



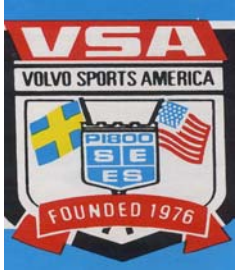
THE VOLVO CLUB OF B.C.

SEPTEMBER 2006

29 Bedingfield St., Port Moody, B.C., V3H 3N2
Gregg Morris at Tel: 604 469-1216 Fax: 604 469-1117

E-Mail: grmorris@moody.bc.ca

Annual membership fee \$20, To join: Call or write to the address 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: mkbkl@erols.com,
Annual membership fee US\$32 or \$45 Canadian funds Website www.vsa.org

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

- SEPTEMBER 15-17, 2006, VOLVOS IN OSOYOOS**, Fall Weekend Meet in Osoyoos, BC, **(SOLD OUT!)** 604-469-1216
- SEPTEMBER 24, 2006, (Sunday) V.C.B.C. 15TH ANNUAL CATES PARK PICNIC** Rain or Shine, North Vancouver, B.C. from 9:30 am to 5:00 pm. Bring a picnic lunch, shine up the Volvo and bring the family. There will be lots of raffle prizes as well as dash plaques (50) and trophies for the Peoples Choice and Runner up. We will also hold our annual general meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. For info call **Dave McAree 604-530-6097**
- OCTOBER 21, 2005, (Saturday Vancouver Island Chapter FALL COLOURS TOUR**, rendezvous at Can West Mall in Langford 10:00 a.m. contact, **Bob Cuthill 250-658-0126, lbcuthill@shaw.ca**
- NOVEMBER 15, 2006 (Wednesday) VCBC TECHNICAL SESSION** 6:30 p.m. Hosted by Volvo of North Vancouver, 809 Automall Drive, North Vancouver. Subject: Guided tour of suspensions and exhaust systems, 140, 240, 740, 960, 850. Each car will be put on a hoist and master mechanic Ian Peterkin will point out typical strengths, weaknesses, maintenance requirements or each series. For more info call. **Gregg Morris @ 604-469-1216**
- JANUARY 24, 2007 (Wednesday) VOLVO CLUB WINTER SUPPER**, The supper 7:00 pm at the New Westminster Spaghetti Factory at 50 - 8th St., ½ block up from the Sky Train Station. call **Dave McAree 604-530-6097**

REPORT OF PAST EVENTS

VANCOUVER ISLAND SHOW & SHINE "V"

June 10, 2006

Bob Cuthill, Island Director

It's hard to believe the Island spring event – Show-N-Shine has come and gone. Even harder to think this was the fifth year for this event and it seems to keep getting better and better.

A big vote of thanks must go to Bjorn and Kjellaug for letting us use the front lawn at the Olsson Estate in Saanichton again this year. I know that Bjorn was away and didn't get back until the night before the meet. He must have been up bright and early to get the lawn mowed and the garage all cleaned out in time for the mid morning start. As organizer and host I really appreciate all his help.

It seemed I had no sooner got the road signs up highlighting the last few turns to get there, than the first few cars were arriving. This year also saw a lot of first timers who dropped by, some just out of curiosity and some to show off their latest projects. Steve

Sakiyama was the first new arrival with a beautiful 65 220. Hans Eykelenboom arrived all the way down from Comox. Jimmy Morton brought his 144S out for the first time while

Lyle Johnston in an 85 240 and Monika Price in her 92 940 dropped by for short visits and to check out the action. Rounding out this portion of the list were Victorians Jon Bradbury in his 88 740T and Matt Hopcraft with two 82 GLTs.

Two very interesting displays were also local Victoria folk. Rhys Kent brought his latest project

which will likely be the subject of a completely separate newsletter article. Granted the brown exterior paint of his 240 needed a lot of attention to detail, but the engine was



BJORN &
KJELLAUG
OLSSON



ISLAND SHOW & SHINE

something else. Completely reworked in every detail, Rhys wanted to see how much power he could wring from a single carbureted Volvo red block. I have since had a chance to drive this deceptive monster and it is truly impressive. It is quiet and smooth as silk as it pulls strong in any gear all the way up to at least 6500 rpm. I'd really like to see the dyno readings on this one.

Also of interest was Christoffer Bjorklund's gold S60 (not sure, but I think it was a 2005). The custom paint just gleamed and under the hood everything was tweaked to the max and controlled by his on board cockpit computer. The NASA shuttle guys could use some of this stuff! And a very interesting combination of cars and participants this year, a first for any of the island meets. Michael Kelly had spent many long hours polishing his ultra stock mustang 1970 144 and parked it next to Maureen Mitchell's blue 240. It turns out these two are brother and sister and each had joined the club recently without knowing the other had also.

I think this year's unofficial long distance and best picnic lunch display must go to Gregg and Rose Morris. The gleaming red 123GT packed for a road trip on the Island. Gregg and Rose sure looked comfortable parked in their lawn chairs at the back of the car.

After lunch it was time for announcements and door prize draws. A sincere thanks to our prize sponsors this year, Landsman Motors, Volvo of Victoria and Chapman Motors for their continued support of the club, not only at this event but throughout the year. At the end of the day the tally was thirty cars.

Representing a very wide cross selection of the Volvo line. I know I had fun organizing this meet and the response has continued to grow over the years. VCBC is certainly live and well on Vancouver Island. ♣

VOLVO CLUB SPRING DRIVE

June 17 & 18, 2006,

Gregg Morris

These spring drives really are fun. Lillooet was our destination again this year, and we met Saturday morning at the United Church parking lot at the Upper Levels Highway and Taylor Way. Rose and I arrived a bit early in our red 123GT and parked it conspicuously so that any newcomers would find us. It seemed to work, and by our 10:30 departure the sun was shining and so

were 14 Volvos, carrying 25 adults and 6 children. We even had 4 cars from Washington State and one fellow from Kamloops join us. For those who like statistics, there were 2 544s, 4 120s, 2 1800s, 1 164, 3 240s, a Mazda 3, and a V70Rcar. If there had been an award for the shiniest and brightest car, Olof Malmberg's red 544 would have won.

These drives work best if we don't make a parade out of it. We just choose our stops and



meet there. The first was at the Chevron, just east of Squamish for gas and coffee. A few cars had taken an unplanned excursion through Lions Bay, but all eventually turned up. The 544s with their pint sized gas tanks filled up, and we were ready to continue. Steve Zabroff in his new 6 speed V70R found that if he drove hard he could keep up to Olof's 544.

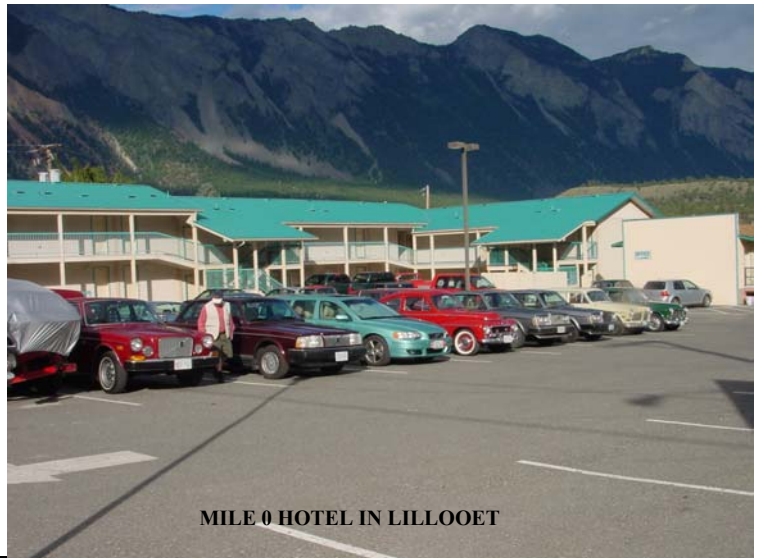
Next stop was Pemberton for lunch. Traffic was light for a Saturday morning, and all that Olympic roadwork is really

improving the highway. We stopped at a little park in Pemberton, and while some of us broke out the picnic lunches, others stopped at one of the side by side Pemberton Delis. We were part way through our lunch when Erik Hetteima arrived and told us that Steve and Celia's Hutchen's 544 had developed an intermittent electrical problem near Whistler, and they had decided to head home to Bellingham.

The next part of the drive is the best, the famous Duffy Lake Road. It starts past Mount Currie with a 13 percent grade up into this wonderful perched valley. Some of us treat the Duffy Lake Road as our own private self-directed roller coaster ride, while other, saner types enjoy the unbelievable scenery. I always marvel at is the transition in the vegetation from one end of the Duffy Lake Rd. to the other. You start in coastal forests at the Pemberton end just 60 miles later you arrive in the semi-arid climate of Lillooet. On this particular day traffic was light, so I was paying way more attention to the curves ahead, than I was to the scenery.

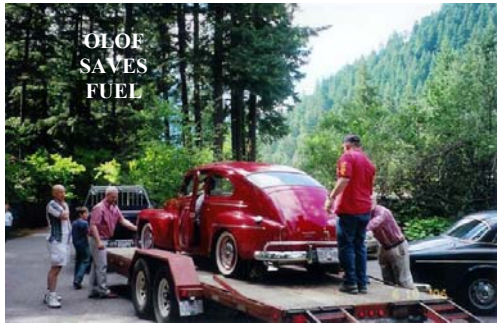
Most of us stopped at the spectacular BC Hydro viewpoint overlooking Seton Lake Reservoir to unwind and take some pictures. Then it was on to the Mile 0 hotel in Lillooet. We have stayed at the Mile 0 motel so many times, that we are not just checked in, we are welcomed in. Our second welcome came from a leather clad fellow sitting outside his motel room beside a sparkling metallic burnt-orange Honda sport bike. This turned out to be John Cave, who chose to leave his 22 lb per Horsepower 1800S at home and bring the 4 pound per horsepower motorcycle. I don't remember him passing me on the Duffy Lake Rd., but then at the speed of that bike he would have been just been a blur.

Lillooet is famous for its fry-eggs-on-the-sidewalk temperatures, but in mid June it is perfect. We all joined John outside his room and had a cool drink and talked for a couple of hours before walking to Dina's Greek restaurant for a feast. It was neat to have the DeBoers and the Hetteima's bring their children on the trip. The kids seemed to enjoy themselves. Marga and Fred deBoer brought 2



MILE 0 HOTEL IN LILLOOET

cars (65-122S and 72-1800ES) because they could not squeeze themselves and their 4 children in either one. After that great day it



was off to bed.

Lillooet has a colourful history, particularly in the Gold Rush days of the late 1800s. It was Mile 0 of the gold rush trail at a time when miners could only get there from the lower mainland by boat up Harrison Lake, slogging up the Lillooet River, another boat trip across Lillooet lake and another hike over the mountain to Lillooet. All this is recounted in Lillooet's excellent museum and historical brochures.

Lillooet is great for many things but breakfast is not one of them. That's not a bad thing because it gives us the excuse to get up early and drive the second half of hwy 99 north from Lillooet to Cache Creek for breakfast. This 45 mile stretch of road is wonderful to drive. Nice gentle curves through the rolling hillsides beside the Fraser River, then through the valley past Pavillion Lake to Hat Creek. The nights sleep must have done wonders for Chris Ainscough, Colin Dover, and Patrick Lucy as they one by one caught up and passed me, and I was going at a good clip. By the time we reached Cache Creek we had definitely earned our breakfast.

At the big log house restaurant there were couple of guys on BMW motorcycles that took a great interest in all these shiny old Volvos, and it turned out that they had belonged to the original Volvo Car Club of BC in the 1960s and knew Barry Nelson and John Hooley who are still in our club.

After breakfast we all spit up. Rose and I went with Bert and Ramona Sherlock to Osoyoos, while most people headed south through the Fraser Canyon to Vancouver. On the return trip the one remaining 544 quit just north of Hope. Olof's B16 powered car developed an ignition problem and ironically Olof, who makes his living selling Vintage Volvo parts, had none with him. He may have been short of spare parts but he was not short of luck. Who pulls over to help, but a truck towing an empty car trailer destined for White Rock. This good Samaritan loaded Olof's 544 on to the trailer and delivered it right to Olof's doorstep.

Another happy ending. ♣

VOLVO CLUB SWAPMEET
JULY 15, 2006

Gregg Morris

The parts swap meet was organized by Mike Handfield, and held at Don Dockstader Motors on Cambie St.. This is the first swap meet we have held in about 4 years and it was small but useful. There were 9 vendors with inventory varying from a trunk full to a truck full. Most of the parts were from 200 series and older and Olof Malmberg of Vintage Imparts had a sample of his new parts for old Volvos. I swore I would not buy anything this time, but I weakened and came home with my car crammed full to the roof. We will do it again in a couple of years. In the meantime refer to the parts sales ads in our classified section. ♣



ISLAND MYSTERY TOUR

July 22, 2006

Bob Cuthill, Island Director

I guess the heat on 22 July scared away a lot of drivers of older (un-air-conditioned) Volvos. I know the forecast of 30 degree plus weather affected my choice of cars. That's why my wife Lucy's red 94 850 was the first car at the West Shore (formerly CanWest) Mall parking lot on that Saturday morning where we were to rendezvous for the 2006 Mystery Tour. And the route was going to be a surprise for her as well as it was my son Sean and I who drove the route and set it up this year.

In quick succession three more brave couples joined us at the start. Michael and Brenda Kelly brought the pristine and very stock 1970 144, Mike and Joan Tomzack in a gleaming canary yellow 1800ES and Gerry and Sharon Payne in a royal blue 63 122. The drivers meeting and handing out of instructions was very short and soon we were off. On previous events we had travelled a lot of the local roads leading north out of Victoria (you can't go east or south because of the salt water and west has only one road), so this time we stuck to the Malahat highway for a quick run north to Duncan where the real adventure started. I had had previous correspondence with several other club members who wanted to attend by joining us later in the route. We weren't too long on the slower back roads on the east side of Duncan when we spotted the Mansfields waiting for us in a shady spot on the side of the road in the shiny 122. The rural roads were actually quite shady and when they ran along the coast you almost didn't need the air conditioning. When we finally arrived at

the Crow and Gate Pub a few miles south of Nanaimo, there were some knowing nods. It had been a while but a few of today's travellers had actually been to the Crow and Gate years before. It's a wonderful old English style pub, lots of shady trees around the main building and patio and a lovely water pond out front with geese ducks and swans. Gerry and Wendy Woodley were already inside and had grabbed a large table for us. I had emailed him the destination earlier and they had driven down from the Courtenay area another hour or so north. The last arrival was another 1800ES, this time a gold one with Hugh and Jenny MacLeod who had ferried over from neighbouring Gabriola Island.

So we sat twelve for lunch with a fine selection of pub food. The navigators even managed to quaff a few local ales from the wide selection available. Lunch and dessert was punctuated by introductions and then stories about our cars and recent travels. After lunch and just prior to departure we all gathered in the parking lot for a brief photo shoot. Then we were on our separate ways home again. All in all a wonderful way to spend sunny summer Saturday afternoon. I wonder where we will be going next year?? ♣

VINTAGE RACE WEEKEND AT



MISSION'S RIVERSIDE RACEWAY

May 25 to 27, 2006

Gregg Morris

This was the 7th annual Vintage Race at Mission. It certainly was not the driest, but then it wasn't the wettest, the coldest, the warmest, the busiest, nor the quietest. But all this doesn't matter a hoot for diehard goofs like me, Charlie Teetzel, Glenn Russell, Dave Philips and Gil Stuart who camp at the track for those 3 days. We have a great time.

The Vintage Racing Club of BC (VRCBC) hosts this annual weekend event. Ian Wood of IWE Rear Ends Only, Vancouver's best differential repair garage, deserves special mention. He seems to have infinite energy and is either roaring around on his bicycle keeping the race meet organized, or roaring around the track at the head of the pack in his Ralt race car.

Participants for the race typically come from BC, the US Pacific North West and sometimes Alberta. Weather certainly plays a

big part in the attendance, particularly Friday's weather. If it is nice on Friday the racers will take a chance that the weather will hold. Unfortunately it was just pouring on Friday and



many elected to stay home. Bad decision as it turned out, because Saturday and Sunday were not bad at all.

This year the theme of the event was a celebration of Italian sport and racing cars. VRM (Vintage Racing Motors) brought a stable of famous Italian Racers. Particularly impressive was a 1954 Ferrari 250 Monza that finished 5th in the 1954 Mexican Carrera Panamericana race. Although the old Ferrari did not leave the paddock, a monster Ferrari 512M Formula car with a wailing V 12 engine did some parade laps for the entertainment of the spectators. They were also expecting a big showing of Italian cars to turn up at Sunday's car show and pace laps. However, we all know how well Italian cars start in the rain, so we weren't surprised that hardly any of them turned up.

The attraction of Vintage Races, as spectators, is that you recognize many of the race cars as familiar street sports cars and sports sedans from the '50s, '60s and early '70s. Mission's Riverside Raceway is an excellent spectator's track, because you can see most of the track from the well-placed bleachers. The race cars are organized in 4 groups. **Group 1** is for Pre-1964 Vintage and Pre-War. This was our favourite group as it included Gil Stuart's 1958 PV444, and Jim Latham's 1968-122S. They race against such cars as Triumph TR3, Austin Healey, MGA, Porche 356, Fiat Abarth, Elva, Alfa etc. **Group 2** is for Post-1963 Historic under 2 litre Sports Cars and Sedans; such as MGB, TR4, BMW 2002, Lotus Cortina, Ford Escort, Datsun 510, Porche 911, Mini Cooper; **Group 3** for Post-1963 Historic over 2 litre Sports, GTs and Sedans is for the heavy metal such as Jaguar Etype, Mustang, Camaro, Corvette, Sunbeam Tiger, AC Cobra and finally **Group 4**: Post-1963 historic open wheel cars, sports racers and exhibition cars.

The capabilities of the cars and drivers in any one group vary significantly so there tends to be races within races. Add to this the great equalizer of a wet track and it makes for super entertaining racing. Gil started the weekend on worn rain tires and found that the 444 had no traction at all, so he went out tire shopping in Mission for something that might stick to the wet track. He returned with a set of 185/65 x15 Michelin Hydro-Edge Rain tires and a significant hole in his wallet. The tires sure did the trick though. The track was wet and slippery and the 444 hung on incredibly well. These would be the perfect street tire for typical wet Vancouver weather conditions.

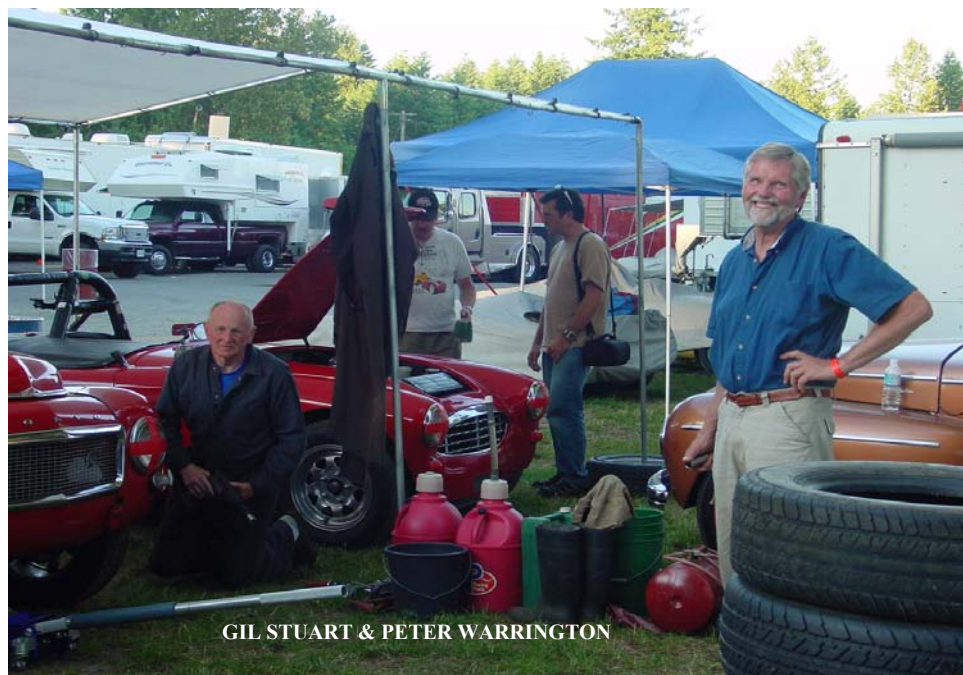
As the track dried, Jim Latham and his very nicely prepared 68-122S gained on Gil and pulled away when he finally got past. Jim's car has an interesting history. It has almost always been a race car; originally in rallies and now on road courses. It would turn up in the car park at the Westwood historic race days, wearing its distinctive paint scheme of bright redish orange and a bright yellow side stripe. Even then it displayed many dash plaques from races in the 70s. I remember seeing the car for sale in the Buy and Sell, incredibly cheaply, sometime in the '80s. Mike Handfield and Nick Seldon (formerly of Chariot Enterprises and now of Allvo) must have seen the ad at the same time and headed for the vendor. They caught sight of one another in traffic, realized that they were both heading to the same place, and the race was on. They arrived simultaneously and both wanted

the car. In the end the owner had them flip for it, and Nick won the toss and bought the car, which he subsequently sold to Mike. It changed hands a few times after that and finally was purchased by Vintage Racer, Leigh Anderson. Leigh discovered that the car had suffered the ravages of too many races and too much time as a street car and was coming apart at the seams. It needed some structural work and Leigh's son welded up all the seams in the car and cut out the rust and generally stiffened it up. With the body sound, Leigh steadily improved the powertrain and handling during his years of ownership.

Jim Latham bought the car in the spring of 2005 and had it repainted in its original colours. From Leigh he received some of the car's history and has continued to research it. For one thing he learned that the car was named Greta in 1970, after the Swedish redhead Greta Garboe. Jim had his first opportunity to race the car in the fall of 2005 and with that track time he formulated a plan for improving the cars performance. This past winter Greta went on a diet. Jim replaced some of the glass with lexan, removed all the sound deadening, removed the head liner, overdrive, replaced the door panels with corrugated plastic sign board, and numerous other details that added up to a 167 lb. weight reduction. His goal is to prepare the car to SCCA 1969 GCR status and will run in vintage events as a 1969 SCCA B sedan which will be group 2 for Sovren.

We missed Peter Valkenburg and his black 61 PV 544 racer because an untimely back injury that prevented his attendance. This was super disappointing for Peter, after he spent the whole winter improving the car for this race. He will be back.

Due to the wet track conditions there were lots of spins and off-track excursions. This is



GIL STUART & PETER WARRINGTON

hair raising for the racers but entertaining for the spectators. As conditions changed from wet to dry and wet again, it was hard for them to choose between the rain tires and dry track tires. A wet track is a great equalizer on this multiple turn course. The big engine cars, cannot keep traction and this gives smaller more agile cars an advantage.

These events are fun in all weather conditions so don't forget to attend next year, rain or shine.

Epilog

June 30 – July 2, 2006, we reconvened at the Pacific Raceway (formerly Seattle International Raceway) for the Seattle Vintage

EDITORIALS AND LETTERS

CLUB STUFF

VCBC Newsletter,

This is the first issue of the newsletter that we are officially offering digitally. With this years membership renewal form we offered the choice of receiving the newsletter via surface mail or digitally via our website. So far the choice has been almost exactly 50/50. Hopefully the half of you that chose the website have successfully printed your copy from the website and are reading this now. If not I bet I am going to hear about it.

Membership

We continue to have an amazing number of members for a local club. At renewal time we had 460 members. We always lose some that do not renew and gain more throughout the year.

Events

Over the 14 years our club has been in existence we have tried lots of events and come to what we feel is a nice combination. Our guiding principles are to limit the number of events so as not to dilute the interest, and to avoid the summer months when people already have lots to do.

The current event calendar still seems to be working, with one notable exception. This spring (2006) Don Dockstader Motors decided not hold its annual one day garage sale, due to the disruption anticipated by the Skytrain construction on Cambie St. Instead, they simply put on a 1 week sale during working hours. They found that the sale was a financial success and much easier to arrange than the garage sale. As a result the garage sale is history and we have to come up with a new spring event. The spring event is important because it is a bit like Volvo Groundhog day. Winter is over and for many it's the first time their cars come out of mothballs for the season, as well as the first opportunity to talk to our Volvo friends. As a bonus we would usually sell lots of our club clothes and sign up a far number of new members. If you have any ideas for a good May event to replace the Dockstader Garage Sale, please let any of the directors know.

Next on our calendar is the Spring Drive. This is my favorite event. We take an

Races. It was an idyllic weekend of sunny weather, camping at the track with good friends, and 250 vintage race cars from ½ pint Fiat 500 Abarths to cubic dollar Ferraris. Peter Valkenburg was back in action with his black 544 and Gil Stuart arrived with his red 444 with Peter Warrington riding shotgun. It was Peter Warrington who started all this "Volvos in Vintage Racing stuff" 20 years ago when he built a dark green 1800S to race at Westwood and a red 123GT after that.

Unfortunately, Jim Latham was not able to bring his red 122 to the race because his new engine did not arrive in time.

overnight drive either north through Whistler and the Duffy Lake Road to Lillooet or east on the Hope Princeton Highway and north from Princeton to Merritt. Either route provides beautiful scenery, no traffic and great roads.

As a rule we do not hold an event during the summer but this year we made a minor exception and held the Parts Swapmeet in early July. It was quiet but useful, and we will probably do it every couple of years.

In 2002, 2004 and 2006 we have held Volvos in Osoyoos 3 day events on the 3rd weekend in September. The fun includes a winery tour, country drive, reception, car show, banquet and farewell breakfast. Its always a great time.

On the last Sunday in September we hold our annual Cates park Picnic and hold our annual general meeting. This is always the best attended event of the year and is a nice way to end the summer.

In November we hold a technical session at a garage or dealership and at the end of January we enjoy a winter supper at the New Westminster Sphagetti Factory.

After that we start all over again.

Vancouver Island Events

In 2002, club director Bob Cuthill moved to Victoria and applied his skill and enthusiasm to developing an active Vancouver Island Chapter. They hold a nice selection of events such as a spring show and shine, summer mystery tour and fall colours run and they even welcome Mainlanders.

Washington Oregon Events

Our friends in Washington and Oregon have chapters of Volvo Sports America and Volvo Club of America. They are quite active and you can see their schedules on websites www.psvsa.org and www.psvcoa.org

Event Notification

The upcoming events are listed on the front page of each newsletter and are posted on our website www.volvoclubofbc.com. The website will have the most up to date

It was a calm weekend for the Volvo pit crews as the most serious breakdown was a faulty plug wire. In the Historic Small Bore grid that Peter V and Gil both compete in, the race commentator described the 544s at Racing Turtles and the Fiat Abarths as lady bugs. As it turned out the PVs were very fast turtles and by the end of the weekend both Peter and Gil had set personal-best lap times and we all left happy.

Also on the Volvo front, Gary Ramstad of the Puget Sound Volvo Sports America chapter arranged to have a nice selection of Classic Volvos displayed at the Car Corral and pace laps that accompany the Historic Races.♣

information. For instance, the Volvos in Osoyoos 2006 event was not confirmed prior to the May newsletter so it was posted on the website.

We also do a telephone callout to the local members prior to most events.

If you have any questions or comments on any of our events please contact us via email or telephone. numbers noted on the cover of the newsletter♣

THE REUNION

Patrick and Teresa Lucy

A few weeks ago we met the original owner of our 1984 P1800S. Mr. Smith was pleased to see it looking like new, just the same



PATRICK LUCY

as when he bought it. He explained how the container in which the car was shipped dropped on the dock damaging some of the body work. The Volvo dealer of the time did not accept it as it was not quite perfect, so it was sold at Granville Motors LTD. "British and Foreign Car Specialist" for \$4845.00 with a trade in it amounted to \$2402.00. We were somewhat relieved to learn that the tachometer we are trying to repair has never worked. The sender box in the nose of the car was probably broken when the container hit the dock. It was a very happy moment for all of us. This P1800S was the second one of its kind in Vancouver.

NB> There is a rumour that synthetic transmission fluid can cause a malfunction of the Overdrive. There has been Castrol synthetic oil in this car for 6 months and the Overdrive works perfectly to this day...

SMALL TALK**Bob Shultz**

When age creeps up on you and you are but one year away from 80, somehow the motivation to pull a transmission or install new springs or compress struts has diminished to the vanishing point. This is especially true when these activities have to be carried out lying on your backside under the car in your driveway and the old bony joints are protesting mightily. So it happens that there are more frequent visits to the young fellows at Ed Schram's who think nothing of this sort of thing, have hoists, and a roof over all of it.

It took a while, fighting denial and a feeling of shame, but I finally have resigned to thinking small. After enduring 4 heater blower motor jobs on late 140s and a 240, I found out that you can *actually enjoy* working on small stuff, as opposed to cussing engineers who design embedded heater systems. Incidentally, Len Lee at Ed Schram insists that he can do one in 4 ½ hours. I take 2 *days* at a leisurely pace, utilizing the opportunity to service the odd wiper linkages in these cars and everything else that is accessible while the space is wide open. Of course I'm way past the time when someone paid me a salary.

As I said, there remain plenty of odd jobs that you can do, and indeed *should* do yourself because other people might think that you have taken leave of your senses (my wife insists it has already happened).

Item #1 One such item has to do with the nightly annoyance (I drive every night, 7 days a week) at the dark area of the instrument panel in the upper part of the speedo in the 80 to 120 km range (74-140). There should be a way to have more illumination on exactly this spot, being somewhat of interest at highway speeds. Over the years there have been many times and a variety of reasons that this instrument panel had to come out and what was a problem the very first time, is now a reflex motion, one hand pressing on the back of the speedo and out the panel pops. With a newly acquired Dremel tool I drilled a neat row of tiny holes at an angle alongside the existing slit and a little beyond, chamfering them all carefully. Yes, you must remove all instruments first, lest the black plastic fluff gets into everything and then work your vacuum cleaner to suck and blow the stuff out. Use a 7/32 socket on the small screws with caution. Also shove a sleeve over the drillbit, exposing only a ¼ in. so you won't punch through to the clear front. Crazy? But oh, the sheer delight when you can actually see when you're speeding at night! Don't forget to check every tiny lightbulb before you button everything up, *replace all black ones now*.

Item #2 might not sit well with purists, but it has proven itself to work and is quite inconspicuous. If you have a 1974 B20F with mechanical fuel injection, does the air sensor plate need frequent cleaning? Is the rim of the throttle butterfly coated with hardened oil residue? And you know your engine is not worn and has good rings.

Take a close look at the PCV system and compare what you see with standard practice on other makes. Nearly all have vacuum suction applied to the *source* of the blowby down in the crankcase, where it escapes from under each piston. At idle and cruise there is vacuum to get fresh air in from the air cleaner, and suck the blowby up to the intake manifold. But at wide open throttle the vacuum is too low and suction is reversed, now coming from the wide open intake via the air filter housing by a hose that connects to the rocker cover. This is the normal most efficient circuit and extraction method to relieve pressure and deal with oil mist and fumes. A spring loaded valve modulates this flow of unmeasured air to keep the mixture correct.

A B-20 applies vacuum to the oil filler cap on top of the rocker cover, while fumes and oil mist from down in the crankcase are picked up at the oil-trap on the side of the engine and brought to the air filter housing. The trap does a poor job at best and oil finds its way up the hose. It is a somewhat abnormal routing with only a restrictor screwed into the intake manifold admitting uncontrolled vacuum and quite a bit of oil. If instead, you fit a spring loaded shuttle-type valve, also acting as a flame guard, onto the oil-trap below and connect that to the intake manifold, while connecting the oil filler cap to the air filter housing, using good quality special neoprene PCV-hoses, you'll end up with a better functioning system. If I'm not mistaken, B-18 engines were, or are, using this arrangement. Rerouting is simple and is not very obvious, so VOLVO purists should not mind that much. It's been done to three engines and all have been doing well with it for nearly two years.

Item #3 might save money on repeat purchases of hard to find white plastic headlight retainers. I'm not sure if other models use them, I found these on all 140s. If they've been in place for a few years and have to be removed to install the new light, the small plastic tabs immediately break off and they no longer stay in place. My driving is almost exclusively at night and replacing headlights or updating to Sylvania XV became a problem. Again, a no-cost solution is quick and easy and will lock up the retainers tightly in their rectangular slots.

Find a ¾" wide strip of flat springy metal about a foot long and form that into a large round 'C' shape of 7" diameter. Line up the broken retainers in their slots and insert the ring into the bucket from the rear, expanding the 'C' slightly so that it puts firm outward pressure against the three plastic retainers. It will hold them flat and securely, better than the broken tabs ever did. Similarly, broken tabs on the sockets used in the taillight clusters can be quickly and securely fixed by a springy arm installed under the attachment screw, to put retaining pressure on the wayward socket.

My 140s are hard working cars, not show cars, and being 31 years old, do require frequent attention but I find ample reward in the fact that many little things improve drivability and enjoyment greatly.

Item #4 By far the niftiest small addition I've ever seen is the one Peter Weist inflicted on his (now mine) yellow 74 142GL. It is so simple and so useful that even people with new vehicles try to adopt it. It could be called a *manual delayed wiper*, or should that be *foot delayed wiper*, but whichever you choose to name it, it is a sweetie. When using your automatically timed delayed wiper, and the rain comes in irregular light sprinkles, have you ever caught yourself wishing for the next sweep to come across right now? Well, you can have a single stroke or two strokes in a row at the right moment, or none at all, to match the amount of raindrops on your windshield. A boon if your 140 doesn't have the factory option. All it takes is installing a smooth-action non-clicking spring loaded button switch on the floor, off to the far left, where in earlier cars the dimmer switch used to be. You can hide it under the carpet if you prefer. Bring down a wire from fuse #2 (or if that one is full use #1, both are from X) and run another up to the column wiper switch (green wire, 53b) and presto, you have the most useful "*on demand*" *delayed wiper system* on earth. A light touch with the tip of your left shoe and you'll get one single sweep at the *exact moment you want it to happen!* Leave your foot on it a second longer and you'll get two, or as many as you want, with your hands free. It is a delight to use. Try it and you'll love it. I don't know if Peter has a patent on it or not.

Item #5 Finally there is this ultra simple eye-pleasing use of that well known rust stopper fluid "Rust-Mort". With a medium artist brush, right out of the bottle, carefully paint your brown rusted exhaust manifold. Let it sit a night, then drive the car for a good heat-soak and your formerly brown manifold will have the same colour and texture as your alloy intake manifold. ♣

CLUB DIRECTORS: Chris Ainscough, Darcy Bullock, Bob Cuthill, Glenn Little, Dave MeAree, Gregg Morris

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SOMETHING DIFFERENT

HOW COULD YOU GO WRONG?

Charlie's 1981 245GLT

Gregg Morris

If you have attended many of the VCBC events over the years you will likely have met my friend Charlie Teetzel. Charlie is a Mechanical Engineer who lives in Edmonton and is our Club's Alberta representative. He possesses an encyclopedic knowledge of Old Volvos and a fairly impressive collection of the cars themselves. Charlie also has the uncanny ability to make a \$200 car last for at least 5 years, during which time it must survive more than 20 trips between Edmonton and the Coast, often in winter, and always fully loaded and at rally special stage speeds.

One past winter Charlie made the mistake of mentioning to me that his current \$200 car an 83 245DL with its original rust, was getting a bit past it, and what he would really like to own is a 1981-245GLT wagon. Those of you that are into Volvo trivia will know that the Canadian built 1981 GLT Wagon is a very special car. In 1981 the 245GLT came in either silver or metallic burgundy paint and came equipped with the famous and nice looking 5 spoke mags, stiffer suspension with anti-sway bars front and rear and blacked out chrome, optional leather interiors, 4 speed with overdrive transmission, and best of all the B23E engine. These were the same specifications as the Canadian GLT sedans of 81-83 but for some reason the GLT wagon was available only in 1981. The sports wagons didn't reappear until the 245 Turbos arrived in Canada in 1983.

Like I said, Charlie made the mistake of telling me he wanted one of these cars, and as luck would have it, a fellow phoned from Victoria wanting to place an ad in our newsletter for a 1981 245GLT parts car. I interrogated the poor guy on the condition of the car and it sounded like it might well be salvageable, particularly by a resourceful fellow like Charlie. Best of all it was relatively complete and only \$500 so "how could you go wrong". I called Charlie in Edmonton and gave him the news and the telephone number of the seller. He talked to the guy and it sounded worth a look. Unfortunately Charlie was in Edmonton and the car was in Victoria. What to do. Call on the Volvo fraternity in Victoria to inspect the car for him and report back on its condition.

To do things remote control like this you have to be very specific about what you want to have checked. He asked them to check the condition of the body, mechanics and to make sure it had mag wheels. These obliging

volunteers did as asked and reported back that it had the usual 240 rust showing through the paint; it ran and it looked relatively complete and had mag wheels. They confirmed that the price was only \$500 and "how could you go wrong".

Based on this assessment Charlie started negotiations in earnest. Because this was a parts car the owner planned to keep some of the better parts. They agreed that Charlie would purchase the car "as-is" and he would bring along the parts the fellow wanted (clutch kit, heater motor, heater control valve), so they would not be salvaged from Charlie's new car.

After much discussion with the owner, Charlie figured he knew what the car needed to be a runner and hopped a bus for the Coast with a back pack loaded with spare parts and tools. After a day in Vancouver the plan was to catch an early ferry to Victoria, buy the car, install the parts to get it running and drive it back to Vancouver the same day to avoid the cost of a hotel room. I figured this was a pretty ambitious plan, but if anyone could do it, Charlie could.

Unfortunately (and perhaps predictably) the car was not quite as he had pictured it. This is where asking the right questions comes into play. The car had the usual 240 rust in the paint, but unfortunately silver is a reflective

mechanical bits sufficiently together for the car to start and run. It was driveable but had no gauges, engine warning lights, signal lights or taillights. He was ready for the road and he set off for the ferry in deteriorating weather conditions. The engine was a bit noisy but Charlie put it down to inactivity. The route from Victoria to the Sydney ferry involves about a 15 mile highway drive during which a wildly vibrating suspension temporarily deflected Charlie's attention from the percussion band now playing from under the hood. At mile 14.5 one of the connecting rods called it a day and escaped through one side of the block and then the other side and just for good measure it took out the intermediate shaft that drives the distributor. And then there was silence.

To a lesser soul, having your "new" car self destruct less than 15 miles after purchase, leaving you stranded on the side of a 4 lane highway in the pitch black and pouring rain might be moderately depressing. Not so Charlie. He made his way to a telephone and called our friend Gil Stuart in Nanaimo to see if he would hitch up his race car trailer, in the dark, in the pouring rain, and drive for 4 hours and rescue Charlie c/w GLT and take the whole show back to Nanaimo. To show what a great guy Gil is, he did just that. Charlie wasn't about to waste all those waiting hours, and as it

was conveniently pissing rain he set about finding all the various leaks in the car. (The windshield leaked as well as the side windows, tailgate window and of course the ventilated floor.) With that finished he turned to listing the mechanical faults he had identified during his short but fateful drive. The engine was no longer holding oil very well, the drive shaft was either bent or the U-joints were shot or out of phase, none of the gauges worked, the heater fan motor was shot, the heater control valve leaked and the clutch slipped and possibly so did the overdrive. Not real promising and a bit maddening when you remember the good parts he provided to the owner.

Four hours later Gil arrived and they loaded the car onto the trailer.

Not fun on the side of a dark highway in the rain. After an even longer return trip to Nanaimo they were tired and left the car on the trailer for the night. The next day Gil went to work and Charlie weighed his options. These ranged from, blowing it up, to selling it to a local wrecker or seeing if an alternate engine could be found. Charlie being Charlie chose the latter and found an engine in an 82 240GL lurking in an autowrecker in Parksville. The engine oil was clean the speedo read only 360K. The engine was only \$200 without



CHARLIE AND \$100 245
550,000 KM AND ALL ORIGINAL RUST

colour and the rust was a good deal worse than it appeared at first glance. Charlie had neglected to ask for the condition of the floors which turned out to be well ventilated. The car did have mag wheels, however he forgot to ask what kind. The stock and relatively valuable 5 spoke turbo wheels were gone, replaced with the much less desirable multi-finned aluminium wheels from a 240 GL of the same year. The dash was torn apart, but he expected that.

A bit disappointed but otherwise undaunted he started feeding it enough parts to get it on the road. He got the dash and various other

warranty, so "how can you go wrong". Charlie disconnected the engine and wiring harness from the wreck. The yard man from the autowrecker used their homemade skidder cum forklift to yank the engine from the engine bay. The yard man, steeped in the principle of "pull-hard-comes-easy" only bent most of the front of the car and the pulleys on the front of the engine in the removal. He was on a roll now and would probably have loaded the engine into Gil's waiting Suburban without opening the rear doors had Charlie not read him the riot act and supervised loading of the engine into the truck.

Once home Charlie removed the engine from the truck with Gil's engine hoist and then spent an enjoyable 4 hours fixing Gil's engine driven power washer in order to spend 5 minutes cleaning off the engine block. Next chore was to remove the engine from the GLT. This came out c/w M46 transmission. The bell housing, flywheel, clutch and various pulleys were removed and replaced on the "new" engine. Charlie could not resist doing a post mortem on the dead engine. He found one of the two connecting rod nuts from number one piston sitting in the oil pan. The engine also had an aftermarket 3 piece pan gasket so someone had been in there, perhaps checking the connecting rod bearings and did not tighten one of the nuts sufficiently. Predictably it was No. 1 rod that ventilated the block.

Before reinstalling the new engine he inspected the engine wiring harness only to

find it was failing and made one from the original plus the harness on the wrecker engine. Once installed the engine started and ran nicely. Charlie deserve at least one break.

With the car in the air he decided to check the brakes. All the rotors were beyond hope and there pads were worn out, but he remembered the car at the wrecker had good rotors, so he removed the calipers from the GLT. This all went well enough until he sheared a caliper retaining bolt on one of the front wheels. This is very uncommon and highly ungood. The solution was to remove the entire front strut and take it with him to the wrecker to have the caliper bolt drilled out, while he got the parts he needed.

The tires on the GLT were all bald and all leaking and the finned mags were totally oxidized. Back to the wrecker. A careful search of the yard turned up a dirty but proper set of the 5 spoke GLT wheels c/w tires that even had visible tread, however they all leaked too. But for \$30 a wheel and a trip to the tire store he was rolling again.

Now 3 weeks since the fateful purchase Charlie was ready to leave the Island. Charlie usually follows a trial procedure before setting out on a long trip in a relatively unknown car. He does a 3 block circle tour, then a 3 mile circle, and then a 30 mile trip. He fixes whatever turns up on these excursions then with a reasonable selection of tools and parts on board he is ready to travel anywhere.

The car passed all the tests and the trip home to Edmonton was uneventful, and as a bonus the cruise control even worked.

With a title like "How could you go wrong", there has to be a moral to this story. In fact I can think of a few. How about, "If you are looking for a car don't tell Gregg or he may find you one", or "If someone is advertising a car as a parts car there is probably a good reason"; or "Don't buy a car site unseen"; or "If you ask others to inspect a car for you be very specific what to look for". I prefer "Always find something positive in every situation" and that could well be Charlie's motto. A car purchase like this would get most people down---Charlie just got busy.

p.s. The 245GLT now resides at Charlie's estate in Edmonton awaiting new floors and doors. He has decided the car is (or at least will be) too good to use as a winter beater. He finally retired his 83 245 and he has also decided that he has had enough of \$200 winter cars. He has replaced it with a 1985 245. Price \$100. It has a mere 550,000 km on it and has already made the first of many winter trips to Vancouver. ♣

TECHNICAL TIPS

SQUEAKY 240

Michel Jarochowski

I have enjoyed interesting technical tips in the last News Letter. I would like to share a new one that I just experienced. My 1990 240 DL developed a squeak in the right front suspension associated with bouncing only not steering. Initially it was come and go thing but over a few weeks got progressively worse to the point that my car started to be a head turner. It was very hard to tell where the noise is coming from - it seemed to come from the steering rod bellows. But that was not possible I thought. I was almost certain that one of the bushing must be a culprit. I've checked the literature including "Volvo Tech Tips" that we all got at our November technical session and couldn't find any other reason than that or maybe the shock absorber could do that I thought. I've changed the stabilizer bar bushings first with no improvement at all. Than I removed the right control arm and

to my great surprise found the two bushings in a perfect condition (after 16 years). The noise was now clearly coming from the steering rod bellow. There is a small ball joint inside that was causing the trouble. Some WD 40 and lithium grease solved my problem. I thing it may be interesting for other Volvo owners.

SUPERCHARGING YOUR VOLVO

Greg Sievert

From the Rolling newsletter of the Volvo Clubs of Australia

Hi All. It's been ages since my last installment of the supercharger project. There are probably many of you reading this now and

saying "what supercharger project? I will give you a brief background. Before I forget, I might mention that other than one of my bargain used Saab turbo hoses developing a small split, the supercharger system has performed flawlessly for over a year of driving.

It all started a couple of years ago when I decided I wanted to do something a little different to extract a bit more power from our 1988 240GL sedan. At that point, the car had roughly 240,000 km, and was still going fine. I decided to explore supercharging, and after doing some internet research and reading, I purchased a small belt-driven supercharger from a Japanese Toyota Supra 2-litre L6 engine. The supercharger is called "SC-14" in Toyota-speak, and is the larger of the two they used in their cars. One unique aspect of the Toyota superchargers is that they have a magnetic clutch, just like your AC compressor. This allows the SC to be turned on and off with a switch, depending on whether you want maximum power or maximum economy.

Over a period of what seemed like years, but probably actually was 6 months, I made up custom bracketry, hoses, belt tensioners, etc, and successfully fitted the supercharger to the 240. Additional work was done to improve fuel flow to the engine (larger fuel pump and rising rate fuel pressure regulator), but no



WAYNE BOWERS & GREG SIEVERT

modifications were made to the engine management system (LH2.2, which includes knock sensing ignition retard).

Until recently, we had been happily operating the supercharger with the flick of a rocker switch in the centre console, but the plan had always been for Wayne (with his electronics background) to help me develop an "automatic" mode to switch the unit on and off. After procuring most of the parts over a period of a year or more we finally got motivated to complete this phase of the project. The result is a very simple circuit that engages and disengages a control relay based on engine inlet manifold vacuum. Here's how it works.

The inlet manifold vacuum is measured by a MAP sensor. This is a relatively inexpensive component, about the size of a matchbox, that converts the manifold vacuum to an electronic signal that can be read by a small control box (the "black box" that Wayne built up). MAP sensors are used in many cars to provide valuable information to the engine computer, but the 240's don't use a MAP sensor, instead using a mass-airflow sensor in the inlet duct. I think I paid about US\$25 for the MAP sensor, but you could probably find them just as cheap in Australia as they are used on Commodores etc. The first thing we had to do was measure the MAP sensor with various vacuum levels and read the output voltage. I have a hand-held vacuum pump used for engine testing and hooked that to the MAP sensor with an in-line calibrated vacuum gauge. The MAP sensor gets a constant 5 volt supply (more on that later) and depending on the vacuum level, it outputs a voltage between 0-5 volts. Once we figured out the calibration curve (just took some readings and input this into a simple Excel spreadsheet), we knew what voltage we'd want to look for when switching the supercharger on and off.

Wayne then built a small black box from a kit that was designed to switch a relay on and off, based on what voltage it sees coming in from the MAP sensor. It basically looks at the voltage and has 2 switching points, highs and low, and when the voltage gets to the high or low point, it switches the relay on or off. The relay powers the electromagnetic clutch on the supercharger, consequently engaging and disengaging the supercharger drive.

To determine the cut-in point, we did a bit of experimenting in the car, and we determined that when the inlet manifold vacuum dropped to about 10 inches of mercury ("in-hg" – sorry, my gauge is imperial) that was when we wanted to switch on the supercharger. Basically, when you put your foot down, the inlet manifold vacuum drops, so manifold vacuum is more or less a measure of how far you have the throttle open. I considered just having a micro-switch on the throttle linkage to operate the supercharger relay, but we decided that another important feature was to have the supercharger stay engaged a bit longer, even when you start to reduce the throttle opening.

With the MAP sensor and black box, we were able to tell the supercharger to stay "on" until the vacuum level increased back up to about 14 in-hg. This prevents it from switching on and off rapidly at one given vacuum setting. If you just used a simple micro-switch on the throttle, you might get some unwanted switching if, for example, you had the throttle open to a point just where the micro-switch was engaged. Imagine going over a bit of a rough spot in the road and your foot isn't 10% steady – you get the picture- supercharger switches on-off-on – not ideal. You probably could prevent this by using 2 micro-switches, but it seemed like a rather unsophisticated way to do the job.

I mentioned before that the MAP sensor operates on a 5 volt input. To cope with this, Wayne built up another small circuit that converts the Volvo's 12 volts down to 5 volts for the MAP sensor.

It works great when you hook it up properly – ask me how I know (hmm, why are all the wires black? Which one is which? Gee, this thing is getting hot, and no volts are coming out of it....they must all be building up inside!) Once we got it all wired up (properly), we calibrated everything on the bench using the vacuum pump, gauge, and 5 volt power supply, and made sure the relay engaged at 10 in-hg. Time to put it in the car and hook it up!

In addition to the automatic mode, I wanted to retain a manual mode as well, so I wired everything up to a 3-position switch. This way we can turn it to economy mode (off), automatic mode, or "on all the time" mode. Now for the test drive. Wow, what a

and the results of the Supercharging are impressive. Many other Volvos were tested and the comparison is interesting.

Dynamometer Results: 760 Turbo Manual Trans with non turbo exhaust system 98 hp, without exhaust system 134 hp. 240GL auto 63hp, Greg Sievert's 240SC Manual without supercharger 67 hp, with supercharger 102 hp, 240GL manual 70 hp, 850R auto 188 hp, 960 auto 154 hp, 265GLE auto 78 hp, 740Turbo auto 113 hp, 760 Turbo manual 121 hp, 740 Turbo auto with AC turned on 113 hp, AC off 123 hp. ♣

FLUID CHANGING

Tech tip from the ipd fall newsletter

Cold weather and cooling system service tend to go hand in hand. A commonly overlooked aspect of cooling system serviced isn't the changing of the coolant but the type of coolant put back in. Volvo, especially later models, are very sensitive to the type of coolant used. Phosphate free coolants with no or low silicate content are a must when refilling. Standard coolants can be mixed with Volvo factory coolant but will reduce its overall effect. The factory coolant is similar to General Motors Dex-Cool and is touted to have a 150,000 mile service life. Corrosion protection is the key feature of this coolant with engines' now using more aluminium and exotic metals, acid buildup can be a new concern that was not as prevalent in the past. To check for acid buildup in your cooling system you can use a voltmeter set on the DC

scale. Take the negative lead of the meter and attach it to ground, and take the positive lead of the meter and insert it into the cooling reservoir so that the tip of the lead is immersed in coolant. Be sure the positive lead is only touching coolant and is not in contact with any metal. An ideal reading

would be 0.1 volts or less. Anything above 0.3 – 0.4 volts is ready to be changed.

Don't forget about power steering. Next to brakes this is the most important system in the vehicle. If your power steering fluid hasn't been changed, consider having it flushed out and install a magnetic inline power steering filter. While you are at it take a look at the rack and pinion, pump, and lines to be sure no leaks exist. Use approved fluids, you can check the cap on the power steering pump to determine what your vehicle needs.



CLASSIC VOLVOS IN AUSTRALIA

transformation! It's amazing how much different the car feels when you don't have to fumble around for the "on" switch when you want a bit more oomph. Now, it's a seamless engagement of the supercharger as soon as you put your foot down, and for economy and between shifts, the magnetic clutch is disengaged automatically. Works like a dream, and we haven't even had to reconsider the on/off points. Our initial guess was spot on.

The 240 was a participant in a dyno day where they measured power at the drive wheels

Brake fluid rarely goes bad but it can build up with lots of contaminants. Brake fluid that is black or dark brown is ready to be flushed. The concern here is not that the brake fluid will not function as needed but rather how the contaminants will affect the rubber parts of the brake system. Master cylinder cups, brake lines, caliper and ABS seals are all rubber parts

that can have a shortened life span if contaminants are in contact with them for any lengthy period. Save yourself some money by keeping your brake system clean and happy. Another useful product from **ipd** is a kit which replaces the expensive and troublesome Nivomat self leveling rear suspension system

found on the 760 series as well as 780 and 940SE models. The **ipd** kit replaces the Nivomats with a conventional shock absorber and spring that mounts in the stock locations with no modifications needed. The kit price varies with model so call **ipd** at 1-800-444-6473 for details. ♣

WHATS NEW (OR OLD) AT VOLVO

NEW VOLVO C30

The new C30 hatchback production model will be introduced at the Paris Car Show this September 2006 and is expected to reach the showrooms by the summer of 2007. It is based on the S40/V50 platform and drive train.

Volvo call the development of the C30 an ambitious project with the objective of providing a new, young, dynamic customer group a Volvo it can call its own. During the evolution of the C30 Project, Volvo Cars organized customer clinics in several European countries. The company focused the clinics primarily on singles and couples without children, potential customers who regard the automobile as a tool for pursuing their lifestyles.



Lately, there have been a number of reports indicating that Volvo plans to build a special "R" performance version of its 2007 C30 hatchback. Both AutoExpress and Jalopnik are citing dealer sources who say Volvo is readying a C30R with a 250 horsepower engine derived from the current S60R. While still speculation, the number of sources reporting the same thing adds to the credibility of these rumors. ♣

POLICE AMAZON

Classic & Sportscar April 2006

A 39 year old Volvo 121 Amazon estate police car which first came into service with

the Hampshire and Isle of Wight Constabulary in May 1966 has been lovingly restored by Steve Woodward, a Traffic Officer with Hampshire Police. Purchased by the forces History Society the car is now back on the Hampshire Constabulary's fleet.

Steve has spent almost 28 years as a policeman, 17 of them as a traffic officer driving Volvo police vehicles. This experience has led to his boyhood admiration for Volvo cars developing into a particular passion for ex-police cars. Steve's collection also includes a 1985 Volvo 240 police car which he actually drove on patrol 20 years ago. The Volvo Amazon police car he is restoring, was in service long before Steve began his career and it holds an important place in the history of police vehicles in the UK, which is why Steve reckoned the old girl deserved to be saved.

The Volvo Amazon 121 estate began Hampshire Police force's 40 year relationship with Volvo cars. The first Amazon was brought into police service in July 1965, but met an unfortunate end whilst patrolling the Winchester by-pass. It was replaced in 1966 by Steve's Amazon.

The decision by the Hampshire and Isle of Wight Constabulary to buy Volkos really hit the headlines in 1965 as they were the first foreign cars ever used by a British police force. The force came under fire from the national press, car magazines and even prompted questions in Parliament! The controversial

choice of a non-British made vehicle came about as result of the Hampshire force's move towards a new type of car for accident work – one which was fast, could carry a large amount of equipment and was above all reliable. Of three makes of car tested (Humber Super Snipe estate, Citroën DS estate and the Volvo 121 Amazon) the Volvo proved to be the one that met all the new requirements the best. Today, every one of the UK's 54 police forces has at least one Volvo on their fleets.

Comparing the 1966 Amazon with the Volvo V70 T5 police car he drives today, Steve says, 'Fully loaded, the Amazon was a bit slow,

so the engine s were souped up a little by a



local company called Ruddspeed in Arundel, which gave the car a top speed of 112 mph – pretty sensational for the mid 1960s. Today's V70 police cars can carry a full load of equipment – 12 traffic cones, six Police Accident signs, first aid kit and major incident box – without comprising performance or handling.

'As a traffic cop, I spend an average of 8-10 hours a day sitting in a car, so the comfortable seats in the V70 are an essential requirement. The seats have to bear the weight of a grown man, plus an extra 30 lbs of body amour and utility belt.' Steve adds, 'I've driven the Amazon and the seats are remarkably comfortable, even now. They would put some modern car seats to shame.'

Steve continues, 'When the Amazons came into service, the Hampshire and Isle of Wight Constabulary at last had vehicles they could rely on, with minimal time off-road for servicing or repairs. The force had five Amazons in total and without doubt they helped lay the foundation stones to a relationship that has now lasted for 40 years, which I think is probably unique. In my opinion, there's no questioning the reliability of Volkos. They are on the road 24 hours a day and don't keep our workshops too busy. We generally keep them in service for two and a half years, by which time they have usually clocked up 160,000 miles.' ♣



MEMBER PROFILE

CHARLIE TEETZEL

By Gregg Morris

Charlie has been an active member of our Volvo Club since 1993, and that is no mean feat considering he lives in Edmonton. Charlie and I have been friends since we were engineering students at UBC in the early '70s. Along with another couple of engineering buddies, Geoff Barker and Lloyd Dronen we all drove old Volkswagens. 30 years later we all still have old Volkswagens and all belong to VCBC.

Charlie noticed Volkswagens in 1966 when a friend of the family showed up for a visit driving a brand new 66 122S. They all went for a drive and Charlie at 15 years old was impressed. A few years later when it was time for his first car he had forgotten about the Volvo and bought a 59 sunroof Beetle. When the Beetle expired he noticed a number of 544s and 122s Volkswagens for sale in the newspaper. He learned that the 544s only had drum brakes, and he'd had enough of that with the Beetle so he chose the 122 series for the disc brakes. He bought a \$500 1963 2 door 122 with black lacquer exterior and red interior, from a UBC math prof. The prof had imported the car when he moved from New York to Vancouver, but despite its eastern origins it was not rusty. It even had one of those neat radiator

blinds that roll up in front of the radiator, when the driver pulled a chain mounted under the dashboard. The blind helped the engine heat up quickly in cold weather and was a clever feature as long as you didn't forget to lower it again. Charlie tried out the blind one cold night on the way home from UBC, and promptly forgot about it until he glanced at the temperature gauge while crossing the Lions Gate Bridge. The needle was right off the scale, and probably had been for some time and this did the engine no good at all. It developed incurable oil leaks and blowby as the rings had de-tempered from the heat. Charlie had no time or money for an engine rebuild and had to sell the car. To make matters worse he replaced the 122 with a Renault 12. He soon learned that the Renault simply wasn't strong enough to be driven like a Volvo and broke on landing after its very first jump over a curb.

The only good thing that happened while driving the Renault was the discovery of a semi-disabled white 66 Volvo 1800S parked at house near UBC. It turned out that the car needed an engine rebuild and he managed to buy it for \$450. As the Renault had now self destructed and the 1800 engine rebuild wasn't finished, he filled the gap with a \$75 1960 Peugeot 403. The Peugeot was a step up from the Renault, but it almost immediately got hit and was written off. It was time for another 122S. This time he found a \$150 1960 4 door, B16 version which served him well until the 1800S was on the road.

Charlie knew the 1800S needed some rust repair but he certainly would never have guessed how it would come to be fixed. A very drunk young lady T boned the 1800 badly

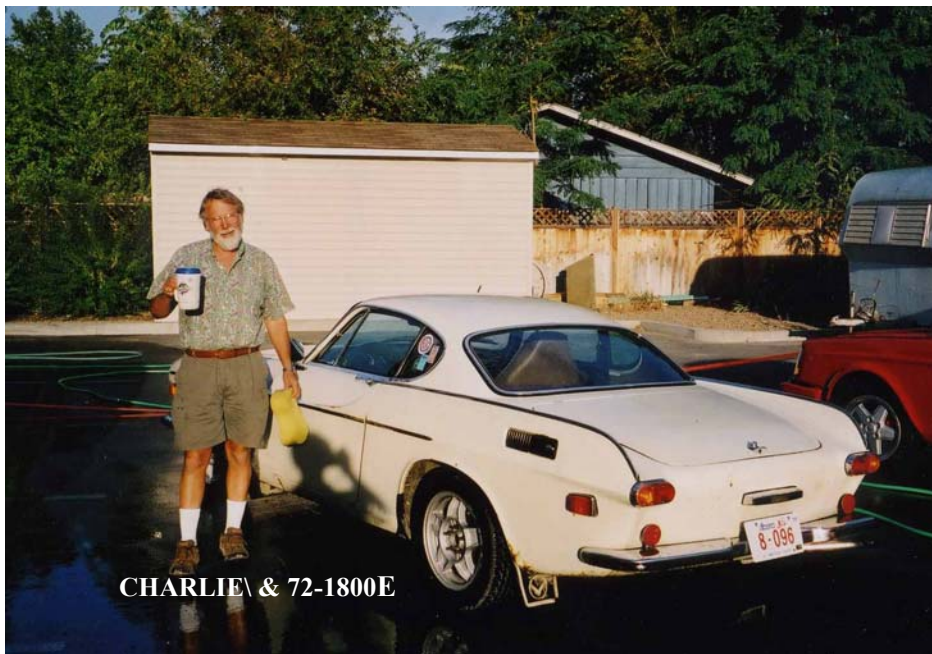
graduated from Mechanical Engineering. The 1800 carried him to Brooks Alberta where he was hired by Slumberger, an oil well monitoring company. With his first paycheck he bought a beautiful white 1972 white 1800E and he still has it today. He stayed with Slumberger for a year and then moved to a competing company, Computalog where he continued to work long hours in the Alberta oil fields, saving his money. In 1980 he bought a house and kept on working in the Alberta Oil industry until 1987. That year Computalog sent him to monitor some wells being drilled in China, and he stayed there for a year. Working for well testing companies in the field mean you often work incredible numbers of hours without sleep. You make lots of money but you don't have much of a life.

Work in China was the same grind, except that he observed a different culture where people seemed to be living quite happily at a relatively subsistence level. Returning to Canada after China, Charlie decided that there were better things in life than working 24 hours a day and decided to retire at the ripe old age of 36. He owned a house, had no debts and set about training himself for living on a minimal income.

The intervening 20 years have treated him well. He has been all over the US, and has crewed for two Carrera Pan Americana Races. One year he drove a race car transport truck to all the best US racetracks for a fellow who entered a

BMW World Challenge racing series. He has spend many winters on the Mexican Baja, and summers attending Vintage Races.. A pretty good life.

Old Volkswagens have always provided transportation and enjoyment, and sometimes even employment. He wisely chose never to winter-drive his 1800E so that meant he always needed a winter car. That started a series of 142E winter beaters that each finally rusted away, and when 140s were no longer available he moved on the 200 Series Wagons. (But that is the other story.) In 2003 when Sandy Will died, Charlie successfully bid for Sandy's nice 122 Wagon which is a great motor home at the vintage races. Today he has his 1800E and a mandatory 245 winter car, 122 wagon and an 81 245GLT and a few select parts cars. Life is good. ♣



CHARLIE & 72-1800E

damaging the passenger side of the car. Her Toyota was written off, but the insurance company decided to fix the Volvo. The car got a new door and rear quarter panel and lots of work to the front fender and roof. Instead of having it painted Charlie negotiated with the bodyshop to fix the rust in the other side of the car and just paint the car in primer. This earned the 1800 the nickname the White Ugly.

It was now 1977 and Charlie had finally



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., Vancouver, Ph. 325-2999, or 1-800-663-3359, New pts: 20%. Ask about "DECADE CLUB" discounts for cars 10 years and older
Ed Schram Motors, 112-13375 76th Ave., Surrey, Ph. 599-6081, New & Used 20%
Chapman Motors, Cobble Hill, B.C., 1-800-663-7208, New parts 10%, Used parts 20%

Chapmans of Victoria 751 Cloverdale St., Victoria, Ph. 475-2213, parts and service: 10%
Chapmans of Nanaimo 20 Cliff St., Nanaimo, BC, 754-4807, parts and service: 10%
Kamloops Select Auto, Kamloops, B.C., Ph. 1-800-667-7006, New parts: 20%
Volvo of Coquitlam, ---2385 Ottawa St., Port Coquitlam, B.C. Ph. 942-8500, New parts:20%
Volvo of North Vancouver, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 20%
Volvo of Richmond, 13171 Smallwood Pl., Richmond, B.C., Ph. 273-0877, New parts: 20%

Specialty Motor Cars,1235 Marine Drive, North Vancouver, B.C., Ph. 980-9222, New pts: 20%
Courtenay Car Center, #12 5th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.
Double "S" Stainless Steel Exhaust Systems, Ph. 1-888-368-2537, in Victoria, BC: 15%
Fibrenew leather and vinyl repair, mobile service Vancouver, Ph 313-4703, 20% discount
Lordco Part Stores up to 30% with Lordco card.
Sven's Lawnmower and Aircraft Service, 5445 Submerged Road, Dichmond, ph 122-1800: 75%

CLASSIFIED ADS

64-544 \$7500, White, red interior, orig. B18, 133K miles, owned and loved for 35 years, always garaged, never winter driven, Don in Edmonton 780 458 6912 or rcav8r4@shaw.ca
67-122-\$5500 obo, dk grn, tan int., recent head, SS exhaust, Body and interior in exc. cond, Runs great, William 604-486-7472 or williamr_123@hotmail.com.
67-122 2dr, \$12,500 white, 1 owner, restored, B18, 4speed, immaculate, Byron 250-478-2014
69-122S-\$8500 obo, 2 dr.,excellent dark blue exterior; B20 engine, 4spd with overdrive; beautiful rust-free car with 93000 miles, excellent chrome, immaculate blue interior including seats with head rests, reconditioned rad and gas tank; dual brake system, cable clutch; steering lock ignition switch. Car is located in Nanaimo, BC, Gil 250.722.9492 gistuart@island.net
64-1800S-\$4500, charcoal grey, lots of restoration done including chrome, tires, gas tank. Drives great, spare B20 engine & trans. Richard 250-498-8443, marikka2@telus.net
65-1800S-\$10,000 obo. two tone grey, one owner 35 years, never winter driven, original interior, in heated storage, Jesse 604-523-2728
71 1800E-grey, collector plates, 4sp+od, SS exhaust, Bilstein Shocks, exc condition, I have all original parts (like wheels etc) but drive it on 240 wheels. This is a well known car to the Volvo club and located on Vancouver Island. Roland at 250-656-7150 or watervliet12@gmail.com
72-1800ES-\$6000, dk grn, good body B23engine, (yes a B23 from a 242GLT), fast, M41 4sp od, GLT mags, Bill, 250-862-3717 Okanagan
72-1800E-\$7000 obo light green, tan leather, storage for 3 years, nice paint, good body, good trim and tires, estate sale, Judy 604-514-9876
72-1800E-\$9000,red, black leather, 4sp+od, 160k, very good condition, located in Western Washington 253-846-7932 (US). Planning to be at Cates Park Sept. 24/06
68-144 \$3600, Dark Green original paint in pristine condition, 100,000 miles, 2nd owner, Maria, 604-731-3229
69-142S, It blue, \$8500 obo, rally gauges, totally rebuilt, excellent body and newly rebuilt engine and 4spd, performance rebuilt engine, minilite wheels, stereo, 250-492-0217.Penticton
71-144S-\$1500,yellow, daily driver, 85,000 original miles, B20B, new KYB shocks, new rear pads, good tires. very nice original interior in brown/black needs rust repair at rear wheel wells, and passenger door. 604-873-1424.
74-144GL, sun yellow, B20F, automatic, exc black leather seats, factory sun roof, new heater motor, gas shocks, hd springs, CD ignition, always garaged, minor rust, call for more info, Bob, at 604-530-6046 or 604-837-4225.
74-145 Wagon, \$6950 obo, 40,000 miles, Dk green, 4 spd, Like new. Always garaged photos Marie (604) 807-7675
70-164S-\$3000, yellow, 4sp & od, 109,000 miles, black leather, good in and out Andrew 604-947-2617
74-164E- \$250, 4sp with OD, many new parts needs cam shaft, not running , **75-164E parts car** , \$100 Ken 604987-6290

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 (volvorange@hotmail.com) or Gregg Morris 604-469-1216 or (grmmorris@moody.bc.ca)
B14 and B16 engines, with 3 and M4 transmission and 1 1/4" SUs, trade or offers, John Picard, 604-467-1405
83 240 Turbo Wagon for parts, Most parts available. No intercooler or wheels. Sean 604-323-1078, or xsfi@telus.net.
240 Parts, 4 tan formed floor mats \$20 set, Bosch H4 headlights \$40 a pr. wagon cargo barrier \$70, upper strut braces \$40pr , Charlie 1-604-892-3801
83-760GLE parts car, disassembled & all parts available John 604-466-9110
83 242 GLT Parts, Body, suspension, mechanical, electrical, interior. Cam Finnigan, 604-931-3729, 1980gt@telus.net.
B18/B20: assorted water pumps for B18/B20/B30. Cam Finnigan, 604-931-3729, 1980gt@telus.net.
240 and 740 series parts up to 1990, lots of, body , mechanical interior and trim. Mike 604-582-2837
Four - P195/R60-15 M&S on 850 series steel rims, \$175.00/set aggressive tread pattern, quiet. Call [Ted 875-0620](mailto:Ted875-0620).
76 264 parts - new clutch \$150, rebuilt 4spd/OD transmission \$150, new 70Amp replacement alternator/with belts \$200, pwr steering pump \$50 & distributor \$50. Call [Ted 875-0620](mailto:Ted875-0620).
72 1800ES for parts. Car is complete, Gregg 604-469-1216
ISLAND AUTOMOTION- SU rebuild & Volvo repair specialist internet address, <http://www.sucarburetors.com/>, Rhys Kent, 1 250-479-5192, Victoria or rhyskent@shaw.ca
Vintage Import Parts, for 444/544/122/1800, **Great Pricing on complete 122S Exhaust Systems**, pre 67 \$130, post 67 \$173. Made in Sweden, great fit Olof, 604-943-9663, or vintage@telus.net website www.vintageimparts.com
Yale Road Motors, Volvo Service all models, Jorgen Rhode, 604-792-9939 Chilliwack
Brake Fluid Level Alarm For Single Circuit Brake Systems. Fits 120 and 1800 series cars. \$60, Gregg 604-469-1216 grmmorris@moody.bc.ca

Wanted

Wanted, For 1968 145, seats and door panels in good condition. Open to different colours, Can be from 142, 144 or 145. Oliver 604-339-7762.

MORE CARS FOR SALE

80-264GLE Diesel-\$3400, auto, beige/brn cloth, 90K, collector plates, mint, no accidents, MUST SELL, Gary 604-294-8339 goldendragon@telus.net
87 760 Turbo, \$3200, 300k white / tan leather, auto, runs well, no rust, dents or accidents, owned since 1989, service records since new, tinted glass, fog lamps, Sonny 604-551-5911, Email: khush435@hotmail.com
88-780 Bertone Coupe, \$5000.00, Pearl Red, V6, auto, a/c, good tires, no accidents, collectors plate, 365,000 kms, Harv 604-542-9406.
93 940 TURBO WAGON, \$7500.00 OBO White with Tan leather interior 96,300 miles (California car), auto, a/c, rear facing 3rd seat, cargo cover, sunroof, roof rack, fog lights, alloy wheels with Pirelli P6000 tires, 4 Toyo Observe winters on steel rims, all maintenance records 250-426-9595, Cranbrook BC, sjmayfield1@atmacom |