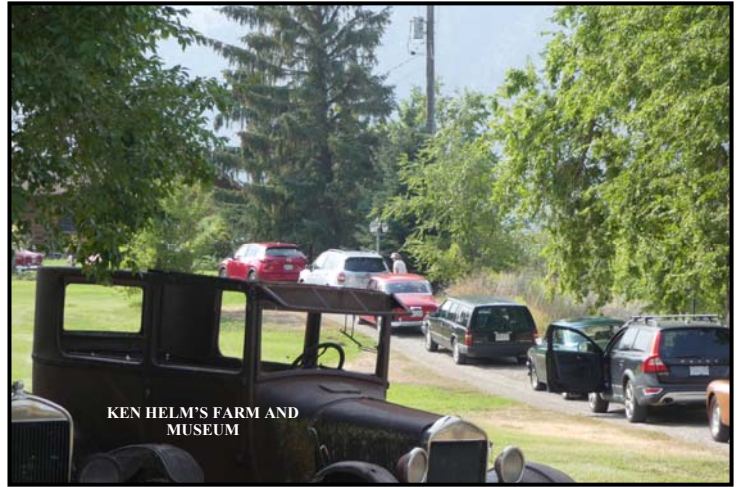
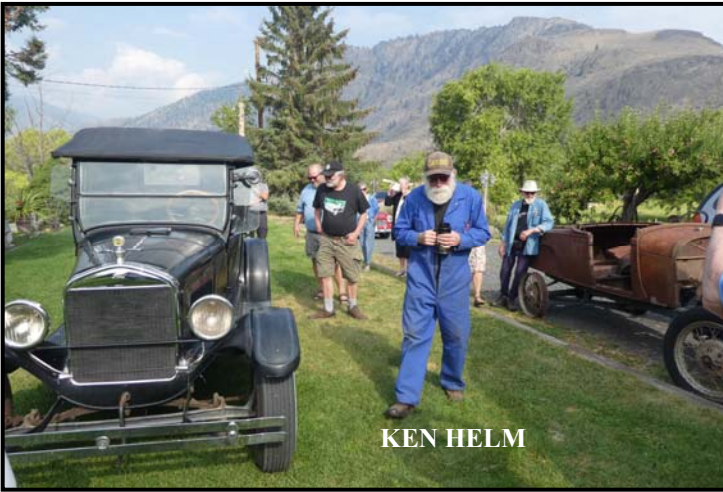
Rob and Janet and their 123GT were already at the Poplars when I arrived along with the Hieberts in their Polestar. We enjoyed the evening. Tuesday Rob, Janet and I headed back to Keremeos to confirm which wineries we would visit on winery tour day. It was a good thing we did because many were closed. We chose 4 including Orofino and returned home again on Hwy 3a with the faint hope that Green Mountain road would be open, but no luck. In the meantime, a steady stream of old Volvos, new



ROHAN AT THE WINERY TOUR



POPLARS MOTEL VIP PARKING



cycles, snow machines, ancient bus motorhome and tons more. The old out buildings form streets and each building has a different theme for its contents. Just amazing. We enjoyed a picnic lunch on the lawn, then another half hour of touring the museum. I say museum because the climate here is perfect for an outdoor museum. It is hot and dry and things don't rot they just get old and patinated.

Volvos and non Volvos were collecting at the Poplars. When I did a roll call we had 22 people, one baby, 13 vehicles including 11 Volvos, a Polestar, a Mazda and a Subaru. We had not seen many of these folks since the start of Covid, so we spent a gentle and enjoyable evening catching up. Smoke? What smoke? It was overcast in the evening and we even had a period of rain but very little smoke. So much for the "can't see across the street" advice I had received at the travel info station in Hope.

Winery Tour Wednesday

We left the hotel at 10 am and enjoyed the scenic drive to Keremeos. Rob lead and I took up the rear and we did not lose anyone. First stop was Eau Vivre Winery where we enjoyed an outdoor tasting. Next was Steve Yabroff's suggestion, Orofino that also had an outdoor tasting that was thorough but too long. Our third stop was Clos du Soleil Winery which conveniently had a lawn full of tables and chairs where we enjoyed our picnic lunch followed by their wine tasting. Finally, we visited the Robin Ridge Winery where the owner lamented having sold his gold 245. By coincidence it was Rob Schwieger's nephew who bought it. None of the drivers did much tasting but some of the passengers looked ready for a nap. It was time to head home and this time I lead and Rob followed. We took Hwy 3a and got off at the Twin Lakes turnoff past the Twin Lakes Golf Club. This fine road took us up to an elevated valley where it snaked its way south making for interesting driving, especially if

you were inclined to go swiftly. Twin Lakes Road became White Lake Road and the scenery and fun-to-drive score remained very high. Amazingly, there was no other traffic to hold us up until near the end of the road. You can't ask for more. The only obstructions were Quails. These are the cutest little birds that run more than they fly. Unfortunately, they are not very bright. Mom and Dad Quail teach their troop of chicks to cross the road by standing in a line at the side of the road until dad sees cars approaching at which time he leads his family out into traffic..

Now we were back on Highway 97, the North-South highway servicing the Okanagan Valley. Home at the Poplars it was time for a swim in the lake, a cool beverage and a pot luck supper at the motel. Wine tour day was a success.

Thursday we woke to fine weather again. It was "DRIVE DAY". 10 a.m. we were back on Highway 3 to Keremeos and 30 minutes later we rolled up to Upper Bench Road and Ken Helms beautiful 15 acre property. Many of those acres are mowed and irrigated to form a huge and beautiful lawn. For a car guy or anybody interested in old stuff this place is great. Ken has amassed an incredible variety of old cars, old out-buildings, old boats, motor-

I decided I should stop snooping and start driving before they dragged me out of there. We thanked Ken for sharing his amazing collection and for his hospitality. We returned home on Hwy 3a as we had the day before, but this time we took it all the way to Hwy 97 in the Okanagan Valley, then took back roads south to Osoyoos. It was an excellent day. After another swim in the lake it was time for supper at the motel. A good meal conversations with our friends ended another fine day.

Friday, everyone checked out and went their various ways home. Volvos in Osoyoos was over for another year.

WINTER SUPPER

January 25, 2023

Gregg Morris

As usual we held our club winter supper at the New Westminster Old Spaghetti Factory. The evening weather was overcast, dry and reasonably warm. 28 members arrived and made a good dent in the restaurant's supply of pasta and Spumoni. Despite my calling to confirm our reserved spot the manager still screwed it up and put us in another section of the restaurant. It wasn't terrible but once seated it was difficult for many to get out and talk to friends at other tables. Still it was an enjoyable evening. It

was good to see and speak with our friends again, many for the first time since Covid.

VOLVO CARS VICTORIA PARTS SALE

March 25, 2023

**Bob Cuthill, Island Co-ordinator,
A Part Time Job?**

It was an unusual event to say the least. In early Feb while visiting with Volvo Cars Victoria general manager Adam Davies, he suggested we invite the club members into the parts department for a bit of a sale. It seems they had a selection of slow moving/older parts that they could offer at a deep discount. Over coffee with the new parts manager Jackie Law and computer whiz/counter man Tyler Manning we came up with an outline plan for 25 March. Adam would supply the coffee and donuts and I would spread the word to as many island Volvophiles as I could reach. The parts department front reception area would be stocked from 10 am until 2 pm.

Initial replies were light but we went ahead with the plan. My wife Lucy and I arrived a bit early in the red 94 850 to find Jim Glen's orange ES already there. Inside was all set up to go with a selection of parts with prices marked and several more boxes with "Make Me an Offer" tags. Two pots of Starbucks coffee and a great selection of donuts from the local Empire Donuts were on the center table. I managed to find a box of replacement headlight wiper rubbers (scarce for a 94) and a tube of high temp sealant at a very nice price.

During the day I counted about a dozen cars of various ages. Monica Kristensen (husband Henning had invented Dancia Motors in Duncan) had driven down with Rich Cote, recent owner of Dancia for 20 years (more about that in another article). And Peter Landsman and wife Pavla also attended. It made for some interesting conversation between current GM Adam, new parts manager Jackie and previous owners of island Volvo shops. In case you haven't heard, Peter Landsman has been invited to mentor some of Volvo Cars Victoria's younger mechanics on the care and handling of older Volvos. So all of that valuable knowledge is not going to be lost.

This was our second event at Volvo Cars Victoria in their new location (which coincidentally is the same address of the original McCallum Motors years ago). Adam Davies is quite keen to support our club and I look forward to more events. But the location may change. I have heard that a new location for our island



VCBC WINTER SUPPER

Volvo dealer is in the works. At the current location they are the last car dealership in the downtown core. Future plans call for a new structure on the west side of Government Street just south of the current Three Point Motors. I will keep you up to date on developments.



VOLVO OF VICTORIA Parts Department



VOLVO OF VICTORIA



EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

MEMBERSHIP RENEWALS: Renewal notices are included with this newsletter for all those whose membership expires June 30, 2023. If you do not receive a renewal notice your membership is still good to 2024 or beyond. Our Club membership currently stands at 260.

VOLVO REPAIR SHOP RECOMMENDATIONS

Recent closures and retirements in Volvo related service shops have had owners searching for alternate sources of service.

We sent out an email asking the membership for recommended service shops throughout the province and further. Thank you to all who responded. Club Director Rohan Soulsby has compiled the list which can be found on our www.volvoclubofbc.com website.

The list is broken down into 4 geographical areas. Vancouver and the Fraser Valley, Vancouver Island, Other Parts of BC, and USA.

We observed that in the Vancouver and Fraser Valley there is a particular shortage of shops that work on the Classic Volvos (PV, Amazon, 1800, 140 and 160, as well as early 200 and 700 series.) We have only found one shop in the lower mainland willing and able to work on the Classic Volvos. (Key Imports, Abbotsford, Text Fred Key at 604-853-5171) Finding service for newer cars is not an issue. Vancouver Island has numerous shops that welcome all years including the classics and there are even a couple of knowledgeable shops in Bellingham.

I am not sure yet of the solution to this problem, but we may have to go to specialist shops for particular work. For instance, we have an excellent shop that specializes in Alignment and Suspension and they are very familiar with old cars, even back to the PV series with their king pin front suspension. We also know of an SU specialist. We may have to send the old cars to British car repair shops as the SU carburetted cars are not so different from old British Cars. Similarly shops who work on Old Porsches and VWs that use D Jetronic Fuel injection could work on 1800E/ES and 142E cars.

Each listed company has been recommended by a club member but you still must use normal caution when having service work done on your car. This is not meant to

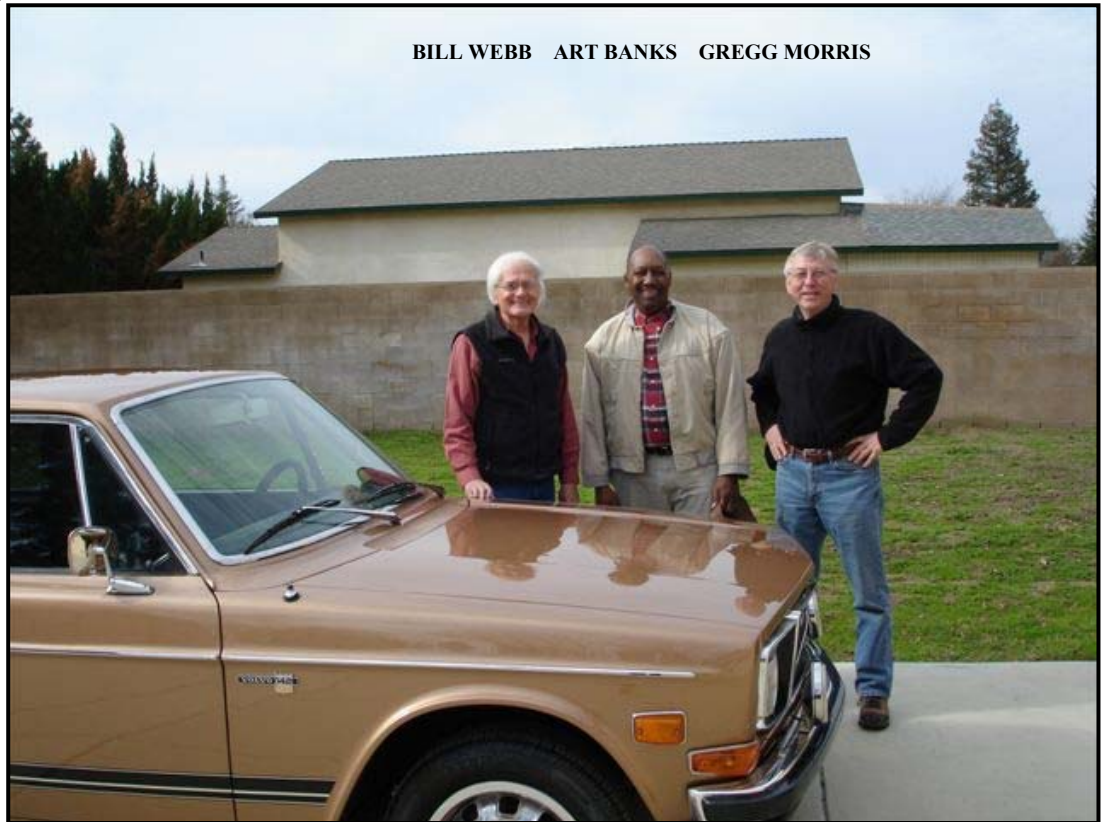
be a static list. If you come across another competent service shop whether it is general service or specialized service, like transmissions, brakes, etc., send us the details via Rohan Soulsby at

rohan.soulsby@gmail.com. You will find the list on our website www.volvoclubofbc.com.

Bill Webb, author of the Swedish Iron the famous book on the Volvo 1800 series, died January 20, 2023 at 86.

The following is a tribute to Bill written by his great friend Art Banks who is a Volvo living leg-

enough promise that he taught us to judge cars. Ed Schuler with his trusty assistant Jan was our meet photographer for many years. Bill was our leader and he build up a national following with his judging structure and expertise about Volvos, many recognized and sought his advice. Kathy and Bill were national leaders in putting on Volvo meets also. Pat Preister of Oregon said without Bill he would not have been able to put on the quality meets he and his crew did. 95 year old Del Skoog said recently Bill



BILL WEBB ART BANKS GREGG MORRIS

end in his own right. I am proud to have been a friend of Bill, Kathy and Art for decades. (Gregg)

By Art Banks for Bill's funeral.

February 10, 2023

Hello to all here, I'm Art Banks, I'd like to thank all that came to see Bill the last few years of his life, even folks that prayed, had good thoughts sent photos articles, club publications all were helpful. We shared them all with Bill. Thanks for all the condolences also, I've talked to many people that could not be here. I've known Kathy and Bill over 40 years. I first met them at their first VSA West Coast meet in Ventura, California in the very early 80's. After that meet, I fixed up my 71-1800E Volvo and followed them all over, California, Oregon and one meet in Vancouver, Canada. Along the way Bill thought some of us showed

was the sole of the Volvo club. Along the way Ken Rodenbush, Marty, Josh, George Swift, Dave Rauch and others started racing Volvos. When they raced close to Bakersfield Bill and I would go out to support them. Actually I think we kind of got in the way, nonetheless they seemed glad to see us. Kathy and Bill moved to Bakersfield in the early 90's and I moved to Bakersfield in the early 2000's and Bill introduced me to two wonderful folks Jerry and Brian of Custom Works. Bill told me these gentlemen can do anything with a car. That sounded a little too optimistic but now I, and I think Mike Parmley, and many more, believe that to be the case.

Bill seemed to always be out front doing stuff few people had done, or done as well. He self published a book called Swedish Iron is out of publication and still sell-

ing well internationally. His restorations were just the best. His 142 GT was the best in the country nonetheless he contacted Brian at Custom Works to install power steering after his health started to decline. Being a good friend Brian tried to convince Bill not to do this nonetheless Bill insisted and Brian finally installed it.

I introduced Bill to a mixed group of professionals that met every morning at the Burger Hut located in down town Bakersfield. Bill attended those breakfast meeting until he got sick. Some of us are pictured in the picture next to Bill's resting place.

I started to notice Bill's health failing before he was diagnosed. Kathy was a great sole mate to Bill and partners all the way through their marriage even before his illness. They seem to really love each other. Bill and I made a deal to support each other until the end. I visited twice a week, and we talked about the Volvo community and how many friends we'd made over the years and how that was the most important.

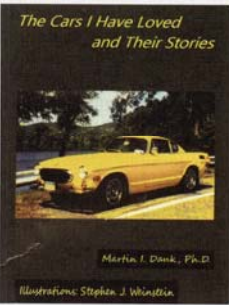
The Cars I Have Loved and Their Stories

Martin Dank has written a book about the 25 cars he has owned and loved—eight of them were Volvos and four Saabs.

Each car has its own story, spanning four to five pages—some a little longer. All 25 cars are illustrated by Stephen Weinstein.

It's an easy read that focuses more on personal memories than technical details, although there are some of those as well.

The book is available in paperback on Amazon for \$16.95.



and spotted a bushing in the rear suspension that, while not giving any indication of a problem while driving, should be changed. Naturally, with a similar bushing on the other side of the car it was only logical that we change both.

As the bushings were not in stock, it fell to service manager Coralee Zueff on the front desk to get them in quickly. Coralee is very knowledgeable in the auto service industry and had the parts inbound within the hour. She has also written a book on her work in the industry titled 5 Star Service Advisor. Unfortunately Coralee is currently training a replacement as she is moving to a new job instructing a Parts Warehousing course at North Island College in Campbell River in the very near future. Her replacement has not yet been named but will have very big shoes to fill.

Also changing on the work floor is the addition of a new mechanic. Shae Siddals has been apprenticing on the shop floor under the guidance of Kevin. She is currently completing her training at Vancouver Island University and is scheduled to arrive back at Dancia as a fully qualified mechanic by May first.

On the non-personnel side, Kevin advised that the company website currently DanciaMotors.com is switching to DanciaMotors.ca. There will be about a three month changeover. And finally, Dancia is now the island source for Griot's Garage Car Care products (griotsgarage.com). Prices are the same as seen on line with no shipping costs. Particularly important if you want anything in an aerosol can which cannot be shipped cross border.

So the first three months of 2023 have been very busy at Dancia. But with any business, you must grow with the time to succeed. Best of luck Dancia.

VCOA WEST COAST VOLVO MEET IN PORTLAND OREGON. July 21-23/23

This message is from Cameron Lovre, one of the meet organizers and a Volvo Guy of impeccable repute. Cameron owns and operates Swedish Relics, a classic Volvo Repair and Restoration shop and he used to be the best salesman at IPD. He volunteered to help organize this year's Portland meet and he and his fellow volunteers have a lot to do in a short time. Here is what Cameron says:

For this meet, we aren't reserving a block of rooms at any specific hotel because the meet is in the vicinity of the airport (and of IPD) where there are lots of hotels to choose from. We have Saturday car show and banquet locations secured. The show will be at Blue Lake Park, about 15 minutes east of IPD's location near the airport. <https://www.oregonmetro.gov/parks/blue-lake-regional-park>

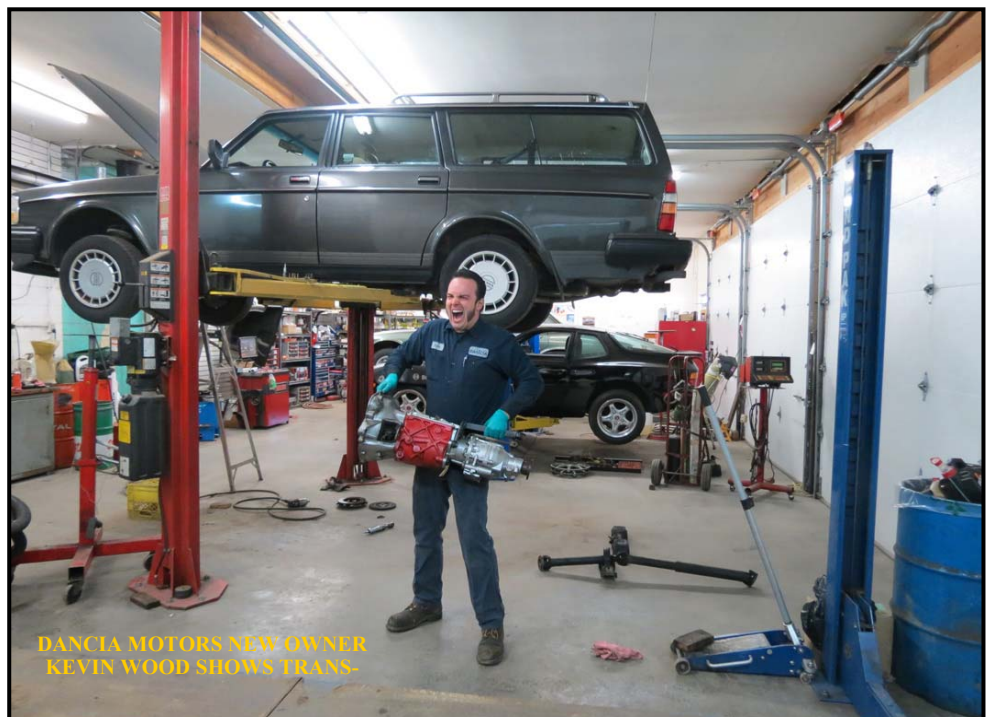
The Saturday banquet will be at the airport Sheraton: <https://www.marriott.com/en-US/hotels/pdxsi-sheraton-portland-airport-hotel/overview/> I think some guests might stay there for the event, and that others will stay at one of the hotels closer to IPD. There's a Best Western, a Comfort Suites, and a few blocks away, a Hilton.

More detail to follow once a registration form is prepared and people can start to sign up. Keep an eye on www.vcoa.org and our vcbc website.

THE TIMES THEY ARE A CHANGING
Bob Cuthill, Vancouver Island VCBC Scribe
Things are changing fast and furious at Dancia Motors in Duncan.

Dancia was founded some 37 years ago by Henning Kristensen and soon became a thriving new business located in an industrial mall on the north side of Duncan. In 2003 Dancia changed hands and, after a thorough screening and period of understudy, Rich Cote met Henning's high standards and took over the reins. During Rich's time at the helm Dancia moved to a new stand alone facility on the south side of Duncan adjacent to the island highway. In early 2023 it came time for Rich to stand down and hand the reins over once more. The new owner is now the Chief Mechanic Kevin Wood.

From personal experience with maintenance on one of our family Volvos I can attest to his very thorough work and attention to detail. Prior to commencing work at the front end of the car Kevin did a complete inspection of the underside of the car



DANCIA MOTORS NEW OWNER KEVIN WOOD SHOWS TRANS-

XC70.1 OR FRANKENKAR?

**Rohan Soulsby
December 2022**

Way back in the mid-90s, my parents retired to England. My Dad had a 960 wagon which he kindly loaned to me so I could take my young family on holiday to the south of France. Enroute, at one of many roundabouts, I was shoulder checking the traffic as I entered the roundabout and was caught off guard by the car in front of me that had come to a complete stop! I hammered the brakes and waited for the impact.....and waited.....and waited.....for what seemed like an eternity; No impact. The big heavy Volvo wagon had stopped short of hitting that car. I was sold.

Fast forward a few years: we're back in Vancouver and we bought our first Volvo wagon, a '98 V70. Loved that car but as the family grew up we needed something AWD to handle winter conditions in BC as we drove the kids around the province from one freestyle ski competition to another. The XC 70 was the logical choice and so in 2006 the V70 was traded in for an '03 XC 70. Loved that car even more.

The '03 XC70 was an integral part of the family for 12 years – it carried dogs, kids, flagstones, lumber, skis, Christmas trees and anything else we had that needed transporting. Daughter and son learned to drive in it. My daughter even took it up to her job at a remote generation site of a large electric utility in the Province (that shall remain unnamed!) where, as part of a safety training program, staff were given instruction on how to handle winter driving conditions. Most of the course participants had a company vehicle but not my daughter – she participated with my XC70! The course participants were so impressed by the XC70's handling in winter conditions that they all wanted to give it a go.....which my daughter willing kindly agreed to!!.....But I digress.

By 2018, the '03 was still running like a top but was showing its age.....a shattered rear quarter window from my contacting the rear corner of a flatbed truck, a busted rear bumper from my daughter "nudging" a tree in -25deg C temperatures, inoperative A/C and more. In addition, I felt like it was time to take on a project. So, I decided to look for another XC70 of similar vintage that needed new drive train. Mine was operating flawlessly so I figured I would just swap the drivetrain into a donor chassis. Simple!

I found a donor car – an '04 XC70 with loud knocking sounds coming from the engine – and had it towed back to my house in Jan 2019. I quickly determined that the knocking noise was the result of a connecting rod bearing that was totally gone - literally! That engine was toast. However, life

got in the way and progress on my project slowed (ok, it stopped). In the summer of 2019, I met Beau MacGregor on one of Gregg Morris' country jaunts (a.k.a. "gas wasting trips"). Beau wisely cautioned against assuming that the software for the drivetrain of an '03 XC70 would be compatible with that of an '04 XC70 unless the VIN numbers were really close. Hmmm....what to do? It would be a helluva lot of work to swap the engine, transmission and angle drive just to find out they weren't compatible. I got cold feet.

I went home to consider my options and, in the meantime, continued to look for inspiration on Craigslist and FB Marketplace. Then, to my surprise, I came across an '04 XC70 in Lumby BC that was being parted out because it had been t-boned in an intersection accident. Some quick email exchanges confirmed that it had a VIN relatively close that of the '04 with the bad engine.....It was blue so it had a blue rear bumper that I could put on the '03.....and its rear quarter window was intact so that could be swapped into the '03 too..... Just before the accident its engine had been swapped for a low mileage one.....and it was only \$500. Jackpot! My project had just increased in scope - instead of making 1 car out of 2, I would now be making 2 cars out of 3!

I went up to Lumby pre-dawn on frosty November morning and collected the car on a rental U-Haul auto transporter. I now had 3 XC70 vehicles so Job 1 was to get rid of one of them ASAP. The harvesting commenced – bumper, window, rear hatch struts (for a neighbour), engine/trans/angle drive, Haldex (because one can never have too many of these!). Within a week the skeleton was gone. The 2 biggest challenges in removing the engine were removing the wiring harness and dealing with a front drive shaft (left side) that could not be extracted from the angle drive. In the end, I was able to remove the whole transaxle with the driveshaft in place..... Oh yeah, 3rd challenge – removing socket head cap bolts from either end of the main drive shaft!! (Grrrr....would not have wanted to do this without having the car lift.)

Most satisfying feeling of all was having it start first try after the transplant was

complete. Good karma. ☐

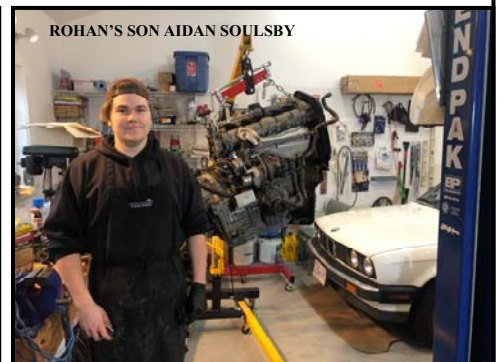
Was it worth it?

Total cost to acquire the '04 vehicles:	\$2,000
Cost to recover Lumby vehicle	\$500
Cost to install rear window	\$100
Total cost:	\$3,100
Disposal of spent chassis w/cat conv	\$400
Sale of dead engine w/transaxle	\$500
Sale of front bumper:	\$100
Sale of radio/cassette player	\$50
Sale of the '03:	\$2,000
Total Revenue:	\$3,050

Net cost of the Frankenkar: \$50
Value of the experience: Priceless! ☐

The Frankenkar has now seen nearly 3 years and 25,000 km of hard family service. It has not had any....er.....many problems and it continues to provide us with semi-reliable transportation.... And, we still love it.

Disclaimers: 1) No Volvos were harmed during this project; 2) Rohan has a Volvo problem - he is currently the custodian of a '67 123 GT, a '72 142E, a '04 XC70 and a '11 XC70.



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 been doing a series for us detailing his current restoration of a 1962 "Jensen Built" P1800. Here is episode 7.) **62 P1800 RESTORATION episode 7**
Jamie Graham

Removal of the engine and gearbox was next and it had some surprises. I had borrowed a portable engine hoist previously but Bob had a friend who wanted to sell his for \$100. Considering the rental costs and that I would be using it at least 4 times (this '62 and a '63 in storage) it made sense to buy it. It folds up nicely and tucks away nicely in the background. It has paid for itself already.

With the head, starter and generator removed it made the block straight forward to chain up do heart surgery on the car. Once on the stand we were able to have a much better look at its condition. It is not often that pleasant surprises arrive with these old cars but one of the previous owners (Rev. Eugene Morrell) mentioned the engine work he did:

"When I rebuilt the motor the only original parts were the block, head, oil pan and crank. I bought a kit from IPD in Portland to bore it to a 2,000. The kit came with pistons, rings, and bearings. I had the block bored and the crank polished. I bought a three quartered cam kit from IPD. It came with cam bearing and double valve springs. I had the head planed 60 thousand, all new valves. I had it done at a shop and they put it all together for me. New oil pump, water pump, re built the distributor and IPD valve cover. I also put the Weber Carb kit on and bored out the jets."

When Bob and I examined the Head we confirmed what Rev. Morrell told me. There were double springs, the pistons moved well inside the block. No scoring on the cylinder walls. All good, no more tear down needed.

I had the head "hot tanked" and examined at Anderson Precision Engines in Victoria – no cracks and a clean bill of health.

As I wanted to keep everything as original as possible, I noted the perished seats were from a later model 1800 and trimmed out in black vinyl, not the correct red for that year. The upholstery code for this '62 showed red seats so the search began for some frames for rebuilding or if possible, replacements.

Fast forward to the fall of 2020 when Bob Richards sold me his red '62 P1800.



The car had been painted red but the colour codes showed it to be the same as the '62 ... grey with red interior. The red seats were original to the car but in rough shape, but the base frames were 7/10, exactly what I had been looking for. I bought seat covers from Vintage Import Parts in Delta, used most of the original foam and had the seats rebuilt at **Styles Upholstery** in Victoria. Once it is come time to fit seats into the '63 (in storage), I'll cross that bridge at the time. The '61 and '62 seats were unique so finding a pair I could use now was a big positive for the project.

The space in my small garage is 'limited.' I have about enough room for a car and a bit of storage. My two rented bays about 2 miles away at Gale Farm (where he has converted chicken barns into car and boat storage) allow me to keep excess pieces next to my car(s). You have to keep your stuff between the yellow lines though!

I was making regular trips to the commercial **Blast It** with all manner of small and medium sized parts. Two steel door anchorage supports, the egg crate grille, brackets, just to mention a few, were all blasted and painted. The grille was powder coated and stored after treatment at **Victoria Powder Coating Ltd.**

Time to get the car ready for body work and paint. I purchased all manner of paint removal tools, but there was no magic bullet. I used a combination of Airplane stripper, grinding discs, razor blade tools, heat gun, and many power drill attachments. Canadian Tire has a circular rubber-like paint removing attachment which worked wonders. I'll fast forward through most of this. Suffice to say it was just a lot of time and work. I went through many replaceable air mask filters which made sense considering the debris that I cleaned up every day.

With the dirt, grime and paint removed and the car down to bare metal, it was time to get it up to Leonard Hemming. He had already done body work and paint on two previous 1800 models for me and his attention to detail and quality are first rate. The car was originally grey and painted later a quasi-metallic red. I wanted to return to grey and I had seen one of Coachwerks 300SL Gull-wing Mercedes Benz restora-

tions done in their unique grey and I loved the colour. Michael Grams kindly shared the paint code with me. These before and after photos don't do justice to the amount of work done to get the car to its current condition. Any and all rust was removed and replaced with fresh metal. Bumpers, the grille, lights and many other parts



were pre-fitted so life was good when it came time for reassembly. I made regular trips to visit the progress and documented as much as I could with countless photographs.

After the freshly painted car came home, I wrapped most of it in plastic film to at least protect the usual bumps and bruises that happen in a crowded garage.

Landsman Motors which recently closed its doors in Victoria was always a wealth of information for old Volvo owners. Opened about 30 years ago, Peter Landsman built a huge and loyal Volvo following. Peter and his son Rob were working there when I first moved to Victoria and the table in the front of the shop with its magazine and Volvo literature was must for Bob Cuthill and I to regularly stop for coffee and a visit. After Peter retired Bob was working alone and one day asked if I was interested in purchasing a heater control coolant valve, new old stock, still in the box that had been sitting on a shelf in the back for many years. These are the moments car restorers dream of.

Slowly a plan was put together to work on re-assembly in some type of order. I needed glass installed, brakes, fuel and brake lines, dash and gauges, wiring, wheels and wheel covers, front and rear lights and the dropping of both front and rear suspensions for a complete re build. Where to start.

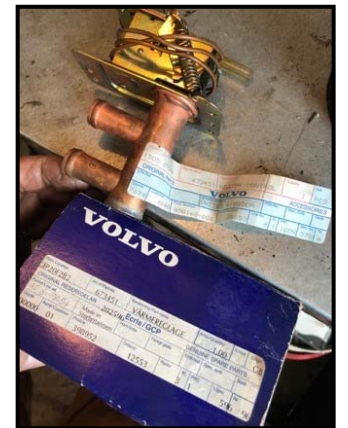
A local 1958 Porsche 356 owner, Tony Apar and I did some business previously where I traded him a Blaupunkt radio and speaker out of my '64 1800S for future distributor repairs. I am not a big fan of having radios in my old cars, I'd rather have a radio-delete cover over the hole in the dash. Since then however I bought another "period correct" Blaupunkt for future consideration.

During removal of the interior, the door cards, read "opera light" panels and kick panels were all quite perished. I tried a few "fix it" solutions, but nothing looked right. The Jensen cars, '61 and '62 (and some '63, '64) had unusual door panels with a ribbed upper sides and a flexible metal strip along the bottom of the door and kick panels. You can buy new ones, but I like the look of the original metal pieces with their nicks and scrapes, so I decided to keep them. I did buy new upper panels and the odd shaped rear panels overlapping to the rear luggage space. Thanks again to Gregg Morris for donating a pair of original lower door cards.

I will end this Episode with the work on the heater box - a long and painful process. It was originally home to many critters. After complete disassembly, I didn't want to chance a problem with the heater core, hav-

ing just acquired a new old stock control valve. During re-assembly I exchanged Emails with Rob Berglund, former president of Volvo Sports Club of America. He was interested in the original shade of grey on the box that the original cars left the factory with. I had tried a colour on a former build but it wasn't correct. I got it close this time after disassembly of a number of originals. I swear that every technician used a different manner to assemble these back in 1962. I had a bear of a time with the seal ring between the air duct and the heater box itself. The original was a thin gasket like material but they were impossible to find. I fabricated a new one, held in place with two stainless bands. Not perfect or original, but will have to suffice.

Jamie's finds the Volvo parts catalog for the 1800 (as found on the internet) quite cumbersome. The catalog does not make it easy to find a specific part. Jamie took the parts catalog and numbered each page numerically from 1 to the end. He then made his own index where he describes a part and enters the numbers of the pages in the catalog that apply to the part. He is offering this index to anyone who would like it. There would be a printing and postage fee but that is all. To reach Jamie, email him at ntegrity@telus.net.



WHATS NEW (OR OLD) AT VOLVO

VOLVO AND BICYCLES

Gregg Morris

If you have been smitten with Volvos for a while you will probably remember their association with Cannondale Bikes. From 1994 to 2003 they sponsored the very successful Volvo-Cannondale Mountain bike racing team. Very much a success story. What you probably did not know was that Volvo had another bicycle association that could have been the plot for a good comedy movie.

Here is the story. By 1978 Volvo had started to use plastic composite materials for many of the parts in their cars. What they probably did not anticipate was that 45 years later when some poor fellow is trying to restore his 78 242GT or his 92 240GL the hardest part of the restoration would be sourcing replacements for the crumbling and cracking plastic bits that are all over the cars.

Volvo was so keen on plastic that they looked for other things to make from it and some bright light in Torslanda decided that what the world needed was a plastic bicycle. In October of 1978, the Swedish National Board for Technical Development financed a prototype plastic bicycle with a grant of SEK 54,000. By early 1980, Itera Development Center AB was born and soon started to design, produce, and market, injection moulded plastic bicycles. Itera didn't waste any time and by 1981 showed the first bicycles to retailers and the press, with Nationwide advertising on its way.

By the autumn 1981, more than 100,000 Swedes indicated they were interested and in February 1982 production started in Vilhelmina. The Bikes would be available in a range of funky colours including pink, turquoise and orange, with beige being the most popular production colour. Besides the standard bike, a racing/sports model was also produced with the usual dropped steel (rather than plastic) handlebars.

The marketers took a cue from Ingvar Kamprad founder of Ikea and delivered their bicycles "flatpacked", that is, all the bits are stuffed in a box unassembled. Unfortunately, not every box contained every part to assemble the bicycle and that resulted in many unamused customers. To make matters worse the Itera bicycle has been described as heavy, flexible, and fragile, and is considered one of the worst bikes ever made! A survivor of a ride on one of these bikes said "In a way they are quite surreal because you get on them and they flex, like a rubber band, and the handlebars give way – they've actually snapped in some cases. The spokes break if you go over a pothole."

Examples are now displayed in the Swedish museum of failures. Production ended in 1985. Approximately 30,000 Itera bicycles were produced. The final stock was sold to the Caribbean region where they became popular as rust is a problem with metal bicycles.

To summarize in Swedish 'du kan inte vinna dem alla'

VOLVO MAKES THE 2022 HEMMINGS BULL MARKET LIST 1975 TO 1993 VOLVO 245

Stephan Lombard.

The 1990 ad-exec comedy movie *Crazy People* is memorable for exactly one thing: Dudley Moore's character drawing up a new print campaign for Volvo with the tagline: "Buy Volvos. They're Boxy but They're Good". Talk about truth in advertising. In fact, for 27 years, with its 140 and 240-series cars, Volvo did the slab-sided, crisp-cornered box so well, you'd be forgiven for not knowing the 1800 and 120 series came from the same firm.

The 240 debuted in 1975 as an evolution of the 140, only boxier, a function of designer Jan Wilsgaard's "simple is beautiful" ideal. The two-door 242, four-door 244 and five-door 245 were robust unibody cars built for safety and speed limits. Under the hood was the 142's pushrod 2.0-litre four-cylinder engine with Bosch mechanical fuel injection and 98 horsepower at 6000 rpm. It was mated to a four-speed manual, four-speed manual with overdrive or three-speed automatic driving the rear wheels and stopped by four-wheel disc brakes. Like the exterior, the interiors were simple and functional, with four outboard shoulder belts, panoramic visibility, and amazing seats. Some 245s (called 240 wagons post 1980) even came with a rear facing fold away bench in the cargo area.

The over-engineered, under-stressed, impossible-to-kill "Redblock" four with a single overhead cam brought displacement up to 2.1 liters in 1976 and then to 2.3 liters by 1983 – where it remained until the 240 was discontinued in 1993, after more than 2.5 million units had been built. Turbocharging was part



of the conversation from 1981 to 1985 (as was a rare diesel), boosting output first to 127 horsepower and the 162 horses with the addition of an intercooler. The turbo made a Volvo wagon juuust sporty enough to be fun.

Sean Ashcraft's 85,000-mile 245 Turbo is a bit of a unicorn in that he snagged it from Italy, which means it has a Europe-only 137-hp, 1.9 liter turbocharged four and single glass-covered rectangular headlights (rather than year-appropriate quad squares). There's no mistaking it, though, and despite its pedestrian profile, it was a popular machine at Lime Rock during the week. "It's a blast to drive," says Ashcraft. "The turbo makes a huge difference over the normally aspirated cars, and if you put your foot into it, it'll definitely move."

Until recently, no one – not even Volvo nerds – has ever considered the 245 anything more than "just a used car". As a result, so many have been lost to rust or the crusher. Now, the best ones have reached "fringe collector car" status, but the fringe will only blur with time, until these weird cars level up to, "You paid how much?"

Still the beauty of the Volvo 245, beyond its simplicity, is the relatively low cost of entry: Find a clean, low-ish mileage one you'd love to own for \$10,000 and enjoy the heck out of it. Clean examples in the East and Midwest are harder to come by, but the West coast is still lousy with them – for now. Parts and performance upgrades are readily available, and is not hard-or expensive- to DIY turbocharge your own 245 with some friends in a weekend. So boxy. So good.



MY FIRST VOLVO

THE STORY OF MY FIRST VOLVO

Richard Perry of Gimli Manitoba suggested this as a subject for this and future newsletters.

(Here is Richards contribution. I encourage other VCBC members to tell their "MY FIRST VOLVO" stories as well. Just email them to me (Gregg Morris grmorris@shaw.ca)

Richard's story: I was such a motorcycle enthusiast in the 60s that I never even had a car licence until I was 20. Eventually I did buy a VW Beetle that was soon taken off the road by the authorities ("Falstaffed" as they called it in Toronto). I needed something to drive to my new home in Saskatchewan around 1970. Somehow I found a 1961 122 4 door, rusty underneath and some bad bodywork for \$150 and I set out for Saskatchewan. The trip was fine, but the B16 had developed a knock. The dealer in Saskatoon installed a new timing gear (for the extreme cost of \$90!) but this made no difference and they-now suspected a piston! Thus began my lifelong bad relations with Volvo service, although I usually had a great understanding with the parts department back then. I decided I needed a different car. My mother gave me her old car, a Ford Anglia but it was in Toronto. A couple of my college friends volunteered to make the wintry trip from Toronto to Saskatoon in that horribly underpowered, cold small English tin car and amazingly they

made it. After a couple of days visit, it was time to take them to the train station, but the Anglia, even plugged in would not start. In desperation, we tried the Amazon, even though it had been parked for months, boosted the 6 volt battery with the 12 volt, and it burst into life! The rattle under the hood had not gone away but we got the lads to the train and even drove the Volvo through that Winter. Eventually I parked it at a friend's ramshackle acreage and forgot about it. The later pictures show how it was being reclaimed into the soil, but the Prairie winds and sunshine just seemed to polish the stainless steel mouldings brighter and brighter over the years. I moved away and next time I was back, the Volvo was gone. Shoulda kept the model scripts at least. It certainly proved to be a tough car, but it was still some years before I became a complete Volvoholic, and owned

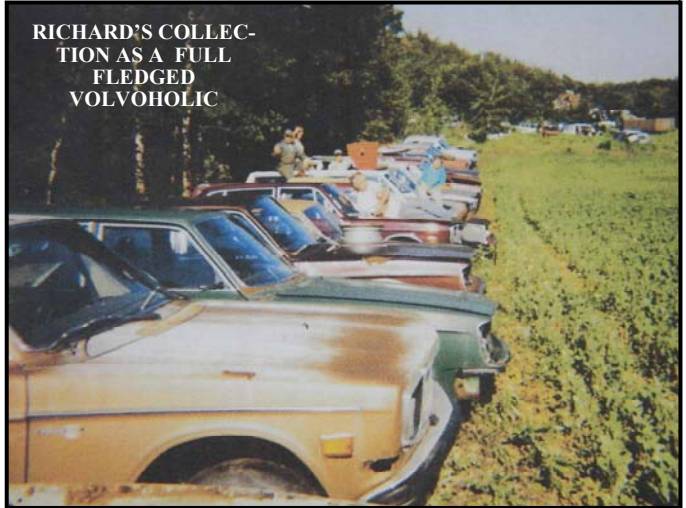
RICHARD'S 1961 122S 4DR



THROUGH THE YEARS



RICHARD'S COLLECTION AS A FULL FLEDGED VOLVOHOLIC



or serviced hundreds of them.

E-V PAGE

ELECTRIC VEHICLES NO LONGER A DREAM

Don Dockstader Motors 'DOCK TALK' Newsletter from 1997 contained this very prophetic article:

It still sounds like something out of a science fiction novel. Imagine this...your day begins as usual, you close your front door, get into your vehicle and start it up. But something is different. The engine is whisper-quiet--in fact you can barely hear it. And another strange thing...your car doesn't have a tail-pipe. Driving home at the end of the day you remember you forgot to refuel. No problem. Before you settle in for the night you simply plug in your vehicle. In an hour, it's powered and ready to go.

Long a sci-fi fantasy, the electric car is now a reality. For some years Electric Vehicles (EVs) have been shown as prototypes. Within years you'll be seeing them at Don Dockstader. Virtually every major manufacturer in North America, Europe and Asia --Volvo and Subaru among them ---has prototypes in the works. In California, EVs are on the road.

In addition to being quiet and emission-free, EVs offer other benefits. For one thing they need hardly any maintenance, and operating costs are low. Goodbye, fill-ups at the gas station. Hello, charging your car while you sleep (the same way you refuel your cell phone or lap-top).

Like other electrical equipment, EVs run on batteries. A number of technologies are currently being tested. The frontrunner right now, already in use in the first EVs on the road, is the nickel-metal-hydride (NiMH) battery. The next step will be the development of hybrid vehicles which use batteries plus an additional power source so that the EV need not carry a large battery pack. The use of hydrogen fuel cells, turbo-generators and electro-mechanical flywheels are all being explored. Right now, an EV can't go as far on a single charge as a conventional car can travel with a full tank of gas. The typical range is about 160 km (although one recent prototype has managed almost four times as far). But an EV is not simply a higher form of motorized golf-cart. Its cruising speed and acceleration are approaching those of conventional vehicles.

Running out of power far from home isn't the same as running out of gas. Where do you go for a fill-up? Up until now, it's been a Catch-22 situation. Without places to refuel their EVs, consumers have been hesitant to even consider them as an alternative to regular cars. Without a steady market of EVs, companies are reluctant to build public refueling stations.

Now auto makers and utility companies are starting to work together. Soon public charging stations will be as numerous as gas stations. They'll need to be. Where the question used to be "will that be a standard or an automatic" consumers of the future will need to make a different decision when they purchase a vehicle. Gas powered ---or electric?



TECHNICAL TIPS

STUDS B18/B20

Sandy Will (A man worth remembering)

There are many instances where the use of a stud as a guide simplifies a job. e.g. when doing a clutch job replace the one of the six bolts (the uppermost) with a stud then remove the rest, the clutch assembly can be slid off the stud. (Some flywheels already have locator studs on the face to position the clutch pressure plate so additional studs would not be required.) Remove the six bolts securing the flywheel to the crankshaft. Replace top most with a stud, then the flywheel can be pried off and held on the stud instead of suddenly dropping off and crushing your hand. Use the same system for reassembly.

On some water pumps a pulley, spacer, fan and tab washer have to be assembled simultaneously and this is where a guide stud is really useful. A stud is a bolt with the head cut off and must be long enough to be easily removed with the fingers but just in case saw a slot in the outermost end to accommodate a screw driver.

Mounting of heavy items such as doors benefit greatly from the stud technique, unless you are a 3 handed Charles Atlas.

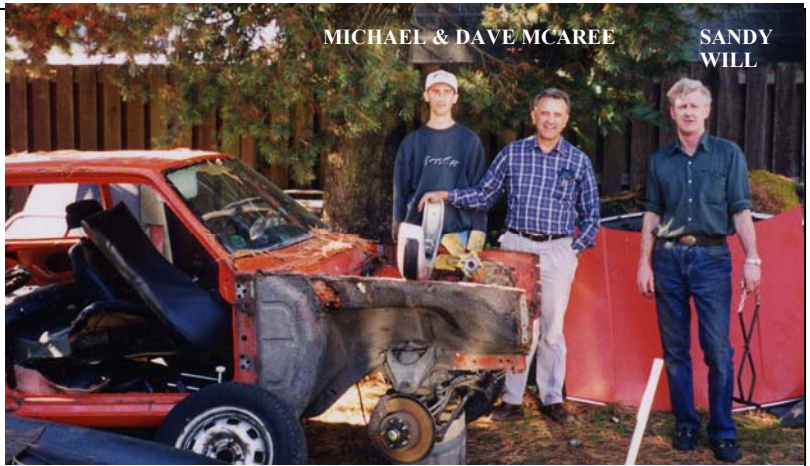
The use of studs when mounting M40 or M41 transmissions is probably the best example of all. Put 2" studs in the top two holes in the bell housing where the transmission is secured. This allows for accurate alignment of the

transmission as the splined input shaft of the transmission is fed through the throw out bearing, clutch disk and finally pilot bearing at which point it is installed.

A POINT TO PONDER

Sandy Will

The average car is said to be driven about 15000 miles a year. This represents 300 hours of use if the average speed is 50 mph or 500 hours if the average speed is 30 mph. The truth lies somewhere in between,



MICHAEL & DAVE MCAREE

SANDY WILL

say 365 hours. This is an average of 1 hour per day, 1 in 24 or about 5%. This means that most cars spend 95% or more of their lives doing absolutely nothing! Well, not quite nothing, they manage to depreciate, rust away, and consume insurance dollars while standing still. This is not the acme of efficiency!

The bright side of this is that for 95% or so of its life the car emits no pollutants or greenhouse gases.

B.C. DEALER DISCOUNT LISTING

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

Don Docksteaders Motors, 8530 Cambie St, Van, 604-325-2999, or 1-800-663-3359, New pts: 15%,

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

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

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

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

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

Volvo of 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 of 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: \$25 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. 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)

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

CARS FOR SALE

61 210 Duett-USS\$3000, garaged for 38 years partially disassembled. Good B16 drive train. Many extra parts including new metal for floorboards, rockers and around wheel wells, spare frame and 4 spare doors. Rob Schwiager, pv544gt@gmail.com Gray Creek BC

WANTED 93-95 940 Turbo, body & interior not important, need decent engine Gregg 778-988-6694, grmmorris@shaw.ca

PARTS AND SERVICE

Free to a good home. 4 - 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 Nanaimo.

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

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

PARTS 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 jcripps544@gmail.com or Gregg Morris 604-469-1216 or grmmorris@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 **240 and 740 series parts up to 1990, lots of body, mechanical interior and trim.** Mike 604-582-2837

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

For Sale: 4 x 240 GLT (laguna) wheels and reasonable ties, \$200. . Right front 1973 140 fender, never used unpainted, \$150, Third seat for 140 or 240 wagon offers. Alan, 604-469-2674, alanhankey383@gmail.com



**KEN HELM'S
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(KEREMEOS) BC**

