



THE VOLVO CLUB OF B.C.

MAY 2007

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: mkblk@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)

MAY 5, 2007 (Saturday) !!!NEW EVENT!!! VOLVO OF SURREY HOSTS A SPRING SALE AND CLASSIC VOLVO DISPLAY: 10am to 2pm, Shine up your Volvo & bring it to the display. Arrive before 9:30 and be eligible for the early bird prize. People's choice and Runner-up 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 and donuts and a barbecue for lunch. They are in the new North Surrey Automall right beside the freeway near Guilford. From the freeway heading East take the first exit after the Port Mann Bridge (152 Ave exit south), then and take the first left on to Guilford Drive to the automall at 15383 Guilford Drive. Darcy 604-538-7402 or Gregg Morris 604-469-1216 grmorris@moody.bc.ca , Volvo of Surrey is at 604-588-6088

May 13, 2007, (Sunday) VANCOUVER ISLAND SPRING SHOW AND SHINE 10am to 3pm All new venue and format. The host is Volvo of Victoria in their new facility at the corner of Douglas and Hillside in beautiful downtown Victoria. From, come out and see some wonderful old and new Volvos, BBQ available for your pot luck lunch, People's Choice Award etc. Come on out and support your Club and our sponsor. Contact Bob Cuthill, lbscuthill@shaw.ca or 658-0126 or his cell on the day of the meet, 704-8006

JUNE 23-24, 2007, VOLVO CLUB SPRING DRIVE: Saturday, Vancouver to Merritt via Princeton, Sunday Merritt to Vancouver via Spences Bridge and Highway 1. Reserve soon at the Merritt Travel Lodge, 250-378-8830 \$75 (mention VCBC). Meet Saturday 9:30 am at the Chevron gas station at the 232 St exit (south) from the Hwy 1 (the freeway). We will leave at 10:00 am. For information call **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. Bring a picnic lunch. For Details contact **Bob Cuthill 250 658-0126 lbscuthill@shaw.ca.**

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

REPORT OF PAST EVENTS

VOLVO CLUB OF AMERICA WEST

COAST MEET

Lake Tahoe, Nevada

Oct 4-6, 2006

Olof Malmberg.

I managed to convince my wife to come with me to the Volvo Club of America West Coast Meet in Lake Tahoe. We packed our V70 with a bunch of parts to sell and headed South with 1265 Km ahead of us. Everything went smooth going down I5 first overnight at Salem, OR next at Sacramento, CA. From there we headed east over the mountains to Lake Tahoe, Nevada. We arrived midday Friday checked in at the Horizon Resort and Casino and registered for the meet.

Staying at a Casino Hotel is not my idea of a desirable place however that is where the meet was. Lake Tahoe is certainly a very beautiful area, with the lake and the mountains. Friday evening's reception was well organized



with interesting discussions and an entertaining Volvo trivial pursuit competition.

The Car show and judging Saturday morning in the parking lot was interesting with many fine original cars as well as several nicely modified ones. There was a surprising number of newer models both modified and unmodified which I think adds to the overall show quality. I like to see a wide spectrum of Volvos at these meets. However what I found the most interesting was to see two P1900s, yes two not one. The 1900 are such rare cars to see two at one meet is exiting. One owned by Dave Hunt of Anaheim CA. Dave have owned this 1900 for over 40 years driven as a daily driver for about 16 years. The most astonishing thing was that Dave drove this car to the meet. When I inquired if he packed a lot of spares his answer was "no none there is no room for any". How about that for taking a chance. The second 1900 belonged to Lars Olsson of San Francisco CA. His was trailered as it is a work in progress. It drives but not quite ready for a long road trip.

The Saturday evening dinner, with and awards was again a fine, well organized event with plenty of opportunities to meet a get to know some of our American Volvo friends. Sunday Morning we headed out early to get a good long days driving in as we intended to do the 1265 Km in two days instead of 3. For

V.C.B.C. NEWSLETTER: MAY 2007

additional pictures please check out www.vcoa.org ♣

VOLVO CLUB WINTER SUPPER, **JANUARY 24, 2007**

Gregg Morris

Our annual winter supper was lots of fun as usual. The New Westminster Spaghetti Factory always reserves us a cozy separate section of the restaurant right beside the bar. We always manage to fill the space the this year right down to the last seat. Everybody was in a good mood, and some in a *really* good mood. Right Davey? The supper doesn't have any particular purpose, other than to enjoy the company of our friends, and talk about the upcoming events. For entertainment in the background we showed digital slide show of our past events, the most recent of which was another blockbuster by Gil Graham from pictures of last summer's Volvos in Osoyoos. John Cripps and I hauled a 5 foot slide screen from Leos camera shop to the restaurant via the Sky Train. Fortunately the New West station is right beside the Spaghetti Factory. (If anyone runs across one of these 5 ft screens cheap, let us know and we will buy it.) After a few hours of gabbing, punctuated by beer, spaghetti and finally Spumoni we all left happy. ♣

SWEDISH CRUISE-IN

February 18, 2007

Don Prociuk

Sue and I went down for the Swedish Cruise in at the XXX root beer stand in Issaquah, Washington. It was organized by Gary Ramstad and Gail Ritchie of the Puget Sound Chapter of Volvo Sports America. It was a great experience and we were greeted with a lot of warmth by the club members there. Some of the members were friends we have met on drives and shows with our own



club and some were new to us but every bit as friendly. The cars were really neat, with a fine representation of "R" 850's and V70's as well as all the other Volvo products. It was a combined meet with the Saab club showed up in force as well. It was a great time. Near to the end Sterling McDonald of our club showed up with his 122 wagon so there were 2 members of our club there. ♣

EDITORIALS AND LETTERS

NEW SPRING EVENT!!!

We have a new spring event to replace the permanently cancelled Don Dockstader 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 south side of the Freeway near Guilford. Shine up your cars and let's show great club support for this new event. ♣

ITS MEMBERSHIP RENEWAL TIME.

If your membership is about to expire you will receive a renewal notice and a return envelope with this newsletter. The membership fee is \$20. Feel free to renew for more than one year if you want. For those of you that receive the newsletter digitally please note that the **Username and Password** will change on July 1, 2007. The new versions will be on your new membership card. ♣

CLUB STUFF **VCBC Newsletter,**



VOLVO OF SURREY

Remember our newsletter can be either surface mailed in black and white or downloaded from our website and printed in colour. Remember to look on the website www.volvoclubofbc.com in **January, May and September** for the latest newsletter issue. The Username and Password are on your membership card, (and will be changed annually).

Newsletter Back Issues

One of our members called about getting back issues of the newsletters and bought a complete set. We have a good collection going back to 1992. If anyone else would like to buy some they are \$1.50 each. Call 604-469-1216.

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, membership information, links to other Volvo related websites, picture galleries, and ever growing selections of Volvo related information.

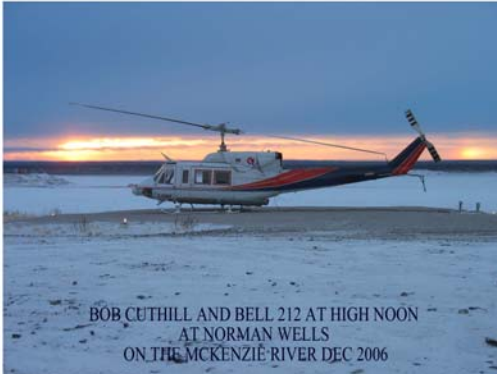
Washington Events

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 and I encourage you to attend. They will make you welcome. ♣

A Wonderful Life – On The Island (of course)

Bob Cuthill, VCBC Island Director

And now for something a little different. It's a wonderful life on the island, but this past six months or so have been quite hectic for your resident Island Director. Last August, for a variety of reasons I decided to leave my helicopter job of 14 years at Helijet and seek other greener pastures. The job search was short and mid September saw me stepping off a North Air 737 in Iqaluit for a month flying the 25 passenger Sikorsky S-61 to various arctic destinations on Baffin Island. Mid October to November was spent requalifying on the venerable Bell 212 Huey then direct from the



BOB CUTHILL AND BELL 212 AT HIGH NOON
AT NORMAN WELLS
ON THE MCKENZIE RIVER DEC 2006

simulator in Fredericton NB to Tuktoyaktuk NWT ferrying people and supplies to Shell's floating oil rig the Kulluk. After a short stint in Inuvik working on the new North Warning System (similar to the old DEW Line) I arrived home on Dec 24 for a much anticipated month off. February and March have seen me working in support of Shell's exploration of a potential new oil patch in northern Alberta.

Which now brings me to the spring of 2007 and the much anticipated start of the next Volvo season. My first bit of real news came in the form of an e-mail from Angela Moran at Volvo of Victoria. V of V recently moved to their new digs at the corner of Douglas and Hillside and a gorgeous brand new facility. With an all pristine white décor and tiled shop floor it makes for a dazzling showcase for Volvos of all ages. Even the parts department has gone full computer now, and the old microfiche parts catalogues have found a new home in the Cuthill garage (if you want to come an look for old parts or see how they are suppose to fit together do drop by). Volvo of Victoria would like to get together with the island members of VCBC. As of the writing of this article (late March) plans are in full swing to have our sixth annual VCBC spring Show-N-Shine on Sunday May 13th at the new home of Volvo of Victoria. The centerpiece of displays we hope will be a striking duet of old and new with a fine selection of classic Volvos through the years prominently in the show room and front and centre facing both Douglas and Hillside. This year we also plan to add a People's Choice Award to our list of activities

V.C.B.C. NEWSLETTER: MAY 2007

at the show. It all promises to be a great day. So rain or shine, do come out and visit, cast your vote for People's Choice and have a look at some great Volvos both old and new.

In spite of the new work schedule taking me away from Victoria for two to four weeks at a time, I still plan to try and have another summer event, possibly up island, and our traditional Fall Colours Run to Maple Bay. We will have to be quite flexible on the dates for now but watch your mail and email for future announcements. In the meantime there are lots to do. Car covers have to come off and polish and wax applied for the spring debuts. If you haven't already done so, drop by your local Lordco and pick up a copy of the list of Island car shows for 2007. Some of the events are specific to a type, but many are open and are wonderful opportunities to show off the Volvo line and to visit with other car enthusiasts. I have often been heard to say, you may not be a fan of their cars, but you do have to admire the workmanship. In the past years the Cuthill stable of Volvos has averaged two car meets a month from May to October so it's not hard to find something going on in your own backyard almost anywhere on the island. Locally in

Victoria, every Friday evening starting soon at the Royal Oak Mall, Francelli's coffee bar hosts an open all mark gathering of classic cars. This is a great casual meet – just drive in, try to find a spot, grab a coffee, grill a burger and wander around to look at some wonderful old cars.

So let's get started on another season of fun and Volvos! ♣

JENSEN P1800s

An historical twist

Everyone who knows anything about the Volvo P1800 knows that the original models were assembled by the Jensen Factory in Britain. Jensen also assembled the Big Austin Healey and the Sunbeam Tiger as well as other more mundane machinery such as the Austin Champ and military trailers. This assembly work was very lucrative for Jensen, which became painfully obvious when the Healey and Tiger contracts ended, leaving Jensen making

only Jensens. They could not make a profit and had to sell out to the bank.

The other part of the P1800 and Jensen story is that Volvo was not satisfied with the build quality at Jensen and repatriated the assembly to the land of pretty blondes and other Amazons. I recently read an article about Jensen in the glossy and ridiculously expensive (and exceptionally good) British car magazine, Classic and Sportscar. If the editors and writers of this magazine have a fault it is that they are amazingly nationalistic when it comes to British Cars. I mean these guys can wax poetic about the superb design features of the Vauxhall Cresta, (a piece of junk of the first order) and in the next breath call a 60s Mustang a Yank Tank or Lead Sled or some other derogatory term.

In their Jensen article they came up with a neat bit of nationalistic fiction. In their words "The success (to Jensen) of the Healey contract prompted a search for similar orders. Jensen took on the job of building P1800 Volvos, though the Swedes cancelled the deal at Jensen's request (Ya right! ed.)— owing to the poor quality of the bodyshells coming from Pressed Steel – and Volvo compensated Jensen for the early termination."

That is an interesting twist of history. Why



in the world would Jensen request the termination of a lucrative contract, and if Jensen had done the requesting, why would Volvo have paid them compensation. I suspect the commonly held version of the event makes more sense. Volvo, unhappy with the build quality, terminated the contract and compensated Jensen for early termination to avoid litigation. ♣

WHY WE HAVE AN OIL SHORTAGE IN CANADA!

A lot of folks can't understand how we can possibly have an oil shortage here in Canada. Well, there's a very simple answer. Nobody bothered to check the oil. We just didn't know we were getting low. The reason for that is

purely geographical. Our Oil is located in Alberta, Newfoundland, Saskatchewan & B.C.

TECHNICAL TIPS

IMPROVING YOUR HEATER'S EFFICIENCY.

Give your heater a winter boost by detaching the coolant feed and return hoses at the engine end. Hook up a low pressure water feed and run water backwards and forwards through the heater core until it runs clean in both directions. You'll improve the thermal capacity and increase your heater's effectiveness. ♣

PIRELLI RUBBER SEAT SUSPENSION

Gregg Morris

If you drive a pre 1972 1800 or a post 64 122s then your seat bottoms are suspended on Pirelli rubber webbing. Essentially a 2 inch wide rubber band. This stuff is stretched back and forth across the seat base to provide a cushioned suspension for the seat squab. It works very well when it is new, but with age it loses its elasticity and you slowly sink towards the floor. I have seen it replaced with all kinds of different products, almost always a poor substitute. How about a piece of plywood, cardboard, non-elastic seat belt webbing, another cushion, and sometimes retrofit of a spring suspended wire grid that came on the later 1800 and 140 series. This latter method is the best of the alternatives but still leaves the seats less comfortable and it does not give the amount of cushioning that the Pirelli rubber provides.

The same Pirelli rubber webbing is also used inside the seat backs of the same cars as part of the seat construction.

When you install the rubber you have to tension it well to provide the right balance of comfort and support. It also will have to be re-tensioned periodically. Reuse the original clips and secure the new rubber webbing using a hole punch small washers and aluminum rivets.

It is far better to use the original Pirelli webbing, but where do you find it? I have always heard that it is used in European furniture making and it probably is, but where do you get it. I posed that question to Steve Hutchens in Bellingham and he, armed with the internet, found a source in no time.

Foam N' More & Upholstery Roma
Design Drapery, 1925 W. Maple Rd., Troy,
MI 48084. Email



FoamAndUpholstery@msn.com, [website http://www.foamandupholstery.com](http://www.foamandupholstery.com)

In the website look under foam accessories, rubber webbing and clips. It can be purchased for \$1.95 per lineal foot or buy a 100 ft. roll for \$105. Steve and I ordered a roll and it came without problem. ♣

THERE IS A MORAL TO THIS STORY.

Bob Shultz

My old 144 needed tires. Badly. I have a friend who runs an alignment shop and sells tires. I always go to my friends when I have a weighty problem, so I go to the alignment shop



and tell them my car needs tires.

M & S? Rain tires? Lots of sipes? Traction rating AA, water expulsion channels? And so the conversation goes until I decide on something that looks mighty good and suits my wallet too, which is not always the case. Moments later 144 sits on a hoist minus all wheels and I hear eight beads say goodbye to four rims. The new tires look impressive and I walk to the front counter feeling good when I hear a call "Hey come listen to this, d'ye hear that scraping?" I return to see Kevin spinning the right front rotor and I hear it too. Bearing noise. "Replace it" I say joyfully. He orders one up. It arrives within the hour. We find out there is no grease seal and the old one has done its time. Back to the parts place. Sorry, we can't help you. Three other places tell us the same thing. Then I remember Len at Ed Schram Motors. "Of course I have one" he says, "come and get it". I jump in another car and fight traffic for half an hour. What he hands me does not look at all like the old one. No worry, it's the new type, comes in two parts. I go back and give it to Kevin who looks doubtful but slips it over the spindle where it sits as if it's never been anywhere else.

"Hey, while you have the wheels off, please replace my pads, I have them in the trunk" He lowers the car, I grab the pads and coming around see him intently observing the scene in the front wheel well. Shame on me, does this rusty mess belong to me? Me? The

retainer pins seem welded onto the caliper as the hammer goes tap tap tap on the drift. A vigorous blow shoves the pin 2 mm out of the hole. Penetrating fluid and more blows finally persuade the pins to get out of the Girling caliper. The pads are wiggled out. Now the pistons have to retract but they won't. A stronger squeeze produces, well, nothing. No movement. "That's probably why your rotor looks like polished chrome, they're stuck, frozen" Maybe if we open the bleed screw? After a squirt of penetrating fluid we wait one minute. "I'm not going to do this" he says, "you do it yourself while I watch". I feel brave, slowly put on the pressure and see the top of the nipple come off but not the threaded part inside. Expletive. "Look at those rusty things, bet they've been on there since 1974"

Surprise, surprise. A pair of rebuilts can be had for 95 loonies each. Easy way out? Sure. Kevin soaks everything in penetrating fluid and goes to work on another car the next hoist over. I sit in front and wait. An hour goes by and a small white car pulls up. A pretty young woman jumps out and smacks two boxes on the counter. I don't see them, who wants to look at boxes when the person who brings them looks like that. We get a smile. The small white car turns around and leaves. We now have two shiny Girlings on which everything can be moved. Thanks to all the previous soaking, installing them is uneventful if you don't count the struggle with the hoses. Two of them on each side. Why are they so stiff? Little do I know.

Bleeding time. Volvo manual calls it ventilation. Well, ok, same thing. The switch! I remember the switch that must be unscrewed for the warning light. It sits atop the valve body on the left inside fender. A 9/16 deep socket slips over it and we crank. The little brass block with six lines connected, lifts up sideways under the force, threatening to break away from the fender. We stop. No use to break it. Deal with it later. On to more serious things.

We follow the sequence #1 left rear, #2 left front inner, #3 right front inner. What was that? First the rear caliper? Do we have to go there? We decide not to. So pump and hold, open and close, pump and hold. Inboard nipples flow nicely but the single outboard one shows not a drop. Nothing. And the rotor can hardly be turned. That means only one thing: fluid can not return. Narrowing of the arteries so to speak. Comes with old age. We look at the hoses that had felt so stiff before. Original undercoating still crusting on them. They too

must have been there since 1974. Volvo quality lasts a long time.

The man out front phones every parts supplier in town. Sorry, too old, can't get them. Once again thoughts turn to Schram. Why not right away? Because it is not my shop. Get Len on the phone. There is a moment of silence. "Can only get you three, be here at 10 tomorrow."

Because the fluid inside the reservoir atop the master doesn't look right someone sticks a blue latex gloved finger inside. It comes out coated with black crud. Can you clean or flush the inner parts? By this time we had all but run out of ambition, but when you've come this far there's no turning back. When you do a job, do it right. And so we inquire once more about availability. No problem, easy to get and the price is so good that cleaning the old one doesn't make sense. Tomorrow we shall continue.

Didn't I come in here just to buy tires and put in new pads?

Old 144 spent that night on the hoist. All other hoists had new shiny cars on them and the Volvo looked downright pathetic in such company. Why do I beat around the highways and byways of the lower Fraser valley in a 33 yr. old vehicle when I can cruise in something like those? The question remains unanswered.

Next morning Len hands me three brakehoses and asked me the same question. Back in the shop during coffee break five mechanics gathered around looking at what seemed to them like a pre-historic apparition. Said one: "This thing has dual circuit four piston calipers that some new cars only just now introduced but it is older than I am!" He even went to the computer where he read a description of it that said that Volvo was the first in the industry to come out with it way back in the early seventies. When I half apologized for bringing them a headache,

everyone said "Quite the opposite, it's been a real learning experience" and it wasn't a case of just being polite. While waiting for parts we decided to install new KYB gas shocks and had to grind off the clump of rust that had once been the nut that held the old shock to the bracket nestled under the upper control arm.

Schram Motors actually refuses to do alignment on these cars for fear of breaking "frozen" parts.

This story has a moral. Actually two. First: If you plan to keep using and maintain your old car, better start stockpiling certain parts while there still are some. Second: Every chance you have, go check all the stuff that is exposed to salt water spray with a wire brush in hand and a can of anti-rust metal protector. Every connector, retainer bolt, nipple, every screw that clamps something to something else. Free it up, exercise it, oil it. It will save you mega frustration not to say money as time goes on.

Cars respond better in that respect than do human joints. Ask me. ♣

BODY SHOPS AND RESTORATIONS

Gregg Morris

When I started this article it was titled "how to choose a body shop" but it has evolved to include how to organize a restoration, or at least how I do it.

I am frequently asked to recommend a body shop that will do good quality restoration work at a reasonable price. My standard answer is that I am not aware of such a shop at the moment, but I wish I were. The autobody business is a volatile industry. It must be second only to restaurants in the speed at which businesses start and fold. Even shops that don't fold can change internally. The owner can change, or the painter or perhaps that bodyman that likes to do restorations, retires. All this means that giving a long term recommendation is not usually possible.

Finding a suitable shop is a challenge. In this article I will give my advice on how to go about the search and what to look out for. I will also throw in some advice on how to approach the restoration.

You may read this article and think that it is impossible to find just the right shop to restore your car. It may not be easy, but I assure you that taking the time to search out the right shop, and educating yourself about how good body work should be done, will be way less painful than suffering the results of a bad job, or a hugely expensive job, or both. I can think of at least 5 club members who are nodding their head at this point.....from hard experience.

Psychoanalysis and the Art of Auto Restoration (or as your wife would put it, "you need your head examined")

Before we look at body shops lets look at the cars and ourselves for a moment. It is vital that you understand what you are trying to accomplish with a restoration. Are you simply trying to get a few more years out of that 240 Series that has served you so well? Are you trying to make your sound but ratty old Volvo into a car will qualify for collector plates? Are you trying to fix a car in order to sell it at a profit? Does your car hold a sentimental value that overrides its pure commercial value, and makes you willing to invest more in the restoration than you could hope to recoup? Have you looked into the purchase of a new car and decided that you just do not like the complexity, or cost, or anonymity of a new car and have decided you would rather have a "new old car" to drive? In the latter case a large restoration bill can look like a bargain when compared to the cost of a new car purchase, financing charges and the new car's relentless depreciation. Maybe you just want to have the fun and satisfaction of restoring a car. If you go about it right it can be both fun and satisfying. You have to know the answer to these questions in order to decide what level of restoration you want and what you are willing to invest both in \$\$\$ and in your own time and labour.

Now that you have a handle on why you are doing this restoration it is time to get a realistic assessment of the body condition of the car you are about to restore. Even if you consider yourself an expert in the particular model you are about to tackle, I highly recommend that you find another expert to give the car a thorough, objective and unbiased examination. A knowledgeable club member would be ideal for this; not the bodyman at this stage. In preparation for your assessment the car's structure should be as visible as possible. Remove the carpets, trunk mat, door panels and interior side panels so that the floor and inside of body panels can be inspected. Put the car on a hoist or jack stands so the sub-frame can be inspected. Arm yourself with a sharp screw driver, a magnet, good light, a hammer (if



AND THIS IS THE GOOD SIDE

you're like John Cripps that means 3 flash lights and a ball peen). Look for rust, bondo and loose or bulging undercoating. Write down in detail what you find so you won't be tempted to put on your rose coloured glasses and forget many of the bad points. This assessment is **THE MOST** important step. It is critical to the future of your bank account and to the degree of satisfaction you will get from this restoration.

It is always safe to say that a car will be rustier than it looks. There are many cars out there that are simply too far gone to bother restoring. That usually means too rusty but it could also mean too bent. I will always try to talk a person out of restoring a really rusty car. They would be far better off buying a reasonably rust free example and restoring it using the original car to provide the cosmetic and mechanical parts etc. Here are the reasons for this advice. 1. If the body is really rusty the restoration cannot economically remove all the rust and it will be back. 2. The bodywork will cost way more than the cost of finding a relatively rust free car. These can be found via the internet and often no farther away than Washington or Oregon. 3. You will spend far less money restoring a basically sound car and it will last far longer. 4. There is nothing more discouraging than watching you're very shiny and very expensively restored car melt before you eyes.

Take a look at the picture of the 1800ES in this article. This is a car that I recommended not be restored. The owner decided to continue with the restoration and the end result looked great – for a few years.

Even though this article is on bodywork and restoration it is worth noting that you can often buy a well restored car, or even better, an un-restored, low mileage original car for less than the cost of an extensive first class restoration.

Cost Creep. Remember that bodywork and paint is only one of the costs of a restoration. As you disassemble the car you will find mechanical things that you may as well tackle while the car is laid up and the interior, trim, chrome etc that looked just fine with the dull paint and decorative dents may look like hell against that nice shiny smooth bodywork.

How much does body work cost? You can literally take your rusty 240 and pay \$1000 and have it back with a shiny paint job or \$30,000 and have it back with a shiny paint job. The \$1000 paint job would probably have been applied over lightly sanded paint and lots of Bondo. The paint itself would be of the poorest quality and applied thinly. The car would start to fade and rust as you watch and a magnet wouldn't stick to anything below the door handles. Or as Charlie Teetzel describes it from working at a jippo auto auction: Cardboard→Bondo→Paint→Auction. The \$30,000 job could last forever and win car shows in the mean time; but \$30,000!!!, give

me a break. Obviously we need to find a happy medium.

Remember too that you do not always get what you pay for. It is all too easy to pay a great deal of money for a bad job. I have seen many of these. It won't happen to you if you take the time to educate yourself, such that you become a knowledgeable client. Hopefully this article will help you get a very good job for a reasonable price.

Why is good bodywork so expensive? Primarily because it takes a lot of time to do it right, and secondarily because body materials are expensive. I called Lordco and asked for some body shop materials prices just to put things in perspective. Lordco sells PPG products which are mid-range quality. I personally like to use a basecoat clearcoat paint system and that is what I have priced. The retail price of a gallon of Volvo 46 red base coat \$347, gallon of clear coat \$206, gallon of reducer \$43, gallon of epoxy primer \$152, primer activator (2 qts) \$90, gallon of good body filler \$42 for a total of \$1000 with taxes. This does not include finishing putty, sandpaper, grinding pads, masking tape and on and on. If you choose a premium paint like Sikens or Glazrit, you could pay a good deal more than that. The point is that body materials are not cheap and you haven't even considered the actual body work yet.

Before you go out to find a shop it is time to educate yourself. You need to know what should be done and how much of it you want to do yourself. You should already know what is rusty and what is not. You should have a pretty good idea which body panels should be replaced, and which should be repaired and what stock panels and patch panels are available and how much they cost. You should know what paint system you want. As I have mentioned, I prefer an acrylic base coat - polyurethane clearcoat system over a good quality primer. I have found this system to be resilient, long lasting and resistant to oxidation, even in red. You should also know whether you want the car totally painted (good idea) or partially painted (usually bad idea); whether all the existing paint needs to be stripped prior to painting or if the underlying paint is good enough to sand, prime and paint over. (This will take the advice of the painter.) You must decide whether you want the glass removed before body work and painting. (good idea). Decide whether you will be painting the engine bay and the door openings and door perimeters and underneath of hood and trunk lid.

Colour is a matter of personal taste, but if you are considering collector value stick with the stock colour. This also has the added advantage of matching the existing door jams, under hood etc.

How much of the work are you willing or able to do yourself? In my opinion the best way to get an economical restoration, and one that will last, is to do the disassembly, grunt work, rust proofing and reassembly yourself. It

is a waste of money to have a body man to remove trim, scrape floors or remove interior pieces etc. Aside from the money you will save, you could also avoid a lot of lost parts and fasteners.

Picture this. The body shop is going to strip the car for you in readiness for body work. They have an assortment of small cardboard boxes, that parts have come in, lined up on the floor around the car. The designated stripper has an assortment of tools for removing trim, tail lights, bumpers etc and of course side cutters for carefully disconnecting wiring. He probably has not disassembled this type of car before and he is in a hurry. They are always in a hurry. Parts start to come off the car and are deposited into the nearest cardboard box. The odd little piece falls off the trim and onto the dusty floor, never to be seen again. If you are lucky some of the parts will be labeled with a broken pencil on a piece of masking tape. Once finished the boxes are carefully stored against the various walls of the shop where they start to accumulate the inevitable layers of body shop dust until the parts are indistinguishable. Finding these boxes for reassembly is a lot like hunting for chocolates on Easter morning, except that you won't find them all. Sure this description sounds exaggerated, and some shops are very organized and do a good job of stripping, labeling and storing removed parts, but I have personally witnessed what I described in more than one shop.

Here is the short course on what I typically do when having a car painted. I disassemble the car in preparation for bodywork and paint. Each small piece or small assembly is stored in various sizes of zip-lock bags labeled with the contents. I make notes, sketches and take lots of pictures to assist in future reassembly. I remove wires from fixtures without cutting the wires and I label each wire with a piece of masking tape. I take the parts home and inspect, clean and sometimes replace them with better examples. I remove the windshields by cutting the rubber or adhesive so as not to break the windshield. I strip out the interior, carpets, door and side panels. This allows access to the inside of the body panels, and often exposes more rust. I will remove any sound deadening materials from the floors with a scraper or pneumatic chisel and then scour the floor with a cup brush on an angle grinder to remove any rust and dirt. I also clean out the all the body cavities I can reach. I crawl under the car and search for and remove loose or bulging undercoating that may be hiding rust underneath. From inside the car I make exploratory holes into the hollow structural sections of the frame and if they are full of rust scale I open them up and scrape it out. Now the car is ready for the bodyman. When the bodywork is all over I clean up all the body shop dust from all the cavities and then make sure any exposed welds are painted with POR 15 and sealed with joint and seam sealer and

finally rust proof inside all panels and frames members with LPS3 or some other viscous, rust inhibiting liquid. Finally I reassemble all the pieces that I took off at the beginning of the project.

Besides saving money, participation in the restoration has other important benefits. It shows the bodyshop owner that you care about the quality of his work, and it allows you to monitor progress and keep the project moving.

Finding The Right Body Shop

Keep in mind that many, if not most body shops stay in business doing ICBC accident repairs and are not interested in what may be a long term, fussy rust repair restoration. There certainly are businesses that specialize in restorations but they will often be doing valuable cars where the investment in restoration has some chance of being recognized in the future value of the car. Old Volkos are not worth a fortune and are not often seen sitting beside the Aston Martins or Hemi Cudas that frequent these shops.

Consequently, a small proportion of body shops that will do the work we require, and a much smaller number that will do "good quality work for a reasonable price". If you can find a shop that is also familiar with the model you are restoring that is a great bonus.

How to get a list of potential body shops or individuals.

- Look in the Buy and Sell or other classic auto related newspapers or newsletters for body shops advertising rust repair and restoration.
- Ask at the ICBC claim centres for shops that they recommend when a classic car comes in for repair. There will usually be an adjuster who is interested in old cars and knows these shops. The trick is getting to talk to him.
- Ask the owners of nicely restored cars who did their work. Show and shine events are ideal for this. There are tons of events in the summer and even some large indoor events in the winter. If a shop is highly recommended, this is very valuable information.
- Call the various car clubs for recommendations.
- Generally ask anyone and everyone you can think of for a shop recommendation.
- Do a yellow page search and talk to some shop owners. Even if they don't do restorations they probably know shops that do.
- You may also get recommendations of bodymen that moonlight and do work at

their home or even your home and then rent a booth to do paint work. Don't discount this type of operation as it can be the most economical route.

What to avoid.

Before we look at how to choose the right shop lets look at what we want to avoid. Some of these things may sound obvious but it is not always easy to tell.

- Don't choose a shop that does poor quality work, or takes short cuts.
- Watch out for a shop that takes in car, charges the owner a substantial deposit, partially disassembles the car and then does just enough work to make it hard to retrieve the car from the shop. At this point work stops. The car sits on the back burner while they repeat the process with the next victim. These shops may have many cars in various states of disassembly but not a lot of work being done.
- Avoid a shop that does not welcome you to make frequent visits to keep track of the

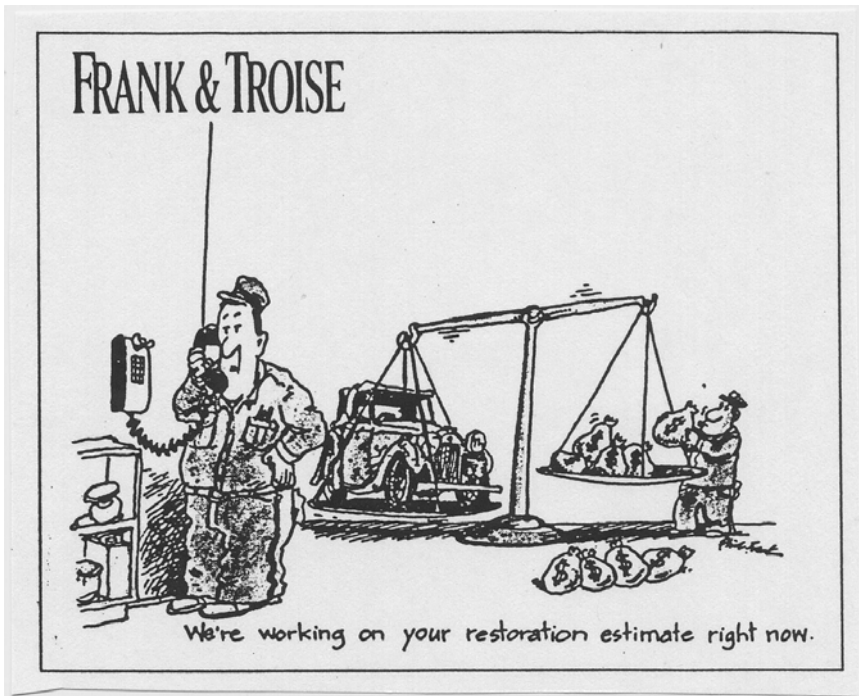
then ok. A side benefit is free storage for the duration.)

- If they won't provide references of recent similar work don't bother with them.

Choosing The Bodyshop Or Individual

Now that you have a list of potential shops or individuals it is time to assess them and get some estimates.

- Before you put them to the time and trouble to prepare an estimate, talk to them about what you are trying to accomplish, and see if they are even interested. If you don't have the car with you take some representative pictures. Take a look at the shop and any cars that are being worked on.
- Assuming they are interested in your project tell them about the availability of body parts and patch panels. Ask them how they go about repairing rusty panels, do they use butt welds, lap welds, structural adhesives? How do they finish the inside of welded panels. Discuss the paint system. Tell them what work you would like to do yourself and ask if you can do it in their shop.
- Ask for some references of recent similar work, preferably work by the actual bodyman and painter proposed for your restoration. Talk to the customers and look at their cars.
- If you now think the shop has potential have them prepare and estimate for your car. You cannot expect them to bid on what they cannot see, so have the car in much the same shape as when you did your own assessment. I.e. carpets out, door and interior trim panels off, trunk mat out etc. Point out every problem you know about the car. They should be very interested to see under the car. Get a very detailed written estimate. Remember a good estimate takes time. If the shop seems like a very good candidate you could offer to pay them for the estimate. This would tell them you are not just trying to waste their time. Discuss the project as the estimate is being prepared and make sure the estimate reflects the discussion. E.g. Discuss what panels would be replaced and which repaired, what work you will do, what parts you will supply and their



- job.
- Don't enter into an open ended, time and materials based payment contract unless you are 200% sure of the shop's honesty and credibility. These can cost you a fortune.
- Don't tell them that you are in no hurry and that your job can be a filler for when they are not busy. This seldom saves any money. In fact it just takes forever to get the car finished and allows endless opportunities to ask for increased fees. (Actually there are times when the "no hurry, use the job as a filler" does work. If you really are willing to wait a long time for the job to be completed and you have negotiated a fixed price for the work,

condition, what parts the shop will supply, will the glass be in or removed, will the paint have to be stripped or just sanded. Will the door jams, engine bay, and inside of hood and trunk be included, what paint system will they use. What specific details you want retained, such as factory seams between rear fender and rocker panel. Specify a starting date and a completion date. There are always some unknowns, but a competent shop will have an idea of what might be found. They may provide a fixed price quote with some "subjects". For instance they may say that if we take off the outer rocker panel and find the inner to be rotten it will cost an extra \$---. If we find problems under the paint such as hail damage, bondo from previous damage, poor primer, multiple layers of paint etc it will have to be stripped and it will cost \$_____.

- Ask the shop whether their insurance covers your car in the shop. It is a good idea to get your own storage insurance coverage anyway.
- Get as many estimates as you need to assure yourself that you have made the

best choice available. This often does not mean the cheapest.

- Do not pay a deposit. Ideally do not pay anything until the job is done to your satisfaction. If progress payments are to be made always stay in a position where you owe them as much as possible to maintain the incentive to complete the job.
- Even if you have decided not to do much or any of the work yourself, visit the shop often, preferably daily, to monitor progress and quality. Take some pictures for your project album and generally to show your interest but don't be a pain in the ass.

Other alternatives.

If you have the skill and space consider doing all or part of the body work yourself. You can certainly pay for all the equipment you will need in the savings from one restoration if you do the work. Welding if it does not show does not have to be pretty. Grinding discs are cheap. Frame work or floor work isn't visible. As your skill increased try some of the outer panels.

Also some of the new bodywork adhesives are very effective. It may sound funny to glue

your car back together but these are structural adhesives and used correctly, in reasonable places, they can avoid some welding that might otherwise warp surrounding bodywork.

If you are really crafty you could also do body prep work that involves filler and sanding and primer. Ideally you would do all but the final paint. This takes skill and any flaws will be accentuated by the shiny paint. I know one club members who has done just that, and then had the body painted at Maaco, using an upgrade from their usual poor quality paint. The car looks great.

Another friend hired a welder that came to his house and did all the welding in his garage. Then he took the car to a paint shop for filling sanding priming and painting.

Sometimes the barter system works. A young woman with an old Volvo in need of restoration once called on me to buy some used body parts. She described how much body work was needed on her car, and as I listened to her, I roughly calculated that the work required would cost about double what the car would be worth when it was finished. I mentioned that body work is expensive. Her reply, "Not if you date the bodyman"

WHATS NEW (OR OLD) AT VOLVO

PRESENTATION BY LARS NYBORG

To the Australian Volvo Club

(from the Jan/Feb 2007 edition of the Rolling Newsletter of the Volvo Clubs of Australia)

This article gives an interesting insight into the Corporate Volvo from the 1980s to date.

It was a great honour to have Lars Nyborg – Engineering Director Ford Motor Company of Australia as our guest speaker at the November night meeting. Lars was formerly the Director of Vehicle Dynamics and Active Safety at the Volvo Car Corporation, and has over 25 years of experience at Volvo and Ford. He began his career at Volvo in 1981 as a chassis engineer (working on tyres), after graduating with a master's degree from University in Gothenburg. At that time, he sold his first Volvo (an Amazon) and upgraded to a 240 Turbo.

This was during the development period of the 760 within Volvo, with some Volvo engineers thinking "Oh dear, this is a crisis" when they first saw the angular styling of the car. It was designed to suit the US market, which is one of the key markets for Volvo. Ironically it didn't do too well in the US, but it was very popular in Europe. In this case, the product planners got lucky! The 760 spawned the Bertone-designed 780 Coupe, which was supposed to have has a turbo V6 engine. Unfortunately Volvo were unable to resolve overheating issues with the turbo V6, so the car went into production with a naturally-aspirated V6 and later the turbo 4-cylinder engines.

In 1989, Lars was a manager in the chassis department. There were 2 distinct teams – one

working on the P7 platform (the "current" model 7-series and 9-series) and other working on the revolutionary P1 platform (what was to become the 850). The Volvo 850 was the biggest industrial project undertaken in Sweden – EVER! There was a lot of emotion within the company (front wheel drive vs. rear wheel drive.) Fortunately, the 850 was a big success for Volvo. There was to have been a new RWD platform, but it was cancelled due to the pursuit of a merger between Volvo and Renault.

Why did the Volvo/Renault merger fail? Some of the reasons were Engineering were generally not for the merger (probably like a lot of engineers – fear of change?) Renault could not understand the Volvo safety philosophy ("Safety beyond stars" as Lars describes it). Everything at Volvo had safety inborn – it was not an extra or a nice-to-have. Because Volvo was run by a Safety guru, that probably didn't help with the merger! Ultimately, the merger failed, and Volvo was left with no new product plans (all they had was the 850 platform). It was a terrible/scary time for the company.

With no new model plan, Volvo put all their efforts into developing a 10-year plan, which included the new S80 and S/V70 models – all done in a very short time period. Engineering was totally re-organized, with the goal being to deliver the new strategy to plan. Safety was a given, but they also had to reduce the new model development time by 30-40%. It was the new standard at that time – and a lot of hard work and passion went into the program by all involved.

In 1995, Lars went from the chassis group to the test department, a group of about 280 people who performed all vehicle tests. This was also about the same time of the Nedcar joint venture with Mitsubishi. The S40/V40 was to be named the "S4" but Volvo found out very late that the name was protected by Audi. This resulted in a last-minute change to Volvo's entire naming strategy – not something to be looked upon lightly!

In 1996 the 850 AWD was developed. The project was basically dreamt up in a weekend "kitchen" conversation. It was never meant to be a large volume selling model – in fact it was only originally intended to be sold in volumes of 4000 per year, but this turned into 20-30,000 per year when the car was introduced. This caused huge issues for suppliers and Volvo alike, as nobody had predicted the huge success of the concept.

There was a lot happening at Volvo in those years. The S80 was in the final phases of development, and Volvo has embarked on a joint venture with UK engineering firm TWR to build the C70 coupe. The C70 was developed in about 2 years, and was a huge challenge for TWR and Volvo to ensure the quality of the car was up to Volvo standards. Incidentally, when asked, Lars said the C70 convertible (original model, not the new hard-top convertible) is the most beautiful Volvo in his eyes.

Getting back to the S80 – this was an enormous undertaking for Volvo. The car had a (world first) new high-tech electrical system using multiple computers interlinked

(multiplexing) to reduce the amount of wiring in the car.

Signals could be sent between computers and modules along the same wire, reducing the need for multiple wires running between each computer and module. Teething problems with the new system could lead to odd problems, such as you try to adjust the seat, and the window goes down instead! It was all computer stuff, and the technicians had insufficient training to deal with the issues. It led to a few uncomfortable test trips when testing in winter and the windows and sunroof opened and wouldn't close, and the temperature was minus 35 degrees C. Even with all the problems and new computer systems, the S80 was introduced to plan and quality in 1998. Whew!

IN 1999 Ford Motor Company bought Volvo Car Company. Fortunately for Volvo it was a very gentle transition (in fact Volvo almost didn't notice anything had changed!) They had learned from the Renault mistake.

In 2000, Lars became Deputy Vice President of Vehicle Engineering. At the time, he spent half his time working on the development of synergies with Ford. Obviously, investments in automotive development infrastructure such as wind tunnels and crash test labs run into the billions, so it made sense to rationalize the Ford and Volvo expenditures. Around the same time, the V70XC and S60 were introduced, to put things into historical perspective.

In 2002, Lars moved back into the Chassis area, when he became Director – Vehicle Dynamics and Active Safety. This began the era of new safety innovations such as dynamic stability control, brake and steering intervention, etc. Many of these new state-of-the-art technologies are being rolled out in the all-new S80. The complexity and interaction of these new safety systems mean that not every situation can be physically tested in the safety test lab or on the test track, so much of the testing is done via computer modeling.

In 2002, Volvo recognized the lack of a 4WD SUV in the USA as a huge potential market. Unfortunately, they couldn't get it through because the business case didn't seem to stack up with the predicted volumes. The only way they could get the program approved was through some creative bookkeeping! Fortunately for the XC90 it was introduced and became an immediate success and profit-generator. Predicted volumes of 40,000 per year became 90,000 per year in reality, which again caused huge issues for suppliers (who had only planned on 40K per year!)

About the same time, the new platform (co-developed with Ford) spawned the new S40/V50, and the upcoming C30 and new C70.

In 2004, Lars moved to Ford Australia as the Engineering Director. He's enjoying the new experiences in Australia (for example the difference between the Australian and other markets when it comes to ride &

handling/chassis dynamics) but he will eventually be going back to Volvo when his contract with Ford ends. He said he's not in a real hurry to return. ♣

HAMPSHIRE POLICE OFFICER STEVE WOODWARD NEVER THOUGHT HE'D SEE HIS OLD VOLVO 240 PATROL CAR AGAIN.

Practical Classics, September 2006

Steve Woodward lives in Portsmouth and has been an officer with the Hampshire police for 28 years. Married with three kids, his spare time is devoted to Police Car UK (www.policecaruk.com) an organization dedicated to the research of police vehicles for manufacturers and enthusiasts. To learn more visit the website.

In May, 1985 I was asked to collect the Hampshire Constabulary's latest divisional area car, a Volvo 240 PS (Police Special), registration B211 WPX from our transport workshop in Winchester. Over the next two and a half years, the Volvo - call sign 'Victor-Sierra-Five-One' (VS-51) – and I patrolled the streets of Portsmouth. Hampshire was the only British force to use the PS. Despite political pressure to use British-built cars we felt the Volvos were better value and had around 100 of them. The PS was based on the 240 GTL but had steel wheels and heavy-duty dampers, and an easy to clean interior – after a bad Saturday night we'd have to hose off the vinyl rear seat and the thick rubber floor covering.

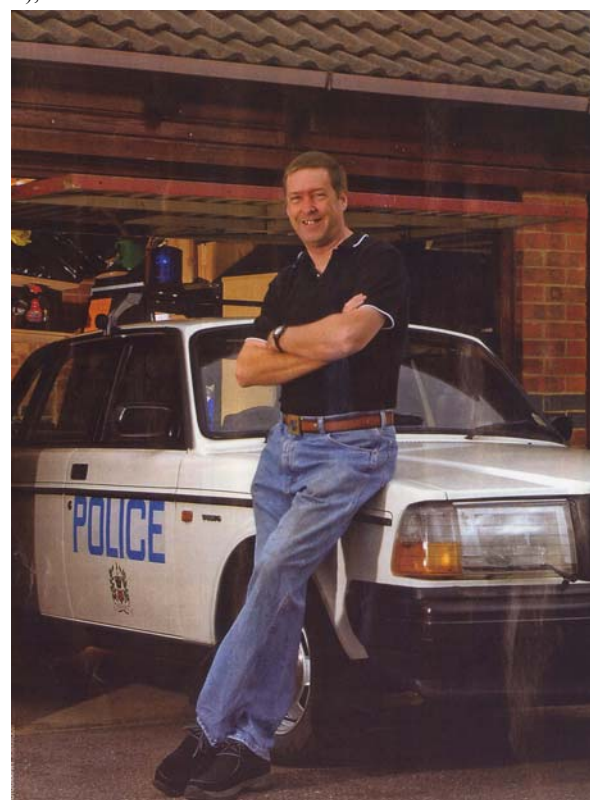
Many think of the 240 as an old man's car, but the Volvo shone in high-speed pursuits. Its 136 bhp 2.3 litre fuel injected engine gave it performance to match an original Ford Escort RS2000, and the predictable handling gave you confidence in dangerous situations. I once pursued a Suzuki GT750 motorcycle that was ridden by a disqualified rider at more than 100 mph through Portsmouth during rush hour. We not only managed to keep up with the biker, but stopped him and arrested him.

But the 240s most memorable tour of duty was in 1987 during the Great Storm, probably the scariest night of my career. We rescued a dozen people from collapsed buildings that night, and everything was airborne from branches to garden sheds. I was glad to be in the Volvo because it so strong. We both survived, but the 240 needed a new wing after being pounded by a shingle from the beach.

Finally, on November 2, 1987, after an incredible 162,000 miles of service, the car was retired and I was asked to return it to the workshop. I'd driven the 240 from the start to the end of its police career, so in a way I always thought of it as mine. The Ford Sierra Sapphire that replaced it wasn't a patch on the dependable Volvo. I was sad to see it go. But 12 years later I got a phone call from a friend

of mine who works for the Hampshire Fire and Rescue Service. He'd attended a big house fire in Bournemouth and found himself leaning against an old white Volvo and realized it was probably an ex-Hampshire police car. When he told me the registration was B211 WPX, I nearly fell over. The coincidence brought back happy memories but I didn't think to follow it up. But three weeks later he called back to say he'd knocked on the owner's door to see if he wanted to sell it.

'Why?' I asked. 'In case you wanted to buy it,' he replied. Again, I asked why. 'You might want to restore it one day'. Now, I'd always fancied restoring an old car but to be honest, I'd never had the bottle to take something on. But this was something special. I had to take a look. When I saw the state of the 240, it really upset me. The offside front wing was stoved in where the owner hit a



gatepost, an inch of water was sloshing about in the footwells and there was a rusty hole as big as your hand under the rear window.

The owner wanted 600 pounds for it, which was 550 pounds more than I thought it was worth. It was hard to walk away but I expected him to call back. He didn't. Yet, as much as I was disappointed, I was secretly relieved because I wouldn't have known where to start. However, on Christmas Day I opened a box from my wife. Inside was the 240's registration document and ignition key – she had secretly bought it for 300 pounds. I was over the moon. It was a great present and the push I needed to start a restoration. In January I returned to Bournemouth to collect it.

The engine sounded fine and still had some go, despite clouds of soot from the exhaust. But when we reached the A31 it stopped dead. I opened the bonnet to inspect the plugs and HT leads. They fell to bits in my hands. I got towed home and assessed the damage the next day. I reckoned the work would take six months but I had no idea how time consuming and knacker-ing it was going to be.

We eventually finished it five years later, in June 2005. The body wasn't as rough as those some Practical Classics readers tackle, but for a first-timer like me it was quite daunting. Both sills, rear arches and driver's side floor needed to be replaced while the spare wheel well was non-existent. The worst part though, was the hole under the rear window.

I'd bought a donor car, and with my mate Barry Gard, who had a little experience in restoring cars, I cut out the entire three quarter section where the offside C-pillar, the boot and the parcel shelf meet. We took two weeks cutting out the same section on my car and grafting in the new piece. It had to be spot on. If it wasn't, the rear door wouldn't have shut, the roof would have been the wrong height and I couldn't have fitted a new rear window. We got it right. You can't see the join. All the other new panels came from local Volvo dealer Cambridge Garage and bolted straight on, except for the sills. Welding in replacements involved a lot of hard work to ensure the panel lines were perfect.

By early 2005 it was ready for painting. I knew as a novice restorer it would be wise to get the car painted professionally. I'd asked around who was the best and everyone said the same company, A&B Motor Services of Portsmouth, who did a brilliant job.

For much of the restoration I relied on my memories of the car for reference and I knew there should be a coach line down the side. I discovered Volvo could still supply one but it would take six months to arrive and would cost 80 pounds. I bought one from Halfords that was the same matt black shade, exactly the same width – and cost a quid.

With the exterior finished, it was time to refit the interior. This was the hardest part because it was unique to the police specification and some of it was irreplaceable. Take the seats – the rear bench was all vinyl, but the fronts were half vinyl/half velour and were crushed and ripped. I found a local upholsterer, Mitchell & James, who said it could fix them, but six weeks later the firm confessed it was having problems getting the right cloth. Luckily, a friend of mine was selling an old 'civilian' Volvo 240 spares car that had an all velour interior the same colour. I'd never seen one in any other Volvo and I don't know why his had it. So I bought the car for 60 pounds, ripped out the seats and took them straight to the upholsterer, who salvaged just the right amount of cloth.

There should also have been a row of purple rocker switches on the dash for the

sirens and lights but I couldn't find any. Lurking in the back of Hampshire police's transport workshop was an old ice cream tub full of the right switches for my car. Throughout the project, John Bradley, the Hampshire police transport manager, was an absolute gem. He helped me dig out all sorts of features unique to these police cars, including the chrome dash-light, the police signs and the county crests for the doors. I found a radio on the eBay auction website. The roof mounted blue lights were equally easy to sort. All I had to do was nip down to my local Halfords store, buy a standard roof rack for a tenner and then get two blue lights from the transport workshop. The illuminated 'stop' box on the boot lid wasn't so easy. The force had scraped that design ages ago and the company that made them had gone bankrupt. After much searching I found the right box that had come from another police car through a contact of mine in Devon.

All the engine needed, other than new leads and plugs, was a service and a change of injector seals. And that was it. It's now ready for the Hampshire Force Families Open Day at Neteley in June 2005. At three in the morning on the day of the show, the car was ready. But because I'd organized the event, instead of enjoying the moment of the 240's return to the community, I worried about everything that could go wrong with the show. ♣

VOLVOS IN MOTORSPORT

RACING THROUGH LIFE

Gregg Morris

We have five of our Club members who race old Volvos in one series or another. Some are in Historic Racing; some in Conference Racing and one in Rallying. Lets find out what they have been up to this winter and their plans for the upcoming racing season. All of them can be seen at Mission's River's Edge Raceway at one time or another. By the way, the Vintage Race Car Club of BC (VRCBC) usually holds it's Historic Race Weekend in Mission in the Spring, but this year the Historic Weekend will be held August 4 and 5, 2007. See the VRCBC website for the complete schedule of events for Mission as well the race tracks in Washington and Oregon.

GIL STUART lives in Nanaimo and has two Volvo race cars. He circuit races his 58 PV444 in Historic Racing and Epic Paved Rallies such as the Carrera Panamericana, and hopefully some day the Targa Newfoundland.



PETER VALKENBURG 544

In the January 2007 newsletter you read of his 4600 mile journey with Charlie Teetzel to compete in at the historic races at Road America, where Volvo was the featured marque. In preparation for the 2007 racing season Gil is having a new engine built for the 444 by Phil Singher on Whidbey Island. Phil is an excellent mechanic and builds very powerful and very consistent Volvo B18 and B20 engines. Phil also a witty and accomplished writer who periodically provides articles for our newsletter. I look forward to seeing how Gil's 444 performs with the new engine at Mission, Seattle and perhaps Portland.

Gil also competes in BC rally events

on the mainland and the Island. Recently Gil was elected Vice President of Rally Pacific Motorsports (the BC region for Canadian Rallysport). He came second in the Historic class at the February 2007 running of the Thunderbird rally, driving his 67 123GT rally car. Pretty amazing considering the car was just reassembled after being totally stripped for a restoration. In Gil's words "Thunderbird Rally went well. Our Volvo was 17th overall and second historic. Our performance was very good but the very high quality of the field pushed us down the results list. We started in Merritt



GIL STUART'S 58-444 RACE CAR



GIL STUART'S 123GT IN THE THUNDERBIRD RALLY

Saturday, over-nighted at Vernon and returned to Merritt Sunday. This is a Time/Speed/Distance rally timed to the second over most of the route of 800 kilometres. It is a navigational rally with modern and historic cars. Total 48 entrants 6 of which were historic. A Saab Sonnett actually won outright beating all the 4 wheel drive Subarus. Quite an achievement. The 123GT came back in good shape with only the overdrive wire pulled off in the heavy mud. I am pleased.” See the www.rallybc.com website for pictures and details.

Gils will be converting the 123GT to accept Ford drum brakes to avoid the axle breakage problem that plagues old Volvo differentials in competition conditions.

PETER VALKENBURG of Port Moody, continues to develop his black PV 544 historic racer. To learn about this relatively famous car see articles in our January and September 2005 newsletters. According to Gil Stuart the folks at the Road America event were still asking about Peter’s car. That’s because it was constructed by Klaus Schonfeld and raced very successfully on the east coast.

After a full season of racing in 2006

look for some braking improvement. Look for Jim at Mission and Seattle.

If your Volvo quits in Duncan on Vancouver Island you will probably meet **RICH COTE** of Dancia Motors. Rich owns and operates an excellent independent Volvo repair shop on the Island Highway just north of Duncan. A couple of years ago he decided to build a car to compete in “Conference” racing and the result is a scratch built 1981 242, with



JIM LATHAM & 68-122 RACE CAR

a B230- Turbo engine. Rich and his friend Mitch Guindon have done a first class job of fabricating the race car. The race series is titled SPM for Super Production Medium for cars too modified to compete in production classes. Engine sizes range from 2 litre to 4 litre with a 1.4 multiplier for Turbo engines. After running 7 events in the first year Rich and Mitch have a pretty good idea what improvements would benefit the car and this winter they have upgraded the front suspension with

coil over struts and Koni double acting adjustable cartridges. At the rear Bilstein adjustable rear shocks. The engine is currently at the machine shop having custom forged (short) pistons with lengthened rods to provide a tough bottom end that will allow them to safely run more turbo boost for more power.

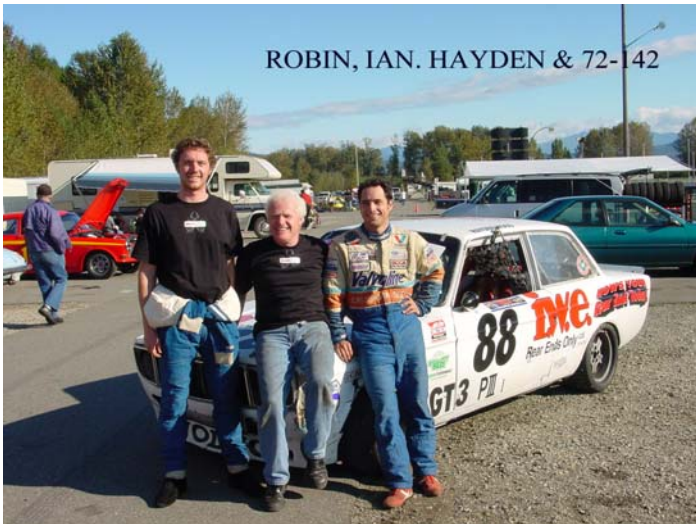
Their first event of the 2007 season will be running the Knox Mountain Hillclimb in Kelowna on the May long weekend. He hopes to run 3 more races, one each at Mission, Seattle and Portland. He likes Portland because there are 4 or 5 Volvos running in the same series. If you want to know his race schedule or if you want

great Volvo service in the Duncan Area give Rich a call at Dancia Motors 250-746-4612.

IAN WOOD is the owner of the best differential repair shop in BC, (my opinion) called IWE Rear Ends Only. Ian is a dedicated racer competing in a variety of events and series. Ian is a prominent member of VRCBC and has been Race Marshal at many of the Mission Historic Race Weekends. He races a newish Mustang, and a Rawlson ports racer car and has also has a long association with racing Volvos. Ian (and Geoff Silcock who originated Swedish Service and Scandia Motors) raced a 544 in the 70s. There is a great picture of Ian with the 544 way over on 2 wheels at the Knox Mountain Hill Climb. Ian still has a Volvo race car, in this case a 72 -142 that he and his son Hayden prepared to race in Conference racing in the GT3 class. I last saw the car at Mission in October 2006 where it was being raced by Ian’s son Hayden Wood and his friend Robin Strachen. I understand Hayden is currently working as a

race car mechanic in Britain and Robin is a BC Hydro Engineer living in Rossland near Trail so we probably won’t be seeing the 142 on the track this season.

JOE CONTEIRAS raced a black 1800S at the Mission Historic races in the early 2000s. Joe built the car from a street car and raced in the Historic events for a couple of years. He enjoyed the racing but objected to some of the Vintage eligibility rules, such as no side draft Webers. He found a pretty novel solution to that problem. He peeled the unibody 1800S like a grape and mounted the body skin on a custom made tube frame chassis. Then he added a turbocharged 230 engine, custom transmission, custom race brakes and a quick change diff. Essentially a P1800 Nascar. The car, now bright orange, will be ready to race this spring. He obviously does not plan to



ROBIN, IAN, HAYDEN & 72-142

Peter confirmed that his car was powerful (thanks to Chris Naylor’s engine building skill), handled great, but was not all that keen on stopping. Peter concentrated his winter efforts on improving the braking. Look for Peter at Mission and Seattle.

JIM LATHAM of Abbotsford, continues to develop his 68 122S racer. Jim purchased his car in 2005 but it has been a rally car and racer since it was almost new. The car has worn its distinctive orange with yellow side flash paint scheme since it raced in the 60s. See page 4 of our September 2006 newsletter for some background on the car. Jim put the car on a strict weight loss plan last year and this winter he is trying to get more revs from the new engine he installed at the end of the 2006 season. He will also install a fuel cell



RICH COTE 242 RACE CAR

Vintage race, although it would be great if the VRCBC would allow him to join a demonstration class. It should be fun to watch Joe compete in Conference racing. I will write more about Joe and his car in a future issue.♣

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.

CLASSIFIED ADS

66-1800s white/black, 82 K miles, 4sp OD, complete, very restorable. 71 1800E auto, very rusty parts car. \$3000 obo for pair Steve 604 796-2050 (home) or 604 703-2955 (cell) Agassiz, B.C.
66-122S, \$5000 dk.green, rebuilt B20, overdrive, new front seats and floor mat, collector plates, service records from new. 604-526-8026.
68-144s-\$2900, red/black, auto, 113 000 Miles, Good Cd, Runs Well, New master cylinder, rebuild gen, new voltage reg & battery, recent brake work, stored indoors, good Interior, Well Loved, Moving Must Sell, White Rock, BC, phone: 604-603-9207 john@power-west.com
70-164S-\$3000, yellow, 4sp & od, 109,000 miles, black leather, good in and out Andrew 604-947-2617
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
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 1800ES. \$5500, California car, 4 sp-od, straight body, needs paint, AC not working, 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.
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
83-242DL-parts or restore, 4sp od, rusty, 180,000 km. New clutch, rear brakes, fuel line. Heater and ac work Richard.lane@sympatico.ca
82 244DL-\$3000, auto, very gd cond. Appraised at \$4800 4-door with an automatic transmission. It is in very good shape and was appraised in August 2006 for \$4,800.00. Richard.lane@sympatico.ca
84-Volvo 240 GLE-\$5800 , silver, 200K mint condition, no rust, runs like new. not winter driven 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
86 -760GLE V8 PROJECT-\$2700, 302 Ford engine installed, but not yet running. , Bob, at 604-530-6046 or 604-837-4225.
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 (volvoridge@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
70 144S, Parts or whole, Passenger side doors hit in a collision, collector plated prior to accident, Car was a daily driver even after collision, but ICBC will not allow it to be relicenced in BC. Sharen 604-434-6737
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
72 1800ES for parts. Car is complete, Gregg 604-469-1216
83-760GLE parts car, 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 new Michelin 205/45-ZR17 mtd on 7 spoke 850/S70 alloys + one spare rim, \$2250 & 4 nr. new Gislavid P195/R60-15M&S on new 850 rims, \$850 obo [Ted 775-0620](tel:775-0620).
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 775-0620](tel:775-0620).
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
90-740GL-\$5000 obo, new Auto, 310,000km, Silver/black interior, great cond Sunroof, R, new CD player ipod ready, new plug wires. 250-748-1424
96-960 \$16,500, burgundy/grey, 46,200 km, mint condition with every option, even 5 cd player, Bob 604-576-6100 Cel: 604-309-9825
89-745 Turbo, \$7850, 181K, burgundy, all options, Mint cond. Cargo area seat, new Michelins, new headliner, Bob: 604-576-6100, Cel: 604-309-9825.

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 Surrey, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 20%

Volvo of Victoria, 2735 Douglas St., Victoria, BC, ph 250-382-6122New parts: 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%

