



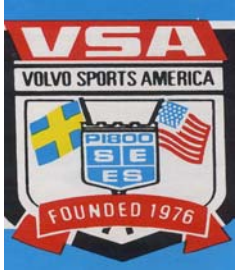
THE VOLVO CLUB OF B.C.

SEPTEMBER 2008

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:
membership@vsa.org Annual membership fee US\$35 Website www.vsa.org

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

SEPTEMBER 28, 2008, (Sunday) V.C.B.C. 17TH ANNUAL CATES PARK PICNIC Rain or Shine, North Vancouver, B.C. from 9:30 am to 5:00 pm. Bring a picnic lunch, shine up the Volvo and bring the family. There will be ****LOTS**** of raffle prizes as well as dash plaques 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**.

OCTOBER, 2008, Vancouver Island Chapter FALL COLOURS TOUR, Watch the events page of 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, lbscuthill@shaw.ca**

NOVEMBER 12, 2008 (Wednesday) VCBC TECHNICAL SESSION 6:30 p.m. Hosted by Volvo of North Vancouver, 809 Automall Drive, North Vancouver, Subject to be determined, watch the events page of the website, for details. **Gregg Morris @ 604-469-1216**

JANUARY 21, 2009 (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 COQUITLAM SPRING CLASSIC CAR SHOW

May 3, 2008
Gregg Morris

The location for our Spring Car Show is making the rounds of the Pattison Auto Group, Volvo Dealerships. Last year we were invited to the newly opened Volvo of Surrey and this year we enjoyed the hospitality of the Volvo of Coquitlam. Mike Thompson, (Parts and Service manager at the Volvo of North Vancouver dealership) has sort of adopted our club, and he decides which dealership will host our event and oversees the organization.

In April, Dave McAree and I met with Mike at Volvo of Coquitlam and he introduced us to Jonathan Zavarella, Parts and Service Manager and Joseph Doau, General Manager of the Coquitlam Dealership. They were enthusiastic about hosting our Classic Volvo Show and organized a parts and service sale to go along with the event. Mike also wanted to support a charity with the event and offered a local



school the opportunity to have a by-donation car wash in the service area.

centre and chrome "V". Finding these hubcaps in good condition is no mean feat.

and he had 4 of the correct hubcaps but they were rough. More on that later. Ed Lay has a nice red 67 123GT and red was a colour available in 1964, but Ed's car has the silver slotted rims and stainless steel hubcaps correct to his year. My only solution was to find a set of old solid rims, paint them red, mount a set of tires and of course find more hubcaps. Finding a suitable 122 wagon was easier. My daughter Kim drives a very nice 67 wagon in a light grey blue colour that is very close to a colour available in 1964, but again it had the wrong wheels. I felt a bit guilty about my solution to that problem, but not for long. Herb and Marg Hamlyn have a really nice 63 544 in nearly the same colour as Kim's wagon and the 544 is not running at the moment. I showed up at his doorstep with a tire iron and floor jack. Before he had time to consider what was happening the 544 was sitting forlornly on Herb's jack stands and I had made off with his wheels and perfect hubcaps.



*VOLVO OF COQUITLAM
John Cave-Browne-Cave*

This year we added an interesting attraction. Somewhere, I saw picture of a Volvo showroom taken in 1963 or 1964. The picture was taken from an elevated perspective and showed all the Volvo models available that year. It looked great and I thought it would be neat to replicate it in the Volvo of Coquitlam Showroom. (Of course, now I cannot remember where I saw the picture. I looked through past newsletters and old brochures but no luck. If anyone recognizes the description and knows where the picture came from please let me know) Anyway, I suggested the idea to Joseph Daou at our meeting, and to my surprise he agreed to empty his showroom of new Volvos so we could turn back the clock to 1964. Seemed simple enough, you just drive the new cars out and drive 5 showroom-condition 1964 Volvos back in.

You have no doubt noticed the flaw in my plan. Where the heck do you find 5 showroom condition 1964 Volvos of any kind, let alone one of each model. The answer is you can't, at least not in Vancouver. What we needed was a PV 544, a P210 Duett (that is a 544 wagon), a 122S sedan, a 122S station wagon, and of course a Sainly 1800S. We couldn't find examples of the exact year, but we could do was find an excellent example of each of the models, albeit of another year. Then all we had to do was make them look like 1963 or 64 models. That meant choosing cars of the right colour and finding correct wheels, tires and hubcaps. As it turned out that wasn't particularly easy but it was kind of fun.

In 1963 and 64 Volvos all wore solid wheels, painted body colour, and the hubcaps were bright chrome with a large red painted

They dent easily and are of double walled construction making them prone to rust. Also most of them are 45 years old. Even if you find a structurally decent hubcap the red paint will have worn off or faded or both.

Here is how we did it. I have a nice black 62 544 and all that was required was to change to the correct red centred hubcaps. I have one very good set so that was easy. I could not find a Duett so we opted to include a second 544. Olof Malmberg provided his red 1960 model,

The 1800 presented a slightly different problem. I knew the perfect car. A pristine, white, 1966 1800S owned by John Cave. John has a cardinal rule. The 1800 shall not be driven in the rain or snow. Now, our event was to be held May 3rd, on the north side of the lower mainland, right up against mountains. In fact it would have been in the middle of a rainforest if we hadn't cut down all the trees. The dreaded forecast was a 40% chance of rain, which here means it will rain at least 40% of the time. So, how do I convince John to break his own rule. The solution was brilliant. I called Jennifer and convinced her that it was a good idea and she worked on John. By the time I talked to him, promising his car a prime space in the nice dry showroom, he relented. Good thing too. Of course his car had the silver slotted wheels, but I had and easy



solution to that. A few years ago Kim's old white 122 was hired for a movie set in the time of JFK's assassination so to make the car look like a 1963 and I had prepared a set of solid white wheels.

Now with the cars chosen and the wheels sorted, all I needed 20 hubcaps and I only had 8 good ones. Fortunately I did find 12 more



hubcaps but most of them needed to have dents removed, chrome polished and worst of all, repainting of the red centre. Spray painting would produce the best finish, but masking the chrome V in the centre would have taken forever. Ultimately I chose to hand paint each cap using some NOS Volvo red paint and a couple of sizes of artist brushes, swiped from Rose's art supplies. It was fussy work but turned out OK and we were ready for the day.



The five cars that were to be in the showroom had to show up at the dealership a little after 8 in the morning to install the hubcaps, or wheels and hubcaps depending on the car. There were lots of willing helpers and soon we were ready for the showroom. Jonathan directed all the cars as they backed into their spots and wisely inserted a sheet of cardboard under each. Apparently new cars

don't mark their spot like ours do. The end result was worth the effort. It really did look like a 1964 showroom, and a classy one at that.

While all this was going on. People were showing up for the event, despite the pouring rain. It was a good thing that the event was largely focused indoors. There was lots of conversation and commotion. Mike provided Tim Horton's coffee and donuts and later he and Jonathan barbecued lunch for everyone. John Cave and Bert Sherlock gave out dash plaques and raffle tickets and Dave McAree distributed the People's Choice ballots. There was a steady stream of people at the club desk joining the club or renewing memberships or buying Club clothes. Our newly available ball caps were a big hit and we will have to order a bunch more. People were able to help themselves to the Volvo pins and key fobs provided by Volvo of Coquitlam.

Around 2 p.m. we collected all the People's Choice ballots. Bert whispered at the crowd to get their attention. Scott Ormiston's boys helped to draw tickets for the raffle prizes and they were both choked that they didn't win either the 122S or the 1800S models. Janet Schwiieger of Northern Woven Brooms donated a bunch of hand made whisk brooms that were also raffled off. I hope I welcomed everyone to the event and thanked them for coming, although I can't remember if I did or not. As a public speaker I make a good ditch digger. It was great that the Schwieigers came all the way from the Kootenays. They made good use of the trip by finding and buying a bright red 1990 740 Turbo wagon with only 57,000 kms. Thanks also to Dennis Cowell for driving down from Kamloops, and Steve Hutchens who braved the rain and the border to join us from Bellingham.

I definitely did remember to heartily thank Mike Thompson, Joseph Daou and Jonathan Zavarella for their enthusiastic support of this event. The support was greatly appreciated. Mike has confirmed that we will be at the Volvo of North Vancouver Dealership next year and we may look at moving the timing later in May or even June in hopes of better

weather. Joseph said he was very happy with the look of his retro showroom. Chris Ainscough took a lot of photographs and hopefully Joseph will be able to use these in his advertising for the dealership.

Everyone who had their car on display by 9:30 am was eligible for the early bird prize. Joseph donated a weekend's use of a new C70 hardtop/convertible as the prize and Dave McAree was the winner. Hopefully Dave brings the car back. Next up was the Peoples Choice Awards. Volvo of Coquitlam provided the award plaques and perennial winner, Olof Malmberg won Peoples Choice with his red 1960 PV544 and Kimberly Morris' 1967 122 wagon was Runner-up.



By this time the raffles and awards were over it was after 3 and most people were thinking about going home. Of course now the sun was shining. It was time to reluctantly take our cars out of the showroom and back to the service bay to switch wheels on John and Ed's cars. Dave and Ed worked the floor jack, I used the impact wrench, Rob Schwiieger put the wheels on and John Cave changed the hubcaps. It was just a picture of Nascar efficiency, or so we thought. Ed and John left, but Ed was back in about 5 minutes, complaining of a clunk in the rear. The numb-nuts impact wrencher (me) had been distracted when installing the right rear wheel. Although all 5 wheel nuts were on only one was tightened. Fortunately no damage. These tractors are tough.♣

SHOW-N-SHINE VII
Vancouver Island Chapter
June 1, 2008
Bob Cuthill

I must admit it is hard to believe we have just completed our seventh Show-N-Shine. Seems only yesterday we had moved to Victoria and the subject of an island meet of some kind came up over coffee at Landsman Motoers. And it seems only yesterday I was here in Inuvik writing about last year's show. You know, it's hard to convince people down south that at 28 C (82F) Inuvik has been the hot spot in Canada for the last few days. But I digress.

We've had several formats and locations over the years and each one has been successful. Show-N-Shine VII was again hosted by Volvo of Victoria in their shiny new facility. We really consider it quite an honour to be given the run of the entire show room and

the outer display area on two of Victoria's main streets. There were a number of cars from up island but I think the long distance award should go to Olof Malmberg who caught the early ferry from the mainland in his sparkling red 544. It wasn't long after he was

year's meet, and to a lot of Volvophiles present was a silver 480Turbo. I'm going have to talk to my co-organizer at Volvo of Victoria, Angela Moran, and see if I can get some more background on this one.

After a bite of lunch from the BBQ the attendees were gathered for the drawing for door prizes. Just about everyone seemed to get something.

Thanks to Volvo of Victoria and Terry Little at Chapman Motors for their contributions at this event and their support throughout the year. This year's People's Choice award went to Paul Hasler for his sparkling red 123GT. I'm glad I wasn't judging

these cars as a concourse event; it would have been a hard choice. It wasn't much longer until participants were easing out the doors of the showroom and off to take advantage of the fine Sunday weather for a drive around the city or up island and back home. Thanks to all who attended and supported the club. It's always fun to organize a meet and very rewarding to see the continued support and quality of cars on show days. ♣

VCBC PARTS SWAPMEET
June 8, 2008

Gregg Morris

Great thanks to Brian and Glen Schram of Ed Schram Motors, who kindly hosted this years parts swapmeet at their Volvo-only repair facility at 112-13375 76th Ave. in Surrey, 604-599-6081. Brian and Glenn Schram donated their Sunday and opened their large and well equipped repair and parts facility for us to inspect. Ed Schram Motors has been in the Volvo repair and wrecking business since the 1960s and they are expert in their business. If you need service for your Volvo give them a call. They also have a bodyshop that works

primarily on Volvos and they know the cars literally inside and out. The body shop has already made the government mandated conversion to a water based paint system and the cars coming out of Glen's paint booth look like brand new.

At the swapmeet the Schrams put out lots of their own NOS and used parts for sale the event. It was a good thing as the event was lightly attended by both buyers and sellers. Those who did attend certainly got some bargains. ♣

SPRING DRIVE 2008
June 21-22, 2008

Gregg Morris,

This was a Lillooet year. As usual we met at the United Church at the NW corner of Taylor Way and the Upper Levels Highway around 10pm on a clear Saturday morning. As the cars arrived it looked like it was going to be a wagon train. The first 8 cars to arrive were



VOLVO OF VICTORIA

installed in the showroom that he disappear for a tour of Victoria on the bike he had in the trunk. Although attendance was down a bit, only 21 cars this year compared to 28 to 32 in



VOLVO OF VICTORIA

the past, the quality and variety was certainly there. The 21 cars represented 12 different types. The 544s, 122s and 850s were certainly most popular, both sedans and wagons. One of a kinds included the 164, V70, S60, 240, S90 and the club's 71 145 Express. This blue truck with the club logo on the side panel with magnetic signs is unique in Canada. As far as we know only two were brought in. And the other one is alive and well in London, Ontario. So I guess we can boast that the Canadian 145 Express Club can boast 100 percent membership – both cars! And new to this



VOLVO OF VICTORIA

all wagons. (1 122S wagon, 2 1800ES, 1 855, 2 XC 70s, & 2 V70s) After that a 242GT, 2 more 122s and a 544 appeared. This was just the right number of cars.

We spent some time talking in the parking lot introducing each other and generally catching up on things. Four of the cars were from Washington, Steve and Celia Hutchens and friend in the 544, Steve Yabroff in his V70R (who is leading the organization for the Tukwila event in August) Ben Huntley and friend, Rennie in their 122 wagon and Gene and Sharon Dvorak in the 850. It is nice to have them participate in our events.

The plan was for everyone to travel at their own pace and we would all meet at a few designated stops along the way. Our first stop was the Chevron in Squamish to fill up with gas and coffee. We had to wait for Steve and Celia because they were reconnoitring for a picnic spot for their Brits around BC tour. Besides being a keen member of our Volvo club with his 544 and Celia's 122, Steve also owns a gaggle of Morgans and is a director of the Old English Car Club. Steve did all the organization for a week long, 1500 mile drive around south and central BC that was enjoyed by 30 old British Cars and they all made it home again under their own steam. Steve thinks our club should do something similar in the future. He has done all the leg work so it would be quite possible.

From Squamish we went to Bridal Falls for a picnic lunch. The falls are particularly impressive during the spring melt and the park entrance and holding area has really received a spit and polish as part of the Sea to Sky highway renovation. But pay parking in the middle of nowhere; give me a break. Some did not have a picnic lunch with them and continued on to the deli in Pemberton for provisions. The rest of us finished lunch and made a short stop in Pemberton to collect the rest of the pack and we headed for the Duffy Lake road to Lillooet. This is a GREAT road if you like curves and wonderful scenery and don't mind rugged pavement. Make sure your cooling system and brakes are in good shape as there are long steep grades at each end of the 90 km road. At the Lillooet end we stopped for a short rest and enjoyed the beautiful view at the Seton Lake lookout. We also looked at the amp light in Ben's 122, glowing away happily even when the car was not running. That looked a bit ominous. We carried on to the Mile O hotel in town. Waiting for us was John Cave, minus his 1800S. Instead he was riding his Honda 2-wheeled rocket ship enroute to his annual June week-long tour of BC interior

John Cave calls the raspberry ripple hot-tub, tastfully situated right in the middle of the room. These happy hour events are always fun and after a couple of hours of that we walked down the road to Dina's Greek Restaurant for supper.

On Sunday morning we usually drive to the Big Bear Restaurant in Cache Creek for breakfast and disperse from there. The Big Bear is in a very impressive log structure, but the last couple of times we have been there the food has been poor and the service worse. This year we had a very good breakfast at the Reynolds Hotel in Lillooet and everyone separated from there. Most headed home via highway 12 to Lytton and Highway 1 to the lower mainland. Dave and Louise McAree continued on Highway 99 to Hat Creek then south to Ashcroft, west to Logan Lake then south to Merritt and on to the Coquihala home.

Rose and I were just starting our weeks drive-about and we were invited by Don and Sue Prociuk to their house on Horse Lake in 100 Mile House. From there we hit Little Fort, Kamloops, Vernon, Needles, Nakusp, Halcyon Hot Springs, New Denver, Kaslo, Balfour, Crawford Bay, Creston, Castlegar, Christina

secondary roads, you owe it to yourself. Beautiful BC is an apt description. We were glad we were travelling West on that last day because the traffic heading east from Vancouver was brutal. School was out and families were making a break for the interior. Unfortunately there was an accident on the freeway at about Aldergrove and the eastbound lanes of the freeway was literally stopped from there all the way back to the Port Mann Bridge, and it was hot. ♣



PUGET SOUND VCOA REGIONAL MEET IN TUKWILA WASHINGTON August 8-10, 2008

Unfortunately this event was cancelled due to lack of participation. We were sorry to hear of the cancellation and I am sure it was disappointing for the organizers who had put in so much work in its preparation. ♣

roads before the kids get out of school and the roads become infested with RVs.

We unpacked and Bert Sherlock invited us to his room for some socialization. He had rented the bridal suite, complete with what

Lake, south to Washington at the Laurier Border Crossing to Orient, Curlew, Tonasket, Oroville and back to Osoyoos and finally home via Highway 3, by the following Saturday. If you have not taken a southern BC tour, using

EDITORIALS AND LETTERS

VINTAGE VOLVO CD'S

The club received an email from Taduesz Makliewicz offering for sale, CDs containing Parts Catalogues - Service Manuals - Instruction Books - Accessory Catalogues and Brochures These are very useful in restoring and maintaining classic Volvos. He has an individual CD for the PV, Amazon, 1800, 140 and 164 Series as well as and a new CD of R Sport parts. All the material is original Volvo publication and is carefully scanned in order to assure best viewing. Most of the literature is in English. Each CD is \$25 plus \$5 shipping.

Email VolvoCD@plusnet.pl or go to his ebay link <http://search.ebay.com/ws/search/SaleSearch?as1=yasmalkie>

USING CREDIT/DEBIT CARDS AT THE GAS PUMP. Bob Shultz

In BC, we are now required to prepay gas so if you are using your plastic, please pay attention to this following story:

She used her credit/debit card to purchase gas at the pump (like most of us do). She received her receipt like normal.

However, when she checked her statement, there were 2x \$50 charges added in addition to her purchase. Upon investigation, she found out that because she did not press the 'clear' button on the pump, the employee inside the store was able to use her card to purchase his/her own gas!

To keep this from happening, after you get your receipt, you must press the 'CLEAR' button or your information will be stored until the next customer inserts their card. Be sure to tell all your friends/family so that this doesn't happen to them!

I had never noticed the clear button but I got gas the other day and sure enough it is there. I will be using it from now on....) ♣

PORTUGUESE BARN FINDS AND OTHER FAIRY TALES

Sports and Exotic Car,

By now, you must have gotten the e-mail about the retired New York restaurateur who bought a modest farmhouse in Portugal, pried open the doors of a large barn on the property and discovered a trove of forgotten automobiles, the former property of the late farmer and his wife. This story, complete with dozens of photos, of dusty relics in a dimly lit space, has gotten more exposure than that ancient hoax about Microsoft sending you a big, fat cheque for forwarding an e-mail. Like other good hoaxes, this one has some basis in fact. Tom Cotter, the author of The Cobra in

the Barn and The Hemi in the Barn, tracked down the photographer, who revealed that the cars belong to a Portuguese auto dealer who is very much alive, and has been collecting since the 1960s. The building is not a rural barn, but a warehouse in an industrial area. Why did the owner have the photos taken? Tom has heard that at least two of the cars have shown up at auction in Europe, and believes more may join them. "I have the feeling this car dealer may be the most clever promoter on earth," he said. "He's sold the sizzle, and now he's selling the steak." With a couple of exceptions we didn't see much among the collection that would be worth more than the cost of restoration. Something to think about before you buy that ticket to Lisbon. ♣

CLUB STUFF MEMBERSHIP

Our club membership hit a new high in 2008. By the end of June (our annual renewal date) we had 420 members. Renewals for this year are coming in well.

Glenn Little receives your renewals and sends you your new membership card and membership list if you requested one. The membership card has your name and expiry date on it as well as the USERNAME AND PASSWORD if you get your newsletter digitally.

Glenn gives the money to our Treasurer Dave McAree to deposit in the Club bank

account and the renewal forms go to Gregg Morris to update the membership list.

Typically most people have returned their renewal forms by September, when the first newsletter of the year is available. Unfortunately those who have not renewed by September are removed from the membership list and do not receive the September newsletter. The remaining renewals will straggle in over the course of the year.

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 and they have access to all the back newsletters. 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 write 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 for the newsletter are as easy as emailing me an ad with a price and they will automatically be included on the website.

VCBC Events

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. We have been holding events since 1992 and we have been amazingly lucky with the weather over the years. That all came to a screeching halt this year as it poured rain at Cates Park, and the Spring Show and Shine. Hopefully that is over with and we can continue our sunny ways.

VCBC Website www.volvoclubofbc.com

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. The effectiveness of our free classified ads section is getting better and better as our website becomes well known to Google.

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. ♣

TECHNICAL TIPS

CAR STORAGE

Ron Nutine

Mechanic and Mechanical Engineer

One of the late fall chores for many car guys is putting away that summer vehicle for the long cold winter. Obviously the ultimate storage process for any vehicle is no storage at all. Vehicles are meant to be used on a regular basis and in many ways benefits from being used. Regular use with at least 15 minutes of highway driving is prime treatment for an automobile. This allows proper warm up of all the vehicle components. It ensures that all the lubricants get up to correct temperature and are properly distributed throughout the components. This applies not only to the engine, but the transmission, differential, shock absorbers, wheel bearings etc. When you start to think about it, any component that was designed to move is better off being moved on a regular basis.

Continued use is sometimes not an option based on the climate and keeping our prized car off the salted and gravel-covered roads. So the second best storage procedure essentially mimics continuous use without going out on the highway. An ideal storage area would be dry and cool. Parking in a damp garage or an open field with vegetation will defeat the purpose of storage by increasing the corrosion

rate under the car, especially if the area is heated.

The vehicle should be stored after a good warm-up drive, preferably on a dry day. The engine oil and filter should be changed. After use, engine oil contains acids and moisture, the by-products of combustion. Engine oil is made to hold these by-products in suspension. Fresh oil will prevent any corrosion in the engine.

The fuel tank should be full, leaving as little space as possible for condensation to build up inside the tank. A fuel stabilizer should be added to the fuel and the vehicle should be run to distribute the stabilized fuel throughout the fuel system.

The vehicle should then be jacked up and supported on jack stands, ideally positioned so that the car is supported by its suspension in a position similar to how the vehicle sits normally, but not on its wheels. This will prevent the tires from getting a flat spot and un-stress the wheel bearings.

Then the spark plugs should be removed from each cylinder. A teaspoon of oil should be added to each cylinder and the engine should be cranked over several times with the ignition system and fuel system disabled. The oil will lubricate the cylinder walls, pistons and rings so that no corrosion will take place in the cylinders.

Now disconnect the battery. Vehicles, especially newer ones, place a constant draw on the vehicle battery even when not in use. The draw is required to keep various memories alive (radio stations, clock settings, etc) and antitheft systems functioning. This draw will quickly discharge a battery and a discharged battery can freeze. A frozen battery may never function properly again. Even a disconnected battery discharges, albeit at a very slow rate. If the storage area will not go below freezing, it is ok to leave the battery in the vehicle but it will need recharging every four months. Otherwise remove the battery to another above-freezing storage area.

The vehicle should be closed with windows slightly open and a desiccant placed in the interior to absorb moisture. Then cover the vehicle with a breathable material to protect from airborne contaminants, but still not trap moisture. If your storage area is damp, don't cover the vehicle at all. ♣

ALTERNATORS AND HOLIDAYS

Gregg Morris

One of my favourite holiday pass times is to hop in one of my old Volvos and take a road trip on some of the wonderful, curvy paved secondary roads in southern BC or Washington. When I say 'old' Volvos I mean 'sixties' and early 'seventies'. I have to specify

because most people start to think of their car as old after 8 or 10 years. I used to be the same way. In 1970 I bought a 1964 PV544 to get me to UBC. The 544 was only 6 years old but I thought I was buying an 'old' car. I still have the car, and sometime over the intervening 38 years it has made the transition from 'old' to 'timeless'. That is enough philosophy. Well almost enough, I also have a theory that all the problems in the world are electrical. The subject of this tech article fits right in with that theory.

I carry a pretty comprehensive selection of parts with me on these road trips. (I provided that list in a past newsletter, but if anyone wants a copy give me a call) Included in my road-trip spares and tools is an alternator, voltage regulator, little multimeter and a current tester. This may sound like overkill, but these have been the most used tools and parts on these excursions.

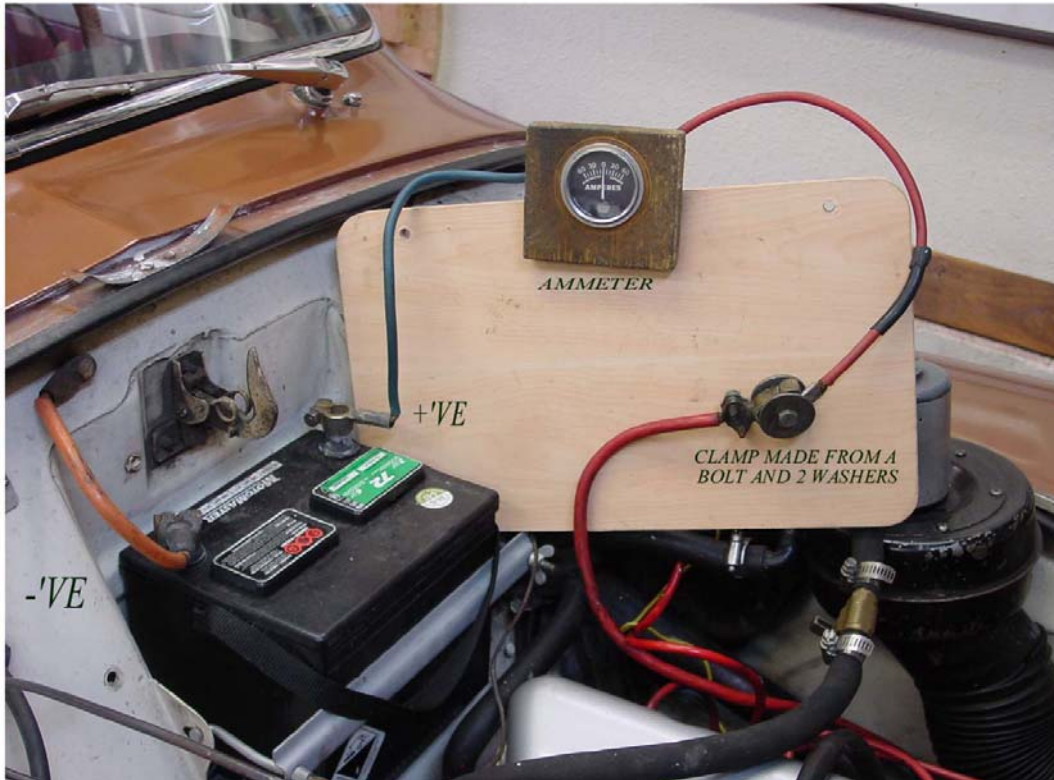
Remember it is not just my car that may fail. I am often on drives with lots of old Volvos, such as our Volvo Spring Drive or the various Volvo in Osoyoos meets. I recall that my spare alternator went home in Brian Graham's 142E one year and this year the ammeter light came on in Ben Huntley's 122 wagon when we got to Lillooet. The current tester showed that the alternator was still charging and Ben made it home fine.

The common alternators used on the old cars are Bosch, Motorola or SEV Marchal. They are all interchangeable and so are their remote voltage regulators. All these alternators have the annoying habit of periodically eating one or another of their diodes. Alternator problems are totally unpredictable and can be serious on a road trip, particularly if you are driving a fuel injected car such as an 1800E or 142E with Bosch D jetronic fuel injection. Without a healthy supply of electrons being pushed along at least 12 volts the battery soon fades along with the D-Jet brain the car quits. The carburetted cars are more forgiving as they use much less current to run. As long as none of the accessories are used, they will run for a long time on just a good battery.

The most common symptom of an alternator problem is for the ammeter light on the dashboard to stay lit when the car is running. This indicates either that the alternator is not charging, or there is a short to ground in the wiring system. Another wrinkle is where the ammeter light goes out when the car is running, but lights up when the engine is turned off and the key isn't even in the ignition. In either case the alternator may or may not be

while until the battery is charged and then fall back to zero. If the alternator is not working it will just stay at zero when running and fall to the discharge side when a consumer is turned on. If it is not charging you can try installing your spare regulator, but these are quite reliable and seldom fail. More likely the alternator will need to be replaced and that's why I carry a spare.

I saw a very handy tech tip in a recent issue of the Classic and Sports Car magazine. If you suspect that your alternator may not be charging, start the car up and pull off one of the main battery wires – the ground wire is best. If the alternator is working properly the engine will continue to run. If it's not, the engine will stop. I tried this test and it does work. I know the alternator in my 544 is good, so I started it up the car and pulled off the



negative terminal of the battery and the car kept running. Then I pulled off the field wire from the alternator and the car quit.

Just so you drivers of newer Volvos won't feel left out, the alternators in your 200, 700, 900 series cars are not immune to problems either. In fact alternator, or more accurately, voltage regulator problems in these cars are more dramatic (and maybe more common) than in the old cars. If the voltage regulator fails the car will run erratically, then all the dash lights light up and the instruments stop working and finally the car quits. This progression takes about 10 miles and a few starts, at least that's what happened in my 1991 940. The voltage regulator is integral with the alternator and is held on with 2 machine screws. With a little dexterity it can be removed and replaced with the alternator in the car. This is a part that should be carried along as a spare on any trip, along with an engine rpm sensor. Both these can leave your car dead on the side of the road.♣

If the wiring is ok I use my current tester to see if the alternator is charging or not. The tester is home made and simple. It uses a cheap aftermarket ammeter and two lengths of heavy gauge wire. One of the wires to the tester has a battery terminal clamp on it and the other has an eye, nut, bolt and a couple of big washers. I remove the cable from positive terminal from the battery and insert the meter in line. See the picture.

Before starting the car I turn on the lights and wipers for a couple of minutes to slightly discharge the battery so that when the car starts the alternator will immediately start charging if it is working. While the starter motor is turning the ammeter will peg to the discharge side and once the engine starts the ammeter should go well into the positive side for a little

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WHATS NEW (OR OLD) AT VOLVO

VOLVO EXHIBITS CARBON DIOXIDE FREE TRUCKS

"As one of the world's largest manufacturers of heavy trucks, diesel engines and buses, the Volvo Group is part of the



climate problem," says Leif Johansson, Volvo CEO. Those are pretty strong words coming from the head of an Original Equipment Manufacturer, but they were accompanied by a vow to do something about it. In late August, Volvo announced that it had manufactured seven demonstration trucks that could be driven without emitting any carbon dioxide. Yes, zero CO2.

Unveiled in Stockholm, the trucks' 9-litre Volvo engines were modified to operate on a variety of renewable fuels or fuel combinations: biodiesel, biogas with ethanol/methanol, synthetic diesel and hydrogen gas combined with biogas.

While the trucks may be ready, these renewable fuels are not. There is no wide-scale production or distribution of any of these renewable fuels at the moment. Still, Volvo's Johansson focuses on the possibilities. "Our own history has taught us that much of what we once thought impossible we have since been able to solve a few years later. This can be applied to such important areas as energy efficiency and exhaust emission control. I am an optimist and believe in a similar trend in carbon dioxide-free transport."

VOLVO SEES GOOD IN PEOPLE

Dutch Mandell

Autoweek May 2008

MEMBER PROFILE AND TECH ARTICLE

MEETING JIM LATHAM

& GRETA DOES THE DYNO

Gregg Morris

You will probably recognize Jim Latham and his 122S race car named Greta. Both have featured in our newsletter a few times before.

When press days for the New York [auto](#) show come, I can't wait to get in and get out. It's held the week before Easter, and if I'm not on a plane pointed toward a spring-break margarita, then something compelling had better keep my attention. This year, there was: the sixth annual Volvo for Life awards ceremony, recognizing everyday heroes across the country. These aren't headline-grabbing heroes; these folks saw a societal gap--sometimes a gaping hole--and filled it, helping the forgotten or underrepresented.

There are three categories in which someone can be nominated--safety, quality of life and the environment--which coincide with Volvo's core values. Each finalist nominee receives \$25,000 and qualifies for a \$100,000 grand award and the use of a free Volvo for life. What makes these folks great is not their superhumanness but their humanness. In six years, 19,000 nominations have been received, which heartens anyone who thinks we can't make the world better.

Marilyn Adams, the grand award winner, started Farm Safety 4 Just Kids to educate about dangers to children on farms. This followed her 11-year-old son's death on their Iowa farm. Matthew Sanford, paralyzed from the chest down since a car accident at age 13, is a pioneer in adapting yoga for the disabled and thus earned the quality-of-life nomination. Lorraine Kerwood taught herself to rebuild computers and gave them to people who couldn't afford them. Her organization, NextStep, has recycled 800 tons of electronic waste and given away 11,000 computers around the globe. Then there is the Alexandra Scott Butterfly Award for an exceptional child hero. Named for a young lady who, by starting a lemonade stand, raised nearly \$1 million for pediatric oncology research by the age of eight, the Butterfly Award is presented posthumously by her parents. Since her death four years ago, the foundation has raised nearly \$18 million. Zach Bonner, who walked 280 miles towing a [wagon](#) to raise money for families devastated by a Florida hurricane, won this year's

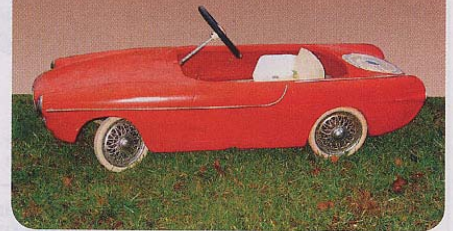
It has been educational to see the steady improvement Jim has made to the cars performance.

Jim has been racing on and off since 1971. As a young teacher in Trail, BC, he bought a 1965 Mini Cooper S, with a 1071cc engine.



IN THIS P1800, THE P STANDS FOR PEDAL

We usually focus on full-scale cars here in Lost & Found, or at least in drawings of full-scale cars, but this one, forwarded by a Volvo P1800 enthusiast, was too intriguing to ignore. This "trambil," as the Swedes call pedal cars, was offered for sale on a Swedish auction Web site. It was described as having functioning steering and pedals, though the paint was in poor shape and the windshield and bumpers were missing. When the bidding had ended, this pedal car had brought 7,600 Swedish kronor, or about \$1,200. Its existence raises two questions: Who made it, and what other pedal-car versions of well-known European cars might be floating around out there?



Butterfly Award. His Little Red Wagon Foundation provides backpacks of food, school supplies and other items to underprivileged kids.

Thanks, Volvo, for rewarding the good in people, for seeing people as more than monthly payments. ♣

The car was in what we would call today "Street Performance Tune", and it had a roll bar. Jim's a logical guy, and he deduced that if the car has a roll bar it must be a race car, so it only made sense to go racing. He raced at tracks in Spokane, Seattle and at Vancouver's

Westwood as well as the odd unofficial hill-climb event in Trail. There is definitely no shortage of hills around Trail.

In 1974 Jim moved to Vancouver with a growing family and growing responsibilities. The race car had to go. He did get one more opportunity on the track before he went into racing hibernation. A friend of Jim's bought an Alfa Giulia Sprint Veloce, with the intention of going racing (the former Procter car). The only flaw was the owner didn't have a race licence, so Jim made the great sacrifice and volunteered to drive the car for him at Westwood. He even managed to turn a 1 minute 25 second lap, which was an impressive time for the car and the driver.

The rest of the '70s and then the '80s sped by, with his time taken up with family and career. By the early '90s he could see some light and bought himself a 1970 Lotus Elan Series 4 Coupe to restore. He did such a fine job of the restoration that it won the Lotus closed class at the All British Field Meet in '93, '94 & '95. Of course it was not lost on

car, stored near Forest Grove in central BC. It was a car with a very storied past. Notable previous owners were Bob MacGregor, Ross Bentley and Rick Payne. After several calls Jim tracked it down and bought the whole works for \$3000. All the car needed was everything; an absolutely total, from scratch, restoration. And that is just what it got. Other than the engine rebuild by Graeme Hutton, re-fabricating the damaged chassis and front bulkhead by Ken Dye, and the bodywork repair and eventual carbon fibre shell by Glen Freeman, Jim personally built or rebuilt everything else in the car. He raced the car for 3 years in the late '90s until he felt that his reaction times were no longer fast enough to safely race the Formula Ford and he sold the car to Jack Teague from Kent WA

His current racer is the 68 Volvo 122S "Greta" that we are familiar with. I asked Jim why he chose a Volvo to race and whether he had owned Volvos before. Here is his answer.

"My family did not own a car until I was in grade 11. By then I was attending races at

1962 2 door Canadian 4 speed in that grey/blue with the light grey leatherette interior. It cost exactly \$3095 (with the seatbelts). We all drove it. - All 6 of us, and my siblings all learned to drive on it. It was hit twice, rolled once and finally after many years and one transmission, and two clutches, with the head never off, it was T-boned in Vancouver with one of my brothers driving at about 405,000 miles. It was still rust free. I loved rat racing that car around the Chilliwack area. Since I found that the back seat also could be the site of much pleasure in this car with a particularly athletic girlfriend, it seemed like the perfect car for nearly anything. So then when I found Greta, it just seemed like the chance to do the one thing that I always wanted to do with that car back in 1962 that I had not done - make it fast. Needless to say my siblings love the fact it is a Volvo.

So no, to answer the question, I never owned a Volvo, till Greta. But I think we are genetically linked."

Jim's 122S race car has had an interesting history. The car was converted to a rally car by an Edmonton Volvo racer, sometime during the early '70s and competed in rallies, slaloms, hill climbs and road courses. I remember it turning up in the car park at the Westwood Historic Race Days in the early '80s, wearing its same distinctive paint scheme of bright reddish orange and a bright yellow side stripe. Even then it displayed many dash plaques from races in the 70s. It came up for sale in the Buy and Sell in the late '80s and was purchased by Mike Handfield who subsequently sold it to Nick Seldon of Allvo. After Nick, the car changed hands twice until it was purchased by Vintage Racer, Leigh Anderson. Leigh discovered that the car had suffered the ravages



Jim that the Elan would make a great race car, and he seriously considered the conversion. He even took Race driver training in the car, but ultimately he decided the car was just too nice to be subjected to the wear and tear of racing.

Shortly before the Driver's Training he found the engine and damaged frame of a 1977 Tiga Formula Ford at Blair Gehman's (The Chassis Tuners) shop in Chilliwack. At Driver's Training Felim Power had a booth to advertise the Club Ford series he was organizing. In chatting with Felim, Jim mentioned he knew of the Tiga; coincidentally Felim knew the whereabouts of the rest of that

Westwood with my uncle and other friends - like Dick Barwell, whose Alfa I raced for him before he had his licence.

Anyhow, my Dad said to me "What should we buy?" thinking that with all of us growing up and doing all sorts of things, a car was needed. He rode a bike. I said if we can find a good Volvo let's go for it. We did, a 1959 white 544 B16 which we kept for a year. Dad then said he wanted to get a new car and was now already convinced it should be a new Volvo. So in 1962 he and I and my twin brothers made the trek to Docksteaders (Burrard and Georgia) where we picked out a



of too many races and hard rallies, interspersed with too much time on the street and it was literally coming apart at the seams. It needed some structural work and Leigh's son welded up all the seams in the car and cut out the rust and generally stiffened it up. With the body sound, Leigh steadily improved the power train and handling during his years of ownership. He had a 4.56 P1800 axle and True Track

differential installed by IWE and had 40 DCOE Webers (which SOVREN would disallow).

Jim Latham bought the car in the spring of 2005. From Leigh he received some of the car's history and has continued to research it. For one thing he learned that the car was named Greta in 1970, after the Swedish redhead Greta Garbo. Jim's first opportunity to race Greta came in the fall of 2005 and with that brief track time he formulated a plan for improving the cars performance and appearance. That winter Greta went on a diet. He had her stripped down and repainted in its original colours by Paramount Auto Body. Jim replaced all of the side glass with Lexan, the front and rear glass with Margard, removed all the interior sound deadening and undercoating, removed the head liner, overdrive unit, replaced the door panels with corrugated plastic sign board, and numerous other details that added up to a 167 lb. weight reduction. His goal has always been to prepare the car to SCCA 1969 GCR status so that it will in vintage events as a 1969 SCCA B sedan which will be group 2 for SOVREN.

During 2006 Jim improved the suspension, adding tow out, reducing bump steer, changing shocks, wheels and tires. At the end of the 2006 season he installed a preliminary version of his new engine and a fuel cell. The engine was built by Fred Key of Key Imports in Abbotsford. The first iteration had an upgraded bottom end but had an interim head. The finished engine would not be seen until the first race of 2008 and it was impressive.

GRETA DOES THE DYNO

On the strength of the engines performance at the April 2008 race, Jim arranged for some time on a load cell equipped dynamometer. Dave McAree and I were invited to attend the dyno-test session and it was hugely entertaining for us and proved to be an extremely valuable tuning tool for Jim. Here is how the day went.

Jim lives in Abbotsford in the eastern end of the Vancouver Lower Mainland and he had arranged for his test at Miller Performance Cars, a BMW performance specialist in Abbotsford. I left from my home in Port Moody, early, not knowing how the eastbound traffic would be on the freeway and arrived at Miller Performance about half an hour early. There were a variety of BMWs outside the large and modern shop and the shop is located right behind the Abbotsford Greyhound bus depot, so there was a lot to look at while I waited. After a while a young fellow on an old bike with monkey bars and a banana seat rode through the bus depot and tooled around the parking lot for a while and eventually made his way to the back door of the Miller shop. Not long after that there was a tremendous

bang from somewhere. If we were in Iraq everyone would have hit the ground. Thirty seconds later another ferocious kabang!! And Jim Latham and race car arrive on the scene. In fact they were the "scene".

All was not well with the race car and it was showing its disapproval by backfiring and shooting neat flames out the side mounted exhaust pipe. Of course the car had run perfectly the day before and chose dyno-day to throw a fit. We opened the hood and stared at the engine with great intelligence. It looked just fine from the outside, other than bits of irreplaceable choke linkage that had fallen off the SU carburetors between Jim's house and the shop. It was not looking promising for dyno day.

I should have had more faith. Fred Key, the builder of Jim's race engine has his shop nearby, and he was already on his way over to observe the dyno test. When Fred arrived and heard Jim's story, he didn't seem too



concerned so Jim fired up the car and popped and banged his way towards the dyno. The young fellow who had been riding his bike around the parking lot, and who I had assumed was a shop helper, introduced himself as Brody Saari, vice president of Wilson Performance Cars and dyno operator. I should have known.

Brody and his helper strapped the rear wheels of the grouchy race car onto their brand

spanking new single roller dyno. After a little instruction for Jim the driver, they did one test run with Fred looking on. The car outdid itself. The explosion and resulting flame from the exhaust was even more impressive inside a building than it was on the road and Fred called a halt to the performance and looked for some tools. He pulled the spark plugs and they looked oily around the electrode and he calmly declared that the wetness was shorting out one or more of the plugs, causing the backfires. He installed a new set of plugs and all was well.

Now would be a good time for a lesson on dynamometers. Everyone who has taken their car through Air Care has had some experience with a dynamometer. They consist of a single or double roller supported in a concrete chamber such that the top of the roller is a bit higher than the surrounding floor. The drive wheels of the vehicle are positioned over the roller/s so that the rollers of the dyno are driven (rotated) by the wheels of the car. The dynamometers at Air Care stations are fitted with load cells. That is they have the ability to apply resistance to the driving wheels of the car being tested in order to simulate real driving conditions, while the engine emissions are tested. Not all dynamometers have load cells.

Let's let dyno operator Brody Saari, describe his dynamometer and explain to us the benefit of having it equipped with a load cell.

"Our dyno at Miller Performance is a Mustang 1100SE capable of up to 1700HP and 225 MPH. You are right; it has an eddy brake load cell. This is beneficial because it not only simulates the real world conditions, such as weight of the car, wind resistance etc. etc., it helps tune a car much more accurately. Most inertia dynos (dynos with no load cell) do not put nearly enough resistance to the wheels. If you noticed it took about 8 - 10 seconds to do a pull with Jim's car. On a dyno such as a Dynojet, with no load cell, the run would have ended much sooner. Think of how fast your car revs in neutral to the red line and compare it to how long it takes to get to the red line in fourth gear on the road. Do you see what I am saying?"

Load cells have many functions, they can help trouble shoot a certain RPM, programming our machine to hold the engine constant... varying load to stay with in the set RPM or speed for certain types of tuning. You can do 0-60 times and 1/4mile times, something that cannot be done on inertia style dyno. Finally, the eddy brake load cell gives real world HP figures for the wheels.



It's a more conservative number than inertia dynos; any where from 30 - 40 HP difference. I would more strongly believe a number from an eddy brake (load cell) dyno than an inertia dyno. As a quick example, our R&D car puts 450HP and 460 Ft. lbs. of torque to the rear wheels with the load cell on. That is a far more accurate number to the 482 HP recorded with the load cell turned off."

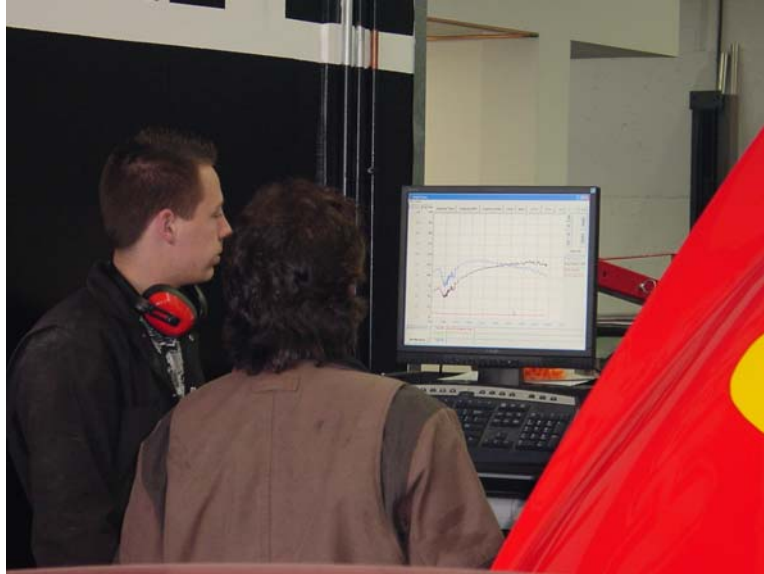
What Jim and Fred wanted to accomplish with the dyno session was to determine what horsepower and torque the engine was currently producing and then try two alternate needles in the SU Carburetors and then try a couple of alternate ignition timing settings. Ultimately they were trying to find the ultimate combination of torque, horsepower and air/fuel ratio for racing conditions. They succeeded, at least theoretically.

Before starting the tests Brody took some information about the car and entered into the dynamometer computer consol. He entered the make and model of the car, its weight, the number of cylinders in the engine and the maximum rpm the engine was designed for. Brody explained that the dyno software uses the cars weight and frontal area to determine the amount of resistance to be provided by the load cell. The load simulates a flat road with the car travelling at 50 mph. Finally he had Jim sign a waiver of shop liability in the event the engine blew up.

The way the tests were run Jim drove the car and Brody stood beside the dyno at the computer terminal. On Brody's signal Jim shifted up through the gears until he was in 4th with a 1:1 ratio, keeping it under 3000 RPM. At that point Brody signalled Jim to floor the accelerator and leave it there until the run was over. The run is very dramatic. There is lots of noise, some smoke as the loaded engine races its way to redline. As a spectator your reaction it to get the heck out of the way and you involuntarily start gritting your teeth as the engine reaches redline and at the same time you have a big grin on your face. When redline is reached Brody signals Jim to put the car

in neutral and the dyno goes into "brake" mode and slows the wheels until they stop.

Once a run is completed everyone huddles around the computer monitor as Brody brings up a graph on the screen. On the Y axis is Horse Power, Torque, and air/fuel mixture and on the X axis is engine rpm. The three coloured lines on the graph show you how horsepower, torque and mixture vary with rpm during the test. On a table under the graph it lists the max, min and average values for each



parameter.

For instance Jim's initial set up produced a maximum of 138 hp and 137 ft-lb of torque at the rear wheels, and it also showed that the engine was a bit too rich up to 5500 and a bit too lean from there until the power fell off at 6500 rpm. The needles here were the UK needle he had last used at Mission which were strong but would not exceed 5500 RPM in top gear. The car was flat up there in fourth gear.

After the first run Jim and Fred took the tops off the SU Carbs, removed the pistons and inserted the second set of needles. Brody and his assistant were very interested to watch Fred work on these carburetors, that were designed not long after the horse and buggy days and long before these youngsters were born. These young fellows are wizards with fuel injection, turbo chargers and programmable engine management systems; carburetors are a novelty to them. They marvelled at how efficient they actually were!

Now ready for the second run, the new needle (UJ) was supposed to be leaner throughout the range, but it did not react the way the needle chart said it should. It produced a big dip in power and torque at about 3500 rpm, was too rich all the way through the rev range, although the max power and torque were a bit higher than the first run. Fred also realized that the electronic retard

for low PRM was affecting things so he unplugged that component. So much for those needles.

It was the third set of needles that Jim had his hopes on. He had researched his exact model of SU carb and its application on big Healy's and had concluded that a "rich Healy" needle may be the route to go (the UN) He was right, at least on the dyno. The maximum power was up to 137 HP and torque was up to 147 ft-lb, and the mixture was just on the rich (safe) side of optimum. The torque increased steadily, peaking at about 4000 rpm and staying reasonably constant almost to redline. He had found the right needle and now began the timing tests.

On the final two runs they modified the distributor total advance which was initially set to 38 degrees before top dead centre (bt/dc). First they retarded it by 4 degrees and max horsepower and torque were both down and they really fell fast at 6500 rpm. Advancing the timing 3 degrees to a total advance of 41 degrees bt/dc reduced the max torque by one point to 142 ft lb, but increased the max horsepower to 143 HP and both stayed up better right to 6500 rpm. The whole run with this

combination was much smoother. The torque came on later in the rev range so the conclusion was the 38 degrees advance is best for a short track like Mission where good torque at medium revs is most valuable. The 41 degree advance would be useful at long tracks like Seattle where the horsepower would be needed for the long straight. Due to the time constraints, what was not tested was the other needles at the 41 degree advance. This would prove to be an important omission at the track.

Jim got the opportunity to test the results on the Mission race track in June and it confirmed that the set up was basically correct although he had to richen up the SUs a bit more. He ended up going back to the UK needles and looking at the plugs determined that they too may be a little lean at full race, or that there may not be quite the fuel pressure needed (Jim uses the B30 mechanical fuel



pump). Regard less, the car was very fast and Jim was very happy.



Less happy were Gil in the 444 and Peter in his 544 as they will have their work cut out for them to keep up with Greta.

(p.s. I want to thank Brody Saari for answering all my questions. I was impressed with him and his company, Miller Performance Cars. You should see the custom performance package they have developed for the six cylinder BMW engine. Turbo, extra fuel

injectors, refrigerated intercooler. Although Brody's company specializes in BMW performance, they are able to tune most fuel injected cars that utilize engine management systems.

The dynamometer is available for rent, at \$140 per hour with Brody at the helm. They also host club dyno-days at a rate per day where they do as many runs as time permit or

for a smaller group a reduced fixed rate for an individual run such as \$40 to see how your car really performs.

They can be reached at Miller Cars, 2001 Abbotsford Way, V2S 6Y5, 604-755-7692, email brody@millerperformancecars.com or view their website www.millerperformancecars.com)

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, 604-325-2999, or 1-800-663-3359, New pts: 20%,	Chapmans of Victoria 751 Cloverdale St., Victoria, Ph. 250-475-2213, parts and service: 10%	Volvo of Surrey , North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 20%
Ed Schram Motors , 112-13375 76th Ave., Surrey, Ph. 604-599-6081, New & Used 20%	Chapmans of Nanaimo 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10%	Volvo of Victoria , 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 New parts: 20%
Chapman Motors , Cobble Hill, B.C., . 1-800-663-7208, New parts 10%, Used parts 20%	Kamloops Select Auto , Kamloops, B.C., Ph. 1-800-667-7006, New parts: 20%	Courtenay Car Center , #12 5 th St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.
	Volvo of Coquitlam , ---2385 Ottawa St., Port Coquitlam, B.C. Ph.604- 942-8500, New parts:20%	Fibrenew leather and vinyl repair, mobile service Vancouver, Ph 313-4703, 20% discount
	Volvo of North Vancouver , 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 20%	Lordco Part Stores up to 30% with Lordco card.

CLASSIFIED ADS

66-1800S-\$12,900, winter green. 106K miles, restored then stored for 20 years, rebuilt B20, rebld SUs, new clutch, tires, exhaust U-joints, raking system. Pictures on vcbc website. Immaculate Paul paulsmacdonald@shaw.ca 250-415-5894, Victoria.

72-1800E.\$6000, Dk Green. Collector plates, Runs beautifully all summer. Storage October through March. Service record last 15 years. Reason for sale: Wife says owner now too old for such toys. 250 374 7425, Kamloops. jdownie1@shaw.ca.

74-164E, \$650, 226k, runs well, has been daily driver until recently. auto transmission slips,(band adjustment?), no major dings, minimal rust. lair_86@yahoo.com

79-264GLE-\$1500, I owner, amazing cond., black /grey velour, body and interior in collector plate condition, B23 conversion, all records from new, new tires, cherished by Volvo Enthusiast/perfectionist until his death, Trevor 604-946-8661, tvhervet@telus.net.

79-244GL.offers, don't want to see it scrapped, 313K, Body & interior good, new Sony stereo with mp3. Few minor mech problems. kerry.doucette@gmail.com 604-562-2818

81-245-\$6000 Full body restoration, B230FT eng with 25K, since rebld, custom turbo header, T3 super60 turbo, NPR intercooler, full poly suspension, bilstien shocks, B&G lowering springs, custom 17" wheels, over \$25K invested volvoluvin@>gmail.com (Vancouver)

81-245DL-offers, Runs well. 30,000 km on rebld engine. Well maintained. Minor rust underneath and a couple of other problems. Kathy 250 935 8525 (Cortes Island) -7 rings for voice mail.

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

87-244DL-\$3500, auto, light blue, 330K, exc cond. mostly highway driven. (250)388-7634 Victoria, falliturvisus@hotmail.com.

89-744GL-\$4000, Grey met, grey cloth, auto, 148K, aircared, A/C, no accidents, meticulously maintained to as-new condition, All service records, moving, must sell, Ken 604-276-0191 after 4pm.

90-244GL-\$4000, Burg met, grey cloth, auto, 153K, aircared, no accidents, meticulously maintained to as-new condition, All service records, moving, must sell, Ken 604-276-0191 after 4pm.

90-244DL-\$5500, charcoal/grey cloth, mint condition, 114,000km, all service records, no accidents, lady owner, Bob 604-434-6246

92-960GLE-\$5500, white, blk leather, exc cond, 230K, meticulously maintained., can deliver part way. John, 250-787-1324, Fort St. John or email jhdymond@pris.bc.ca

95-854T-\$4,000, leather, hitch, auto, new Traction T/A's gd cond, local car, 604-435-7443

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

Volvo custom black rubber floor mats front and rear, fit 2001 and on S70, S60 or S80, \$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

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