



THE VOLVO CLUB OF B.C.

MAY 2009

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)

NOTE: Always check our website for any last minute date changes to our event schedule.

- MAY 23, 2009 (Saturday) VOLVO OF NORTH VANCOUVER HOSTS A SPRING SALE AND CLASSIC VOLVO DISPLAY: Theme "Old meets New": 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 3rd 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 lunch. Located in the North Vancouver Automall at the south end of Fell St. info call **Chris Ainscough 604-521-6071 or Gregg Morris 604-469-1216 grmorris@moody.bc.ca**, Volvo of North Vancouver 604-986-9889
- JUNE 13-14, 2009 SPRING DRIVE**, This year on Saturday June 13, 2009, we will be heading to Merritt via Princeton with a side trip to Coalmont and Tulameen. On Sunday we will return via Highway 8 to Spences Bridge and Highway 1 south to Vancouver. Make reservations at the Best Western Nicola Inn in Merritt, Rates \$89 one king bed or \$99 for 2 queen beds. Reserve soon by calling 1-800-663-2830 and mention the Volvo Club. Meet Saturday 9:30 am at the Chevron gas station at the 232 St exit (south) from the Hwy 1 (the freeway). We will leave at 10:00 am. For information call **Gregg Morris @ 604- 469-1216.**
- JULY 17-19, 2009, Vintage Racing Club of BC, Historic Race weekend and River's Edge Raceway in Mission, This year is the celebration of what would have been the 50th anniversary of Westwood Raceway.** See details at www.vrcbc.ca
- SEPTEMBER 27, 2009 -CATES PARK PICNIC AND VCBC AGM, Last Sunday in September** info Chris Ainscough 604-521-6071
- WASHINGTON VOLVO CLUBS EVENTS** see www.psvsa.org and www.psvcoa.org

REPORT OF PAST EVENTS

2009 WINTER SUPPER

January 21, 2009

Gregg Morris

The Spaghetti Factory restaurant in New Westminster reserved us a our private corner of the restaurant and as usual we filled it to capacity for our annual spaghetti and spumoni feast. Fortunately our arctic weather had let up for a day so we were able to drive to the event rather than having to take the dog sled. This year was the 10th anniversary of these winter suppers, although I just figured that out while I was writing this report..

I remember at the first of these events it was mostly attended by guys swilling beer and talking cars and over the years more and more women have joined in until now its probably 40% women and it is much more civilized; or as civilized as you can get when you put a bunch of car guys in one place. We even talk about things other than cars.

As usual, I borrowed a digital projector and kept a continual selection of slide shows of past events and Volvo pictures playing in the background. This year John Cripps included some national geographic style pictures which

were very popular. We will remember that for next year.

Once the inmates had been fed, I took a few minutes and summarized the events of last year and our plans for 2009. Keep an eye on the events section of the website for up to date information on available activities.

I look forward to these suppers. It is such a nice group of people and we have become good friends through the years and there are always new faces turning up as well. ♣

EDITORIALS AND LETTERS

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 Canadian for our

Canadian Members and \$20 US for our American Members.

For those of you that receive the newsletter digitally, please note that the **Username and Password (needed to access the newsletters on the website)** will change on July 1, 2009..

For those of you who do not get a renewal notice your membership is still valid and you will continue to get your newsletter and if you are a digital member you will be notified of the new **Username and Password. I hope all enjoy your membership♣**

EMAIL ADDRESSES

Members please notify me if you change your email address. Send revision to grmmorris@moody.bc.ca.

SPRING SHOW AND SHINE!!! Saturday MAY 23, 2009 at the VOLVO OF NORTH VANCOUVER MARK YOUR CALANDER!!

This year our Spring Show and Shine will be at the Volvo of North Vancouver Dealership in the North Vancouver Automall at the South end of Fell Avenue. This will be our third Show and Shine at the Pattison Volvo Group of dealerships and this year will make it a complete lap. In 2007 we helped them celebrate the opening of Volvo of Surrey near Guilford and in 2008 at Volvo of Coquitlam we turned the clock back to 1964 and filled their showroom with Volvo models of that year.

This year at Volvo of North Vancouver the theme is Old Meets New and we will celebrate the introduction of the brand new XC 60. It will share the showroom with a selection of its classic relatives.

These folks always make us very welcome and there will be coffee, and treats then a barbeque lunch. Dash plaques will be provided to all participants and Peoples Choice plaques will be awarded to the two most popular cars at the event. The event will help promote a local charity. To be eligible for the Early Bird Draw get yourself and your car to the event before 9:30 am.

Come on out and enjoy this event and show our thanks for the Pattison Group's generous support of our Club. ♣

CLUB STUFF

Darcy Bullock Retires As Events Director

Darcy Bullock has retired from his directorship in our club as of February 2009. He leads a very busy life and needs the time to devote to work and family. Darcy has been our events director for years and has been very active in club affairs since the 2001 West Coast Convention. I am sure we will continue to see

V.C.B.C. NEWSLETTER: MAY 2009

the Bullock family and their award winning 1800E "Goldie" at our events. Thanks Darcy for all your help.

Chris Ainscough will take over Darcy's duties as events director.

VCBC Newsletter,

Over half our members now receive their newsletters digitally from our website. This really helps the club finances as our largest expense has always been printing and mailing of the newsletter. The "digital" members are able to print the newsletter and enjoy the pictures in colour and they have access to all the past digital newsletters. All they 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 that are needed to access the newsletter section of our website are noted on your membership card and will be changed at the end of our membership year June 30th. Of course the surface mailed version of the newsletter will always be available.

Please write articles for the newsletter or just send me Volvo related news from any source. It all helps to keep the newsletter interesting. Members can place free classifieds ads in the newsletter and website.

VCBC Website www.volvoclubofbc.com

Cam Finnigan continues to do a great job of managing our website. Take a look at it for up to date notification of events, 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. ♣

A COUPLE OF CORRECTIONS

Gregg Morris

1: In the January 2009 newsletter the Member Profile article about Brett Adams and his 940 Turbo Wagon, I credited Cameron Lovre, former ipd employee with finding Bretts car. In fact it was current ipd employee Cameron Daline. Cameron D sent this message. Hello Gregg,

I am writing in regard to your recent article in your January 2009 newsletter featuring Brett Adams' red 1995 940 wagon with (among other goodies) the M90 manual gearbox. Great article about a great Volvo enthusiast and his car!

I did want to point out however that there is an error in the article. It was me that found the car for Brett, not Cameron Lovre. While we (IPD) are a small company and Cameron is not that common of a name, we are 2 different people, both of which are associated with IPD.

Cameron Lovre is much known and much loved in the vintage Volvo community and did work here for many years. He has, however not worked for IPD for about 4 years. I am Cameron Daline, am currently employed by IPD, and have been for about the last 3 years. I am very active in the Volvo community, specifically in the online Volvo forums. In fact that's how I've come to know Brett as he is both a customer of ours and a fellow member of www.turbobricks.com.

Just a note of clarification! Thanks for all your work for the Volvo community!

Best Regards,

Cameron Daline, ipd Customer Service Representative, 503-257-7500, cdaline@ipdusa.com

2: Thanks to Gabriel Goilav for catching this one. In the January 2009 newsletter article titled Being Seen, I provided a wiring diagram and description for installing fog lights. The wiring diagram is correct but the references in the text to terminal 85 and 86 have been reversed.

WHATS NEW (OR OLD) AT VOLVO

VOLVO SOW

Dennis Cowell.

Unique Volvo in Canada 1957 TP 21

"Sugga" Military Command Radio Vehicle.

Having travelled around the North Okanagan in the last few years, I have come across the Volvo TP 21 Military Command Radio Vehicle a couple of times at local car shows, and being a Volvo enthusiast I was very impressed on how popular it was to the people there, often gathering more of a crowd around it than any other car at the show.

Last week I decided to look up the owner of the vehicle, and travelled to the Lavington area, just outside of Vernon BC. I met up with Ingvar Svard, who along with his wife Pat and son Luke, operate Acute Trailer Manufacturing Ltd, a family run business, manufacturing teardrop travel trailers. Ingvar and Pat also have a 1965 Volvo PV 544 which they use to

travel to various teardrop trailer events in the Pacific North West to show off their teardrop trailers.

To give you a bit of history on the TP 21 "Sugga" or Sow, it was manufactured from 1953 to 1957 with



INGVAR'S TEAR DROP TRAILER

725 examples being produced. Most versions were used as radio command cars, with different radio installations from year to year. It has 5 seating positions and 4 doors. It is powered by a 3.67 litre L head straight 6 cylinder gas engine, producing 90 Hp, weight 3200 Kg, with four wheel drive, through a four speed gearbox and 2 speed transfer case. It is a heavy brute at 6270 pounds, unladen.

Ingvar's "Sugga", nicknamed the Sow by the military was purchased in Sweden from the first owner who had owned it since it was released from Swedish Military service. It currently has 62,000 original kilometers on it. Ingvar had it shipped to Canada in a Container, which at the time cost \$7000, not cheap indeed! It also came with two Swedish military



bicycles of the period, along with complete documentation from the Swedish Military and



many other Military extras of the time.

Of course once Ingvar and I got talking about Volvos, typically we had about a long conversation about many of our Volvo adventures in our lifetimes. "Sound familiar".

Anyway my hat is off to Ingvar for bringing this unique vehicle to Canada, which he believes is the only one in Canada in original condition. Although there is another one he knows of that has been highly modified, and does not compare to his.

I also would like to thank him for sharing some of his Volvo stories with me, as I enjoyed them very much. As a footnote the Sugga is currently for sale and can be seen on Kijiji here in BC.

STEVE HUTCHENS ON VOLVO

(Ed. I was reading the March/April 2009 VCOA Rolling newsletter and I was impressed by one of the letters to editor, Jan Nystrom.. I found that I agreed with everything this fellow

wrote and it was not until I finished the letter that I saw it was written by my friend, and fellow VCBC member, Steve Hutchens from Bellingham. Steve was a professor of Marketing at the Western Washington University, so he knows of what he speaks.)
Hi Jan,

I read with significant interest The Next Generation S60 (pages 10-11, Jan/Feb 2009 Rolling). As a Volvo owner for over 47 years I'm obviously a Volvo enthusiast. It would be so refreshing to have an offering from Volvo that was significantly better than the competition.

The S60 looks great even though I'm sure many of the features on the concept will not make production. If Volvo gives the North American market the new "green" 1.6 liter 4-cylinder engine, rated at 47 mpg, I predict that sales will soar as Volvo moves to the top of a huge number of consideration lists. But if Volvo insists on giving us the same dull, fuel-thirsty engine lineup (both engines in the current S60 are rated at 18mpg city/26 highway) I forecast a continuation of their current dismal sales rate.

In the same vein, the C30 could easily be positioned to compete with the MINI Cooper line, the only marque to show a significant sales increase in the terrible 2008 car market. The engines and bits are in the European lineup, but Volvo insists on equipping our C30s so that they are too expensive and too thirsty, especially when compared to the MINI Cooper (19/28 vs 28/37).

Ford has never understood Volvo. It is time for a new owner to recapture the brand equity that is the result of decades of solid Volvos.

SOMEBODY ADOPT VOLVO, QUICK
Gregg Morris

It is painful to watch Volvo being treated like the unwanted dog in the SPCA. I have lost count of how many companies have been rumoured to be interested in purchasing Volvo, but it must be almost every solvent car company in the West. Unfortunately there have been no takers. Wouldn't it be nice if Volvo Corporation, in concert with the Swedish Government, repatriated the Volvo Car Corporation to Sweden? It just seems to make so much

sense given how much of Sweden's economy and heritage is tied up in the whole thing.

I noted in Jan Nystoms article in the VCOA, March/April Rolling magazine that two of the most recent potential purchasers of Volvo are in China; The Dongfeng Motor Group and Changan Automobile Group. In addition Steve Hutchens forwarded a note from the April 6, 2009 Autoweek with the following title. 'CHINESE WANT VOLVO: Several Chinese automakers, including Geely, are interested in buying Volvo, sources confirm. Ford says that no Western firms appear to have serious interest. Insiders say that it could take more than a year to close a deal, at a price reportedly in the range of \$1.2 billion.'

Ford's original purchase price of Volvo in 1999 was 6.5 billion. Auto industry experts have been saying Ford will be lucky to get 2 billion in today's market and now according to Autoweek the price is 1.2 Billion.

This year the Swedish government came out with a \$3.4 Billion support package for the



IGVAR SVARD'S 1957 VOLVO TP21 "SOW"

Swedish auto industry. I must be missing something here, but why don't they just buy Volvo for 1.2 Billion and still have 2.2 billion for support of the industry. Do they think that



the motive of a Chinese purchaser will be to preserve jobs in Sweden? I doubt it. A Chinese automaker would simply see an incredible automotive bargain that comes full of proven engineering and an excellent reputation to be exploited. Sweden might want to consider that.

China does not exactly have a good reputation for business ethics. (Melamine in baby's formula; Lead in tot's toys; screw the environment if it gets in the way of profit etc.) I have seen it described as 'hyper-capitalism', where business ethics are replaced by two rules: "if it makes money it is right and if it does not make money it is wrong". Not a comforting philosophy for a car company like Volvo that prides itself on corporate honesty and environmental integrity. How long do you think Volvos 82 year old reputation will last in that environment?

Back to Sweden: As Steve Hutchens says, it seems that Volvo Car Corporation has the means to turn things around now, if they revised their marketing strategy. Use the green (economical) powerplants that they already own. More Power does not sell now. Who cares if it has 250 hp or 300 hp when 150 is plenty and 50 mpg is way more valuable. Lose some of the complexity and luxury and make the cars affordable to the knowledgeable middle class families that made Volvo successful in the first place. Volvo does not need to position themselves as Mercedes or Lexus competitors. Finally Volvo needs to earn back its reputation for cars that last an

on a motor bike and one tended to fall on his or her head. Any technology that prevented this had to be a big boon to motorcycle safety.

The problem was in testing its efficacy. There I was on the German autobahn, speeding along at velocities that would give OPP Commissioner Julian Fantino fits. It was pouring, so traction was suspect. Plus, I was in unfamiliar territory, riding on roads I'd never seen before. In other words, it was a perfect occasion to sample the wonders of motorcycle anti-lock brakes.

The only problem was that I couldn't summon up enough, er, brass to squeeze the front brake lever hard enough to lock the wheel. Falling off a motorcycle is never a fun event. Falling off at 160 kilometres an hour on the autobahn while being tailgated by an impatient driver in a turbo Porsche was even less amusing. So, you'll understand it took me about 15 attempts at deliberate over-braking before I actually grabbed the front brake lever hard enough to activate the ABS. That I am still here and able to type with both hands is proof that it worked, but the experience taught me that you sometimes have to have a little faith.

This brings me to Volvo's new City Safe system. It is basically a laser-guided system that "sees" large objects — such as stopped cars, walls and even pylons — in front of Volvo's new XC60 crossover and automatically applies the brakes to stop before a collision occurs. According to Volvo, the system so effectively prevents front end

arsenal of safety toys. Air bags abound, there's a radar-based, long-distance collision warning system that supplements City Safe's activities, a pre-tensioning system for the seat belts, whiplash protection and even a little computerized widget that shuts down all the vehicle warnings — such as "windshield wiper level low" — if one of the urgent safety systems is activated. Truth be told, if you get hurt in a Volvo XC60, you're either a very bad driver or very unlucky. So, the XC60 is safe. But is it sexy? To the largely jaded public, even a rock solid attribute such as safety has to be dressed up in a bit of lingerie.

For the most part, the XC60 succeeds. Indeed, it is by some margin the best Volvo introduced in recent years. Sporting 281 horsepower and 295 pound-feet of torque, the T6 turbocharged in-line six is more powerful than previous Volvo units, accelerating the XC60 with something close to alacrity. Typical of its straight-six-cylinder format, it's smoother than any competitive V6, but it's not quite as melodious as the similar twin-turbo in-line six that powers many BMWs. Nonetheless, it's the best engine in Volvo's lineup.

Volvo also makes much of the XC60's sporting chassis. To the degree that it handles better than other Volvos — even the lighter and lower sedans and wagons — it is the company's best effort so far. However, like the engine, it doesn't quite handle as well as the BMW X3, the competitor Volvo Canada is targeting. Despite an adjustable steering system, the feel through the wheel is somewhat lacking, though the suspension is firm enough to promote spirited cornering.

Where the XC60 gets it all back and then some is the interior's execution. Attractive in the black and tan leather version I sampled, the XC60 also sports one of the industry's better centre stacks, combining the simplicity of previous Volvo versions with a fit and finish worthy of an Audi. The aluminum-finished buttons, switchgear and trim are the very best I've seen and the matte light blond wood trim is elegant. There's plenty of room in either row of seats and there's even an available seat heater for the rear bench. The only downside is a relatively high lift-over height for the cargo area.

Volvo Canada says the XC60 will start at around \$50,000 when it arrives later this spring. That may seem a trifle high, but it is the best Volvo in quite some time — and quite possibly the safest. ♣

V10 VOLVO??

Trivia: from Classic & Sports Car magazine:

GM built transverse-V8-engined cars in the '60s (Olds Toronado, Cadillac Eldorado for instance), yet we have never seen a transverse V8 engine. However, Volvo developed a nine-cylinder twin overhead engine.



incredibly long time, without expensive major component failures. Now would be a good time to start.

Go for it Sweden! Hell, it's a bargain. You can buy back your own company for 18.46 cents on the dollar.

VOLVO XC60

David Booth, National Post

SAN FRANCISCO — A very long time ago, when I had hair (the world, according to the experts, was flat, too), I tested the first motorcycle with anti-lock brakes. It was 1988 and BMW's K100RS with ABS was the sensation of the year. It promised much. After all, locking the brakes of an automobile caused one to skid merrily along. Lock the front wheel

collisions below 30 kilometres an hour that the City Safe-equipped XC60 is the safest car it has ever produced.

Using some soft balloons moulded to look like stationary automobiles, the guinea pig City Safe stopped the XC60 automatically every time we approached the balloon. It's not a gentle process, however. Volvo calibrates the system to apply 50% of the XC60's maximum braking power and, since you're so distracted you don't even notice that large object looming in your windshield, it's a bit of a shock when City Safe jams on the brakes. Although City Safe is the new technology Volvo will highlight in its XC60 marketing, it is far from the only defence in the crossover's

easy 325 bhp. Volvo cancelled it then allowed Cosworth to show it off in 1996. It was a great might-have-been.

AND:

From a 1997 Volvo Owners Club newsletter in Britain, an article titled: THE NEW VOLVO V10 ENGINE

This new luxury car from Volvo, the replacement for the S90 (alias 960) range, will be arriving next year (1998) with a new 325bhp Cosworth engine. The engine is a 4.3 litre V10 unit made entirely of aluminium and it weighs under 200kg. It is mated to a five speed automatic gearbox and gives the car a top speed of 250kph (155mph). There are five prototypes of the new car all made by hand at Torlanda in Sweden which are being tested at night on a test track at Hallerad under the utmost secrecy and two 850's have been fitted with the new engine to test it out in traffic conditions. The car will be bigger than current Volvos, longer, wider and with a large wheelbase and apparently the luggage space is quoted as enormous. "Teknikens värld" reports that the code name for the new flagship Volvo is the P2X. When will it arrive we don't know but V10 power sounds exciting doesn't it? Now I

wonder how the engine would perform in a Williams or McLaren with Damon or Michael driving? ♣

Survivor, Texas Style

Source unknown.

A major network is planning a new "survivor" show. This time -: "Survivor, Texas Style".

Contestants will start in El Paso, travel I-20 through Pecos, Odessa, Midland, Big Spring, Abilene, Fort Worth & Dallas. They will then proceed down to Waco, Austin, on to San Antonio, up I-10 to Kerrville, Sonora, up to San Angelo, up to Lamesa, Lubbock, to Amarillo over to Hereford and back to El Paso.

Each contestant will be driving a pink



Volvo, with a bumper sticker that reads: "I'm gay, I voted for Barak Obama and I'm here to confiscate your guns." The first one to make it back to El Paso wins. ♣

SOMETHING DIFFERENT

THE GREAT WHITE NORTH OR TAKE THIS JOB AND LOVE IT

Bob Cuthill, Vancouver Island Director

(Most of you probably know Bob Cuthill, but for those who do not, he is one of the directors of VCBC, and has been leading the Vancouver Island Chapter since he moved to Victoria. He is a great mechanic and meticulous when it comes to preventive maintenance. Both terrific attributes when you are a career pilot. In Vancouver we complain about commuting from the suburbs to downtown town to work. Bob commutes from Victoria to the Arctic. I thought you would be interested to here about Bob's unique career. Gregg)

Greetings from the Great White North. It's your Island Director checking in, reporting

from Victoria Island.

Wait a minute – isn't that supposed to be Vancouver Island? No, you heard right. I do live in the city of Victoria on Vancouver Island. But I work on Victoria Island, way up in the Arctic. It's a two day commute via commercial air travel for me to get to work at my home base of Cambridge Bay, Nunavut. For quick reference, Cambridge Bay is 1200 miles north of Regina. But it's a fabulous job and I really love it. For those of you with Google Earth on your computers you might want to check out these locations. Downtown Cambridge Bay is at 69deg 06min 59.25sec

10.55sec N, 105deg 07min 30.13sec W you can see the helicopter on the ramp at the airport.

I've always loved flying; ever since I was about 6 years old I wanted to be a pilot. I have been flying since I started my pilot training in the RCAF in 1966. I retired from my first career (RCAF) in 1992 and now I'm lucky enough to still be doing a job I love. My job is flying a transport helicopter in support of the North Warning System (formerly the DEW



BOB CUTHILL'S ARCTIC



BOB CUTHILL & HIS 1961 P1800

N, 105deg 03min 19.61W. My office at the radar site is at 69deg 07min 05.02sec N, 105deg 07min 12.87sec W. And if you take a peek at 69deg 06min

line). I'm based at the radar site at Cambridge Bay, Nunavut known in the system as Cam Main. The old DEW line was modernized in the early 90s and now most of the sites are fully automated and controlled by the Canadian NORAD headquarters in North Bay. Cam Main is still manned by about 30 personnel

who carry out the routine maintenance of the

it seem much colder. But the job doesn't go away just because it gets cold. Our aircraft is kept in a heated hangar in Cambridge Bay but on the job it may have to remain outside in the cold for days on end. So much like the block heater in a prairie car (you do remember what a block heater is don't you?) we have small heating pads epoxied to the oil tanks for the hydraulic systems, transmission and the engines. While parked on the helipad at a remote site we plug these into the power outlets at the edge of the pad. It takes three separate circuits to

provide the 5300 watts of power for the heating pads. The cold slows everything down in the winter, and the long hours of darkness and few

So continue watch your club newsletter for future reports from your roving reporter. ♣

VOLVO EUROPEAN DELIVERY
"OUR C30 VACATION"

Al Larmon

It all began in 1990, during lunch and looking at the new 200's, 400's, and 700's in the parking lot at the Torslanda plant, Sweden. That day I told Audrey all about the European Delivery Program and thought "Perhaps one day". Actually the addiction began in 1971 near the town of Härnösand (further north and on the other coast of Sweden), leaping over hills on twisty gravel roads in a two door Amazon. Unfortunately my head was thrashed about on the ceiling in the back seat as I had failed to fasten the seat belt. But it was a ride in a Volvo, I have never forgotten. I was hooked! I didn't know whether the hubcaps had been removed purposely; but the Volvo 122 looked cool, tough, and well adapted to it's country of origin with the useful trademark mud-flaps behind all four wheels (something SUV's & pickups in the interior of BC could use!).

Ahead to 2007 when Audrey suggested we go to Europe in 2008. So the opportunity had arrived to have a Volvo delivered in Sweden!

There was little opposition from Audrey, and why should there be when Volvo would pay for air flights, a free night in the fabulous Radisson Hotel in Göteborg and 2 weeks of insurance. We decided on a six week tour through Europe in a new C30. The C30 has been targeted towards 20 or 30 year olds, we totally screwed up Volvo's stats!

In September/07 we went to the Don Docksteader dealership to sign a purchase agreement with a 10% deposit. During March a travel agency in Ontario called to arrange flights on SAS

out of Seattle. Nice. After full payment was made (about 6-8 weeks prior to delivery on May 14th) we learned that our C30 was being built in Belgium. The point is this, many people may not be aware that the vehicles rolling down the final stages of assembly are all pre-sold. Our vehicle was obviously not going to be built until Volvo Sweden received full payment. Because of this method of manufacturing, I think Volvo might be in better shape today as they don't have the huge inventories of cars sitting, unsold, and going for big discounts.

I requested a change to accommodate one day between landing and driving and I highly recommend this so you can get some rest before driving. In fact when we were at the the Volvo delivery centre in Sweden, staff showed us a picture of what looked to be a new V70 after a tour off road when the driver fell asleep; fortunately they were okay despite the mangled wreck.

ARCTIC WINTER AT HIGH NOON



twelve radar sites in Zone 2. Each unmanned site is powered by diesel generators and these and the radar and supporting electronics do require regular maintenance, just like a car requires regular oil and filter changes.

The eleven unmanned sites in Zone 2 stretch along a line some 550 miles east to west at about 70 degrees north latitude. The only road in the area is about a mile long from the airport, past the radar site, to the town of Cambridge Bay. The only way to get to each site is by helicopter. Ours is the venerable Bell 212, based on the models you've seen in the news clips about Viet Nam, but updated with two turbine engines, all the instrumentation needed to fly day, night or in cloud and with two GPS systems for navigation. On a typical trip we will carry two pilots, four or five maintenance technicians and 800 to 1000 pounds of cargo – tools, spare parts, food etc. Fully loaded, as we usually are, the machine will weigh in at just over 11,000 pounds.

A lot of trips are out early in the morning, wait on the site for six to eight hours then return late in the evening. Trips to the far ends of our zone involve overnight stays for two or three days. And we use the term "day" to cover a wide variety of situations. In the summer we have 24 hours a day of sun. It makes for a good growing season for the local flora which, while short of stature, is long on variety and colours. Temperatures are quite mild, often in the low to mid 20sC due to 24 hours of heating. Indeed, last summer, in June I was working in Inuvik where for three days we were the hot spot in Canada averaging 28C. In the winter it is of course another story. In the fall the days rapidly get shorter until from mid December to mid February we don't see the sun at all. Technically we do have "day" but it only consists of about three hours of twilight. And of course it does get a bit cooler. In January and February we often see temperatures approaching minus 40C with wind chill making

and far between weather stations often make flying quite a challenge. But the arctic summers sure make up for it.

The Canadian north constitutes probably a full third of Canada. But very few Canadians have the opportunity or make the effort to see this wonderful part of our country. If you ever get the chance I would highly recommend it. The western Arctic has vast tracts of low rolling plains much like the prairies. In the east, and particularly Baffin Island there are spectacular mountains and deep fjords. Whales in the waters, Musk Ox, huge herds of migrating Caribou, and of course Polar Bears are a few of the fascinating animals to be seen. And all of the comforts of home can be found here, granted to a smaller degree. In Cambridge Bay we have regular daily jet air service by two airlines, taxis, hotels, tourist office, restaurants, etc, etc. Tourism, especially eco-tourism, is a rapidly growing industry up here. So for the summer of 2010, my wife Lucy and I are planning an Arctic Vacation.



From Kelowna we travelled to Vancouver and then to Seattle and, we found ourselves about to experience SAS!....which should be a standard for all Canadian airlines. After a short stay at Copenhagen, it was on to Landvetter airport, south-east of Göteborg. After clearing customs we saw five people holding signs, one with the name of Larmon. Couldn't believe it! A ride to the hotel in Mölndal, just south of Göteborg, was 24 km from the airport. The friendly Volvo Logistics driver got us to the

other deliveries, I showed her pictures of my '83 245, we've had since new, our restored '69 164, and other Volvos we've owned. She seemed impressed but admitted she didn't know that much about earlier Volvos...hence my new title: 'Volvo nerd!' So BC Volvo Club members, it's not important to impress the Volvo staff with all your Volvos...they are very understanding about your affliction. But they may be impressed with your loyalty to the Volvo car.



hotel in a new black XC70 (with a quiet smooth diesel) in time for a couple of much needed beers before dinner.

At 7 a.m. I walked to McDonalds (only saw one in 1971!) for a coffee and marvelled at the magic coffee makers that grind the beans, filters the water, and fills a cup leaving foam on the coffee quite like a glass of beer. It was a most welcomed cup of coffee as I looked out the window at everyone driving to work in their Volvos, Saabs, and other less worthy cars. Meanwhile my brain did a reality check... Sweden once again. After a wonderful healthy breakfast (included with the hotel price!) we caught a city bus to central Mölndal for the train to downtown Göteborg (great city planning there!) The Radisson Hotel was a short walk from the central railway station. A lovely young lady at Radisson reception offered us a room at 11 a.m., and she asked me why I liked coming back to Sweden. I said it probably had something to do with culture, Swedish lifestyle, and Volvos. Her dream was to go back to L.A...but she was young.

After a tremendous breakfast at the Radisson, another friendly Volvo Logistics driver took us to Volvo Headquarters and the factory. This time our ride was a black XC90 with the black leather seats, power tailgate, etc. (I preferred the XC70) At the delivery centre, Lena, a Volvo delivery representative, greeted us with an offer of coffee and a place to stow our luggage. Lena went through all the paperwork necessary for registration, insurance, etc. and as she wasn't too busy with

clues to other Volvo drivers to give us lots of room. Everyone was very accommodating with our desperate need for lane changes. That evening we drove further south to Ikea to purchase a blanket for the car and dinner... a plate of Swedish meatballs!

The next morning we headed for the Volvo museum, near Torslanda. For anyone interested in Volvo history, including trucks, this is a must see. Amazingly there was the first produced Volvo 164, great for comparing originality. Then there was the P1800 that was the personal Volvo of Mr. Gunnar Engellau and an ES that had never seen the road! An example of probably every Volvo model produced is in this museum. We were exhausted after the tour and soon we were on the road to Jönköping, located east of Göteborg.

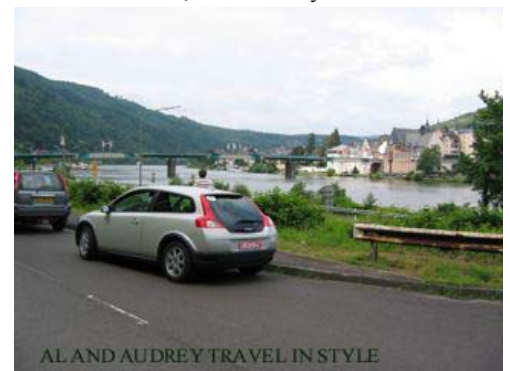
We enjoyed a beautiful spring drive south through central Sweden the next day, with a stop along the way at Genuine Classic Parts, the source for vintage Volvo parts. A friendly person by the name of Patrick processed my purchases and kindly gave us a tour of the warehouse. The large building also housed the dismantling of new Volvos, used briefly, and not street legal for sale, despite how perfect they looked! On average, two cars per day are stripped down with all parts catalogued and stored.

The drive south on secondary roads was great, and the C30 was feeling more familiar and fun to drive. The following morning we

Soon after, Lena brought the new C30 into the show room and gave us a thorough tour of our new car. Next came a very interesting hour long tour of the factory and we left for Mölndal once again. Our car was decorated with bright red license plates and the mandatory large "S" on the rear window, which were instant

drove through beautiful farmland towards the city of Malmö on route to Denmark. When we were last here, the trip to Denmark involved a long ferry wait, but now there is the new 16.4 km Öresund bridge, and what a feat of engineering it is. After a country tour of Denmark, we found a hotel in Odense, walking distance to Hans Christian Anderson's home. The next day we headed further west in Denmark to the town of Skaerbaek, to visit a Vernonite and Volvophile, Borg Host. Many know Borg for his skills of keeping his old Volvos on the road. Borg's sister, Helle, offered us refreshments and afterwards Borg took us to meet Hans Olesen, the president of the P210 club of Denmark. Parked in Hans' driveway was a red Amazon, a 245, and a beautiful grey 544, equipped with every piece of chrome imaginable. His next project, a P210, a restoration challenge that many could relate to. Hans' wife served some wonderful cake and coffee while we watched excellent videos of the VROM meet in Sweden. We really enjoyed our visit with the Olesens, with credit to Borg for translating.

From Denmark we went south through Germany to Holland. After a visit with friends in Rotterdam we continued our tour, pointing the C30 towards Germany, Switzerland, and Italy. Vehicles take a real pounding in Europe due to harsh braking, quick acceleration, and terribly rough cobblestone roads. Through the high passes and switchbacks in the Alps, the C30 was a pleasure. The freeway drive down to Tuscany and Sienna was somewhat long and boring. In error we took a twisty slow route over the mountains to the coast from central Italy. After 4 hours of mountainous driving we were treated to wonderful Italian hospitality and a bottle (or two?) of very reasonable red wine to calm the nerves! Everyone was so helpful in Italy; people were eager to reach out, touch your arm and say 'Grazie', etc. But when behind the wheel, almost every Italian motorist



wants to be Mario Andretti, with the same apparent need to reach out to touch you as they pass by!

From Italy we took the 'super highway' to the French Riviera and eventually made our way to Belgium for a tour of Volvo's Assembly plant in Ghent. Our hotel in Ghent was hard to find but was only 10 minutes from the Volvo factory and we spent a pleasant weekend touring Brussels, Ghent and Brugge. Weeks

earlier I had emailed the factory to learn the drop off location for the C30 in Brussels and I also asked about tours of the factory. The staff were most obliging, we were quickly given a tour date of June 19th, 9am. Upon arrival at the factory we were introduced to Rudy Stassen our tour guide. Rudy, retired from the NATO airforce, loved his new part time "work". His enthusiasm for engineering, computers, and Volvos was obvious, not to mention his older Maserati. Our walking tour lasted 2 hours as we were his only guests. He began with videos of Volvo and the Ghent factory. He even mentioned that the CEO, might have time to meet us. 'Right', we thought! Sure enough a gentleman entered the room, casually dressed, and introduced himself as Derek Jessiman the CEO of the Ghent factory. This is the man who runs the factory, which employs about 4500 people and a production capacity of approximately 270,000 Volvos (of almost all models). I certainly admired his commitment to Volvo consumers. Derek was quite interested in the pictures of our Volvos and ended our conversation with encouragement to buy new Volvos!

The mechanized and computerized assembly of Volvos was absolutely fascinating. I wasn't sure how many times Rudy had given the tour, but with his enthusiasm we could have been his first tour guests. It would take pages to describe everything we saw. Clearly we remember the robots welding various components; the shades of grey in the steel designating reinforcement, etc; the laser welding of the roofs; and 'marriage point' of the chassis to the body. The latter was the most impressive thing to witness; the chassis, exhaust, axles, engine, etc, were fixed to a movable platform and then the body was lowered onto the chassis, clamped, pinned, and then large chassis bolts were automatically driven into the body. This was done without any human involvement except for placing the large bolts onto the chassis. The need for precise computer measured tolerances became very clear. The dashboards were picked up by a robot, articulated into the Volvo, fastened somehow (?) and the VIN was etched on the firewall at the same time. Again, without human hands! Towards the end of assembly a black box was strapped to the steering wheel and final items were fitted. Once the software was loaded, the Volvos were started and tested.

Our European tour was coming to an end. We delivered our C30 to the Volvo Dealership in Brussels, that is responsible for export of tourist vehicles. Then we spent a pleasant weekend touring Brussels, Ghent and Brugge,

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

and sampling Belgium beer before boarding our SAS flight for home.

Once home we were able to track our C30 on a cool Swedish website as it took an 8 day cruise across the Atlantic with 760 other vehicles bound for North America. Once in Canada, it rode the CN for 12 days to reach Vancouver. The Don Dockstader dealership had completely cleaned the car; gone was the orgy of bugs on the front and remnants of food, desperately eaten along the way in Europe. After 6100 km of fun it was home, without a mark on it and full of gas!

Many people ask about the C30 as the design is so eye-catching. But besides the looks, those familiar with Volvos can also be assured that the traits of quality and solidness are still there. Would we (or should it be I?) make the trip again? You bet, although with less driving... age becomes a factor! If money permits, I think a V70 next time

There is much more to tell but here's some suggestions that might be useful:

1. Take at least one day off between arrival in Sweden and picking up your Volvo...23 hours of travel and 4 flights makes one a zombie.
2. Try to have delivery between Tuesday and Thursday as those days are less busy at the delivery centre. They average 5 deliveries per day, the maximum was 27 in one day. This way you can enjoy more time with the delivery centre staff, have a nice lunch, and tour the Volvo store.
3. Have hotel reservations made ahead of time for arrival and departure.
4. Have a good city and country map on arrival. Buy other maps over there as the cost won't be much more but they could be more current.
5. Expect to wait two months for your Volvo.
6. Enjoy picnics on the road (NO alcohol!)

7. One final recommendation: Would SAS please serve Vancouver, BC, Canada!
8. Our car was reasonably clean when we left it in Belgium (i.e. no visible dirt or mud underneath) so we weren't charged by the Canadian Dept of Agriculture to have it cleaned. A local person saw his Volvo import cleaned with a simple blast from a fire hose and was charged big dollars for that!

PS: One more story: One evening at a hotel in southern Sweden, a rather big Swede passed me in the hallway and quietly said: "Tonight at



PETER VALKENBURG

9!" No, it wasn't a call to the OK Corral but a friendly notice that the big Canada/Sweden hockey match was on TV! How did he know of us? It occurred to me that he had seen the 'CDN' sticker I had placed on the rear bumper of the C30.♣

they have been up to this past year and their plans for the 2009 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 2007 & May 2008 newsletters.

2009 VINTAGE RACE SCHEDULE
Vintage Race Club of BC (VRCBC) at Mission Raceway

- All Vintage Historic Race Weekend July 17-19
- Vintage Grids within SCCA race meets: April 18/19, May 16/17, July 4/5, Sept 19/20, Oct 3/4

SOVREN at Pacific Raceway near Seattle

- Spring Sprints May 16-17
- Pacific NW Historics July 2-5
- Fall Finale Sept 19-20

PETER VALKENBURG of Port Moody, races a black 61 PV544 that has a long racing history and continues to get quicker every year. To learn about the history of Peter's car prior to his ownership take a look at articles the January and September 2005 newsletters. Peter does all of his own work on the car and this year it was a combination of preventive maintenance (rebuilt the front king pin suspension and replaced rear brakes) and development (adjusting the handling by corner weighting and replacing the battery with a new tiny and light gel cel variety) When the planned work is done, he and his brother Martin put the racer on jack stands and literally inspect every nut and bolt from the front of the car to the back and fix any flaws they find.

This year he will have to spring for some new race tires, because his "free" Yokohama 048 tires have worn out after a season and a half of service. Why "free"? Well, at the Pacific Historic races in Seattle on the July 4th weekend there are the cream of vintage racers from all over the west coast and further. This means lots of wealth at the track. There are companies that care-take a stable of race cars for their owners, who fly in for the race and fly out when it is over. Their helmet, driving suit and log book neatly placed on the seat of their meticulously maintained race car. These are

the boys where money is not tight, at least not last year. When their tires start to wear they head over to the mobile Earl Scweib Tire Store set up at the track and buy new ones. The take-offs that are still usable are labelled and piled, ready to make their way down the racing food chain, for the cost of a donation to the Childrens Hospital. Last year Charlie spied a

Being Peter he promptly took it to bits, lowered it, added a roll cage, racing seat, modified exhaust and everything else until it is exactly like the race car only in miniature. When I was marvelling at this model I noted it was made in China. That may be Volvo's future as well.

Peter plans to race at the Historic weekends at Mission and Seattle as well as many of the



JIM LATHAM AND GRETA

perfectly good set of Yokohamas at the tire stand and Peter made a B-line for them and they have lasted a season and a half. A saving of \$250 a corner.

Peter's car was amazingly reliable, with His "Chris Naylor" engine surviving its third complete race season and still going strong. That is amazing longevity for an engine that is operating at full power most of the time.

This snowy Christmas Peter himself a replica of his race car. He got a 1-18 scale Revel black model of the 544 for Christmas.

SCCA events with a vintage grid and the Seattle Fall Finale. ♣

JIM LATHAM OF ABBOTSFORD races a bright red '68 122S. He named her 'Greta' for Greta Garbo, the lady in red. Jim is meticulous in his approach to development of this car and it is really paying off. For background on Jim and his car, take a look at the May 2007 and 2008 and the member profile article in September 2008.

This year Greta had her share of problems. At the August Historic Motor Sports weekend at Mission, the car was having severe ignition problems and Jim suspected the rather complicated electronic system he was using. He changed back to a standard points type distributor and carried on. The problem turned out to be a failed alternator and the electronic ignition system would not tolerate the depressed voltage. The change of distributor combined with high advance and slightly leaner needles ultimately led to a ventilated piston in the September race and that ended the season. Ironically when the car was running well it was faster than it had ever been.

So the "what to do to the racecar during the winter" question, was easy. Build a new race engine. He wanted more power, more reliability and greater longevity. Well doesn't everybody. Unfortunately more power usually means less longevity so this was not going to be a traditional rebuild. In his meticulous



GIL STUART'S BROKEN 123GT RALLY CAR

fashion Jim mined the whole Volvo performance world and elsewhere for technical

The head has been machined and flow tested. This promises to be quite the engine.

promoting getting West Coast Volvo racers together for this event. If he is successful, Gil



would like to support the event and experience a new track.

Gil with Navigator Chris Peake, drove the 123GT in the Thunderbird Rally on February 7, 2008. The car went through the ice in one of the many water traps up on the Douglas Lake plateau. After being pulled out, they found damaged a front bumper, crinkled fender, car full of water and bent left steering rod (giving 3 inches of toe out). They were able to fix the steering sufficiently at the scene to drive gently home. Unfortunately, they could not continue in the rally due to the precarious repair and the long time taken to accomplish it. By the way, the rally was won by Satch Carlson and Russ Kraushaar in the same 1969 Saab Sonnet they won with in 2007 (beating all the Subarus again). There were a total of 48 entries in the rally. ♣

Rich Cote,

RICH COTE owns and operates Dancia Motors, an excellent independent Volvo repair shop in Duncan on Vancouver Island. He has a new shop location at 6961 TransCanada Highway, ph 250-746-4612. Rich's race car is a 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. For the 2008 season Rich rebuilt his 94 B230FT engine with forged pistons and rods, large turbocharger and intercooler, SS exhaust header, big clutch, and super strong BMW Getrag Transmission,. 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.

advice to optimize this build.

As I write this, the engine rebuild is not well underway and Jim says the inside of the engine looks like jewellery (and is probably equally valuable.) I suspect the engine will be unique to Volvo performance engines. He has enlisted the help of a race engine engineering firm form Bellingham Washington, Omnitech owned and operated by John McCoy. John is also a vintage racer and has an obscenely fast British Ford Escort powered by a twin cam Lotus engine. John and his company are recognized experts in hi-powered Lotus twin cam engines and the aluminium Rover (Buick) V8 engines the British used in cars like the Rover 3500, Triumph Stag etc. The aluminium V8 would routinely break its bottom end under racing conditions until John put his engineering skills to it and strengthened and lubricated the engine to provide the reliability that it should have had from the outset. John has applied his knowledge and proven experience to our rugged Volvo B20 engine. What does that mean? Custom designed and forged pistons that are light, short and have smaller wrist pins located further up the piston. Custom lengthened rods. Engine component balancing and polishing was sublet to a specialist in California and the result is a beautifully polished, radiused crank shaft and the whole show balanced to perfection.

The camshaft is custom machined from a rare collection of Volvo camshaft billets to produce lots of hp and a safe 7200 rpm engine.

Being a faithful pit crew member I volunteered to have this engine installed in my car to test it for him. For some reason Jim has not jumped at this opportunity. Nobody is perfect. ♣

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 The British Columbia Time Speed Distance road rallies in his 67 123GT.

During 2008 Gil and the PV444 competed 5 times in Mission Rivers Edge Raceway and 3 times at Seattles Pacific Raceway Park. He had more than his share of engine problems in 2008 that required 5 engine changes and 3 different engines. Fortunately by the end of the season the engine in the car was running well and will be used for the 2009 season. His 2009 schedule is quite ambitious and covers a lot of ground. He will start the season with the Spring Sprints May 16/17 in Seattle and then travel to Ontario for the Vintage Festival June 20/21 at the Mosport race Track. Gil raced in Mosport form 1968 to 1970 and has not been there since. From there he will go south to the Mid-Ohio Vintage Grand Prix the next weekend. Then its back home for races at Mission in July, Portland and Seattle in September and finally Thunderhill, California on Halloween. Thunderhill at the end of October is a favorite of Pacific Northwest vintager racers - traditionally the last race of the season. Alan Berry from near San Diego, who has a red PV544 vintage racer, is

His first race with this new setup was the 2008 Knox Mountain Hill climb in Kelowna, May 17. His performance was phenomenal. This square old Volvo was the Second fastest sedan up the hill and 7th fastest car overall in a field of 84 cars. At Mission Raceway he got a DNF when he missed a shift which sheared the sprocket off the cam shaft. This mishap should have hurt the engine because he runs a very high lift cam which makes it an interference engine. (i.e. valves can hit pistons if the timing is lost). He was lucky and the engine was fine.

This year the Cote family is expecting a baby in August so racing won't be top of the priority list. The car ended the 2008 season in great shape so only a waste gate change and wider rear tires are planned for this season.

Rich hopes to be at Knox Mountain again in May and after that depends on family commitments.

JOE CONTREIRAS OF NEW WESTMINSTER

Mention Joes member profile form the === issue

Joe's racecar is the most radical 1800 racecar that I have ever seen. It started out life as an innocent black 1965 1800S that was hiding under junk and furniture in a fellow's garage in Aggasiz for years. In 1997 the



Joe Contreiras, 65 1800S Vintage Racer

fellow's wife got tired of parking out on the driveway so the poor old derelict 1800 got evicted from the garage. Its next stop in life was my driveway in Coquitlam.

At that time Joe Contreiras was racing a vintage open wheeled, VW powered Formula V and decided he wanted to race a Volvo instead. He bought the 1800 from me and combined it with the engine, axles, suspension and braking from an 1800E. Then he bolted on a header and a set of dual side draft Webers and went Vintage Racing. This was just the time that the Vintage racing organizers were getting more sticky about originality and disallowed the use of Webers, because they don't show up on the homologation documents



for the 1800 series. Joe did not appreciate the ruling and decided to forgo vintage racing and rebuild the car as a conference racer.

That would put him in the same class as Rich Cote's and his turbocharged 240. i.e. Super Production Medium. Joe doesn't do things by half so he enlisted race car constructor Fred Semple, of Kingpin Engineering in Langley to build what is virtually a Volvo 1800 "Nascar". Fred peeled that old 1800 like a grape and used the body panel skins to clothe a tube-frame racer. All the body panels are held on with Zeus fasteners and the whole car can be stripped to the bare



JOE CONTREIRAS'S 65 1800S RACER IN 2008

rolling chassis in 10 minutes. You really have to see this in person to believe it.

So what makes this 1800 into a Super Production. Here is the list for you technical types. Tube frame rolling chassis, custom

alternator, and the most serious a broken trigger wheel that the engine management system needs to function. The trigger wheel is a pully on the front of the crankshaft with 4 embedded magnets at 90 degree intervals. A

pickup mounted on the engine block monitors the magnets. Some track debris got kicked up and bent the pulley pushing the magnets into the pickup damaging both. \$800 later he has a new wheel with a guard protecting it.

I asked Joe how it was to drive before all became silent. Joe, in his understated way, said it goes fast, turns fast and stops fast. All good features in a racecar.

It made its second debut, (if there is such a thing), at Mission in 2008 and it went like hell in its

made Saenz 5 speed racing transmission, Speedway Engineering quick-change differential, Willwood big brakes and spindles, 8" racing wheels with slicks front and 10" rear. Fred built a Volvo B230FT turbo motor with all-race internals and a custom inlet/exhaust manifold, Andy Pearson of Specialty Engineering custom fitted a special intercooled turbo and a completely programmable engine management system. A custom radiator, oil cooler, transmission cooler and differential cooler makes things, well, not hot. It all rolls down the road at 2100 pounds.

This car is nuts.

It's debut was the 2007 Labour Day Weekend at Mission. It suffered 3 teething problems that day. A plugged fuel filter, failed

first practice, until it all went sideways into a concrete wall, which did the car no good at all. Joe said, "I turned the steering wheel but the car wouldn't change direction. After inspecting the damage they think a blown tire was the culprit. The front suspension and bodywork was quite badly damaged. This last winter Joe repaired the suspension but the bodywork is still to be done so Joe will not be racing this season. We wish Joe the best of luck and look forward to seeing this unique race car in the future. ♣

A NEW VINTAGE RACE CAR

Rumour has it there will be another Vintage Volvo racing soon. Ralf Zbarsky is a member

or the VRCBC and races an MGA with his son. Apparently he has prepared a Volvo 142 which

may be racing this season. We shall see. ♣

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 noted on page 1 of the newsletter. Membership application form is printable from club website, www.volvoclubofbc.com
CLUB BENEFITS: membership list, newsletters, club decal, membership card entitling members to savings from companies on our discount list.
CLUB CLOTHES: T shirts \$15, golf shirts \$25, Sweat Shirts \$30, Hoodies \$32, Jean Shirts \$32, White Shirts \$32, Ball Caps \$15
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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.)		
<p>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% Volvo of Coquitlam, ---2385 Ottawa St., Port Coquitlam, B.C. Ph.604- 942-8500, New parts:15% Volvo of North Vancouver, 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 15%</p>	<p>Volvo of Surrey, North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 15% Volvo of Victoria, 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 New parts: 15% 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>

CLASSIFIED ADS

68-1800S-\$5000, Dark Green/tan leather, in storage for about 6 years, good B20, nice leather seats and Recaro Recliners, good almost rust free body, needs paint and dash caps, have all service records, Russ Lougheed, 360-766-7600 lougheed@cnw.com , (Bow Washington)
70-145S-\$3500, blue/green, original paint, accident and rust free Victoria car, all servicing and repairs done by Volvo dealer, Volvo 'short block' in 1988 and rebt. head 1995. SU carbs, 2000-2007 - New control arm bushings, tie rods, 'U' joints, complete brakes, including master cylinder, rear callpers, front rotors, rear axle seals and bearings. Timing gear, fuel pump and new Handkook tires. Roger, 250-758 5939 Nanaimo. (see pictures on the vcbc website) miglenda@telus.net
71-142S-\$1995, yellow, original owner, only 45,000 miles!, 4 speed, very good condition in all ways, Mike Soltice, 250-384-3099, Victoria, BC. Pictures available.
72-142S-\$2000, 89,000 miles, Dk Blue, exc. blue cloth interior, 4sp, B20B engine, good body with minor rust, 2nd owner, service records, recent repairs: brake hoses, front rotors, callipers, pads, idler arm bushing, alternator, battery, pertronix electronic ignition, recent plugs and wires, K&N air filter. cmneis@telus.net
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. jdowniel@shaw.ca.
75-164E-\$2500, bronze metallic, good condition with collector plates. Automatic, Air, Sunroof, 96,000 miles. Body is solid but needs restoring touches in some small areas. Power train is excellent as well as the interior (cloth seats) New tires, alternator and muffler. Bob 604-530-0130.
79-262C Bertone, \$15,000 gold/ tan leather, one owner, 149,000 Km, excellent engine, auto transmission, interior, exterior and even trunk are in mint condition, no rust, always in the dry Okanagan. Aluminum wheels are like new, Bernie 1 250-492-6200 or bfsrs@shaw.ca
82 Volvo 242GLT. \$2500 obo, Good solid car, 289,000km. No rust. Silver-blue, black interior, sunroof, B23 engine, 4 spd+OD, sport suspension. Eligible for Collectors Plates (remove after-market CD player). Located in Vancouver. Carole segal9914@shaw.ca or phone 604.874.9914
86-760GLE V8 PROJECT-, 302 Ford engine installed, but not yet running. , call to discuss details and price, Bob 604-530-6046

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
Wrecking 1972-142- lots of parts Oliver 339-7762 or oliverzentner@shaw.ca
74 164 E Parts for sale, lair_86@yahoo.com Langley
240 CUSTOM SEAT COVERS: custom made for 240 seats. 2 sets, \$80 ea., Each set includes covers for 2 front bucket seats and the rear bench, with velcro and straps ('s' hooks required). One set is dark blue cordoroy type fabric and fits under the head rests. The other set fits over the head rest and is of a white/cream faux animal fir with dark markings (leopard or tiger?) Also 2 sets of door map pocket panels made to replace the often broken plastic ones. \$20 per set, One set is blue cloth, the other set is black vinyl. Steven 778 397 2916, North Burnaby.
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