



THE VOLVO CLUB OF B.C.

JANUARY 2007

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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)

JANUARY 24, 2007 (Wednesday) VOLVO CLUB WINTER SUPPER, 7:00 pm at the New Westminster Spaghetti Factory at 50 - 8th St., New Westminster, ½ block up from the Sky Train Station. call **Dave McAree 604-530-6097**

FEBRUARY 18, 2007 (Sunday) Puget Sound Club "SWEDISH CRUISE-IN". 12 to 3 pm, Volvo and Saab Clubs will meet at the 1930 original XXX Root Beer Drive-in, at 98 NE Gilman Boulevard, Issaquah, WA. 98027 at Issaquah **Gary Ramstad, 206-365-6913** or website www.psvsa.org

MAY 5, 2007 (Saturday) !!!NEW SPRING EVENT!!! VOLVO OF SURREY HOSTS A CUSTOMER APPRECIATION SALE AND CLASSIC VOLVO DISPLAY: 9am to 3pm, Shine up your Volvo & bring it to the display. Arrive before 9:00 and be eligible for the early bird prize. People's choice trophies and dash plaques will be awarded. This is Volvo of Surrey's first event. Lets help them make it a great success. There will be lots of coffee, hot dogs and Volvo talk From the freeway turn north on 152nd Ave and the first left on Guilford to the new Auto Mall. **Darcy 604-538-7402**

MAY 2007 (Sunday): VCBC VANCOUVER ISLAND SHOW AND SHINE. 1790 Cultra, Sannichton, Come join the VCBC Island Chapter for fun and a pot luck BBQ. All welcome - even mainlanders! Contact Bob 250-658-0126 or lbcuthill@shaw.ca (watch website for exact date)

JUNE 23-24, 2007, VOLVO CLUB SPRING DRIVE: Saturday, Vancouver to Merritt via Princeton, Saturday Merritt to Vancouver via Spences Bridge and Highway 1. For information **Gregg Morris @ 604- 469-1216**.

JULY 2007 (Saturday): VANCOUVER ISLAND MEMBERS MYSTERY TOUR. Drive and picnic departing from the CanWest Mall Jacklin Road in Langford 10:30am for a fun drive to Courtenay. Bring a picnic lunch. For Details contact **Bob Cuthill 250 658-0126 lbcuthill@shaw.ca**.

SEPTEMBER 30, 2007: V.C.B.C. 15TH ANNUAL CATES PARK PICNIC call **Darcy Bullock 604-538-7402**

REPORT OF PAST EVENTS

VOLVOS IN OSOYOOS 2006

September 15 – 17, 2006

Gregg Morris

The first of the "Volvos in Osoyoos" events was held in September of 2002. It was sort of an aftermath of the International West Coast Volvo Convention, our club had hosted in 2001. The West Coast Meet had been a big event and the directors were tired of organizing, however we also wanted something fun to do the next year. The solution was a leisurely September weekend in the Okanagan, where we could sample wine and good food, enjoy the sunshine and drive our old Volvos on curvy, relatively deserted roads. Worked like a charm, and we did it again in 2004 and, once more in 2006, and it isn't boring yet. So just in case we hold another one I'll tell you what you missed.

I got off to a bit of a late start this year with the arrangements and did not confirm the event

until mid July. So if you wondered why it did not show up on the events page of the May newsletter, that's why. Instead, it was advertised on the club website and we were sold out by the end of August.

The festivities started on Friday morning, but Rose and I traveled a couple of days early to make the last of the arrangements and to enjoy some extra time in the Okanagan Valley. We drove Highway 3 to



Osoyoos from Vancouver, via Hope, Princeton and Karemeos. In Hope the highway warning



MOLSON MUSEUM

sign was recommending an alternate route due to heavy smoke from the forest fires burning in Northern Washington. We decided to take it anyway. We were lucky and some wind and light rain had removed all the smoke. It's a beautiful drive, particularly in September when traffic is light and most of the ladder-backs (RVs) have been parked in driveways and storage lots where they belong. At the east end of Keremeos we stopped at a fruit stand for lunch. It was just overflowing with fruit and a giant display of squash. The peaches and plums were perfect and the early apples were just off the trees.

From Keremeos there are 2 ways to get to Osoyoos. The fastest is to stay on Highway 3, so of course we took the other route, 3A towards Okanagan Falls. The best part of 3A is that there is a side road, and I like side roads. About half way to OK falls turn right on Twin Lake Road which quickly deposits you onto a deserted high valley of rolling grassy hills. The engineers who designed this narrow paved road, or rather didn't design it, are my heroes. They brilliantly just paved along every curve and dip in the landscape. The road leads to the Radio Telescope Center which looks like something straight out of a science fiction movie. Just before the radio center we turn right (south) on White Lake Road. The only life on this part of the planet seem to be the odd cow, lots of gophers and scads of these curious looking little top-knotted grouse that prefer running-like-hell, to flying. They are exceedingly cute, but not too bright. You usually find them standing by the side of the

road with a small troop of even cuter chicks, waiting for the only car for 20 miles to show up so they can teach the chicks how to cross the road.

At the end of White Lake Road, take a short blip to the right and then left past the old golf course and you are at the road to the Tinhorn Creek Winery and you haven't even had to touch a highway to get there. We bypassed the winery this time and headed to Osoyoos and checked into our 2 bedroom suite on the Holiday Inn, right on Osoyoos Lake. They set aside a whole block of these suites for our event and only charged us a discounted single room rate.

Most people arrived on Thursday so they would be ready for Friday's Winery tour. By 10:30 Friday morning we were on the bright yellow school bus and ready for a hard day of sightseeing and wine tasting. The first stop was the local SuperValu to pick up our coolers full of sandwich meats, cheese, vegetables and fruit. We're getting pretty good at these winery tours, and we know all the back roads to get to the various wineries. We took the Black Sage Road that winds its way along the east side of highway 97 towards Oliver. The views are spectacular and it led us past Burrowing Owl Winery and Silver Sage to our first destination, the Jackson Triggs winery, just north of Oliver. One of our club members, Susan Coles, is hostess at Jackson Triggs and we were treated like royalty. She poured us a great selection of wines, while providing a steady commentary on wines in general and Jackson Triggs in particular. It took some

coaxing to get our group back on the bus, but this was only the first stop and there were still 4 more to go.

We continued north on 97 for a brief stop at the Wild Goose Winery and the Stags Hollow just next door. Everyone was having fun and there was lots of smiles and laughter. Back on the bus we continued north to Olakagan Falls, then way up a very steep switchback hill to the Hawthorne Creek Winery. It is perched location there is a tremendous view of vineyards and down to the valley. The historic rock building that houses the tasting room, has a colourful history. Attached is a large outdoor terrace where meals and wine are served during the summer. Our winery host gave us a verbal tour of the winery, a generous tasting out on the lawn and they kindly allowed us to use their picnic tables to lay out our lunch.

After lunch we took picturesque Green Lake Road and White Lake Road back towards Osoyoos to visit the Hester Creek and Geheringer Brothers wineries. Every winery welcomed us warmly and gave us explanations of vine growing and wine making in the valley and every talk taught us something different. After the 5th winery we were ready to head back to the hotel for a rest in preparation for the reception. There was a lot of wine purchased on the tour and I am sure we were popular at each of the wineries we visited. This was a perfect day and it makes you wonder why people choose the Wine Festival time to take this trip. At festival time the whole valley is packed with people and you have to line up at each winery. In contrast we had the whole place to ourselves.

The reception was in a meeting room at the Hotel and John Cripps set up our digital projector and showed our growing collection of event slide shows. Many of the shows are thanks to Gil Graham. We set out the leftovers



from our lunch supplies and ordered a few 6 foot subs from the local Quisnos. There were attendees from BC, Alberta and Washington. To help people get to know each other I introduced everyone in attendance and described how they fit into the Volvo hobby. I don't think I insulted too many people and everyone had a



better appreciation of the people at the meet.

Saturday Morning was bright and sunny and many of us were out shining up our cars in preparation for the days drive. Instead of polishing his 1800ES, Gordon Brown was crawling around under his car trying to convince it to stop pouring gas onto the ground. Our drive took us directly south of Osoyoos, across the border to Oroville, Washington. From there we headed east into semi-arid hills and grazing land to the historic town of Molson. This is a neat place that was originally founded by the Molson Brewing family as a trading center and townsite for the gold mining industry in the late 1800s. The boom was all over by 1890 but Molson enjoyed a second resurgence in the early 1900s when the Great Northern Railway come directly through town. In 1914 an impressive three story red brick schoolhouse was built to serve the farming community, and this building is now an excellent museum. Just across the road is an outdoor museum of original wooden buildings and equally ancient farming equipment, all preserved by the super dry

climate. The museum normally closes on Labour Day but the curator, Mary Louise Loe, generously opened the building just for our tour. It is well worth a visit (509-485-3292).

From Molson we continued east to the Havilla Road and south on scenic farm roads to Tonasket. It is hard to describe, but there is some wonderful geological vistas to enjoy on this road. The road itself is great to drive and is virtually untraveled. We arrived in Tonasket around lunchtime and headed to Whistler's restaurant, where they had reserved a large room for us and served an excellent lunch. I was a bit late for lunch because the D-Jetronic fuel injection in my 1800ES acted up leaving Molson and quit in Tonasket. The fuel pump wasn't working and it turned out to be a broken ground wire on the intake manifold. You can bet I was relieved to find it. After lunch we continued our loop back to Oroville via Loomis where there was a large "Mash" style camp set up to house the fire fighting crews battling the forest fires burning to the west of Oroville. By 4:00 we were through the border and back to the hotel in Osoyoos to prepare for the evenings car show and banquet.

In the previous Volvos in Osoyoos events we had gone directly from the drive to a car show at the Haynes Point Park on Osoyoos Lake. It was fun but too rushed, so this year we combined the car show and banquet and it was much more relaxed. The venue was the Silver Sage Winery a few miles north of Osoyoos. It is a beautiful site with an impressive two story building that houses the winery, tasting room, large kitchen and a banquet room. We held the car show in the parking area



right beside the winery building so people could wander from the cars to the tasting room or just admire the view. The cars at this year's event covered almost all the models. We had cars from every series form the 544 to the 850. As usual the 1800 series were most popular and Howard and Pat Haefner from Olympia, Wa, won peoples choice with their bright yellow 72-1800ES, Sue and Bryan Coles from Oliver got runner up in their white 71-1800E. Ian and Joan Giles from Calgary, won the longest distance award in their amazing black 740, powered by a beautifully installed 5 litre Ford V8. All the cars were nice and you can see them on our website.

As the sun was setting dinner was served. The banquet room was set with white table clothes and bright silver. Anna Manola of the Silver Sage Winery, provided us with a feast. There were bottles of Silver Sage Gewürztraminer and Merlot on every table and our slide show played in the background. Chris Ainscough and Bert Sherlock gave away many raffle prizes provided by VCBC, Northern woven Brooms, Don Dockstader Motors, Volvo of North Vancouver, and Stanley Tools. It was a wonderful social evening.

On Sunday morning we met at the Osoyoos Golf and Country club for breakfast before every body headed home. As is always the case with enjoyable events, they are over too soon. All in attendance thanks the club sincerely for hosting the event and. It was a genuinely great time. We should do this again. ♣

CATES PARK PICNIC

September 24, 2006

Glenn Little

As usual the weather was perfect for a fall picnic. Turn out was less than usual this year. Perhaps it was because it was earlier in the month and there were other events. Still, there was a good cross section of cars, people and



dogs. Volvos and animals seem to share the same owners. We are always pleased to see our friends that drive up from Washington. A few of our own regulars were absent this year so Dave McAree gave a brief account and read the financial report and business was kept to a minimum. There were several new memberships and renewals signed up. Again there were donations for the food bank which were greatly appreciated. There were also lots of goodies donated for the club raffle. Everyone was holding out for a radio controlled model XC90. Peoples choice this year went to Olof Malmberg and his recently restored red 544. Runner up was Darcy Bullock with his pristine original gold 1800E. Darcy must have a separate room in his house just for plaques for his car.

TECHNICAL SESSION

November 15, 2006

Gregg Morris



stay home. I had arranged for 5 of our club members each to bring a specific model of Volvo to be used in the tech session. So much for planning. Of the 5 only 2 turned up. One was sick, another didn't want to get wet and I never did hear from the third one. Fortunately we were able to find substitute cars among the 18 club members that braved the weather.

This year's session took a bit different format. Ian didn't actually have to fix anything. Instead, he put 5 different Volvo models side by side, up on hoists, and explained the differences, strengths and weaknesses of their suspensions and exhaust systems. We chose a 140 series (Al Imrie - 71 142E), 240 series (Mary Troost, 93 244 Classic), 740 series (Charles Godwin 9- 90

745Turbo), 760/780/960 (Mike Strachan 88-780 Bertone) and 850 (Volvo of North Vancouver 98-S70)

Ian started with the oldest car and ended with the newest. He gave a description of the basic principles of the steering, suspension and exhaust systems and then described how they wore and how easy or hard it was to replace components. The club members who attend these events are interested in mechanical things and many are good mechanics themselves. As a result there was a constant supply of valid questions, diagnostic and service suggestions to supplement Ians presentation. I was taking notes and it was hard to keep up. Clunks and rattles were a popular topic as they can be common and annoying symptoms of both

suspension and exhaust systems. They can also be difficult to identify and can take up a lot of service time. Ian gave us a heads up on the common sources of rattles and clunks on each of our models.

We all learned a lot from the evening and the details will be included in a future tech article. Even the dealership benefited from this years session. Ian's skill and knowledge earned the dealership at least two new customers.♣

PAST TECHNICAL SESSIONS

I am often asked what subjects have been covered in past technical sessions. We have been holding these annually since 1992. For your interest here is a list of the subjects covered to date.

- 1992: Fuel systems starting with SU carburetors at Don Docksteader Motors
- 1993: Bosch D Jetronic fuel injection system, explanation and demonstration, by Nigel Smith of Westview Engineering
- 1994: Simultaneous presentations on SU repair, Volvo braking systems and wheel alignment, by Nigel Smith, Jason Leber and Sandford Kendrick at Westview Engineering.
- 1995: Computerized Fault tracing of the 850 Series, by Jason Leber at Don Docksteader Motors.
- 1996: Auto Detailing at Dynamic Shine as well as a Dents Unlimited Demonstration and Leather restoration by Ambassador Restoration,
- 1997: Replacement of McPherson Struts and Rear suspension bushings on a 1980 242GT, by Jeff Wong and Jason Leber at Don Docksteader Motors.
- 1998: Body work and paint by Brian Schram at Ed Schram Motors body shop
- 1999: Engine Rebuilding of B18/B20 at Alecs Automotive Machine Shop
- 2000: Principles and repairs of differentials, by Ian Wood at IWE Rear Ends Only
- 2001: Evolution of Electrical Systems and Engine Management Systems by Jason Leber at Don Docksteader Motors
- 2002: Air Care of Cars with SU HS6 carbs at the Lake City Aircare Station.
- 2003: Front End Alignment at National Tire
- 2004: Tune up for Aircare on a B230F or FT engine by Ian Peterkin at Volvo of North Vancouver
- 2005: Timing belt replacement on a 80 242GT by Ian Peterkin at Volvo of North Vancouver



It was another very useful and enjoyable technical session, and the 3rd year in a row that we were able to use the service bay of the Volvo of North Vancouver Dealership. Many thanks to General Manager Mark Goodman and Parts and Service Manager, Mike Thompson for letting us use the facility. Master Volvo Technician, Ian Peterkin, has presented these sessions each year. I can't thank Ian enough for donating his time. He is not only a great mechanic and nice guy, but he is also an excellent teacher who is very generous with his knowledge.

November 15th was a particularly nasty fall day, with pouring rain and wind causing flooding and power outages all over the place. Even though the weather had calmed down by early evening, many of our regulars decided to

EDITORIALS AND LETTERS

NEW SPRING EVENT!!!

We have a new spring event to replace the permanently cancelled Don Docksteader Motors Garage Sale. In the May 2006 newsletter I asked for suggestions for a new

spring event and within a day of posting the newsletter, Mike Thompson, Parts and Service Manager for the Pattison Group of Volvo Dealerships had called to offer us an alternate event. We will be showing our cars at a special

sale at the new Volvo of Surrey in the Automall on the side of the Freeway near Guilford. Shine up your cars and let's show great club support for this new event.♣

CLUB STUFF

VCBC Newsletter,

This is our second newsletter to be officially offered digitally and exactly half our members have chosen the digital colour format. Remember to look on the website www.volvoclubofbc.com **January, May and September** for the latest newsletter. The Username and Password are on your membership card, (and will be changed annually).

VCBC Website

Cam Finnigan continues to do a great job on



our website. Take a look at it for notification of events, up to date classified ads, Selected newsletter articles, club information and membership information, links to other Volvo related websites, picture galleries, and ever growing selections of Volvo related information.

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 Events

Our friends in Washington 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. They take some very nice drives I and I encourage you to attend. They will make you welcome.♣

BRITAIN'S SEXIEST CAR – THE VOLVO ESTATE

The Volvo 245 Estate has cast aside its boring image - by being voted the best car for having sex in the back seat. It turns out the car

has actually seen more action than any other - largely thanks to the extra space, according to a new survey. And there was a boost for the white van man with the multi-purpose Mercedes Benz Sprinter Van in second place. The survey of 4,000 people for yesinsurance.co.uk put the VW Camper van in third place, the BMW 3 Series Saloon in fourth and the Ford Escort in fifth.

According to the pollsters, some 68% of people have had sex in a car and one in 10 say they had even got fruity while driving. Six per

cent said they had damaged their vehicles while getting busy - but only one in 100 of these were bold enough to claim on their insurance. yesinsurance.co.uk spokesman said: "It would seem that space is the most important issue for couples who want to enjoy themselves."

Meanwhile, another survey found that more than a million motorists think about sex rather than the road ahead. Research from car insurer found one in five drivers admit to concentrating behind the wheel less than 75% of the time, with 1.2 million thinking mostly about sex. For 3.2 million drivers work was the main focus and for 2 million more it was family issues that dominated.♣

NEW WAY TO STEAL A CAR

Bob Schultz

Seems that car thieves have found yet another way to steal your car or truck without any effort at all. The car thieves peer through the windshield of your car or truck, write down the VIN # from the label on the dash, go to the local car dealership and request a duplicate key based on the VIN #.

My friend didn't believe this e-mail, so she called Chrysler-Dodge and pretended she had lost her keys. They told her to just bring in the

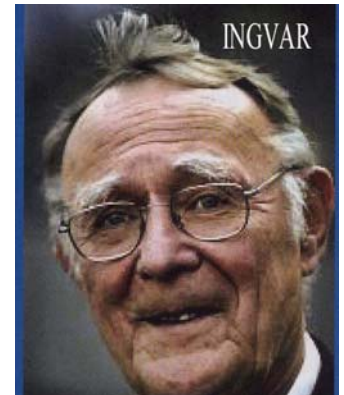
VIN #, and they would cut her one on the spot, and she could order the keyless device if she wanted. The Car Dealer's Parts Department will make a duplicate key from the VIN #, and collect payment from the thief who will return to your car. He doesn't have to break in, do any damage to the vehicle, or draw attention to himself. All he has to do is walk up to your car, insert the key and off he goes to a local Chop Shop with your vehicle. You don't believe it? It IS that easy. To avoid this from happening to you, simply put some tape (electrical tape, duct tape or medical tape) across the VIN Metal Label located on the dash board. By law, you cannot remove the VIN, but you can cover it so it can't be viewed through the windshield by a car thief. I urge you to forward this to your friends before some other car thief steals another car or truck. I slipped a 3 x 5 card over the VIN NUMBER. Pass this information on.♣

FOUNDER OF IKEA

From the May/June Rolling newsletter

Ingvar Kamprad, the Swedish businessman who

founded furniture giant IKEA, turned 80 on March 30, 2006. He is the proud owner of a 13-year-old Volvo 245. Yet Kamprad



takes the bus and even uses his senior citizen's discount card, as he explained in a rare 1999 interview. Despite being a double-digit billionaire, Kamprad also flies economy class and avoids luxury hotels. In his self-scribed A Furniture Dealer's testament Kamprad decries that, "IKEA people do not drive flashy cars or stay in luxury hotels."

Kamprad ranked number six on Forbes' 2005 list of the world's billionaires, with a net worth of \$23 billion. At one point in 2004 he had overtaken Microsoft's Bill Gates as the world's richest man, according to Swedish business weekly Veckans Affarer, mainly due to the dollar's slide against other currencies.

His career started with selling matches, which he bought in large quantities from Stockholm. He founded IKEA in 1943 and introduced furniture into the product line in 1947.

Today IKEA has more than 180 stores in 31 countries. Kamprad now lives in Lausanne, Switzerland and no longer takes part in the daily running of the company. But he has kept ownership in the family. His three sons work at IKEA, with one of them expected to succeed him eventually.♣

SPECIALTY VEHICLE ASSOCIATION OF BC

The SCABC is a lobby group that represents the old car hobby in negotiations with government agencies. They negotiated the original Collector Plate program with ICBC and have been responsible for the changes to the program such as the acceptance of modified vehicles (street rods). VCBC is a member of this association.



This year they arranged two more changes, the first is the expansion of the Modified Collector plate to include cars from 1949 to 1958. This change will make about 5000 more cars eligible to apply for collector plates.

The second improvement is having written into the legislation an approved ICBC list of Accessories and Parts for Vintage and Collector vehicles along with safety upgrades. Effective May 2006, the list of approved additions to your collector vehicle is as follows:

APPROVED ACCESSORIES AND PARTS FOR COLLECTOR VEHICLES

Wheels and Tires: bias ply to radials, wheel size variation – plus 1 inch of width or diameter, Factory wheels or hubcaps – plus or minus one production year, after market, era mags – must be era correct **Brakes:** drums to discs – front only and requires a safety inspection certificate. **Steering:** upgrade to power or rack and pinion – must not change the original ride height. **Exhaust:** Headers era correct – cast iron replaced with steel ceramic coated. **Instrument & Gauges:** era correct – period tach only...no 7”. **Lights & Lamps:** headlights, brake lights – halogen upgrade only, fog lights allowed – era correct. **Paint:** Basecoat clearcoat ok, colour change – only colours available in manufacturers range for

that model year. **Body:** Sunroofs – era correct, body kits – not permitted. **Fuel Systems:** mechanical pumps to electric pumps, Intake manifolds – after market era correct, no high rise, carburetors – after market era correct. Must be same cfm and barrel number, Natural gas/propane – only if fitted as an OEM option. **Electrical:** generator to alternator, 6 volt to 12 volt, ignition – safety electronic/petronix, electric cooling fans – older car overheating issues. **Interior and Upholstery:** Upholstry – must use same material. Leather cannot be substituted for cloth, OEM Radio – plus one model year, after market radios – era correct only, AM/FM Radios – era correct only. **Alarms:** Immobilizers, flashing alarm lights, GPS monitored systems – trying to mitigate a loss from theft. **Engine Compartment:** Engine dress-up kits – era correct, chrome dress-up kits, including valve covers plus small items. **Other:** Bicycle racks – receiver hitch type preferred, trailer hitch, mud flaps, electric wipers – replace vacuum to increase safety, campers/canopies – era correct only, Air conditioning – era correct only♣

TECHNICAL TIPS

THE 850 EXPERIENCE

John Bell

John Bell provided this listing of service advice after reading the article Titled “BUYING A USED 850 SERIES” in our May 2005 Newsletter. He hopes it will encourage other 850/70 series owners to share their experiences with these series in the newsletter.

In April 2001 my wife and I purchased for \$25,000 a used very clean 1996 854T with only 44,000 km on its odometer. Today, as our daily driver, it has traveled 134K. We regard it as the best vehicle we have owned. From my five years of experience with this car, I have some observations and recommendations that may be helpful to other 850/70series owners who desire, as I do to keep their vehicle in top shape.

1. Locate a Volvo dealer with a good service department or and independent repair shop and carefully follow the car’s service schedule. Follow a severe maintenance schedule for oil changes I change my 850s oil and filter every 4,000 km or 4 months whichever comes first. I use only Valvoline All Climate 10/30 oil which Volvo used to sell under a Volvo label in the 1980s. I change brake fluid and coolant every 24 months and transmission fluid (complete flush) every 60km
2. Replace your car’s paper air filter with a lifetime, reusable unit made by K&N High-Flow Air Filters and available at Canadian Tire. Your car’s engine will breathe more easily, especially on hills, and you’ll notice improved fuel economy.
3. When your car’s battery expires, as mine did at 68,000 km, consider and Interstate Megatron MT47 (590CCA/85 minutes

reserve capacity/60 month warranty) unit. It fits the engine compartment snugly and has more power than Volvo’s original unit for low temperature starting and electrical accessory needs.

4. If you own a turbo vehicle and find its ride on 50 or 55 series tires too uncomfortable, you could replace, as I did, its 6.5 x 16 inch alloy wheels with 6.5 x 15 inch alloy wheels that take better riding 60 series tires. You will sacrifice a little handling dexterity, but gain an improved ride and spend less money when replacing your 195/60HR15 tires.
5. Check the engine stabilizer mounts in your 850/70 series car and replace these circular rubber mounts with lifetime HD polyurethane units (Part No. DG2B1850 US\$ 26) available from IPD, Portland, Oregon 1-800-444-6473. The original mounts are prone to cracking. Serious damage to the engine could result if they are left unattended.
6. Make your vehicle visible at night and extend your vision on dark roads:



- For years I’ve applied to the full length of the front and rear bumpers of our Volvos a strip of ¼ to ½ inch reflective white tape made by 3M. (It is available in many colours) The product name is 3M Scotch Line Engineering Grade reflective tape and is sold in 25 to 30 ft rolls. In BC it’s available from Astrographic Industries, Surrey BD, 604-596-1731. The tape is particularly effective on cars with dark finished making them much more visible on dark roads at night. My wife considers this tape the most significant addition I’ve made to our regent red metallic 850!
- Our 850 came with Wagner Type HB4 halogen front headlamps. We achieved brighter light for night driving (a 15 to 20% improvement) by replacing the

Wagners with Sylvania Silver Star High Performance HB4 (42volt/55watt) halogens available from Canadian Tire at \$24 each. GE Nighthawk HB4 lamps which I have on standby may also be as effective as the Sylvania's.

7. Keep your vehicle's surfaces clean:
 - Use 3M One Step Cleaner Wax (3M product No. 39006). In 25 years of cleaning vehicle surfaces, I've not found a product which cleans as well as this one. After applying it, follow up with a good wax, such as Meguiars No. 26 High-Tech Yellow Wax.
 - Use Aerospace Protectant (available from Volvo dealers) for plastic and rubber surfaces, Lexol cleaner and Lexol conditioner for leather. Use Black Again Professional Detailers formula (made by North American Oil Company Kenneshaw, Georgia, USA) to keep 850 bumper covers and side trim looking black. For tire care nothing I have found works as well as Meguiars Gold Class Endurance Tire Protectant Gel.
 - Purchase a thermoplastic trunk floor liner from Weather Tech Cargo Liners tel 1-800-378-6287 to keep your trunk clean. Volvo also offers a liner at greater cost.
 - Purchase from Volvo a set of rear mud flaps to help curb the development of rust in the rear bumper underside area.
8. essential items to put in the trunk:
 - Purchase a small fire extinguisher which uses instead of powder, as most do, a non-toxic non-corrosive CFC-free liquid to put out fires. An excellent one is the Fireade 2000 (US\$20). It prevents gas from igniting and acts as a degreaser on an engine making cleanup after an engine compartment fire much easier. Mount the unit upright in the trunk.
 - Include a small piece of plywood (9x13" to support your car's jack when you have to change a tire on less than solid ground.
 - Purchase from a Volvo dealer of Canadian Tire or auto parts stores spares of all the bulbs used in the car's

electrical system. A list of them is given in your owners manual. Store them along with a complete set of fuses in a well padded box. You never know when they may be needed.

- Purchase a Torx25 and Torx30 screwdriver to handle the many torx screws used on your 850/70 series. Keep them with the tool package that came in your car's trunk.
 - Include a repair manual. Haynes Publications publish a very useful manual for the 93-97 850s and a second manual for the 98-99 70 Series cars. Like bulbs and fuses, the manual will be there in your trunk when you need it.
9. Protect you fuel tank from thieves: One of Volvo's best-kept secrets is that its lockable gasoline cap (Volvo part no. 9142606, \$35,) will fit all Volvo models from 2000 back at least to 76. When the electric control for your car's fuel tank door breaks, as mine did, don't waste money replacing the unit. Replace instead your non-locking plastic gasoline cap with Volvo's lockable metal/plastic cap. Don't of course, forget to put one of the two keys supplied with your locking cap on your set of spare keys for your car!

The recommendations I've offered arise from discussions with Volvo 'service personnel and vehicle owners, reading Volvo long-term use reports in auto journals and newspapers, examining and using auto maintenance products and hands-on experience with my own vehicle. I hope that I've identified for 850/70 owners a few strategies, products or tools that will increase your enjoyment of these fine vehicles. ♣

ELECTRONIC DIAGNOSTICS FOR THE 120 SERIES.

Gregg Morris

Have you noticed how Volvo is often technologically ahead of its time; the way they make provision for upcoming improvements in their currently produced models? For example I was amazed to find that my 1967- 120 series and even my 62-PV544 have captive nuts hidden behind the headliner behind the rear seat back, that allow for installation of rear

shoulder type seat belts. Remember these cars were produced at a time when many cars had no seat belts, let alone provision for rear shoulder belts. I mean even Volvo didn't use rear shoulder belts until 1972.

Using this same kind of logic I decided that Volvo must have made provision for electronic diagnosis of the engine management system in my 67-123GT, and I set about finding it. As hard as I searched I could not find one of those little fault tracing black boxes like we have in our 940. You know the one with the little connector on a wire that flashes out neat 3 digit LED codes of problems. I guess I'll have to look further. Where the heck would Volvo Engineers of the 60s hide this 90s technology. It finally came to me. It was obvious that a female electrical connection of some kind was needed, and there it was, cleverly placed right on the dashboard. They had even double used this special connector as a cigarette lighter receptacle.

Now all I needed was a reader for the fault codes. Lordco was happy to oblige with a basic OBD1 fault code reader. The connector was a bit different to the receptacle in my dash board so I took all the outlets from the OBD reader and combined them and then wired them to an old cel phone charger jack that fit nicely into the cigarette lighter receptacle.. I fired up the car and inserted my custom plug into the lighter receptacle and it worked great, but you had to be quite fast. All the lights on the OBD reader lit up really bright, but only briefly, and then it all went dark. This obviously indicated that all was well and indeed the car was running perfectly. It is incredible that those engineers had managed to incorporate that much electronic technology into my 40 year old Volvo. Amazing those old Swedes.

Epilog. Although the OBD reader worked really well, it has kind of a funny smell now. I think it may be defective and I will have to take it back to Lordco for a replacement. ♣

WHATS NEW (OR OLD) AT VOLVO

VOLVO RAMBLINGS

Gregg Morris

I was talking to Mark Kellock at Don Dockstader Motors recently and asked when the new S80 and C30 would go on sale at the dealership. He said the S80 is due in February 2007 and the C30 in the Spring of 2007. The C70 retractable Hardtop is already on sale and is so popular that they currently have a 14 person waiting list, and the waiting list is likely to continue into next year.

For some reason that got me thinking about how many models Volvo is selling these days.

By the spring of 2007 they will simultaneously have 10 models for sale in North America, S40, V50, S60, S70, V70, XC 70, XC90, S80, C70, C30. Not only do they have all these models, but there are lots of variations available in each one and not just cosmetic variations either. There are the hotrod R cars and engine choices of 5, 6 and 8 cylinders, awd, 2wd etc.

You have to admire the Volvo service technicians who must keep abreast of all of these models, not to mention the odd 200/700/900/800 series that still shows up in the service bay. Hell, I'm still trying to master



the high tech intricacies of the PV, 120, 140 and 1800 series.

Just for fun I looked at how many models Volvo sold simultaneously in our market in the decades prior to this one. In the 1950s they sold a maximum of 3 models in 1959 with the PV544, PV445 & 122 4dr. In the 60s the most models came to 6 in 1968 with the 122 2dr and wagon, 142, 144, 145, 1800S and in 1969 with

the 122 2dr, 142,4,5, 164 and 1800S. In the 70s the maximum was still 6 in 1972 with the 142,4, 5, 164, 1800E & ES and in 78,79 with the 242,4,5, 262,4,5. In the 1980s the maximum increased to 7 in 1989 with 244,5, 744,5, 764, 5 & 780. Again in the 1990s the most was 7 in 1993 with 244,5, 944,945, 964,965, & 854.

The new models are being turned out quite rapidly compared to the old days. The new C70 for instance was conceived in 2001 and was on the road 5 years later. The 700 series took 10 years from conception to introduction. Hopefully Volvo are factoring in enough development and testing time to insure reliability.

On the subject of the C70, I was reading an interview in the VCOA Rolling newsletter with John Kinsey, the designer of the new C70. It was interesting to learn how the design and development progresses. John says Volvo has 3 separate design studios; in California, Sweden and Spain. For every new car project, at least three teams compete with each other to



turn out the best design for the production car. He said the competition is intense and it is not unusual for a designer never to have one of his designs chosen over an entire career. John was obviously elated to have his design of the C70 chosen.

In May of 2001, Volvo initiated the design competition for the C70. They set some ground rules such as retaining the family resemblance, using a retractable roof and basing the car on the P1 platform (S40). John said that in the end the only body panel in common with the S40 is the hood. John took 4 months to sketch his winning proposal. What really impressed me, is that Volvo then let John be the key person through the whole design to manufacturing process. Once he was assigned the project, he moved to Sweden for a year to refine the design and evaluate proposals for the roof. With the roof supplier chosen he moved to Italy, where he worked with Pininfarina to prepare the design for manufacture. He describes the working relationship with this

famous Italian design firm as kind of a roll reversal, where he and his Volvo team provided the design input, and Pininfarina provided the engineering. And very expert engineering according to John. After 2 years in Italy, where he had been involved in every detail of the car, he was satisfied that the C70 could be manufactured as he had designed it. Manufacture then began in the Uddevalla factory in Sweden, and John headed back to California to begin his next project.

I wonder what Volvo is going to turn out next. There are rumblings on the internet of a Volvo Minivan. Argggh!! ♣

AND STILL CHAMPION REAR WHEEL DRIVE

Marc Kristal

(This article was written comes from the fall 1983 edition of the Via Volvo magazine. It is interesting to see how corporate perspectives have changed. ed.)

Not long ago, foreign competition and an abrupt decrease in the world's supply of oil (and a concomitant rise in price) affected a change in American car buyer's preferences. Suddenly, small was beautiful and front wheel drive appeared, seemingly out of nowhere, as the answer to manufacturers' dreams? The use of front wheel drive made it possible for car manufacturers to build small cars without significantly diminishing interior space. Front-wheel drive technology lowered assembly costs by eliminating major drive-train components. Car makers were able to produce relatively roomy, fuel-efficient cars that could be sold at an "affordable" price. And, in the twinkle of an eye, the new, magical catchword became "front-wheel drive."

Of course, front-wheel drive is not really a new idea. It was introduced around the turn of the century and has been in continuous use ever since. Some manufacturers have historically used front-wheel drive technology – even when they brought out larger models. Why? New cars are expensive to redesign and retool – and front wheel drive is an acceptable technical solution.

On the other hand, most high performance and luxury cars, among them BMW, Jaguar, Porsche, Mercedes, Ferrari and Volvo, feature rear-wheel drive. Even companies known for their front-wheel drive econocars, such as Datsun and Toyota, opt for rear-wheel drive when attempting upscale models. It has been



the technology of choice for virtually the entire history of the automobile.

In future, it is conceivable that Volvo will make use of the space saving benefits of front-wheel drive. However, our designers, engineers and experts agree that rear-wheel drive is the way to go with our current models. The reason for this is simple: The various aspects of performance are all positively affected by the inclusion of rear-wheel drive in a car's design. Take weight distribution for example. On the average, Volvos show a 52/48 front-to-rear weight ratio (56/44 on the 760). Front-wheel drive cars, however, tend to average a 62/38 ratio (balanced weight distribution also ensured a smoother and more comfortable ride).

Acceleration benefits too. When rear-wheel drive cars speed up their weight shifts over the drive wheels. In front-wheel drive cars, the opposite is true. It is for this reason that most sports cars favour the rear-wheel drive design. For the average driver, benefits include better traction, predictable response, longer maintenance of traction and greater power efficiency.

Though we don't often think of it as such, the size of a car's turning circle represents a part of its overall performance. Most drivers believe front-wheel drive has the edge, but the complex joints necessary for steering and the transmission of power actually limit its range of movement, resulting in a larger turning circle. Our rear wheel drive Volvos, boast a smaller turning circle than any car in their class sold in North America. Out maneuvering the Audi 5000, Saab 900, Olds Ciera and Cadillac Seville.

Finally, braking figures heavily in performance and it does not take an engineer to realize that front brakes have to work harder than rear brakes. With their heavily-weighted front ends, front-wheel drive cars overburden the front brakes, which can diminish safety and stability, particularly under adverse conditions.

While easier to install on the assembly line, and thus more cost-efficient in the short run, when it comes to maintenance, the expense of a front-wheel drive system is more than made up for in repair time. The engine's proximity to the architecture of the front-wheel drive system

opens both up to the increased incidence of damage. Moreover, as was pointed out in a *Road & Track* editorial, "Universal joints that both steer and drive are going to be troublesome, short-lived and expensive to replace. Also the transmission is buried. If serious problems arise, you pull the entire power package to get at it."

Front-wheel drive, both mechanically and in terms of human nature, involves certain steering sacrifices. Front-wheel drive works against a driver's natural reflexes. When taking a turn too quickly, for instance, a driver

VOLVOS IN MOTORSPORT

VOLVO VINTAGE GRAND PRIX, ROAD AMERICA, WISCONSIN SEPT. 15/17, 2006 Gil Stuart

It's a dream come true! PV444 at 6700 RPM in fourth gear downhill to Canada Corner at Road America, Elkhart Lake, Wisconsin. Brake hard; downshift to third; oh no! Brake pedal to the floor; dream becomes nightmare; gravel trap and tire barrier coming up much too fast; try to make the tight right corner by putting the car sideways to scrub off speed; spin instead and there I am stopped in the middle of the track facing a horde of vintage racers trying desperately to avoid a crash. Amazingly, they all miss but there is a Mini Cooper in the sand trap to the left and an MGA near the tire barrier on the right. The corner marshal wants me to get out of the way of the next wave of racers so I get on the gas, u-turn and continue around the circuit to the Black Flag Station with no brakes hoping everyone else is OK.

This incident early in the visit of me and service crew guy Charlie Teetzel to the Volvo Vintage Grand Prix 2006 was a wake up call to the reality of the challenges at the technical and high speed 7.2 km long 14 turn world class Road America racing circuit. While the Black Flag Steward politely listened to my explanation that I had lost the brakes, he, never-the-less, suggested I be more careful as I had been the

may remove his foot from the gas and even apply the brakes. In a front-wheel drive car, this action can eliminate the power necessary to complete the turn. Though it seems a small consideration, in a crunch, that extra edge will make a difference.

The issue of traction is one that often comes up when discussing the merits of front-wheel drive. The fact is that, in deep snow, front drive does have an advantage. Of course, the need for strong traction more frequently comes into play on steep grade, where rear-wheel drive has the edge. With the balance of

cause of significant grief for other drivers. Back at the Volvo pits, a thorough check revealed air in the lines so the brake fluid was replaced with new of higher quality and all air bled out.

Let's stand back a moment and look at why we are here. Periodically since 1998, VSCDA, a prominent vintage race organization in eastern USA, has featured Volvo race cars at events at Road America, Watkins Glen and Blackhawk Farms circuits. I had always wanted to participate in these Volvo race events but, for one reason or another, was not able to do so until this year at Road America. So, with a budget of \$4000 for entry fee, gas, food and accommodations, Charlie and I set off from the Vancouver, BC area on September 11 with the PV444 in tow. The 4000 km trip was uneventful and we arrived at the track September 14.

Wow! What a facility! Paddock space for 500 race cars, restaurants, specialty stores and race services. The Volvo cars were to be

the weight positioned over the drive wheels, rear-wheel drive cars hold the road more firmly and with greater reliability.

The majority of race cars (and stock racing cars) have been rear-wheel drive vehicles. Why? Because when steering and driving are on the same axle-driving forces affect steering. It's that simple. Thus Volvo owners needn't feel that, technologically, they're being left in the dust. In terms of performance, price and safety, rear-wheel drive overwhelmingly leads its more "current" competitors. ♣

together on the grass of the north paddock. As we set up canopy and unloaded, a total of 15 other Volvo race cars and many Volvo street cars arrived to create an impressive display around a large Volvo Sports America tent. It was a real pleasure to put faces to names and cars we normally only get to see in the media. First to greet us was Volvo Vintage Grand Prix coordinator Ray Freiwald who races a 1961 P1800. While most Volvo entrants were from eastern United States, Ian Lok came from Ontario with a very fast 122S and Ole Anderson came from California with his Byers Special (Volvo engine and brakes on a tube frame under a Devin-like fiberglass body). All told, there were five of the 122S models, six P1800, three 142/242, the Byers and our lone PV.

We also got to meet guest star racer Tony Adamowicz who started his racing career in 1964 in a Volvo PV544. Tony was particularly interested in our 1958 PV444 and spent some time comparing its mechanical

preparation to his mid-1960's effort.

Tony's PV544 was so fast and successful that Bob Tullius, of Triumph's Group 44, hired Tony on the condition that his Volvo be immediately retired.

Learn more about the sports car racing career of Tony Adamowicz at

www.a2zracer.com



The event schedule was set up to have the Volvo race cars run in their normal vintage race groups throughout the weekend but offered an "all Volvo" race as the feature for mid-day Sunday. The PV444 ran in a production car race group of over 60 cars with the five 122S and four of the P1800's. Fastest in the group were Jaguar E Types, Porsche 356, Austin Healey 3000 and various Lotus models in the 2 min 45 sec range. The fastest Volvo, Gary Jebson's 1962 P1800, was timed at 2 min 55 sec. One particular car in the group, a 1953 Studebaker, was of special interest. It was the actual car which won the Carrera PanAmericana in 1995 with Rusty Ward driving. Charlie was service crew for my PV444 when Walter Pederson and I finished 10th overall in that same 1995 Mexican road race event.

Lap times for the PV444 improved each time out dropping from 3 min 24 sec in the first session to 3 min 12 sec in the Volvo feature race. I had enjoyable and challenging dices in the group races with 2 of the 122S, 2 bugeye Sprites, a TR-4 and a Lotus 11. The Volvo feature race was won by Rob Keller in his 1968 P1800S with a fast lap time of 2 min 50 sec. The PV444 finished 11th of the 16 Volkos that started the race.

The weekend was not all speed and track time. Outside activities were fabulous with lots of food, sight seeing and mingling with other racers. Friday lunch time involved a tour of the original 1949 to 1952 race course through the town of Elkhart Lake. Friday evening, we participated in a concourse of Volvo race and street cars (35 entries); and enjoyed a terrific beer and chili buffet put on by VSCDA in conjunction with the concourse. Saturday lunch was by Volvo Sports America in the Volvo paddock. The highlight social was Saturday evening at the prestigious Osthoff Resort in Elkhart Lake. A concourse of beautiful vintage cars on the Osthoff lawn was followed by dinner, awards and talk by guest star racer Tony Adamowicz. I was sure glad to have saved a clean shirt for this event because I was called to the podium to receive Peoples Choice award for best Volvo race car at the Friday evening concourse. What an honor and a total surprise since I was sure Ole Anderson's Byers sports racer would be the favorite.

Charlie and I had so much fun at Road America that we were reluctant to leave. We had a commitment to be at Pacific Raceways, Seattle for SOVREN's Fall Finale in five days time however. After many goodbyes and promises to get together with new Volvo friends again as soon as possible, we loaded up and headed west.



My sincere thanks to Charlie Teetzel for keeping the car going and helping to make my Volvo Grand Prix 2006 a successful and memorable experience. ♣

HOW DO WE GET THERE FROM HERE?

Gil Stuart

(I suggested that it would be interesting to hear about the trip to and from Road America and Gil kindly provided this article. ed..)

Charlie Teetzel and I had been looking forward to racing in a Vintage Volvo Grand Prix since the first one in 1996. These vintage race events take place every second year at one of various famous road racing circuits in the eastern United States. It's now 2006 and this year's version is scheduled for September 15 to 17 at Road America near Elkhart Lake, Wisconsin. "We can fit it in and I've got some money saved up so let's go. But how the heck do we get there from here?"

"Milwaukee is famous for its beer and it's in Wisconsin" exclaims Charlie. "That's about 3700 kilometers each way" says I mentally putting a budget together. "Let's save on the cost of gasoline and keep our average speed up by using Interstate 90 all the way to Lake Michigan" offers Charlie. And we're off from Squamish early Monday September 11 GMC Suburban loaded to the roof towing trailer with PV444 vintage race car aboard.

After picking up some duty free, we find no wait at the Lynden crossing so ask the Border Officer "How do we get there from here?" "Never been" he says. "Maybe you should try Bellingham, Everett, Seattle, Ellensburg, Ritzville and Spokane in

Washington State. You might even make it through Idaho into Montana today if the mountain passes don't stop you." It's surprising how much distance can be made at 70 mph on the Interstate when you only stop for gas once.

Even on I90, there are mountain passes to climb. The Suburban did its job without complaining. It's a nice ride but we are down to 9 mpg at this speed. Good thing we have a 160 liter tank and the gas is cheaper (equivalent to \$0.92 per liter compared to \$1.10 per liter in Vancouver). After 12 hours driving, we pull into a Super 8 Motel in Missoula, Montana before dark. This is a good first day having covered a road distance of 1085 kilometers from Squamish.

Missoula is where I find out Charlie has a Super 8 strategy for this trip. Super 8's offer reasonable quality accommodations, are inexpensive, are convenient to the Interstate all the way to Wisconsin and include a free breakfast. Sounds good to me! This is sure to help the budget. In the afternoon, out comes the pocket Super 8 directory guiding us to our next overnight stop.

Starting out on day 2, the GMC Suburban is tested right away crossing the Continental Divide at 7900 feet above sea level dangerously close to the boiling point. Just made it. Very easy towing down the eastern slope of the Rockies into the heart of Montana past the giant open pit copper mine at Butte, towards Billings and into the flat, treeless plateau headwaters of the Missouri River. This is Lewis and Clark country. Interstate 90 joins with Interstate 25 and heads south into Wyoming for a while past Sheridan and the Little Big Horn National Monument before heading east again to Gillette famous for its oil wells and open pit coal mines. The Black Hills of South Dakota appear ahead and Devil's Tower (remember Close Encounters of the Third Kind) can be clearly seen 30 kilometers to the north. Through motorcycle famous Sturgis, SD we trundle stopping at dusk in Rapid City jump off point for tourists heading to Mount Rushmore. Our second day distance is 1180 kilometers. Gasoline is down to \$0.85 per liter.

We find the Super 8 and observe its roof top sign about to fall off the building. The Rapid City, SD Super 8 motel turns out to be the poorest we are to experience. Everything is falling apart and we are anxious to depart so we call the night manager. "How do we get to Road America from here?" "Never been but if I was going I wouldn't start from here." he drawls. Big help!

The third day on the road leads us straight east across treeless, farmless and virtually townless South Dakota. After crossing the Missouri River, corn fields, sparse and irrigated at first, spring up changing to endless corn right through Sioux Falls into Minnesota. More and

more corn. Continuous corn straddles the highway to the horizon. "What's our target for today?" "Super 8 in Mauston, Wisconsin at the junction of I90 and I94" says Charlie. Sure enough, not long after crossing the mighty Mississippi into Wisconsin, the Mauston exit comes into view. "Wow! We did almost 1200 kilometers again today; and the price of gasoline is down to \$0.79 per liter." "It's the ethanol" says Charlie. "They add it to the gas here. Environmentally friendly. It's made from the corn we've been passing for the last 8 hours." "Our gas consumption is much lower today. Is that due to the ethanol?" says I. "Nope. Tailwind all day. Hope we don't have to fight it on the way home."

Our fourth day is an easy 230 kilometers through the rolling hills and lakes of central Wisconsin. Charlie explains "This area manufactures a lot of stuff we buy and the place names are well known to us. Like Lake Winnebago for motor homes, Johnsonville for bratwurst sausage, Oshkosh for Kohler small engines, Waukesha for large engines, Manitowoc for heavy lift equipment, Green Bay for its Packers, and Milwaukee for its beer." I am impressed.

Racing at Road America and associated activities are fabulous as reported in a separate article and we have a great time. The weather man advises a cold front containing heavy winds and rain is to pass through Sunday evening so we stay overnight for an early departure Monday September 18. Our route back west is to be exactly the same as coming east except we are to stop at Pacific Raceways south of Seattle for SOVREN's last vintage race meeting of the year.

Monday dawns overcast but no rain. Unfortunately, the winds are very strong from the west and the trusty Suburban has to fight for every mile. The Mississippi is eventually behind us and we look forward to crossing the Missouri late in the afternoon. The head winds become even stronger as the bald prairie approaches. Coming up out of the Missouri River valley, the automatic transmission starts slipping badly in third gear. Second and overdrive do not seem to be working at all. Since there is nothing out here in the middle of South Dakota, we creep along to the next town of any size about 80 long kilometers away. Maybe the tranny just needs to cool down so we stop for the night.

The town is Presho, SD. What a cold and windy one horse place this is. There is no Super 8 motel. We have a choice of two motels and the one we pick is the worst excuse for accommodations I have ever experienced. The ½ inch opening under the door lets in so much cold air the cockroaches have even gone

south for the winter. We are looking for a transmission repair shop and we ask the motel manager "How do we get there from here?" "Don't know" he replies. "Folks round here usually have to go to Rapid City 140 miles west or east 100 miles to Mitchell to do their shopping and fixing. You could try Pierre. It's off I90 about 50 miles from here but they got a GMC dealer. That'll be \$50 for the night. Bargain price includes taxes. Hope your heater is working. It's a mighty cold wind out there."

Up before dawn Tuesday, we want to be in Pierre, population 15000, at opening time. We find the dealer, Wegner GMC and unhitch the trailer. Onto the hoist and before long, the service manager gives us the news. The tranny is toast. He recommends a rebuilt replacement transmission out of Minneapolis 12 hours away by truck. A repair of the old one might be cheaper; then again, it might not but it would take longer for sure. After a quick review of



the quote, we approve the job and the replacement transmission is ordered. We are optimistic the Suburban will be ready to roll by 4pm the next day. In a show of good faith, Wegner loans us a 2004 Yukon complete with tow package.

We take the race car and trailer over to, wait for it, the Super 8 motel and check in. "Let's do some sight seeing while here" says Charlie. "The Wegner guy says the Yukon is ours for the day." Very impressive is this little city of Pierre on the Missouri River. The State Capital building is beautiful; the library has free internet and we catch up on our e-mails; the library also has an extensive collection of Lewis and Clark expedition material which we enjoy very much; we get onto the hiking trails of Isle de la Framboise for birds eye views of the Missouri; then we take in the Museum of Natural History and come away with a greater appreciation of this place and why it is here in the middle of South Dakota; a short drive north of town, we find the Oahe Dam, a large earthen structure which makes hydro power and creates

an irrigation reservoir which backs up the Missouri well into North Dakota.

About noon Wednesday, we check in with the Wegner service manager. The transmission has arrived and the technician is installing it before our eyes. "Should be ready by 2 pm" he says "so let's do up the paperwork." A VISA authorization is all it takes, an appreciative "thanks" from us, and we are on the road west again by 4pm with race car in tow. Nice people in Pierre, SD.

The new tranny works great and the 340 kilometers to the Super 8 in Spearfish, SD click off without a hitch. Spearfish has the best Super 8 so far. It is built around a pool as a four story superdome and has a real internet computer (not just a wireless hotspot) and the best breakfast selection.

We get an early start Thursday heading west across the corner of Wyoming thru Gillette to Sheridan and up into Montana. Just

before dusk, we run into hail squalls and decide to call it a day at St. Regis, Montana very near the Idaho border. We have done 1220 kilometers and are looking forward to a good night's sleep. We meet 4 Bandito Motorcycle gang members heading to Anacortes for the Oyster Festival. They got hit by the hail and decide to stay at the Super 8 for better weather. They have rooms next to the State Highway patrol guy and all were last seen chatting about Harleys at the breakfast table.

It's Friday and the mountain passes are a piece of cake for the new transmission.

We hustle across Idaho and Washington and pull into Pacific Raceways in plenty of time to set up camp and get the PV444 ready to race on Saturday. We have a super racing weekend with old friends and head for home Sunday evening September 24. The story isn't over. In a rest area just north of Everett, truckers tell us the border is closed. Canadian Customs officers have walked away from their posts because a dangerous person is rumoured to be heading their way. Crossing time will be long, if not impossible, so we head straight to the home of fellow racer Dave and Judy Phillips in Sedro Woolley and are given beds for the night. Early Monday morning, the border crossing at Lynden is deserted and we are let back into Canada without difficulty. Squamish is not far now but the price of gas is still over a dollar per liter.

So, exactly two weeks, 7400 kilometers, plenty of gas money, a new transmission and two race meetings later, we are back in Squamish eating some of Charlie's home made soup. It has been a memorable trip but "how did we get here from there?" ♣

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%

Volvo of Surrey, North Surrey Automall, 15383

Guilford Drive, 604-588-6088 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

67-123GT-\$3000 obo, Swedish Model, sound but needs restoration, 250-592-1756 Lars, Victoria.

68-144 \$3600, Dark Green original paint in pristine condition, 100,000 miles, 2nd owner, Maria, 604-731-3229

70-164S-\$3000, yellow, 4sp & od, 109,000 miles, black leather, good in and out Andrew 604-947-2617

71-142E, \$1,600 Blue, B20E, 4spd+OD, Originally from California, AC (removed), IPD springs and swaybars, Bilsteins, new front bushings & ball joints, seats re-upholstered, , some rust and dents but a solid car, lots of spares. Car in Vancouver, I'm not: must sell. 250-512-7521 **71&72 1800E \$2900**. 71 is dk blue auto., 72 is gold 5 sp. Fire damage. Both need work, bodies good,. Gary 604-469-1836

72-1800E-\$5000 obo light green, tan leather, storage for 3 years, nice paint, good body, good trim and tires, estate sale, Judy 604-514-9876

72-1800ES-\$4600 lt. met blue, Very good black leather interior, no cracks in dash, all gauges work, 4sp+OD, good mechanically, needs paint, Jim 604-720-1733

73 1800ES \$3000, lt blue, uncracked dash, original trim. rebuilt auto trans, AC, gd blue interior except front seats. some rust, poor bumpers, runs but not daily driven for years. comes with parts car. Qualicum Beach , Mike at 250-752-8690 looking4@shaw.ca

73 1800 ES. \$4500, California car, 4 sp + od, straight body, needs paint, AC not working, needs restoration. I have some spares. fivethumbs@shaw.ca or 604-877-1804

73-142 rust free rolling shell \$950, former rally car Ian 604 433-4717

74-144GL, \$3000, sun yellow, B20F, automatic, air cared, 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.

8 -760GLE V8 PROJECT-\$2700, 302 Ford engine installed, but not yet running. , 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

74-164E- \$250, 4sp with OD, many new parts needs cam shaft, not running , **75-164E parts car , \$100** Ken 604987-6290

80-240GL \$500 obo, 300K Auto, s roof, recent work with receipts, Very little rust, no dents, paint faded. gd engine but needs head gasket, .needs u-joints. parts or resto, Nathan 250 713 3675 (Nanaimo)

84-Volvo 240 GLE-\$5800 , silver, 200K mint condition, no rust, runs like new. not winter driven, B23F, auto, IPD sways, new bushings all round, IPD VX cam, IPD timing gear, all synthetic lubes, underside is spotless, no accidents 250-787-1324 or email jhdymond@pris.bc.ca

88-Volvo 480T-\$6,900 obo 2dr hatchback dk silver met., 28,000 km! car is immaculate.1.7 litre 4cyl turbo. Leather interior, AC, PW, PL, 5 spd, alloy wheels, fog lights, ABS, etc. Fully serviced and detailed, a very unique car.. Will email pics 250-743-3511 or 250-217-1319.

88-780 Bertone Coupe, \$3500.00, Pearl Red, V6, auto, a/c, good tires, no accidents, collectors plate, 365,000 kms, Harv 604-542-9406.

B230FT engine, \$750, from an 86 760Turbo. About 200,000 km, complete with wiring and computer. Mike 604-715-5574

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)

4-185-R14 Snows \$100 obo on 240 steel rims gd for 1 seasonobo, **4-Riken 185-R14 Snows \$275** obo on Riken 240 Mags, 75% left Ed. 604-940-5393

B14 and B16 engines, with 3 and M4 transmission and 1 1/4" SUs, trade or offers, John Picard, 604-467-1405

70 144S, Parts or whole, Passenger side doors hit in a collision, collector plated prior to accident, rest of car is in very good shape. Car was a daily driver even after collision, but ICBC will not allow it to be relicenced in BC. Sharen 604-434-6737

122S complete rear axle with limited slip **\$500**, installed by IWE rear ends only, **new 122 inner fender repair panels** (Volvo) \$65 ea. 604-536-5292

740: Free rear right side door for Volvo. Silver with all glass, handle and interior panel. Good condition. Leigh 604-536-5292

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

4 nr. New Gislavid P195/R60-15M&S on new 850 rims, \$850 obo Ted 875-0620.

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.

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, 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 78 Volvo 264 GL Pass. side firt turn signal housing, tan map holder for drivers side and pasaenger side door, silver with black hubcap just the part that goes over the wheel nuts. Lisa at lw@pop2.intergate.ca

Wanted set of dual Weber or Dellorto 45s with manifold for B18/20 John jhdymond@pris.bc.ca

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

MEMBERSHIP FEES: Annual fee: \$20 From July 1 to June 30 each year, non-prorated.

TO JOIN send \$20 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

CLUB BENEFITS: membership list, newsletters, club decal, membership card entitling members to discounts from the companies listed in the newsletter.

DISCLAIMER: V.C.B.C. cannot be held responsible for any technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or its members' letters , nor can it be held responsible for any cars, parts, or materials offered for sale.