



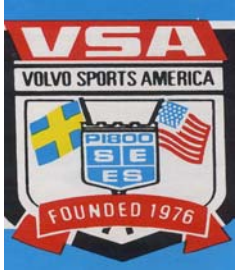
THE VOLVO CLUB OF B.C.

SEPTEMBER 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: mkbk@erols.com,
Annual membership fee US\$32 or \$45 Canadian funds Website www.vsa.org

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

SEPTEMBER 30, 2007, (Sunday) V.C.B.C. 16TH ANNUAL CATES PARK PICNIC Rain or Shine, North Vancouver, B.C. from 9:30 am to 5:00 pm. Bring a picnic lunch, or use the hot dog vendor, shine up the Volvo and bring the family. There will be ****LOTS**** of raffle prizes as well as dash plaques and trophies for the Peoples Choice and Runner up. We will also hold our annual general meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. For info call **Darcy Bullock 604-538-7402**

MID - OCTOBER, 2007, Vancouver Island Chapter FALL COLOURS TOUR, Watch the website for the exact date or call Bob Cuthill. Rendezvous at Can West Mall in Langford 10:00 a.m. contact, **Bob Cuthill 250-658-0126**, lbcuthill@shaw.ca

NOVEMBER 14, 2007 (Wednesday) VCBC TECHNICAL SESSION 6:30 p.m. Hosted by Volvo of North Vancouver, 809 Automall Drive, North Vancouver, Subject: **"My car won't start!"** Ian Peterkin will demonstrate fault tracing techniques and explain the most likely causes for "non-starting" of the 200, 700/900 and 850/S70 series. For more info call. **Gregg Morris @ 604-469-1216**

JANUARY 23, 2008 (Wednesday) VOLVO CLUB WINTER SUPPER, The supper 7:00 pm at the New Westminster Spaghetti Factory at 50 - 8th St., just up from the Sky Train Station. call **Dave McAree 604-530-6097**

REPORT OF PAST EVENTS

VOLVO OF SURREY, SPRING SALE AND CLASSIC VOLVO DISPLAY

May 5, 2007

Gregg Morris

This event has been in the works for almost a year and it has been fun working with Mike Thompson, Parts and Service manager, Volvo of North Vancouver. Mike has been our Club's prime contact with the Volvo Division of the Pattison Auto Group. It started when he kindly agreed to host a Fall technical session in November 2004. He introduced us to Ian Peterkin, Volvo super-technician. (The "super" designation is given to a master technician who will put up with endless questions from keen club members.) That first year, Ian did a great job of carrying out a tune up on an engine while simultaneously providing a technical narrative and calmly answering questions from 20 guys crowded around watching him work. We were so impressed we asked Mike if he would host the 2005 and then 2006 sessions. Ian's sense of humour seems to be holding out so we will hopefully be at North Van again this year.



Mike Thompson is a good parts and service manager, and one of the reasons is that he is no stranger to the tools. He started out as a mechanic with Nigel Smith, at Westview Engineering, a Volvo-only service shop formerly on Esplanade in North Vancouver. (Nigel is an excellent mechanic and an excellent mentor. Another of Nigel's employees Jason Leber went on to become an award winning Master Volvo Tech with Don Dockstader Motors.) When Nigel closed Westview, and opened a shop at his home near Qualicum Beach on Vancouver Island (BYM Motors, 250-752-8961), Mike joined the Volvo Dealership, Specialty Motors on Marine Drive in North Vancouver. From there he moved to his current position at Volvo of North Vancouver.

Surrey's sales manager, emptied the whole parking lot in front of the dealership for us to display our cars. Greg Williams, Parts and Service manager for Volvo of Surrey offered an early bird draw for those who had their cars on display before 9:30 in the morning. The incentive worked and all the official spots were full by 10:00 and after that we started double parking cars and spreading out into other parts of the lot.

Mike had arranged for coffee and donuts for the morning and that hot coffee was really appreciated. The weather had cooperated to the extent that it wasn't raining, however it was really cold for May. I heard someone describing it as a nice mild winter. We set up our club table and club directors Dave McAree, Glenn Little, Darcy Bullock and I took turns

Greg Williams, parts manager at Volvo of Surrey had set up some displays in his beautiful tile floored service shop. There was an engine and transmission from an S70 on stands and there was an XC90 V8 with the valve cover off the engine to display the high tech innards. This particular vehicle was having a valve cover and other front engine castings replaced after a front end collision. I asked the mechanic if he had been inside any of these V8s and he said only in training sessions as they have been very trouble free engines.

By lunch time it was sunny and finally warm and we had about 40 cars on display, with nice examples the PV, 120, 140, 160, 200, 700 and 900 series cars. In addition to our local cars, Steve Hutchens, Don Voegel and Steve Yabroff came up from Washington State and Al Larmon drove his newly restored 164 all the way from Vernon for the day's festivities. Mike Thompson set up a barbeque, donned his apron and started tuning out smokies and vegidogs. No one went away hungry.

The Volvo of Surrey dealership is brand spanking new and is a very smart looking operation. It has a second floor bridge-to-nowhere that is visible from the freeway. It provides a unique display space for their new vehicles. The show room is big and bright with 2 story windows and comfortable seating for customers. The site is large and they can hold a large inventory of cars. Erik offered us new-car test drives and I took the opportunity to drive a new C30. The car I drove was base model with 5 speed standard transmission and 160 horse power. This is a small car and it has the same power as the old 740 turbos. Not surprisingly it was blazingly fast and handled really well and I couldn't feel any torque steer. The 6 speed and 215 horse power available in the sports version of the C30 must be something else. These are neat cars and they should sell very well in spite of the bazaar advertising for the model. There must be some people who get the point of those ads but I have not met any yet.

About 2 o'clock, Bert Sherlock whispered at the milling crowd and got their attention so I could introduce our hosts and give out the awards. The people's choice award went to Rob Wanner for his newly restored 68 1800S. It was well deserved as Rob did a beautiful job of restoring his car to stock condition and then he added a nice set of period correct minilite replica wheels that really set the car off. The Peoples Choice Runner-up went to Gil Graham for his bright red, mint condition, 69-122S daily driver. It is not easy to keep a 38 year old car, that is your only transportation, in show condition. Gil does it and he heartily deserves the award.

With the awards over, we thanked the event organizers from the Pattison Auto Group, Mike Thompson, Eric Duchesne and Greg Williams. Erik spoke on behalf of the Dealership, thanking us for our display and



Back to the event. Our Spring event is always an important one for our club. It is sort of Volvo Ground Hog day. It gives us a great excuse to get our shiny old Volvos up and running for the season and have an opportunity to talk to our friends and show off our winter's work. Every year there are new cars in the mix and some of them newly restored. This year the new restorations on display were Rob Wanner's 68 1800S and Al Larmon's 164E. By coincidence, both were painted in their stock colour of solid light grey. I'm sure our club is having a positive effect on the growing number and quality of classic Volvos now on BC roads.

Knowing that this was the Pattison Auto Group's first spring show and shine event, Mike Thompson decided to keep it fairly low key and learn from the day. He advertised the event in the newspaper with the intention of attracting the Volvo-buying public to visit the new Surrey location. Eric Duchesne, Volvo of

taking membership renewals, new memberships and selling club clothes. We collected lots of renewals and when I later entered them into the membership list I found that 5 or 6 of them were members returning after a few years absence from the club. That's always a good sign for the club.

At our Club directors meeting last fall we decided to improve our car displays in preparation for this new event and Darcy Bullock volunteered to produce descriptive technical sheets for all the old models up to the 900 series. That way we could park the cars in model groupings and display the information sheets for each group for the interest of the visiting public. Darcy provided the tech sheets, and to our great good fortune, Mark Kellock of Don Dockstader Motors donated us 9 of the Plexiglas sign boards that they use in their new car showrooms. It was quite a polished result and we intend to do the same at Cates Park.

attendance. These are 3 really nice guys. They put themselves out to provide us with a most enjoyable day and to top it off they gave everyone in attendance a Volvo back pack to take home. We will try to build on the success of this first event when we put the show on the road again next May. ♣

Vancouver Island Show-N-Shine VI

May 13, 2007

Bob Cuthill, Island Director

Dateline Inuvik, NWT. For those of you

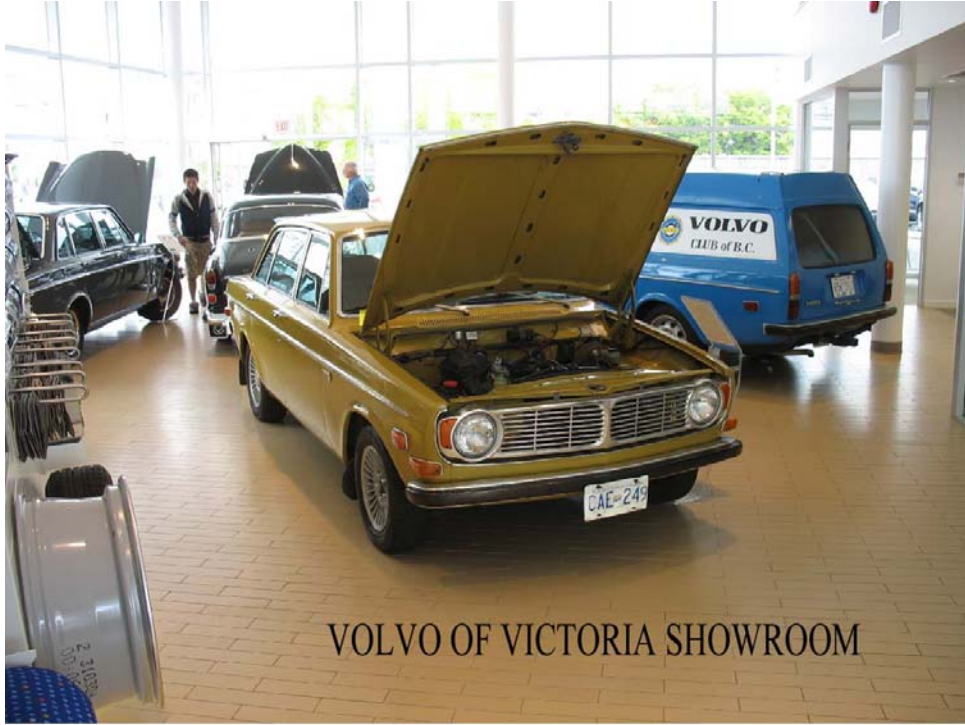
midst of the planning stages I received an email from Angela Moran, Financial Services Director at Volvo of Victoria. She was following up on an idea which had been batted around between the club (namely me when I would drop in for coffee) and Volvo of Victoria – some kind of joint event. Well, this year it happened. Over several planning meetings and Bob’s negotiations with his boss to confirm Bob would be in town on the proposed day, a plan slowly emerged. The

planners agreed that it would make a great centerpiece to have a new C30 and an 1800ES glass tailgate to glass tailgate as the centerpiece for our displays. And of course they had to be the appropriate Swedish colours of yellow and blue. So stage center on May 13 was Volvo of Victoria’s shiny blue C30 and Peter Landsman’s shiny yellow 73 1800 ES. I’ve got to admit, it was a beautiful sight!

The morning of 13 May was overcast and somewhat threatening but the rains did hold off. Soon, the parking lot was starting to fill up with beautiful examples of Swedish Iron. Yours truly took it upon himself to be the first one into the showroom (and last one out) with his trophy winning silver grey 61 1800. With the centerpiece C30/1800ES combination in position, we moved in Michael and Brenda Kelly’s 70 144, in pristine mustard yellow paint, the “Club Car” 1971 145 Express (one of only two in Canada), Olof Malmberg’s cherry red 1960 544 (all the way from the mainland on the early ferry), Gordon Murray’s shiny deep green 123GT, and, all the way from the BC interior, Al Larmon’s fresh out of restoration deep grey 1969 164. It was truly a site to behold, such a broad spectrum of Volvo’s from over so many years.

Then of course there was the garage! In no time it was full to overflowing with and equally impressive selection. Most unique I thing was Rich Cote’s full race prepared white 81 240 with street legal lights and of course windshield wipers for the trip down island from Riches Volvo Repair Shop, Dancia Motors in Duncan. Mind you, there was also a strange looking truck parked just beside the showroom. The badging and trim said it was a Volvo and under the hood was a very obviously Volvo red block four cylinder engine. None of us could recall Volvo ever having built such a vehicle. Then upon closer inspection someone found a Mazda data plate hiding in the engine bay. It belonged to Pete Sharples, who had driven his 444 down from Nanaimo sure had us guessing for a while. All total we had some 28 cars attend. And two other truly dedicated attendees. Bill Paitson had driven down from Nanaimo in a “non Volvo” as his S90 was still in the shop for routine maintenance. And visiting from Bellingham Washington was Don Voegele who had taken the early ferry. I had heard Don had attended the Surrey meet and had such a good time wanted to see how the island VCBC members did it. Also vying for a long distance award was Rob Thornton in his 89 740T all the way from Kelowna in the interior.

During the day there was a lot of visiting around and swapping of stories and technical details or backgrounds about our cars. Shortly after lunch we gathered around for door prizes (graciously donated by our host, Volvo of Victoria, the club, and Landsman motors). This year we also added a “People’s Choice” award. When the votes were counted there was a clear winner – Peter Landsman’s yellow ES which had been sitting tail to tail with the blue



VOLVO OF VICTORIA SHOWROOM

who remember my last article about something different, well once again your roving reporter and sometime Island Director is writing under the 24 hours of sunshine from Inuvik NWT. Hark back with me now to those glorious days in May. Sunday May 13th2007 in particular.

And under the heading of something different, this year it was the venue for our spring Island Show-N-Shine. Way back in the

Show-N-Shine event format had been refined over the past five years (has it really been that long!) with the past three being hosted by Bjorn and Kjellaug Olsson at the “Olsson Estate” in Saanichton. Bjorn was away on holidays during the planning stages and his email and voice mail boxes were full to overflowing so I took it upon myself to plan a rest year for them and move the location for our meet. But I sure hope to see some future club activity at Chez Olsson – such a beautiful location.

For this year’s meet, Volvo of Victoria graciously emptied the entire show room and shop so we could put our fine vintage cars indoors just in case of inclement weather. Well, almost all the new cars were taken out. It seems the new C30s had started to arrive in Victoria – you know, the one where Volvo copied the glass tailgate concept from the 1800 ES. The event



C30. Sure glad I didn't have to pick the winner with all those beautiful cars to choose from.

All too soon it was time to start rolling home. Cars in the showroom were very carefully maneuvered out and the garage slowly emptied. It was agreed the new format had been a success and we'll all look forward to returning to Volvo of Victoria for another visit. So until next time, this is your roving reporter signing off. ♣

IPD GARAGE SALE

May 19, 2007

Gregg Morris

On the May long weekend, weather in Vancouver was predicted to be ominous. Dave and Louise McAree and Rose and I had made plans to attend the IPD garage sale in Portland and we were hoping Port Moody's pet black cloud didn't find its way to Oregon. We left home early Friday morning in hopes

of beating the long weekend traffic. We dropped our car at Dave's place in Langley and we packed our bags into Dave's V70 and headed for the Aldergrove (Lynden) border crossing. There was virtually no line at the border and the weather was dry and overcast. The back seats of the V70 are quite comfortable although with the tinted windows and large headrests make it a bit enclosing. Rose and I soon got used to leaning towards the center and peering out between the front seats and it was just fine.

Traffic on I5 was heavy all the way to Portland but at least there weren't any grid locks in Seattle. Dave and Louise are RV'ers, alias ladder-back pilots, but I forgive them this minor character flaw. In Burlington we stopped at an RV parts store, (about the size of a Canadian Tire store), but full of nothing but RV stuff. After wandering the aisles of the RV store I learned that it costs a lot to save money on hotel rooms. There was a tent trailer on display that folded and bumped out to the size of a small baseball field and had an indoor and outdoor kitchen, and an indoor

toilet and stand-up shower. In this case not having to pitch your tent on the ground will set you back \$13,000.

Next stop was lunch at the Oyster bar Restaurant in the old-town section of Olympia. Being the Capital of the State, Olympia gets an extra helping of parks, and greenery in general, and is a very pretty city. Even the I5 corridor through town is draped in hedges, trees and ground cover. We fuelled ourselves with salmon and halibut and the V70 got a fill of 89

their makeup in the mirror and talking on the cel phone while crossing 3 lanes of traffic in their huge SUVs. To Dave's credit we did not have even one close call on the freeway and we arrived in good shape and good spirits. Speaking of spirits we did stop at the local convenience store for some \$5 Yellow Tail Shiraz to wash down some of the dust from the trail.

Next morning Dave and I did the early bird routine at the garage sale. For those of you unfamiliar with IPD or their garage sale, this is quite the event. IPD is a famous Volvo aftermarket parts supplier. In fact they invented the Volvo aftermarket, and have been providing goodies for Volvos enthusiasts since 1963. It is a hugely competitive market today and it is very impressive that they are a healthy company and are still the recognized leaders in developing performance improving products for today's technologically sophisticated Volvos.

The Volvo Corporation thinks so highly of them that ipd was chosen to produce one of three performance concept cars based on the new C30. The result is the amazing Gullwing C30 in the picture below.

What is equally amazing is that IPD are still providing performance parts for our Vintage Volvos and even have a separate 72 page catalog just for the 544-120-1800-140-160 cars. There is another catalog for rear wheel drive 200-700-900 series cars and a third for the front wheel drive era.

Well you get the idea. I like IPD and I really like this garage sale. It is way more than just IPD putting on a sale, which of course they do, but they invite private vendors to sell their parts as well. It is so big that it spills out into parking lots of neighboring businesses of the light industrial area they inhabit. There were lots of bargains to be had on both parts and cars. Remember this is a rust free zone.

There are an amazing number of people and their cars that attend this event. Volvos of all models line the road for a ¼ mile in each direction. This year 240s seemed to be the most prevalent model on the street and I counted 85 of them of which 2/3 were wagons. There were literally hundreds of cars of all models and conditions in attendance and lots of cars for sale.

On the IPD site, Scott Hart and company provided enthusiast car displays, garage sale prices, raffles and parts displays. In their research and Development garage, they displayed the gullwing C30.

Thanks to IPD for putting on this annual event. Great day. ♣

SPRING DRIVE July 23, 24, 2007.

Gregg Morris

This was a Merritt year. We have been roughly alternating between Lillooet and Merritt as our Spring Drive destinations. This



octane Chevron at about \$3.50 a gallon. The Washingtonians were all complaining bitterly over the price of gas. They should try it in Vancouver where an US gallon of our fuel will set you back \$5.

I am not a great passenger, but Dave



IPD GULLWING C30

McAree is an excellent driver. I guess all that driver training you get in the RCMP pays off. He tacked his way through the surge and ebb of 5 lanes of traffic, avoiding the too-cool-to-signal BMW pilots, the baseball cap on backwards low riders with their 300 hp stereos, and scariest of all, the young women, checking

particular Saturday morning did not look promising. It was cloudy, cool and spitting with rain. Rose and I drove our 1800ES, parked it conspicuously at the 232nd St Chevron, in hopes of attracting wandering Volvos. All it seemed to attract was a herd of raingear clad motorcyclists on sport bikes also meeting to set out on a weekend blast. With only 30 minutes to go before our 10



SPRING DRIVE

a.m. departure only 3 other Volvos had showed up and 2 of them were not even going on the drive. Sterling Mac Donald and Eric Hettema were nice enough to come down to see us off. Fortunately a few minutes later people started to arrive and by 10 a.m. there were 10 cars ready to go and another planned to meet us in Princeton.

We headed east on Highway 1 and made a quick stop in Hope to add gas to the cars and

easterly mile. We were able to travel at a good clip and were in Manning in time for lunch. About half of us had picnic lunches, which we enjoyed in the sunshine. Entertainment was provided by the antics of large population of marmots (overgrown gophers) that abound in Manning park.

The Tinics who were to have met us in Princeton decided to join us in Manning instead and we were now 11 cars of which 5 wore Washington Licence Plates. Thanks to our US members Ben and Elizabeth Tinics (960), Howard and Pat Haefner (1800ES), Ben and Reamy (242 Turbo), Steve and Jean Yabroff, (V70R), Gene Dvorak and Sharon Dawson, (V70) for joining us.

The Canadian contingent consisted of Rose and I, (1800ES), Don and Sue Prociuk (240 Classic) Herb and Marg Hamlyn (V40), Ed and Edith Lay (123GT), Dennis Cowell (240), Colin Dover and Catherine Zhou (945)

In order to avoid becoming a parade and potentially hold up traffic, we choose the next destination and everyone travels between destinations at their own pace. After Manning Park our next rendezvous was a brief stop at the Chevron in Princeton. From Princeton we headed briefly north on 5A, then a quick right on Old Hedly Rd. and then immediately left onto the road to the Princeton Dump.

Although the dump is undoubtedly an attraction we didn't stop there. The only problem was that we lost Ben and Reamy who got caught at a light and missed the turn to the dump and could not find us. Instead they

headed directly to Merritt. The road we were on actually connects Princeton to Summerland in the Okanagan

Valley, but it is only paved for half its length, from Princeton to Osprey Lake. It is a neat road. The pavement is reasonably good and curves through picturesque rangeland. 25



SPRING DRIVE

miles later we reached Osprey Lake and turned around when we met gravel and unwound the curves back to Princeton. As usual we were almost the only traffic on the road and were able to travel at a pace dictated by the handling of the cars and the road condition rather than by traffic.

It was now early afternoon and we headed north on 5A toward Merritt. This is one of my favourite roads. Pretty turquoise glacial fed lakes dot the steep walled valley. At this time of the year it is very lightly travelled and as a bonus, much of the road has been repaved to a high standard. To the highway engineer's great credit they didn't eliminate any of the curves they just smoothed the surface. Some of us made a brief stop at one of the lakes, while others blasted through to Merritt and a cold beer at the Travel lodge. The rooms were OK and most of the crew joined us for some refreshment in our room before having supper at the Home Restaurant next door. The restaurant is no threat to Dinas, the great Greek restaurant in Lillooet, but it filled us up and we did not have to drive to get there. I learned later from the Haefners that there was a good pub, with good pub grub, also walking distance in the other direction. Maybe we will stop there next time.

In the morning many left early, while others waited and drove together to Spences Bridge and on home via Highway 1. Rose and I continued on for a few days, enjoying these beautiful empty interior roads before schools out and the road fill up with summer vacationers. On our last night we stopped in Lillooet and by coincidence met John Cave who was heading out for a solo week on his rocket powered Suzuki motorcycle, having left his 1800S at home. The next day we headed home via Duffy Lake Road and the Sea to Sky construction zone. The ES had developed a bit of a shimmy that I put down to a bent rim from a pothole I hit on the Duffy Lake Road. We stopped just to make sure a wheel was not loose but all seemed ok until we again slowed down in Vancouver and there was something seriously wrong. The whole car was lurching side to side at slow speeds. Rose watched as I slowly drove away from her and she saw the



SPRING DRIVE

subtract Chevron Coffee from the occupants. Soon we were on Highway 3 heading for Manning Park. There was little traffic on the road and the weather was improving with every

huge sausage shaped bulge that had formed on the right rear tire. When I took it off to mount the spare, the steel fibres were sticking out of

the bulge. Very scary considering the roads and speeds we had been travelling. The trouble with owning too many old cars is that

individual cars don't get driven enough and tires get old before they wear out. I will be more careful next time. ♣

EDITORIALS AND LETTERS

CATES PARK PICNIC

!!! Come to the Cates Park Picnic on September 30th, the last Sunday of September. We will have really nice raffle prizes and our new display boards for each model. There will be a hot dog vendor this year or bring a picnic lunch. Remember you food bank donation. It is also our annual general meeting so come on out and support the club and enjoy the company of you fellow members and see the best selection of Volvos in BC.

VOLVO SPORTS AMERICA

Gregg Morris

Bruce Potter, President of Volvo Sports America has asked me to thank our VCBC members who joined VSA in response to the mailout of advertising postcards from VSA to our membership. Our club is one of 23 chapters of VSA. VSA was founded in September 1976 John Keebler and Dave Pollock, a couple of Volvo 1800 buffs in Philadelphia, Pennsylvania. They posted notices and left notes on all the 1800s they could find, inviting 1800 drivers to John's house for a meeting. Lots of Volvo 1800s arrived and that was the start of the Volvo Sports America club.

In the intervening 30 years VSA has grown from a local club catering to 1800 series only, to an international club of 1200 members that supports all out of production Volvos. Bruce encourages all you VCBC members driving old Volvos to join the national club. You can join on-line so take a look at their website at www.vsa.org. While you are on the website look at the merchandising section and check out the new 4 colour window decal.

CLUB STUFF

VCBC Newsletter,

Over half our membership now receive their newsletter digitally from our website. They are able to print the newsletter and enjoy the pictures in colour. This really helps the club finances as our largest expense has always been printing and mailing the newsletter. All the digital folk have to remember is 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 on July 1). Of course the

surface mailed version will always be available.

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. ♣

Annual General Meeting

Our AGM will be held at the Cates Park Picnic and the annual financial statement will be available.

LETTER FROM TERRY LYTTLE

Comments on the Body Shops and Restoration article in the May 2007 newsletter.

Thanks for another copy of the very informative newsletter, interesting stuff! May I

fatigue; there are no "hard spots" (if you think about a riveted structure, it is a series of attachment points without support in between); far stronger (most epoxies now have the strength of a rivet, but over the full length of the joint); no change of temper of the metals (welding does exactly that as part of the heating); waterproof (not just water resistant, keeping corrosion out of the joint), and on and on. I am still at a loss as to why cars are still welded! They weld a car together, then spend time and money going over the joints with a sealing gun, rather than using epoxy in the first place. I may be way behind the ball on this; they may already be glueing, but every picture I have seen of a modern production line shows the weld machines going full blast.

Another point is regarding your article covering paint jobs. Recently I saw pictures of a guy painting his Corvair Corsa, using a (get this) a roller and Tremclad paint! I think his name might have been Charlie Teet something. Prep requirements are the same, as is masking, but no overspray, very little smell, no dangerous chemicals, no thin spots, no runs, etc. This is no surprise to me: I have used Tremclad on a number of vehicles, but I went high-tech (?) and used a Wagner electric burp



add a bit of information to a couple of items. The first is the use of structural adhesives. There are few rivets or welds in modern airliners. Most of the construction is glue, so don't feel bad about epoxying stuff together on a car! The advantages are that epoxies (the usual mixtures) are completely flexible without

gun. The resulting job works just fine thanks, although the colours are limited. Better yet though, is that the paint is by design a rust-inhibiting mix; I will sacrifice colour for durability every time. The procedure with the roller is to apply a coat of paint, allow it to set, then use a commercial buffer on it, repeat as

many times as one feels necessary. The Corsa's paint job was deep and flawless. Best part is the fact that patching and touchup is as close as your hardware or paint store. Sounds silly, but it works better than anyone would expect, but my experience with painting cars goes back to when one could still buy "brushing enamel" as an option to spray! Once again thanks to you and the others involved in the newsletter. ♣

DOCKSTEADERS, A CLASS ACT

Gregg Morris

I was at Don Dockstader Motors this spring arranging to remove our club signs and posters from their parts department, where they had been stored for years. With the closing of Volvo of Richmond they had to relocate the whole Richmond parts inventory back to the Cambie St. location and they needed all the storage space they could find.

While I was at Docksteaders I made the mistake of walking past the used car line-up and spotted a very interesting car. It was a 1991 940SE wagon in gold with a gold leather interior. I was interested to see the car because last year I bought the identical car in a sedan, and I have been exceptionally pleased with it. The 1991 940SE sedan and wagon were the top of the Volvo line up for 1991 (other than the 780) and are unique to that year. In 1990 the 760 model with the V6 came to an end and the 960 with the straight 6 did not hit the market until 1992. This meant that in 1991 there was no 6 cylinder Volvo and the 940SE filled that gap and was essentially a 760 turbo in the 940 body. It has a turbo B230 4 cylinder engine, independent rear suspension, climate control, great sound system etc.

Anyway, as I said, I have been really happy with the quality, handling and power of the sedan, I just had to take a closer look at this wagon. The closer I looked the more amazed I became. It was in incredible condition. It only had 117000 km (that's only 72,000 miles), the tan leather seats were perfect and even the tan carpet in the cargo bay of this wagon was untouched. It even had an unused cargo isolation rack, a rolling cargo blind and a multiple cd changer. The mag wheels didn't have a hint of corrosion. This car was as close to a new 1991 car as you are likely to find.

For those of you who know me, you know I don't exactly need another car, but I could not resist this one. I headed for the show room, talked to a very accommodating salesman Jackie Cho who told me that the car had been purchased new at Don Dockstader's and much of the servicing had been done there. Don Dockstader Motors has a policy that every used car they put on their lot must first go through their service department where it gets a thorough inspection and repairs. Jackie provided me with the inspection report, invoices of the recent service and agreed to

print up the whole service history for me to review. This just made the car better and better. From the records I knew it would need strut rod bushings soon and the air conditioner was weak but other than that it was as good as new. I told him I was very interested in the car and asked if I could get a discount based on my many years association with the Volvo Club. He went and talked to Paul who reduced the \$9000 asking price to \$7000, which I thought that was very fair for such an amazing car. I left a deposit and headed home to break the good news to Rose.

I suspected a less than enthusiastic reception when I told Rose I was planning to buy yet another car, but all she said was that if I bought this wagon, the sedan would have to go. Fair enough. We arranged to go for a test drive the next day, just to be sure she liked the car. The car drove just as you would expect. It was fast, quiet and smooth. Not even a hint of the piston slap common to these engines.

We got back from the drive and walked around and around the car. Although it could not be faulted, we eventually concluded that we did not need a station wagon and reluctantly decided not to buy the car. But that is not the end of the story. This car was so darned good that I had to find someone who would

recommended a 900 series, with a four cylinder, 8 valve engine. Why? Because they are a great car, an excellent used car value, and they are the last of the rear wheel drive Volvos.

When I called and told Colin about this station wagon he hopped in his car and drove right down to Dockstader's and bought it. This of course was the perfect happy ending to the story, but it is what happened next that prompted me to write this article.

After a couple of days of ownership Colin called me and asked if I had noticed a drivability problem with the car. He said it would stall when he was turning a corner and accelerating, such as pulling out into traffic. Not a good condition. It would then restart on the key and carry on. He took it to Scandia who installed a new fuel pump relay, which was the most likely cause, but that didn't help. So he called Jackie at Don Docksteaders and told him of the problem and asked if he had any suggestions. Colin was surprised and pleased when Jackie said to bring it in to the Service Department and they would look into it. This was very nice given that the car wasn't sold with any particular warranty.

The car spent half a day in the shop having the heater vacuum control diaphragm changed. Not an insignificant repair and no charge.



COLIN DOVER & 1991 - 940SE

appreciate it.

The person I thought of is my friend Colin Dover. Colin has been driving a nice 122 for years and had decided to buy a more modern car that would be more practical for the winters. He had recently been asking the advice of Ken Witala of Scandia Motors and me on what model of Volvo would be a good choice. As it turned out Ken and I had both

Unfortunately this did not solve the problem either. The service shop took the car again and this time asked to keep it for a few days to make sure they cured the problem. This time they replaced the turbo bypass rubber diaphragm, which had developed a small crack and the service manager took the car home just to make sure of the cure. The problem was

solved and again at no charge to Colin. That is the reason I wrote this article.

I am most impressed that Don Dockstader Motors would provide those repairs at no cost to a used car to ensure the satisfaction of a customer. Colin was obviously very pleased with this service and to show his appreciation he had Dockstaders do the replacement of the strut rod bushings for which this time he happily paid. ♣

RIVERSIDE AUTO, KAMLOOPS,

Martin Gerstmar of Kamloops wrote us to recommend Francis Ramunno and his Service Shop "Riversyde Auto Repair" at 219 W. Victoria St., Kamloops, BC. Riversyde auto has lots of experience with Volvo Service and do excellent work. Francis is a very nice fellow and has a soft spot for Volvos. The shop number is 250-374-1656

If anyone else has recommendations for service or body shops let me know at the club email address or telephone 604-469-1216. ♣

COMPARING THE AUTO INDUSTRY TO THE COMPUTER INDUSTRY

From Peter Landsman

TECHNICAL TIPS

THE GREAT ENGINE OIL DEBATE

Gregg Morris

If you have a car with an overhead valve engine, pay attention to this article. In Volvo terms that means a 544, 122, 1800, 140 or 160 series car.

There has been tons of discussion on the internet about the reduced quantity of zinc compounds in modern oil. The consensus is that the zinc additive (ZDDP) has been drastically reduced in modern oils to protect the Catalytic converters. The Zinc additive provided lubrication to sliding components like the lifters on cam lobes, rocker arms on pushrods. The elimination of most of the zinc from modern oils can lead to premature wear of these components and can potentially ruin a newly rebuilt engine during the break in period. Transmissions such as the M41 with overdrive that use engine oil as a lubricant, may also be at risk.

There have been many proposed solutions to the problem. All the solutions either recommend using a type of oil that still has the zinc additive or adding an additive to the oil you are already using. Oils that still contain the zinc compound are oils for diesel engines and specialty oils for race engines such as redline products. There is a potential problem with using diesel oils in old engines. Diesel oils are very high detergent oils and may mobilize the years of crud in an old engine and run it past the bearings and through the oilways.

The solution I prefer is to continue to use the Castrol 20/W50 oil I have always used and to use an additive. The additive I have chosen is ACDelco Engine Oil Supplement part number #992869 available at Lordco in 500mL

For all of us who feel only the deepest love and affection for the way computers have enhanced our lives, read on.

At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated, "If GM had kept up with technology like the computer industry has, we would all be driving \$25.00 cars that got 1,000 miles to the gallon."

In response to Bill's comments, General Motors issued a press release stating:

If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics (and I just love this part):

1. For no reason whatsoever, your car would crash. Twice a day.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.

bottles. (Your Volvo Club discount helps here) On the bottle it is described as a multi purpose additive concentrate designed to help eliminate lifter sticking, reduce valve train noise, reduce camshaft lobe scuffing and reduce break in wear. They recommend using a bottle per oil change in a V8 so I add a half bottle to my 4 cylinder per oil change.

If you are rebuilding an engine you should take even more precaution. For engine assembly and start up, Phil Singher recommends the use of lots of engine assembly lube on the cam lobes, both sides of the lifters (tappets), both ends of the rocker arms., and timing gears if both are metal. Everything else gets lots of 30W motor oil. Assuming the initial start-up and run-in is done correctly (the first few minutes are critical), Phil has seen no problems even using conventional modern motor oil... but he is now using diesel oil just to err on the side of safety. The high detergent can't hurt a new clean engine and the extra zinc will reduce sliding friction.

If you want to learn more on the subject go to the internet.

BUILDING THE WORLD'S MOST POWERFUL SINGLE CARBURETOR VOLVO ENGINE

Rhys Kent

The title is perhaps a bit self-aggrandizing but for years I have thought about building a powerful Volvo OHC engine, using twin SU carburetors on it instead of the more traditional K-Jet or single SU or Stromberg. I was able to find an example of every intake manifold Volvo built for the B21-23 engines to determine if a twin SU flange could be welded to it to accept a pair of my favourite carbs. I

4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.

5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive - but would run on only five percent of the roads.

6. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.

7. The airbag system would ask "Are you sure?" before deploying.

8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.

9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.

10. You'd have to press the "Start" button to turn the engine off. ♣

looked carefully at the LH, K-jet and turbo manifolds. None were water heated, and the turbo runners were very small. The LH has a tortuous path, suitable for air, but not fuel-air. The K-jet runner angles were incorrect for a horizontal carb set-up. The single carb manifolds are water heated, which prevents easy modification to twin carbs. I discovered as well that the Stromberg manifolds have tiny runners and the SU manifolds have large runners like the K-jet intakes. My only option was to use the early single SU manifold, and a single SU HIF6.

I rationalized this in two ways. First, NASCAR uses restrictor plates that have a very small cross-sectional area, and they pull 600 odd horsepower through them. The 1 ¼ bore of an HIF6 would be positively huge to a NASCAR engine builder. Second, the old hot rod techniques of displacement, compression ratio, and camshaft, would compensate for the single carb. A modified B23E engine saddled with an HIF6 would have to do.

I found a 1981 B23E in good running condition. When I dismantled it however, two pistons were scuffed, and the front intermediate shaft bearing was fatigued and disintegrating. The crankshaft was perfect, as was the oil pump. I also had to find an intermediate shaft that had the fuel pump eccentric fully machined - many of the E and F engines use a shaft with the eccentric in an "as cast" condition, which would chew up the pump lever quite quickly.

I had a couple of good B23E pistons of the same series in stock. I found the correct intermediate shaft, and installed a high pressure relief valve spring in the original oil pump. I purchased piston rings for a B23F - the same

part apparently, and I was told that I had purchased the last set in Canada. New intermediate shaft bearing were located – again I was told that they were the last set in Canada and installed. I honed the cylinders myself with an expanding hone and then did a quick plateau finish using a ball hone. What little ridge was present in the bores was removed – about .0015 inch increase was all it took. Stock main and rod bearings completed the parts.

I used an electronic scale to weigh the rods and pistons. By swapping them amongst themselves I achieved a set of four assemblies within 4 grams of each other without any metal removal. I didn't bother with the crank. I lightened the flywheel in a lathe, removing about four pounds of iron from the rim, and had it balanced too.

The cylinder head was in fine shape, with no electrolysis damage around the water passageways. The head was surfaced on a state of the art broach which produced a near mirror finish. I carefully blended the intake and exhaust ports into the valve inserts. Compared to the iron B20 heads the B21-23 heads are cast far more accurately, and very little aluminum had to be removed. I did a small amount of profiling at the start of the intake port to ensure



a good transition from the manifold. The valve seats received a three angle cut, and the intake seats were moved as high as possible on the intake valve face. I then cut a 30 degree back cut on the valve to aid airflow over the otherwise sharp edge. All of the valve guides were in excellent shape, so new seals and a quick valve adjustment completed the head, using the original K camshaft.

The intake manifold was another matter. The B21A SU manifold has a very sharp transition from the short runner from the carburetor flange into the log between the cylinder runners. There are numerous casting bumps and roughly machined surfaces intersecting each other. I spent a great deal of time blending these. The last few inches of each runner were also blended to provide a good transition in the head. I did not increase the cross sectional area at all.

The carburetor was rebuilt – no surprise there – but included a few extra touches, one of which was the removal of the deceleration valve in the throttle plate. I have removed hundreds of these over the years. As the throttle blade opens the spring is progressively lowered into the fuel discharge from the main

jet, and my theory is that this promotes fuel separation and disrupts distribution, particularly in the single carb applications. I can't back this up with any scientific data, but every engine I have done this to has responded with better throttle response and smoother part throttle operation.

I decided to stick with the original B21A distributor. That engine uses breaker points which I like for simplicity and reliability. However in the B21 the distributor is set to 12 degrees BTDC and the B23E electronic distributor is set to 5 degrees. The advance curves are quite different. As well I had disconnected the vacuum retard side of the module on the B21A distributor, intending to only use the vacuum advance. On the stock engine this produced a part throttle ping on 88 octane. Just what would happen running 12 degrees initial on the B23 with 10:1 compression I didn't yet want to think about.

The engine swap took about six hours total. It fired up on the first turn of the key, and settled down to an idle which I describe as one half of a Z-28 Camaro. There is no doubt that the engine has a big cam, lots of compression, and a light flywheel.

The engine needed a bit more fuel right away, so the needle in the carb took several trips to the drill press for thinning. I also had to compensate for the cold air induction. I use the stock air filter box, but do not use the heated air source from the exhaust manifold. The engine gets air from the grill year round. That produced leanness on the stock engine, and certainly contributed some to the new setup.

Running 94 octane I can use 12 BTDC, and have never heard a ping out of it. In the summer I would pull the choke out to fire it up, and then push it in all the way once the engine was running. I could then just drive away with only a hint of leanness. I have also been able to start the engine without the choke from overnight cold, and this ability has me completely confused. The old engine would not start or drive without a lot of choke for

several minutes. This one doesn't need the choke except when very cold. I have been telling people for years that SU carbs need to be richened to get any engine started from cold – and this one has now proven me wrong.

This "hybrid" engine pulls hard to 6500 RPM in the first three gears. Air resistance keeps fourth to around 5500. I have run it to 7000 in first and second, and interestingly it



has a distinct induction "whoop" when running that fast. It is very smooth at all RPM's. With the big cam and the SU it likes to idle at 1100 as any lower and the Z-28 shake gets quite pronounced. I can climb 8% grades in fourth at 1800 RPM – lots of bottom end torque – so the engine is not "fussy". On the highway at 3800 cruising I can get nearly 30 MPG, and in town about 21-23. And in town I thrash it mercilessly. It is difficult to estimate horsepower – and I can therefore only offer a guess – perhaps 140, about what a good B23E makes. It is a long way from the B21A's 95 horsepower though. As well the engine is in the Brown Bomber, a 1980 242DL, which is about 200 pounds lighter than the GLT the B23E came from. In any event it is a lot more powerful than I thought it would be. And I can think a lot of power!

It seems the alternator has had enough though – its bearings are beginning to squeak a bit in the morning. I can't imagine why.....♣

DAD, MY CAR IS POSSESSED.

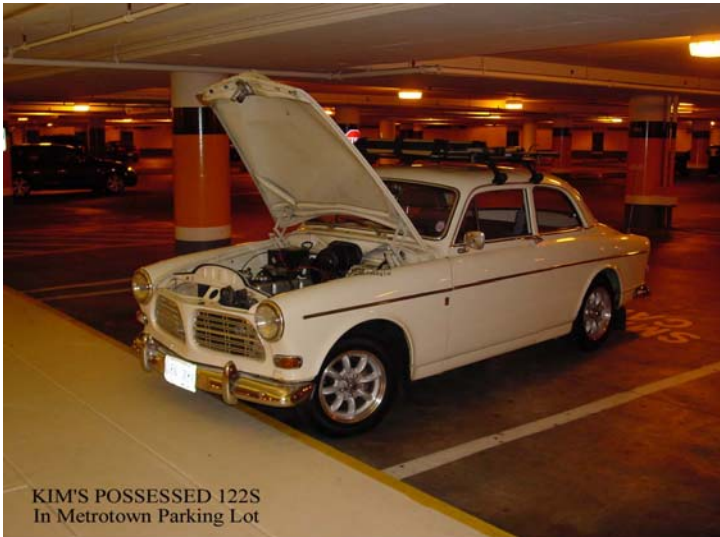
Gregg Morris

In 1997 my daughter Kim was 17 years old – graduating from high school and would soon need a car to go to SFU. I suppose she could have taken the bus to university, but I am a car guy and I was not averse to her having a car. As I am pretty much a one trick pony, the car had to be a Volvo. In fact it had to be an old Volvo so I could maintain it inexpensively. I started keeping my eyes open for a likely candidate.

While trolling through our local auto Wrecker I found a perfectly good, unrusty, light blue 72-142S with a damaged automatic transmission. The registration and transfer papers were in the car so I asked the counter guy if I could buy it. Without even looking at it he said sure \$1000. That was a ridiculous price as I saw from the transfer papers they had paid nothing for it and even in 1997 nobody was buying 140 parts, particularly from a wrecker that had 99% Japanese and Domestic cars. I offered him \$400 which was probably 3

tank, stripped out the interior and had it painted Wimbledon White. I reassembled the car with a great tan interior from a 68 122S and she was driving it in time for the 1997 Cates Park picnic, where she won the Peoples Choice Award.

Now 10 years later Kim is still driving her 42 year old car and I am still maintaining it. Kim has moved out now so the car doesn't get inspected as often as it used to. The other day she phoned to say it was rumbling on take off from rest and she was quite busy with a friends wedding and was it safe to drive? We have had many of these conversations over the last 10 years and I have given up trying to diagnose the problems over the phone. I do quite enjoy listening to the descriptions of the symptoms. They often include technical phrases such as "it goes duggaduggadugga when I turn it off" or "it feels like the car isn't connected to the ground any more".



KIM'S POSSESSED 122S
In Metrotown Parking Lot

times scrap value at the time. His response: "\$1000 or I crush the car. I'm a crushing kind of guy." I had already figured out what kind of guy he was and left him and his pea-sized-brain to lose more money for the yard owner.

The next possibility was a bright orange, rough 73 142GL with 4sp and OD that was bought for parts but was just barely salvageable. Fate saved Kim from this ugly bus as I was offered a one-family-owned white 65 122S with low miles and a very bad paint job over quite good body work. The car had been sitting for a few years so the price was right and we had found her car. We, (well mostly me) stripped the car for painting, repaired the brakes and clutch hydraulics, added an M41 transmission, replaced the gas

Actually she is quite in tune with the car and knows when something is wrong, just not what is wrong. My standard answer nowadays is, bring it over and I will take a look. I expected to see her the next morning but she did not show. In the afternoon I had to go into Vancouver to do some chores. About 4 pm she called me on my cell to say her car was acting very strangely and she was parked near 1st and Commercial and would I help. I wasn't all that happy, as I had all morning to look at it in the comfort of my garage, and now I had to come to the rescue at the side of the road. I was close to the area and came over for a look. When I arrived the car was running so I took it around the block a few times and it was rumbling all right, but it was still making

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forward progress and I suggested she follow me home and borrow her mom's car. That did not fit in with her schedule so off she went.

The next call came from the Metro town underground parking lot and there is panic in her voice. Dad, I am in the parking lot and I took out the key out of the ignition and the car is still running and it won't stop.

Interesting. Open the hood and pull the coil wire off. What is the coil wire? After describing what and where the distributor and coil are she pulled the coil wire off and it was still running. OK get in the car and put it in gear, step on the brake and let out the clutch. The car did not stall but crept forward into the curb and it was now smoking from the engine bay. Dad this car is possessed and I am getting out of here. Good plan. Call 911 as a car fire in an underground parking lot is a bad thing. She hung up and called 911 and by the time she called me back the car had stopped smoking and stopped trying to climb over the curb. I was obvious that that something must have shorted the starter motor so it would not turn off. The only solution would have been removing the battery terminal, but without tools and with the car smoking, it was best to bail. As it turned out nudging it into the curb was the best thing to do as it had just churred away until the battery was out of juice and quit.

With the disaster averted, a tow truck was called and \$108.74 later the 122 was back at my house. A look under the hood showed the engine was leaning to the right and shifted to the left because both motor mounts were sheared off. This had managed to short out the starter motor and caused all the symptoms. This couldn't be good for the car and I assumed there would be cooked wiring, and probably a burnt out starter motor. I replaced the mounts and reached into the car and pushed the starter button just to see if the starter would turn over. To my amazement the car started right up and sat there clattering happily. These are tough old cars. Can you imagine the consequences of this happening to a more modern car. If it survived at all it would have probably done lots of expensive damage. The 122 just comes back for more. ♣

WHATS NEW (OR OLD) AT VOLVO

AFTER 80 YEARS, VOLVO NOT JUST ANOTHER PRETTY FACE

From the Edmonton Journal, May 1, 2007
Automaker puts safety and environment

first.

Since the first Volvo rolled out of the factory 80 years ago, the auto manufacturer has made safety its guiding principle. The company has dedicated itself to pursuing the

credo issued by its founders, Assar Gabrielsson and Gustaf Larson: "Cars are driven by people. The guiding principle behind everything we make at Volvo, therefore, is and must remain, safety." That singular focus has led Volvo to

produce many world firsts in automotive safety. The most recognizable, though, is one that has impacted the entire automotive industry: the three-point seatbelt. Invented by Volvo engineer Nils Bohlin in 1959, this basic design has become universally adopted, helped to save countless lives



1966 Volvo Makes a Cool Custom

At first glance, it could be a 1953 Chevy, but this 1966 Volvo Amazon Custom is all Swede, designed by Bo Zolland for a custom car and Volvo collector in Arizona. A two-door sedan is the base, but with added custom tricks and coupé roof. The front and grille are little modified to keep it looking like a Volvo. The car will have a 2004 S-80 T-6 engine and rear wheel drive, with modern running gear including air-ride suspension and a mix of modern Volvo and Corvette components in the chassis.

and ensures there's a little bit of Volvo in every car on the road today.

Volvo's approach to safety research ensures the company studies the subject from all angles. Extending the research into child safety led to the world's first rear-facing child seat in 1972. At the recent New York Auto Show, Volvo unveiled another industry first in the all-new XC70. Thanks to an innovative height-adjustable child booster cushion integrated into the rear seat, children of different sizes are simultaneously provided the most effective protection from their seat belt and a view out of the window.

Beyond seatbelts, child seats and booster cushions, Volvo has also introduced seatbelt reminders; seatbelts for rear seats; child safety locks for rear doors; hazard warning lights; whiplash protection system; roll stability control; blind-spot information system and a door-mounted inflatable curtain for convertibles. Volvo's safety commitment extends to a concern for the environment. While protective, preventive and personal security systems help keep drivers and passengers safe, the health of people is dependent on the health of the environment around them. To that end, environmental stewardship has become one of Volvo's priorities, leading to many innovations that have influenced the automotive industry. For example, in 1976, Volvo introduced a three-way catalytic converter with a Lambda sensor that removes up to 90% of noxious exhaust gases. The judicious selection and the efficient use of materials follow the company's environmental concern. Priorities such as selecting recyclables and operating production facilities perennially rank among the most environmentally sensitive operations of their kind in Europe.

Most recently, Volvo introduced the first V8 engine to meet the U.S. Ultra Low emission Vehicle standard. Through the years, beginning with that first four-cylinder car in 1927, there have been numerous Volvo cars that helped shape the brand and its perception. Volvo began operations in the United States in 1955 with the Volvo PV 444. The 1956 New York Auto Show marked the company's first public appearance in what would become its largest market. By the following summer, 100 dealers had signed up to sell Volvos in the United States. In Canada, the distribution of a small number of Volvo vehicles began in 1957 with a wider-scale operation taking over a year later. The PV444 was followed by the iconic 1956 Volvo Amazon (or P120), a spacious four-door family sedan. During the 1960s, Volvo consulted with orthopaedic practitioners when designing the seats for the Amazon – the premise being that there is a correlation between seating comfort and safety.

Worldwide sales of the 120 Series exceeded 665,000 and it became known as a car that would keep going and going. Volvo's reputation for longevity has since remained

with the brand. The 1961 Volvo P1800 echoes that refrain by being in the Guinness Book of World Records. Irv Gordon, a retired school teacher from Long Island, N.Y. has driven his 1966 P1800 more than 2.5 million miles (four million kilometres). Sold at the time at a fraction of the cost of Italian sports cars, the P1800 sports coupe established itself as an international car and it is often still considered to be the best-looking Volvo ever made. The 1974 240 with its iconic "boxy" look helped solidify the brand's safety leadership. In 1976, the U.S. Department of Transportation purchased 24 Volvo 240 sedans to help it establish future safety standards. During its lifecycle, which spanned 19 years, there were 2.8 million units in the 200 series family.

The Volvo 850 was presented in 1990 as a "dynamic car with four world firsts": a five-cylinder engine, transversely mounted (which set the stage for all subsequent Volvo engines); the Side Impact Protection System (SIPS); self adjusting belt reels for the front seats; and a Delta link rear suspension. The 1998 Volvo S80 introduced a new design language for the company, moving away from its boxy past. Along with its safety and environmental attributes, this flagship sedan began to reshape the perception of Volvo. Design and styling were creeping into the picture, and it was voted "The Most Beautiful Car in the World" by an Italian motoring magazine. Today's newly redesigned S80 continues the tradition of safety, technological innovation, and functionality and styling.

Volvo entered the SUV market in 2002 in a big way with the launch of the Volvo XC90. The XC90 was an immediate success, and continues to be the Volvo sales leader. Volvo's "next-generation SUV" quickly gained the highest safety rating from independent testing bodies in both Europe and the United States. Globally, the XC90 has garnered more than 60 accolades for safety, versatility, engineering and its all-wheel-drive capabilities. Looking to the future, the Volvo vehicle line-up will undergo a transformation with an all-new XC70 this year, followed by a new V70 wagon early next year. An XC60 crossover will also be added to the mix in early 2009. This new V70, XC70 and XC60 will join Volvo's growing list of new or fully redesigned vehicles that includes the C70 hardtop convertible, the S80 luxury sedan and the compact C30. ♣

FORD SELLING VOLVO??

Gregg Morris

Here we go again. Do you remember in 1999 when nobody could believe the rumors of Volvo Corporations plans to sell off the Car division. We were all horrified. There were tales of Fiat buying Volvo. That was scary. All Fiat could offer Volvo technologically would be perfecting body rust acceleration and Volvo was already pretty good at that. Just look a typical rusty 240 series.

Another more serious suitor was Renault. In 1993 Pehr Gyllenhammar, then executive

chairman of Volvo AB tried to merge Volvo with Renault. The Volvo board of the day opposed the merger and in the 11th hour, leading Gyllenhammar to resign. Remember the Volvo 480 was using Renault engines.

Finally it was the Ford Motor Company who bought Volvo in 1999 for a mere 6 and a bit billion dollars. Conveniently the purchase happened just after Volvo had shut down its Canadian Manufacturing plant after 36 years of Volvo production in Halifax, Nova Scotia. This was probably more than a coincidence. I suspect that the closure of the Halifax plant was a subject of the sale to Ford. If Ford had purchased Volvo with the Nova Scotia plant still in operation, the strong automotive trade unions would probably have blocked the plant closure.

Anyway, Ford became the proud owner of the Volvo Car Corp under their Premier Auto Group and jokes about Fjords abounded.

The adoption by Ford was looked on with nervousness by the Volvo enthusiast population. Would Volvo's just become another badge engineered Taurus or Funghus (Focus)? As the years went by it proved a good thing that Volvo had been taken over by Ford rather than some other auto manufacturer. We heard unhappy stories of Saab's lot in GM hands and the unhappy marriage of Mercedes and Chrysler. Under Ford ownership, Volvo remained reasonably autonomous and the product development accelerated. Volvo was making money for Ford and all seemed well.

Well that is, until the Ford giant found itself in huge financial difficulty. The Premier Auto Group is being disassembled. Aston Martin was the first to be sold and Ford has hired Goldman Sachs and Morgan Stanley to help it sell Jaguar and Land Rover. An August 2007 article in Autoweek predicts Jag and Land Rover will be gone by the end of September. That leaves only Volvo and Lincoln in a very small Premier Auto Group.

I haven't been able to find a news announcement that Ford has officially and publicly decided to sell Volvo. Some contend that Ford does not want to sell Volvo but may not have a choice due to their precarious financial situation. That certainly has primed the rumor mill and the potential Volvo Suitors are again lining up.

Earlier this year an article in Autocar magazine revealed that BMW was seriously considered launching a takeover bid for Volvo. BMW requested a complete breakdown of Volvo's financial position from a European investment Bank, that handles inquiries on behalf of Ford. Industry experts claimed that BMW was considering expanding its range of brands to aid the company's future growth as well as underpinning its front-wheel-drive Mini division by greatly expanding its output.

I sure hope that one isn't true. Almost every Volvo enthusiast I know takes great pleasure in disliking BMWs and mocking your typical BMW driver.

But wait till you hear some of the other alternatives. One article cites interest by automakers Tata Motors Ltd. and Mahindra & Mahindra Ltd. in India, Hyundai in Korea and the Gaz car company in Russia, owned by billionaire Oleg Derpaska. It is unclear if these companies are just after Jaguar and Landrover, or want Volvo as well. Compared to that lot, BMW may start looking better after all. I handled the Fjord jokes but Volvostans. I don't think so.

All this leads us to the most credible rumour of all. This has Volvo Cars being bought by a combination of AB Volvo (trucks)

and Renault, with AB Volvo taking 10 to 20% and Renault taking the majority position. Volvo Cars is estimated to be worth between 7.5 to 10 billion dollars today.

Why would AB Volvo want back in, after selling Volvo Cars just 9 years ago, and why in partnership with Renault. An article in VCOA Rolling Magazine explained that that AB Volvo has a huge interest in protecting the Volvo Brand. If Volvo Cars were to end up in the wrong hands and the name be tarnished, there would be repercussions for AB Volvo. Also AB Volvo has expanded their truck empire by buying Mack and more importantly

"Renault Trucks". The ownership between AB Volvo and Renault is complicated with Volvo owning Renault Trucks, but Renault owning 20% of AB Volvo shares.

It will be interesting if the AB Volvo/Renault purchase comes off. We could end up with Volvo Alpines and maybe new Volvos cars would once again come with long truck-like gear levers of the 122 and 544.

Maybe we should hope that someone floats Ford a big loan and they will keep Volvo Cars. Who knows? ♣

CLASSIFIED ADS

67-122S-\$3500, green, 4spd, new battery, rear bakes tires, wipers, clutch and brake cylinders, needs some bodywork on pass ¼ panel. Fabulous fun car, Stephanie 250-245-0329 or Michael 250-245-1350 albernfrau@yahoo.ca

67-123GT-\$4000, white/tan, Swedish Built, c/w large fog lamps, good body and paint, rebuilt B20 engine, 4 speed and od, recent front end and brake work, nice tan interior. All service records, Owner for 20 years. Norm, 780-488-4479 njn@interbaum.com

69-1800S \$10,000, exc. body and drivetrain, all service records to 1970s, recent service includes: rebuilt carbs, new fuel pump, refurbished gas tank, new alternator, battery, voltage regulator, door upholstery and Pirelli tires, Needs paint and some interior work to restore. Marcus at 250-595-5591

69 1800S, bare straight shell, \$1000, with title, c/w doors, hood and trunk lid. All have been bead blasted (cost \$1500), most of the bodywork complete, completely painted with acid etch epoxy. Perfect basis for a restoration. Combine with a rusty or damaged parts car to produce an excellent 1800S. has title. Lots of pictures and detailed description available. Gregg Morris, 604-469-1216, cel 604-802-2298, grmorris@moody.bc.ca

72-1800E-\$4000 obo light green, tan leather, storage for 3 years, nice paint, good body, good trim and tires, estate sale, Judy 604-514-9876

73 142S, \$3000, orange, B20B, 4speed, twin SU's, very original, c/w, 240 turbo mags and original steel wheels, Dustin 250-964-4482, dustinvenables@hotmail.com.

73-142 rust free rolling shell \$950, former rally car Ian 604 433-4717
73 1800ES \$3000, lt blue, uncracked dash, rebuilt auto trans, AC, gd blue interior except front seats. some rust, poor bumpers,. comes with parts car. Qualicum Beach , Mike at 250-752-8690 looking4@shaw.ca

82 242DL-\$1500, beige,one owner, well maintained, needs paint, recent clutch, batt, exhaust, brakes, front end, timing belt, aircared, Tony 604-738-5950, anthony.swain@yahoo.com

86-760GLE V8 PROJECT-, 302 Ford engine installed, but not yet running. , call to discuss details and price, lv message, Bob 604-530-6046

90-780 Bertone, Turbo-\$13,350, dk blue/grey,70,000Km, local car no accidents, 604-807-7675, volvolady@yahoo.com

93-850 sedan-\$5,900 Dark Blue/tan leather, 322,000Km, auto, all options, upgraded stereo with 6 disc changer, dealer serviced, excl.cond,4 mtd studded snows, Jeff. Tel: 250-398-0491 Williams lake

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

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

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., Gregg 604-469-1216 grmorris@moody.bc.ca

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.

69-122S parts, Gregg 604-469-1216, grmorris@moody.bc.ca

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

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 grmorris@moody.bc.ca

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 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.

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 grmorris@moody.bc.ca

96-854 GLT \$5800, met blue ext, leather, 277,000km, Many new Engine parts (timing belt, water pump, cylinder head, block heater, air filter, brakes etc) Great on gas, Stephen at 778-554-4965 or 604-467-8938. strider33can@hotmail.com

83-245-\$900, a delight to drive, \$1100 with a new tailgate Bob 604-530-6046

B.C. DEALER DISCOUNT LISTING

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

Don Docksteaders Motors, 8530 Cambie St, Van, 325-2999, or 1-800-663-3359, New pts: 20%,

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 250-382-6122 New parts: 20%

Courtenay Car Center, #12 5th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.

Fibrenew leather and vinyl repair, mobile service Vancouver, Ph 313-4703, 20% discount

Lordco Part Stores up to 30% with Lordco card.

