



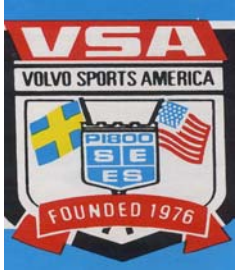
THE VOLVO CLUB OF B.C.

MAY 2008

29 Bedingfield St., Port Moody, B.C., V3H 3N2
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Annual membership fee \$20, To join: Call or write to the address above
or view our Website www.volvoclubofbc.com



V.C.B.C. is the B.C. Chapter of Volvo Sports America 1800 Register

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352 Email: mkbklk@verizon.net
Annual membership fee US\$35 Website www.vsa.org

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

- MAY 3, 2008 (Saturday) VOLVO OF COQUITLAM 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 our second year with the Pattison Volvo Group. Lets help them make it a great success. There will be lots of coffee and donuts and a barbeque for lunch. They are at 2385 Ottawa St. Port Coquitlam, (north side of the Lougheed Highway, one light before the Pitt River Bridge, near Costco and Home Depot). **Darcy 604-538-7402 or Gregg Morris 604-469-1216 , Volvo of Coquitlam 604-942-8500**
- JUNE 1, 2008, (Sunday) VANCOUVER ISLAND SPRING SHOW AND SHINE 10 - 3** at Volvo of Victoria, People's choice and Runner-up trophies and dash plaques will be awarded., Call Bob Cuthill 250-658-0126
- JUNE 8, 2008 (Sunday), VCBC, PARTS SWAP MEET**, at Ed Schram Motors, , 112-13375 76th Ave., Surrey, 10:00 to 2:00. Load up your Volvo parts bring them along or just come and buy Volvo parts, literature, accessories, wheels, tires, etc. Info **Dave McAree 530-6097 or Glenn 876-6131**
- JUNE 21 & 22, 2008 VOLVO CLUB SPRING DRIVE: Saturday, Vancouver to Lillooet via Duffy Lake Road, Sunday, Lillooet to Vancouver via Fraser Canyon.** Make your own reservations at the Mile 0 Motel in Lillooet, by calling 888-766-4530 or local 250-256-7511 (mention the Volvo Club to get the club rate of \$62 assuming we rent at least 6 rooms, 24 hour cancellation, reserve early as Lillooet is becoming more popular each year) Meet Saturday morning at the United Church parking lot north of the Upper Levels Highway at Taylor Way in North Vancouver. We will leave at 10:30 am. For information call **Gregg Morris @ 604-469-1216**
- JULY 20, 2008 (Sunday) Mercedes Club Show and Shine at Waterfront Park, on Esplanade in N. Vancouver, 10 to 3**, The MB club have invited us to join them and show our cars on the grassy waterfront. It was very nice last year give it a try. Info **Charles Godwin, 604-435-8475**
- AUGUST 8-10, 2008, Puget Sound VCOA regional meet, Best Western in Tukwila (South Seattle), Dick Libby 206-365-5742**
- SEPTEMBER 28, 2008 -CATES PARK PICNIC AND VCBC AGM, Last Sunday in September - info Darcy Bullock 604-538-7402**

REPORT OF PAST EVENTS

WINTER SUPPER

January 23, 2008

Dave McAree

The annual Winter Supper was held at the New Westminster Spaghetti Factory. The restaurant reserves a special section for us and treats us very well. Thirty-eight people turned up this year and it was nice to see lots of wives, lady friends and even Don Prociuk's beautiful daughter in attendance. After a half hour of pre- dinner socializing, we sat down to a lovely meal.

Gregg Morris provided the evening entertainment with a digital slide show of several past VCBC events and collections of vintage Volvo pictures. Particularly interesting was a CD of historical Westwood Race track pictures from the '60s provided by Roland DeSchepper. Roland is an excellent

photographer and combined all his old Westwood photos to make the CD.

Gregg then reminded each of us of upcoming events for the year as found in the January 2008 newsletter. The draw for the white P-1800 model was won by Peter Valkenburg much to the disappointment of John Cave-Browne...next time John..♣

SWEDISH CRUISE-IN

February 17, 2008

Gregg Morris



GAIL RITCHIE & GARY RAMSTAD

Gary Ramstad and Gail Ritchie organized



this mid winter event for the second year running. The Washington Volvo Clubs and Saab Club meet at the XXX Root beer Drive-in in Issaquah Washington. Issaquah is located 10 miles south east of Seattle on I 90. They somehow managed to arrange for clear blue sky and warm spring weather in the middle of winter. This XXX Drive-In is something else. It combines all the best attributes of every hamburger joint and diner you have ever experienced. The interior decoration is awesome and it is huge. The service is fast and the food is good and plentiful. Outside there is a giant XXX sign and lots of picnic tables and parking. Of course there is the divided 2 lane

“strip” out front, so folks can cruise or burn by depending on their nature and their ride.

I didn't count the cars but there must have been close to 100 with 2/3 of them Volvos and the rest Saabs. The selection spanned the 60's

to the 2000's in both marques. What really struck me is the number of young enthusiasts in attendance. That is a good sign for both clubs. I find it interesting to see what models turn up and who is driving them. There were only 15 of the early cars (pre 240) and over half of those were 1800s. That is unusual because the old cars usually predominate at most car shows like this. The most prevalent model by far was the 240 series, followed by the 800 series. I don't think I saw one 700 or 900. Most of the young guys drove 200 or 800 series cars.

It is neat to look at the old Saabs and notice design and trim details that are similar to the

old Volvos. Some of the early Saabs entertained the crowd with their 2 stroke engines ring-dinging and smoking their way around the parking lot. The show winning Saab was a 1969 unrestored and mint condition Sonnet owned by Dan Morley of Gig Harbor.

There were a couple of other Canucks in attendance. Don and Sue Prociuk from Richmond drove down in their 240 Classic and there was a light metallic blue 1800ES with BC plates, but I did not see who brought it.



The peoples choice Volvo was a very nice black 71 1800E owned by Tom Johnson of Portland. The black exterior looked great, particularly against the set of **ipd's** new Minilite replica wheels.

A car that I found particularly interesting was a 71 142ET owned by a young fellow named Joel Reiter from Washington. More on Joel's car further on in this newsletter. ♣

EDITORIALS AND LETTERS

SECOND NEW SPRING EVENT!!!

This year our Spring Show and Shine will be at the Volvo of Coquitlam Dealership. Last year's event at Volvo of Surrey was our first with the Pattison Group and they certainly treated us royally. On Saturday May 3, 2008 come and enjoy their hospitality again. Volvo of Coquitlam is located just off the Lougheed highway one light west of the Pitt River Bridge. The address is 2385 Ottawa St., Port Coquitlam and there is a Costco, Home Depot and Save-On Foods in the same complex. There will be a car show and participants arriving before 9:30 am will be eligible for an early bird draw. There will be Peoples Choice awards and dash plaques for participants. Mike Thompson will be hosting a barbeque. The event will also be in support of a charity. ♣

DON DOCKSTEADER MOTORS GARAGE SALE

Don Docksteader Garage Sale Days will take place the first two weeks of May. Check



them out, clearance items up to 75% off. Discounts on accessories, tires, Oil. Phone the Parts Department during the Sale for more info. 604-325-2999

IT IS 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 still \$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, 2008. The new **Username and Password** will be on your new membership card. ♣

WEST COAST REGIONAL VOLVO MEET in Tukwila Wa.

The Washington members of Volvo Club of America (VCOA) are hosting a weekend regional Volvo meet for all Volvo enthusiasts August 8 - 10, 2008. The event will be at the Best Western, River's Edge 15901 West Valley Highway, Tukwila, Washington 98188 (in South Seattle). **Hotel 425-226-1812 or 800-544-9863.**

These are great social events. On Friday there will be registration and a welcome reception. Saturday will see a Judged Car Show/Concours, free lunch, technical session, spouses program and awards dinner ceremony.

CLUB STUFF

VCBC Newsletter,

Over half our members now receive their newsletters 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 of the newsletter. All that you 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 of the newsletter will always be available.

Please send me articles for the newsletter or just send me Volvo related news from any source. It all helps to keep the newsletter interesting. Free classifieds are as easy as emailing me an ad with a price and they will automatically be included on the website.

VCBC Events

First, second and third place awards will be given in stock and modified categories for the various series of Volkos on display. On Sunday there will be a farewell breakfast to end the event and of course there will be raffles throughout the weekend. Plan to attend and register early as it really helps the organizers. Make your reservations at the hotel and mention the event to get the group rates. Registration forms are available on the Puget Sound Volvo Club of America website. www.psvco.org, and www.volvoclubofbc.org

VOLVOS IN OSOYOOS – NOT THIS YEAR.

Gregg Morris

VCBC will not be holding a Volkos in Osoyoos meet this year, in order to throw our support behind the Washington Regional Meet. I encourage our members to take advantage of the Tukwila Meet. What better opportunity to show off your pride and joy Volvo, and the meet location is only a few hours from the lower mainland.♣

SOMETHING DIFFERENT

THE ACCIDENTAL VOLVOIST

Rob Oakley, Rockland Maine

(I read Rob’s entertaining article in the January issue of the Volvo Club of America’s Rolling magazine. Thanks to Rob as well as Rolling editor Jan Nystrom for letting us enjoy this article)

It’s true that your average automatic, B230F-equipped 240 doesn’t accelerate as much as prudently invest in forward momentum, awaiting patiently its due maturation. Ernest, my trusty 245, is an exercise in energy management worthy of any hyper-digital Japanese hybrid. Once you get him going, you want him to stay that way. I enjoy the challenge, but believe that, for the non-combatant, a car should be able to get out of its own way.

My wife had the VTEC Honda Accord, aging but trusty, for just that reason. It was reliable, speedy and efficient. It was also low to the ground, with seats designed for 90th percentile Japanese and not some fat clod from New Jersey, so I was glad to be in the upright 240. I respected that Honda as much as I hated it.

One winter’s day, the wife’s foot, iced from standing on the arrogantly under-salted gas station apron, slipped off the brake pedal. Low-slung Honda nose met high-bumpered SUV, and the nose, fender and hood peeled back like a big peeling thing. \$2500 worth of damage on a \$2500 car. Too bad I didn’t have \$2500, and who carries collision on a 12-year-old car? Not I. Oops.

So. Just as we’d had to find Ernest a year and a half before, when all had gone Ford-rusty, we needed another cheap used car. I tried so hard not to want another Volvo, but every time I went around to the car lots, I’d turn back from the row of blah-mobiles and there would be Ernest, his subtle curves on display, his intelligent brow unconcerned, nobly waiting, knowing I was kidding myself.

If you want a definition of hell, it is finding a Volvo in Maine that’s not overpriced, under-maintained, uninspectable (but just needing “a few things” like an exhaust, struts, a floor patch...) been owned by the son of safety-concerned parents who have no idea how much abuse an 850T can take and still look pretty, or missing a few interior pieces like, say, seating surfaces. Maine is where a used Volvo can

I encourage you to participate in our club events. Over the years we have tried lots of different events and have used that experience to select the number, variety and timing of the events we enjoy.

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 & technical 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 Try out some of their events. They are very nice people and they will certainly make you feel welcome. ♣

meet its match. It will soldier on, but crazily, like an ancient uncle who doesn’t realize slippers are not outdoor wear. I weep for them, but resist giving them the spare room.

One 850 had a “rebuilt” title, a blue-green exterior that featured a very badly mismatched passenger side door promising many more surprises, and an idle as smooth as mashed rocks. Oh, and it might “need brakes.” \$2500. I started it, let it try to warm, felt the lumpy badness and shut it off. Pass.

A 240 sedan, well loved by its college-aged owner, had a decent body, but a non-functioning driver’s electric window and a very amusing set of front-end difficulties, including a habit of, on hard braking, throwing one into oncoming traffic. I wanted it anyway, but at \$1200, plus another \$800 or so to get Mr. Anvil

And Tongs down the street to straighten things out, had to pass.

Another 850, this a turbo. Waterfall of oil leaks. Check engine light (“Yeah, that’s been on for years”). Interior that looked like a goat had lived in it. On a positive note, the turbo boost gauge worked. That I had to think hard about. Um. No.

Ok. Maybe a Crown Victoria. Or a Marquis. Maybe a nice old Buick wagon. Um. No.

I considered a massive old Mercedes 380. Ok. The



clearcoat was peeling and I'd have to remove most of that dark Florida window tint to get it inspected. Sure it had 200,000 miles, but this is a Mercedes. What could go wrong? I finally got a chance to sit in it. The seats dumped me onto the floor. \$2,300? And all the sound insulation was torn off under the hood? And it smelled? Never mind.

I should explain that Maine, in its perverse wisdom, still does a car excise tax. To register a car, you take the title back to your own home town, register it there and pay the local tax, get plates, then drive BACK to the place you bought the car so you can drive it home with the new plates. So it's harder than it sounds. I swear. I'm not that picky. Really.

I believe in miracles. I believe that right when you give up, that's when it happens. So,

TECHNICAL TIPS

AIR CARE CAUSES INDIGESTION.

Gregg Morris

Last September, for the first time ever, I had to give up on getting my 544 through AirCare. It failed 3 times in a row. Very bad for my sense of humour. I was stumped. I had prepared for this annual torture test in the normal way. The plugs and points were replaced and the interior contacts in the distributor cap were scratched clean. I adjusted the valves and timed the engine.

On the fuel side I removed the air cleaners and left them off; cleaned the SU HS6 carburetors; readjusted them to run correctly; equalized the idle speed and then leaned them out



and no matter what I did the HC at idle stayed too high and I had to give up.

It is now March and I decided to try again. I thought perhaps there was something seriously wrong with either the carbs or distributor, so I installed both the carbs and distributor from Kim's 122S. I knew they were fine because her car had passed AirCare recently. After purchasing a one day insurance permit I went through AirCare for the 4th time and failed again. Oh darn! Same problem CO at idle was fine and the HC at idle was way too high. It made no sense and I had to resort to asking Ken



significantly (to 4%CO on Sandy Wills old CO meter) and increased the idle speed to about 1400 rpm and I was ready for AirCare. Or so I thought.

The tolerance for getting through AirCare is very tight. If the SU carbs are a bit too rich you fail on high CO (carbon monoxide) at idle. If the carbs are too lean you fail on high HC (hydrocarbons) at idle. The difference between too rich and too lean can be one flat on the jet adjustment. I went through AirCare 3 times

Witala at Scandia for help. He checked all that I had done and did not find anything wrong with carbs or ignition. Then he walked around the engine bay and noticed a crack, actually a gap in the intake manifold gasket. He sprayed water at the crack and the engine slowed down. There was the problem. I have had lots of manifold gaskets fail, but always on the exhaust ports, never on an intake port. You always know when the exhaust portion of the manifold gasket fails by the sputtering noises, but you hear nothing when the intake portion of the gasket fails. The engine just runs a bit rougher. I replaced the gasket and it cured the problem. After buying yet another permit and taking it through AirCare for the 5th time, it finally passed. You can bet I will be paying a lot more attention to the intake side of the manifold gaskets in future. ♣

SOURCE OF 1800S, 122S FRONT BRAKE CALIPERS

John Cripps

living wee out of that car. It had serious brakes and a lovely growl and I swore it was faster than it possibly could be. I tossed it around the back roads and, there it was, that stupid grin again, just like with Ernest, only this one was a little more demonic. Clearly this was the car. He let us drive it back on his plates. It was a breeze, and now our driveway is properly full.

So my wife drives Molly, our latest, who polished up very nicely, whose lovely brown interior has been exorcised of barn-spiders, whose naked wheels are now covered, and whose 197,000 mile B230F likes to growl.

We are all Volvoists now, however accidentally. ♣

The 1800s and 122S to 1968 use 3 piston Girling brake calipers on the front discs. Rebuilt calipers are available from Lordco, but you have to help them identify the source. Lordco is a distributor for ARI (American Remanufactures Inc,) who rebuild brake



components. ARI at toll free number is 1-800-726-2234 confirm that they have cores on hand and will rebuild the calipers in their Anaheim CA plant and have shipped in one day. The part numbers for the calipers are Left (driver side) 10-9453, and Right (passenger side) 19-9452. Prices from Lordco with the Volvo club discount are \$86.91 each + \$62.60 core charge. ♣

142Turbo at the Swedish Cruise-in

Gregg Morris

The things you find in Issaquah, Washington. I was walking around in parking lot of the XXX drive-in, looking at all the Volvo and Saab contestants of Gary Ramstad's Swedish Beauty Contest and came across the only 140 series car at the event. It was a typically rust-free Washington car, but otherwise it wasn't all that noteworthy. Then I noticed the turbocharged B230 engine sitting in the engine bay and the car became very noteworthy. What's more, the B230FT looked like it belonged there. It was sitting up straight, not slouching like it does in the 200 and 7/900 series. Everything was neat and orderly. There were no cuts in the firewall or

the inner fenders and the only bodywork modification I could see was that the rad had been moved slightly forward. There weren't the hoses, pipes and wires running at random through the engine bay, that you see with many engine retrofits. All in all, it was a very nice installation. I looked around to see if I could find the owner to compliment him on his work, and to get the story behind this car.

There were a couple of fellows standing nearby, but they were deep in a conversation about the mysteries of the diesel engine sitting under the hood of the 245 next door. I asked them if they knew who owned the 140 and they grunted a couple of times, which I took to mean no. I decide to hang around for a while in hopes that the owner would return, and besides, the diesel brothers were quite entertaining. Every once in a while, in mid conversation, one of them would jump into the 245 and crank over the engine, which would obediently cough up a big cloud of black smoke and sit there idling deafeningly. They obviously found this immensely entertaining. After shouting in each other's ear for a few minutes they would shut down the diesel and continue their discussion of the results.

You had to wonder if they were aware that the diesel engine they were ogling was actually the result of a German plot. In the late 1970s VW had a huge surplus of totally useless diesel van engines, so they sent a VW engineer to infiltrate the Volvo Engineering Department. His mission was to convince Volvo that their cars needed a diesel engine, and that despite the fact that Volvo had lots of experience building quality diesel truck engines, they should now purchase their 'car' diesels from VW. You cannot help but be impressed by that crafty Hun. He convinced Volvo that in spite of being noisy, smoky, gutless and unreliable, the VW diesel was the diesel for them. The reasons for Volvo's fateful decision have been lost to history, but it has been suggested that large quantities of Heineken and Bratwurst may have changed hands.

In the meantime the 140 owner, a tall young fellow named Joel Reiter, turned up and kindly told me how and why he made the conversion to 230 turbo power. I asked Joel why he was interested in old Volkos in the first place.

His answer: "Sort of inertia I guess. Just prior to my birth my dad bought the first Volvo (142, '74, yellow) new off the lot. Then in the mid 80s we got a 244 that I drove in high school, then recently to New York and back with my sister. The 244 now has ~350k miles on it. Next came a 744 then an 850. I now



upright in the engine bay?

Why did you choose a 140 and why convert it from B20E to B230FT turbo power?

"I have always liked the 142 body style and the simplicity of the car. The 142E was initially just to drive and maybe to get the B20E running as well as I could. It was after I spent more time reading and thinking about turbos that the idea of the swap kind of grew on me. Then I bought an old, clapped out 740 Turbo, for \$600, that had all kinds of bits and pieces falling off, but could still walk the 142, easily. The more I thought about how that engine would be with the low curb weight of the 142 the more attractive that became. With more research, I now suspect you could get a late 70s 242 down to the same weight as the 140 and all the parts would have just dropped in. As far as motivation for the swap I think it comes down to a few things:

a) The interest in doing something different. There are certainly many many hot 240s, 740s and 850s running around but a 142 is quite unique. At the Swedish Cruise-In I have the only 140 (of any stripe or performance) and that's kind of fun.

b) The interest in finding out if *I* could do it. Prior to really digging into this project I was just an adept oil changer or timing belt changer. I now have a much better idea of how these cars work and what it takes to make them work. My mechanical engineering has certainly gotten a lot better.

c) I thought it was going to be easier than it was."

"I bought a set of custom engine brackets from a fellow on Turbo Bricks that use **ipd** heavy duty B230E motor mounts. (Knowing what I know now I'd just build them myself) I used a high pressure B20 oil pump from **ipd** (modified to clear the crank shaft -- requires it to be rotated a little bit, just opened up the mounting holes and shaved a little off the oil output). I used the B230FT oil transfer tub -- actually, fits really tight and a B20 oil pan with the baffle slotted to clear PCV box drain. I used a B21 flat face 8 bolt flywheel, and custom spec clutch. The pressure plate is setup for the B21 flywheel and the disk has a hub sized to the 142E's original M41 transmission input shaft. It is a 6-puck kevlar sprung hub with an uprated pressure plate to deal with the increased power and reduced diameter. The B20 bell housing is held on by the B230 bolts."

Did it all fit in the engine bay easily?

"After the engine-clutch-transmission unit was together and installed it became a series of interferences. Otherwise known as 'everything else.' There was no place for a regular sized alternator: so I got a small, 60A alternator. That fit, but, with only ~0.25" to the steering idler and ~0" to the engine block. To get the belt to work I hard mounted that and put in an idler pulley. That needed to be on the far side of the engine and miss both the steering box and the distributor. In general, this would have been much easier to do with rack and pinion.

V.C.B.C. NEWSLETTER: MAY 2008

The oil filter wouldn't unscrew all the way before hitting the frame rail. So that got relocated but it was problematic to thread the braided lines past and around the turbo because it was only about an inch off the fender and I didn't want to foul the wastegate. The intake manifold interfered with the brake booster so I moved the booster towards the front of the car.

Witnessing Joel's tenacity and seeing the neatness of the installation I had to ask Joel his occupation. My guess was engineer.

Joels response, "Guilty as charged. I have a masters in Electrical Engineering and I still make my money designing circuits and devices. Right now mostly telecom stuff but I

was also hitting the body somewhere and that contributed to the percussion section. When you ignored the noises you could really tell the potential of the car. Joel is a thorough fellow, and I am sure with development work the 142ET ultimately be as sophisticated as it is fast.

I want to thank Joel for telling us about his very unique car. ♣

COMPRESSION AND LEAK DOWN

Scott Hart

from the ipd newsletter

A compression test will give you a good idea of overall engine condition. If a compression test indicates a problem (low compression). then you'll need to perform the more involved leak down test using a leak down tester to pinpoint the cause. By filling the sealed engine cylinder (at top dead center) with a known pressure of air, the amount of air that leaks out due to a worn valve or worn rings can be expressed as a percentage of leakage. For example if you pressurized the #1 cylinder to 100psi and it held 90 psi, you would say the cylinder had 10% leakage. The leak down tester makes this an easy task. The tool screws into the spark plug hole and when connected to an air compressor it will quickly allow you to pinpoint the problem. If you hear air escaping out through the exhaust pipe, you've probably got a burnt exhaust valve, if you hear air escaping out through the intake manifold or air box, then the intake valve seat is suspect. If you hear air escaping out through the oil filler cap or block breather then the problem is with the rings or piston. When checking leak down, 10% is acceptable. Beyond 10% you'll want to check for consistency from cylinder to cylinder, as a difference of 5% between cylinders could cause a significant imbalance and rough running. If the compression is within 30% of the factory specs, you can usually continue to operate the engine although the performance will be reduced. Beyond 30% wear, the engine will usually begin to smoke and have a difficult time passing smog tests, not to mention the lack of power. Compression testers cost around \$25 and are easy to use, leak down testers run \$60 to \$100 and require a good air supply to keep up with the required airflow. For most do-it-yourselfers, a compression gauge will be all that is needed, as leak down testing is best left for the experienced mechanic. ♣



JOEL REITER & 142E Turbo

Then the throttle body hit the brake pushrod, then there wasn't space for the standard throttle spool so I machined it myself and threaded on a custom throttle cable. After all the smoke cleared from that, the throttle ratio was messed up so I had to adjust that once I put in a new throttle pedal. I just went around and around and around. First I got something to fit and then I'd have to check to make sure that nothing else hit it. The fan took a number of times to get right because there's so little space between the nose of the engine and the radiator. Of course just bolting the fan on causes it to hit the crankshaft pulley so you need a *little* spacer. Turned out, around 0.5". Oh and you need to move the radiator as far forward as possible."

spent many more years doing test and measurement."

I could not resist asking for a ride in this beast and Joel generously took me for a spin on the freeway to demonstrate the car. As we pulled out of the lot, he told me it had only driven 200 miles since the engine installation and there were still bugs to be worked out, such as a high rpm miss. The car pulled like a bullet train, but sounded like a steam train. I was expecting it to be quiet due to the overhead cam engine, and I was surprised to find it was probably as noisy as its original B20, although it was a completely different noise. Instead of hearing the valve clatter of the B20 you heard the whining of the Turbo and the off-throttle whoosh of the turbo pressure relief valve, between each shift. I think the exhaust system

<p><u>B.C. DEALER DISCOUNT LISTING</u> (Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.) Don Docksteaders Motors, 8530 Cambie St, Van, 604-325-2999, or 1-800-663-3359, New pts: 20%, Ed Schram Motors, 112-13375 76th Ave., Surrey, Ph. 604-599-6081, New & Used 20% Chapman Motors, Cobble Hill, B.C., . 1-800-663-7208, New parts 10%, Used parts 20%</p>	<p>Chapmans of Victoria 751 Cloverdale St., Victoria, Ph. 250-475-2213, parts and service: 10% Chapmans of Nanaimo 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10% 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.604- 942-8500, New parts:20% Volvo of North Vancouver, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 20%</p>	<p>Volvo of Surrey, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 20% Volvo of Victoria, 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 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.</p>
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VOLVOS IN MOTORSPORT

RACING VOLVOS

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 the River's Edge Raceway in Mission BC at one time or another. They also race at the Pacific Raceway Park (formerly Seattle International Raceway, near Kent Wa. and less frequently at Portland International Raceway, in Portland Or. The racing schedule for the Vintage races at these tracks is included here and for Conference racing schedules go to ICSCC website or to the individual track websites

For some background on each of these racers and their cars take a look at the May



GIL STUART
CHRIS PEAKE

2007 newsletter.

2008 Vintage Race Schedule

The Vintage Race weekends are; May 17/18 SOVREN Spring Sprints at Pacific Raceway near Seattle; July 4/6 SOVREN Pacific North West Historic at Pacific Raceways; August 16/17 VRCBC Historic Motor Races, at River's Edge Raceway in Mission, Aug 30/Sept 1 SOVREN Columbia River Classic at the Portland International Raceway and Sept 20/21 SOVREN Fall Finale at Pacific Raceway near Seattle.

There are also Vintage grids in conjunction with the Sports Car Clubs of BC events at Mission on April 13, June 1, July 13, September 21, and October 12.

Rich Cote and Joe Contreiras also told me of a new racetrack under construction in the town of Grass Valley about 100 miles east of Portland and 20 miles south of the Washington Border. Google Oregon Raceway Park, to take a video cam ride on the new track.

GIL STUART OF NANAIMO, competes in "Vintage Road racing" in his 58 PV444 as a member of VRCBC (Vintage Racing Club of BC) and competes in Time Speed

Distance road rallies in his 67 123GT. Gil won the 2007 Historic Division of the British Columbia TSD Rally Championship and he has started the 2008 season by finishing the Thunderbird Rally Feb 9-10, 2008,

coming in 1st in the Historic division and 11th overall ahead of a lot of very fast late model 4wd Subarus. As Gil puts it. "Thunderbird Rally 2008 was very satisfying for me and navigator Chris Peake in the 1967 123GT. This was the first time he and I rallied together and it turned out quite well. We stayed on route for the entire 800 km north of Merritt as far as 100 Mile House and Barriere; and did a darn fine job of staying on time picking up only 95 seconds in penalties. This effort rewarded us with a very credible 11th overall and first in Historic Class (of six) against the finest rally crews in the Pacific North West.

There was plenty of snow this year but, since it had fallen two weeks prior to the rally, the roads were plowed smooth. What a delight.



My new Hakkapelita 5, mud and snow tires equipped with square headed studs were fantastic producing unbelievable grip in the slippery conditions. Honestly, I only scared myself one time this year. Many others were not so fortunate finding themselves into and over the snow banks, occasionally more than once."

For the Vintage Racing Season Gil's PV444 will be using the new engine built by Phil Singher at the end of last season. Gil is also building himself a back-up engine. The 444 has been lowered an inch in the rear. He plans to run the three race weekends at Seattle, the August 16/17 race at Mission and the Portland Labour Day race.

PETER VALKENBURG OF PORT MOODY, continues to make subtle improvements to his



PETER VALKENBURG

very fast black 61-PV 544. Peter rebuilt the front suspension this winter and did some cosmetic work to fix some racing rash from last season and found one place to reduce a little weight. He will be racing at many of the Vintage races at Mission and Seattle.

JIM LATHAM OF ABBOTSFORD races a 68 bright red 122S with a yellow stripe, in the road race series. Jim is meticulous in his approach to development of this car. He started by removing weight from



GIL'S 123GT IN THE THUNDERBIRD RALLY

the car, then improving the handling and adding power. This year's development included tweaking the suspension, optimizing the head, adding a Motronic electronic ignition system, and testing different needles in the SU carbs. Jim hopes to use some dyno testing to confirm the improvements. He also has some plans for improving aerodynamics of the car.

If preparing the racecar isn't already time-consuming enough, Jim is now this year's president of the Vintage Racing Club of BC (VRCBC). By nature, racers have an extra helping of ego, and by definition don't like to be followers. So you can imagine, being president of that group is the definition of herding cats. Jim methodical approach and great personality should serve him well in that post.

Finally with Jim's additional duties at the track, he is looking for a one man pit crew to help him with the car at the race events. Anyone willing to volunteer please contact Jim at 1-604-794-0618 in Abbotsford. He plans to participate in all the Mission events and one event in Seattle. Jim reports that 2 changes have been made to the Mission "Rivers Edge Raceway" that should make the track faster and

straight has been removed and one turn has been remove at the easterly end of the track.

MISSION RACEWAY
APRIL 13, 2008

Gregg Morris

It was a one day event, With a vintage grid as part of a SCCA race weekend. There was a good vintage turnout and because there is only one grid all the vintage cars participate in the same race. That makes for an entertaining racing with a Mini at the back, Jaguar E type at the front and the rest in the

middle, including all three of our vintage racing Volvos. It was interesting to see the results of the winters tinkering on the cars. In past years, if it was raining Gil Stuart would be way ahead of the other Volvos, and usually ahead of everybody else in the race. If the

track was dry Peter would often be in front. At this race Gil still lead in the rain, but on the dry track Jim Latham was well ahead of both the others. It is a tribute to Jim's reasoned and methodical developmen

rebuilt his 94 B230FT engine with forged pistons and rods, large turbocharger and intercooler, big clutch, SS exhaust header. To this he added a custom, and very adjustable, engine management system by Simple Digital Systems which will allow him to get all the horsepower from the engine. A super strong BMW Getrag Transmission will be taking all this new-found power and feeding it to a new set of 11 slicks, which should give it tons of grip, at least in the dry.

His first race this season will be on the May 17, long weekend at the Knox Mountain Hillclimb in Kelowna. He was the fast at Knox Mtn, last year so look out this year. He also plans to race in Mission, Seattle and Portland. Rich likes to drive the Seattle track best due to the ups and downs, but for racing Volvos Portland is the place. There are 3 240s, 1 140 and a 500 hp, 740 racecar that all call the Portland track home. After all Portland is the home of **ipd**, the company that started all this fast Volvo stuff and continue to support the Volvo aftermarket.

Rich also tells me that Portland has repaved the entire track which has apparently changed the character of the track.. If you want to know



GIL STUART'S PV444

t of the 122. However, nothing stay the same in racing, and Gil and Peter don't like the present order so it will be an interesting racing season.

RICH COTE owns and operates Dancia Motors, an excellent independent Volvo repair shop on the Island Highway just north of Duncan. His heavily modified 1981 242 competes in the International Conference of Sports Car Clubs (ICSCC) Series in the "Super Production Medium" or (SPM) class. SPM is for heavily modified cars between 2 and 4 liters. This winter Rich

his race schedule or if you want great Volvo service in the Duncan Area give Rich a call at Dancia Motors 250-746-4612. The ICSCC website has the 2008 race schedule posted.

JOE CONTREIRAS OF NEW WESTMINSTER

Joe has a "transformed" Volvo 1800 that he will race in the Conference series at Mission, Seattle and Portland. It is an amazing car and a great story. I am going to save the pictures and the story for our September 2008 newsletter. By that time we will have seen Joe in action. Look out for him in the ICSCC Series in the "Super Production Medium" or (SPM) class, the same series that Rich Cote's 240 will be in.♣



MISSION VINTAGE GRID
April 13, 2008

safer. The chicane near the end of the main

WHATS NEW (OR OLD) AT VOLVO

FORD AND VOLVO

Gregg Morris (with help from the internet)

The population of cars at Ford's Premier Auto Group is looking decidedly thin. It started out with Lincoln, Aston Martin, Jaguar, Land Rover and Volvo. It has de-populated to a group of 1, and that is Volvo. Ford took Lincoln out in 2002 in a strategy to separate domestic from import cars. Aston Martin was sold to private ownership in March 2007 for \$977M.

In March 2008, Ford sold Jaguar and Land Rover to the Tata Group of India for \$2.3 Billion. It may seem a strange concept for the company that manufactures the world's cheapest car, the \$2500 Tata Nano, to buy two luxury brands like Jag and Rover. It makes more sense when you think about the ties between India and Great Britain, from the Colonial days. The first car produced in India was, and is, the Hindustan Ambassador which is based on the British 1948 Morris Oxford. With the purchase of Jaguar and Land Rover, Tata also gets rights to three other British Brand names, Rover, Lanchester and Daimler.

According to journalist Jeremy Cato of Autoblog, the sale of Jaguar and Land Rover to India's Tata Group was not a big surprise; it had been rumoured for months. But what Tata does with the two British brands just might surprise the world. Tata is not a slice-and-dice takeover company. It is in the deal for the long-term. Tata Group chairman Ratan Tata made that clear at the Geneva auto show. There, he came across as the well-regarded businessman who a while ago engineered the well-received acquisition of equally iconic Tetley Tea. "Our plan is to retain the image, the touch, and the feel of Jaguar and Land Rover," Tata said in Geneva. "We will not tinker with the brands in any way. They are special global brands and whoever acquires them has a responsibility to nurture them and enable them to prosper."

So what will happen to Volvo. Sales are down and Volvo is losing money, but Ford says Volvo it is not currently for sale and Ford has a

plan to improve Volvo's corporate performance. "Others" think Volvo will be for sale as soon as the Summer 2008.

It would not be so easy for Ford to just sell Volvo because Volvo's platforms and technology are spread pretty liberally throughout the rest of Ford. The Taurus/Sable rides on a version of Volvo's P2 platform, and the Mazda 3, Euro Focus, and C30/S40/V50 are all on the C1 platform, while the EUCD platform underpins the S80 and the new XC70/V70 wagons, as well as the upcoming Lincoln MKS. It would be hard for Ford to just



RICH COTE 242 RACE CAR

cut the brand loose tomorrow, though reading between the lines makes it seem like they're positioning the Swedish automaker for future sale. Declining sales have led Ford to a new plan which includes improving the image of Volvo to a more premium status, distancing Ford from Volvo's operations, fast-tracking product development. It also includes reducing



Volvo production, reducing the number of US dealerships and even studying the feasibility of resuming North American Production. You have to wonder if they are now regretting the closure of the Halifax plant.

2008 should be an interesting year for Volvo. ♣

LONG LASTING CARS MEAN 'PROFOUND' INDUSTRY CHANGES

Chris Vander Doelen

Can West News Service

Windsor Ont. – Modern cars and trucks are lasting longer than they used to, and that will have a profound effect on the automotive industry in future says analyst Dennis Desrosiers.

According to registration records, 43% of all the passenger cars sold new from showrooms 15 years ago were still on the road in 2006. Only seven years ago, only 28 % of cars survived 15 years, which used to be an "eternity" in car years, he says.

"Never before have we seen such compelling, large-scale evidence of improved long-term durability – regardless of nameplate origin, country of manufacture, or class of vehicle," Desrosiers says in an annual report on vehicle longevity in Canada.

While domestic vehicles built by Ford, Chrysler and General Motors used to last longer than import brands, imports have improved more, according to figures compiled by his company, DesRosiers Automotive Consultants Inc. But both groups "have shown impressive longevity growth."

Of the 5 longest lasting vehicles Porsche is longest with nearly 99% of these hand-built vehicles sold between 11 and 15 years ago still registered in use. Volvo is second at 87.2%. Below them are Lexus 83.8%, BMW 83.6%, Mercedes 82.6% At the bottom of the heap is Lada at 5.1%. On average 60.6 % of all vehicles sold last from 11 to 15 years.

DesRosiers credits a "technological cocktail" of improvements for longer-lived cars and trucks, including galvanized bodies, tighter manufacturing tolerances, superior lubricants and electronic fuel injection.

The main beneficiaries of longer-lasting cars are consumers and the aftermarket, Desrosiers says: consumers save money, even as they spend more on maintenance over a longer period on the same vehicles.

But there is a longer list of injured parties: governments, which lose tax revenues, new-vehicle manufacturers and their employees, and the environment. "Older vehicles are the least fuel-efficient and highest polluting users of the road," he says. Here is the longevity scorecard for all models: (Porche 98.7, Volvo 87.2, Sexus 83.8, BMW 83.6, M-B 82.6, Jaguar 81.4, Toyota 78.2, Audi 76.5, Honda 76.5, Acura 75.9, Cadillac 74.6, Lincoln 72.8, Saab 72.2, Saturn 69.2, Buick 68.8, Chrysler 68.8, Olds 67.2, Infiniti 65.8, Mazda 64.8, VW 63.1, Nissan 61, Subaru 59.1, Dodge 54.9, Pontiac 53.6, Ford 53.6, Plymouth 52.5, Eagle 51.6, Chev 48.6, Hyundai, 32.8, Suzuki 30.8, Isuzu 19.8, Lada 5.1). ♣

HOT ROD JACOB: Press Release
From the carscoop website.

Made in honour of Volvo's 80th birthday, the Jacob is a retro-penned hotrod inspired by the first series-produced Volvo car, the ÖV4 (the Swedish abbreviation for Open Car, 4 cylinders) that gained the nickname "Jacob". The hand-built aluminium body hotrod is based on a carbon-fibre chassis and it's equipped with Volvo's Flexifuel, five-cylinder turbocharged petrol engine that generates 265 Hp. In February 2008, the Jacob hotrod was unveiled at the Volvo Museum in Göteborg before setting off on a tour of the Nordic region and the USA. Hot Rod Jakob is a unique combination of classical car-building craftsmanship allied to modern technology and design.

1925-1926: The prototypes of what would eventually become the first Volvo slowly take shape in a simple workshop on the island of Hisingen in Göteborg on Sweden's west coast. Volvo's enthusiastic founders Assar Gabriellsson and Gustav Larson and their skilled craftsmen proceed with immense skill and precision. They design and engineer all the parts themselves. They test-drive and make changes in preparation for the next prototype. And in doing so they lay the very foundation for the excellent quality reputation that has been a Volvo trademark over the decades.

On April 14, 1927, the very first series-produced Volvo car leaves the factory that was built alongside the workshop. The model is called the ÖV4 (the Swedish abbreviation for

Open Car, 4 cylinders), but it soon gains a new pet-name - Jakob.

2005-2006: In master craftsman, Leif Tufvesson's workshop in the rural south of Sweden, work gets under way in earnest. After documenting the original Jacob in detail, his company

Caresto starts building a car that will develop into Hot Rod Jakob - his personal interpretation of that very first Volvo. He harnesses the full width of his knowledge, which has already won him awards such as "Hot Rod of the Year" and "Most Innovative

Car" in that Mecca of Hot Rods, the USA.

On December 18, 2007, in a perfect grand finale to Volvo's 80th jubilee celebrations, the car is first revealed to Volvo Personbilar Sverige's highly impressed top management.

In Lief's words, "Volvo has always been a special make for me. These were the cars I learned my skills on in my youth, and I also worked for a while at Volvo's concept-car department. So instead of obtaining inspiration from an old Ford, as is usually the case in Hot Rod circles, I wanted to build something that meant more to me personally. That's why I chose to bring together the most classic attributes of Volvo, the Jakob, and my own modern Hot Rod style."

Parked side by side, the similarities between old and new are remarkable. The curvature of the bonnet has exactly the same radius. The characteristic windscreen attachment pillar that runs down the body side follows the original in detail as regards dimensions, materials and the number of screws used. Equally identical is the radiator grille with its characteristic mesh pattern and diagonal bar that incorporates the classic iron symbol. The body has been built by hand from raw aluminium panels that were bent into their final shape using a hammer and English wheel.

Exactly as it was done in the prototype workshop back in the 1920s.

Though they are similar in spirit, the differences are naturally also obvious. Hot Rod Jakob is far smaller than the original. It is a two-seater instead of offering space for four. And it has those typical Hot Rod attributes: large

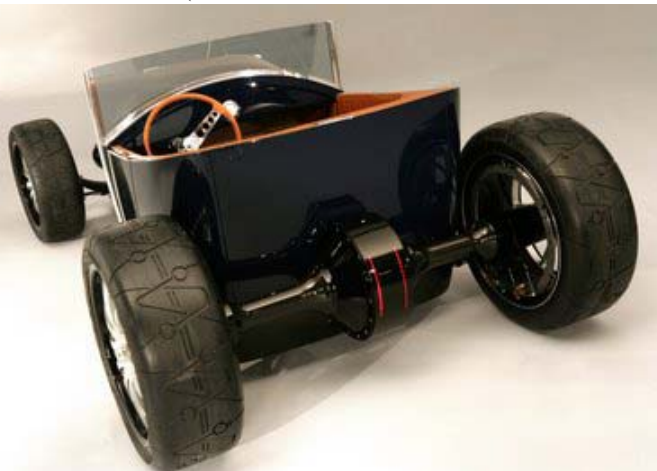
wheels, no wings and a muscular rear axle. And if you get a bit closer it is possible to see differences in terms of materials and details. The chassis is built of lightweight carbon fibre, just like today's most advanced racing cars, not from heavy steel beams as in bygone times.



The brake discs are remarkably slim, but their huge diameter (450 mm front, 515 mm rear) guarantee that the braking surface is still going to be more than sufficient. The wheel spokes are made of aluminium instead of wood, but they are exactly the same in number. The massive tyres with their specially milled tread in the form of Volvo's iron symbol give an assertive, modern aura, while the charming luggage compartment at the very front - in actual fact an elegant leather case - instead conjures up images of white suits, straw hats and wide skirts.

The entire build is typical of Leif Tufvesson's style. Lean. Aesthetically elegant. Stylishly minimalist. Largely because most of the components have been hidden away inside the body. For instance the springs and dampers, the electrical components and exhaust system. The result is that the body and axles look like they are floating in the air.

A closer look at the seating compartment reveals deeply rounded backrests instead of a single flat bench, creating a robust and sporty atmosphere. The seats are upholstered in light brown hide. The piping, the upright rifling on the backrest, resembles the original, while the perforated flat upper section behind the seat echoes more modern styling cues. A glance at the instrument panels reveals no conventional gauges. Instead, all the functions are gathered into a single, in-house-developed instrument to the right of the steering wheel. The dial face changes colour and function when pressed. Press once: the ignition comes on and the button glows red. Press the clutch and the button turns purple. Press once more and the engine fires up smoothly at the same time as the button's colour turns Volvo Blue.



"I really love combining old solutions with my very own ideas. Creating a fine balance between high-tech and tradition that works seamlessly. Dusting off old parts to renovate a car to original condition is not something that appeals to me," says Leif Tufvesson.

But there are nonetheless a number of classic Volvo parts in the Hot Rod Jakob. The steering wheel comes from a 1962 P1800, as do the gear lever gaiter and steering column. The brake pedal and brake master cylinder are from the 140 Series. Supplied by Volvo Genuine Classic Parts (Volvo has one of the industry's widest ranges of genuine manufacturer's spare parts). The M90 gearbox is Volvo's last rear-wheel drive variant and comes from a Volvo

960. The engine, on the other hand, is brand new - a powerful Volvo T5 converted to run on eco-friendly ethanol, all so as to underline the lifecycle approach to this entire project.

The Hot Rod Jakob project has challenged not only Leif's skills as a car builder but also perceptions of the Volvo brand. Just how does this car fit in with the image of safe, secure Volvo?

"Absolutely perfectly, in fact. We have for some time now been moving Volvo towards a more daring design language. The Hot Rod Jakob does of course go its own way, but I regard it more as a work of art than as a Hot Rod. The car is built with the very same Scandinavian design tradition as our modern

Volvo models. Lean elegance, yet in a way that sticks out," says Volvo Cars design director Steve Mattin.

"That was exactly what made it so exciting. The paradoxes in the project. Challenging the usual perceptions of Volvo. And showing that it is perfectly possible to balance modern design and technology with classic Volvo and Hot Rod traditions," answers Leif Tufvesson when asked the same question.

After being unveiled at the Volvo Museum in Göteborg on February 26, 2008, Hot Rod Jakob will be exhibited at the four Nordic winners of Volvo Best Partner 2007. In November Hot Rod Jakob will visit the SEMA show in Las Vegas in the USA. ♣

MEMBER PROFILE

FRED DEBOER

Gregg Morris

You have probably seen Fred at some of our Volvo events. He is a tall fellow with a pleasant Dutch accent. He always arrives in a meticulously restored old Volvo and he is usually surrounded by his 4 blonde children. If you had braved the downpours at last year's Cates Park Picnic, or read the January 2008 newsletter, you will have seen Fred and family with his restored Volvo cab-over truck. That is the first time a truck has won the Cates Park People's Choice award.

Fred was born in 1964 and raised near Noordwijkerhout, in "Flower Bulb District" of the Netherlands. I am sure everyone has seen the amazing pictures in the National Geographic, showing a sea of tulips and daffodils. His parents operated a nursery and exported bulbs all over Europe. Fred was trained in horticulture, and although he did not work in his parents company, he did work in the industry. When he was 18 he served his mandatory 16 months in the Dutch military and on the weekends he took a job driving truck for a local transport company, delivering flowers from the growers to the flower auction. When his army service was over he went to work full time for this transport company. He would deliver bulbs, cut flowers and potted plants all over Europe. He did that for 7 years and in the last years got to drive a new Volvo F12 cabover truck. During these years he made two trips to Canada to visit a friend who had emigrated with his parents. Fred liked the country very much and when he returned to Holland he applied for landed immigrant status.

When he was interviewed at the Canadian Consulate in the Netherlands, he told them his business plan was to start a nursery and to do wholesale distribution of potted plants and cut flowers. They approved of his plan and in 1991 aged 27 he arrived in the BC lower mainland. With hard work and good business sense he has accomplished just what he had promised. Now just 17 years later he owns and operates a very busy and very efficient business in Aldergrove called Mainland Floral. He operates a nursery and with his climate



controlled warehouse and a fleet of transport trucks he delivers flowers and plants all over the Pacific North West.

So where did his interest in old Volvos come from. Fred told me that his mother worked in Sweden prior to his childhood and the family would regularly holiday in Sweden. That was during the late '70s and early '80s and so he would have been surrounded by 544s, 120 140 and 1800 series. He was always interested in cars. In fact he bought his first car at 13 years old, a Mini Cooper that he was too young to drive on the road. He did drive it on his parent's property and he even fixed it up a bit and then sold it, doubling his money. A very big success when you are 13 years old. At 16 he bought himself a non-running PV544 in Holland, but he had too many distractions at that age and did not get that car running. Still, he never lost his interest in those old humpy backed Volvos.

Building a successful business and starting a family in a new country tends to cut into your spare time, so Fred's car hobby stayed on hold until about 5 years ago, when he bought a 544 in need of restoration. Although the car was running, he wanted it to be perfect, and so the restoration started. This all took a bit longer than expected, so he bought a nicely restored 122S and improved on that restoration. Next came a one-family-owned 1800ES that he restored to a very high standard, while work on the 544 progressed slowly. Currently, the 544 is finally in epoxy primer, after being completely stripped, patched where needed, and will be the next one to be completed. If the past cars are any indication it will end up being near perfect. Do you think that is enough old Volvos? Nope. There is a 164 that may receive some improvements from stock. Maybe an engine from a 960 and an interior that Bertone would approve of. And then there is the 142E, and maybe a future Duett and he

V.C.B.C. NEWSLETTER: MAY 2008

kind of likes Citroen DS as well. Good thing he has a big yard....

That brings us to by far his 'biggest' Volvo restoration. Fred still has close ties to Holland and he was looking on the Internet, at used commercial trucks for sale in the region of Holland where he used to live. There in a used truck lot, he saw a Volvo truck that looked a lot like the one he bought new in Holland and had to sell when he left for Canada. He had a friend in Holland take a look, and sure enough, under a 4 year layer of dirt, grime and mould, was his old truck. To be specific it is a 1989

Volvo F12 cab-over 12 litre diesel, 400 hp, 14 speed truck. He still had a sentimental attachment to that truck, and not much stops Fred, so he bought it and imported it to Canada to be restored. This model Volvo was never sold in Canada but with the help of an incredibly cooperative Volvo truck dealership in Holland, he was able to source the body and mechanical parts he needed for the restoration and for ongoing maintenance. Luckily he also found a Dutch speaking mechanic at the local Volvo Truck dealership in Langley. This fellow was able to read the service manuals,

which were all in Dutch, and was willing to work on this unique truck. The end result is a thing of beauty. The truck could pass for brand new, and it is not just a showpiece. It is a part of Mainland Floral's truck fleet, but I suspect only Fred drives it.

Fred is a generous fellow and he has suggested that we hold a Volvo event at his Aldergrove business. He has a fully serviced shop and a very large site. It sounds like a good plan to me. Hell, half the car show is already there.♣

CLUB DIRECTORS: Chris Ainscough, Darcy Bullock, Bob Cuthill, Glenn Little, Dave McAree, 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

67-122S \$3000 obo, dk green/tan, great body (no rust), nice chrome, rebuilt automatic transmission, recent engine work, new master brake cylinder ,etc, Richard 604 733 0895 Vancouver

69 1800S, bare straight shell, \$800, with title, c/w doors, hood and trunk lid. All have been bead blasted (cost \$1500), much of the bodywork complete, completely painted with acid etch epoxy. Perfect basis for a restoration or vintage racer. Combine with a rusty or damaged parts car to produce an excellent 1800S. Lots of pictures and detailed description available. Gregg Morris, 604-469-1216, grmorris@moody.bc.ca

71-142S- ,Yellow/brown interior, I owner, 45K orig miles, 4speed, excellent mechanical condition, new exhaust, very straight, only minor rust. Mike 250-389-0752 or 384-3099. Victoria

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

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

80 345GLT, silver, hatchback, 60,000 KM, 1400cc engine rebuilt by Nigel, mint condition, imported by a German immigrating to Canada, Variomatic transmission Nigel, 250-752-8961.

82-240DL \$1500, 251K, Interior and exterior good shape, new clutch, heater motor, wiper motor, 2nd owner, well maintained, all service records, aircared 604-328-6943

85-760-\$1200, Grey Chevy V6 engine/transmission, professionally installed, Running condition and aircared, Jerry 1-604-850-0588

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

88-244DL-\$3500, 179K, light blue ext, dark blue int, auto, cruise, a/c, new tires, ski rack, exc cond, Karen 780-467-9466 Edmonton

91-740T-\$4200, 216K grey met, 4sp and overdrive, a/c, new clutch, exh, cat, brakes, v well maintained, Jan 250-756-3927 Nanaimo

Wanted Parts for 68-122S, vintage race car. 1. M40 or M41 close ratio complete gearbox or close ratio gear set for my vintage 122s race car. The ratios required are the Volvo optional 2.62; 1.67; 1.24; and 1.0 to 1. , 2. 4.88 ratio differential gear set , Jim at 604 795 0618 or e mail lathamconsult@telus.net

Wanted, Intake manifold suitable for dual side draft Weber or Solex carbs to fit a B18/20 engine, John 250-787-01324 jhdymond@pris.ca

Yale Road Motors, Volvo Service, Jorgen Rhode, 604-792-9939 Chilliwack

Volvo custom black rubber floor mats front and rear, fit 2001 and on \$70, \$60 or \$80, \$75 for the set, Dave 604-530-6097

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 Gregg Morris 604-469-1216 or grmorris@moody.bc.ca or John Cripps 604-466-9110 or volvoridge@hotmail.com

Brake Fluid Level Alarm For Single Circuit Brake Systems. Fits 120 and 1800 series cars. \$60, Gregg 604-469-1216 grmorris@moody.bc.ca

Set of 4 – 5 spoke 240 Turbo Mags, excellent condition \$300 Joe 526-5519
Wolfe Custom Cover for Volvo 544, choice of brand new Noah or 2 month old Evolution. Call Terry at 604 939 6727 for details Z

Set of 4 - 5 spoke 240 Turbo mags with 195/60-15 Yokohama A008R tires, (2 tires very good, 2 fair) \$500, 2 other turbo mags, \$60 each. Jim 604 -795-0618, lathamconsult@telus.net

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

4 new Michelin 205/45-ZR17 mtd on 7 spoke 850/S70 alloys + one spare rim, \$2250 obo Ted 875-0620.

Good Selection of used Volvo parts for cheap. Send requests to , volvolady@yahoo.com , 604-807-7675

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

