



# THE VOLVO CLUB OF B.C.

## SEPTEMBER 2009

29 Beddingfield St., Port Moody, B.C., V3H 3N2  
Gregg Morris at Tel: 604 469-1216 Fax: 604 469-1117

E-Mail: [grmorris@shaw.ca](mailto:grmorris@shaw.ca)

Annual membership fee \$20, To join: Call or write to the address above  
or view our Website [www.volvoclubofbc.com](http://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](mailto:membership@vsa.org) Annual membership fee US\$35 Website [www.vsa.org](http://www.vsa.org)

## UPCOMING VOLVO EVENTS (also see our website [www.volvoclubofbc.com](http://www.volvoclubofbc.com))

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

**SEPTEMBER 27, 2009, (Sunday) V.C.B.C. 18TH 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 **Dave McAree 604-530-6097 or Gregg Morris 604-469-1216**.

**SEPTEMBER 26-27, 2009, Puget Sound Volvo Club of America is holding a fun-run drive from Tulalip to Bellingham via scenic back roads, overnighing in Bellingham and continuing to the VCBC Cates Park Picnic on Sunday.** Call Dick Libby at 206-365-5742. [www.psvcoa.org](http://www.psvcoa.org)  
**Vancouver Island Chapter FALL COLOURS TOUR,** Watch the events page of the website for the exact date or call **Bob Cuthill 250-658-0126**

**NOVEMBER 18, 2009 (Wednesday) VCBC TECHNICAL SESSION** 6:30 p.m. Hosted by Volvo of North Vancouver, 809 Automall Drive, North Vancouver. The subject will be TIRES, Jason Leber will be the presenter. He is a former Volvo Master Tech, and has worked for Yokohama tires. We will discuss tire sizing, tire ratings and tire safety. **Gregg Morris @ 604-469-1216**

**JANUARY 20, 2010 (Wednesday) VOLVO CLUB WINTER SUPPER,** The supper 7:00 pm at the New Westminster Spaghetti Factory at 50 - 8<sup>th</sup> St., just up from the Sky Train Station. call **Dave McAree 604-530-6097**

**WASHINGTON VOLVO CLUBS EVENTS** see [www.psvsa.org](http://www.psvsa.org) and [www.psvcoa.org](http://www.psvcoa.org)

## REPORT OF PAST EVENTS

### VOLVO OF NORTH VANCOUVER SPRING SALE AND CLASSIC VOLVO DISPLAY

May 23, 2009

Gregg Morris

This year we completed our first lap of the Jim Pattison Volvo Dealerships. We started our circuit in May 2007 at the opening of Volvo of Surrey. We were welcomed to the shiny new dealership and the staff treated us like royalty. Although it wasn't raining that particular day, parkas would have been handy. In early May 2008 we were invited to Volvo of Coquitlam where they encouraged us to turn their showroom back to 1964. We did just that with the full range of Volvo models for 1964 looking factory fresh. It was a good thing we were focused indoors because it was just pouring outside.

That brings us to a sunny, warm Saturday in late May 2009 at Volvo of North Vancouver. It was Mike Thompson's idea to schedule the

event later in the month to try and catch some decent weather and it worked.

Volvo of North Vancouver has the prime location in the North Vancouver Automall. Sales Manager, Maurice Beasant used the day to showcase the newly minted XC60, by



surrounding it in the showroom with a selection of Classic Volvos. I want to thank the people who provided their cars to the display. (Maurice Beasant's "Saintly" white 68 1800S, Dave McAree's ocean green 73 142S, Bert Sherlock's dark green 70 122S, Scott Ormiston's blue/green 73 1800ES, Doug Diamond's gold 71 164 and Kim Morris's light blue 67 122S wagon).

Outdoor space is at a premium at the North Vancouver dealership, but Mike and Maurice managed to clear a generous area of their parking lot for our cars. Dave and I set up our Club Table and put out our club clothes and membership information. Club directors shared duties selling clothes and selling or renewing club memberships.

We spent a great morning looking at cars, talking to friends and enjoying the coffee and donuts. At noon Chef Thompson donned his apron and fed the masses with organic, herbal, diet, non-fat smokies, at least I think that's what they were, and soda. Through the day peoples choice ballots were handed out to anyone who looked like they could write and collected for tally later. Mike Thompson always includes a charity in these events and this year the North Shore Dance Academy operated a successful car wash to fund their activities. Visiting Volvo customers to the dealership enjoyed inspecting the old Volvos as they negotiated the purchase of their shiny new versions. Maurice was happy with the cars sales for the day and I hope we contributed to that.

In the mid afternoon, VCBC events director, Chris Ainscough called the troops to order and thanked everyone for attending and particularly thanked our hosts Maurice Beasant and Mike Thompson and the rest of the staff at Volvo of North Vancouver. The Peoples Choice ballots had been tallied and the runner up plaque was won by Rob Wanner for his 1968 1800S. This car is painted a very rare non metallic grey with a bright red leather interior and it is very striking and beautifully restored.

The selection of the People's choice award winner was quite heart warming. This young fellow arrived at Volvo of North Vancouver in his very shiny, and nicely restored dark blue 122 wagon. Along with him were his dad and his younger brother. I had never seen the car,

but the family looked familiar. They introduced themselves as Anthony Gastaldo and his dad George and brother Lorenzo.

We have the winners name and car information engraved on the award plaques so when the plaque was finished I delivered it to



NORTH VANCOUVER SHOWROOM

Everyone took an interest in Anthony's car and complimented him on the tasteful restoration. He proudly explained that he and his dad had done the restoration together. A few times during the day I crossed paths with

Anthony's home and took the opportunity to get their story. I was invited into their living room and had a pleasant talk with Anthony and his mom and dad. Anthony is 18 year old and just graduated from High School in New Westminster. He plans to become a Heavy Duty Mechanic and has applied to the program at BCIT. He should do well. He certainly has the mechanical aptitude.

I think that the 122S wagon may well be the best all-round car Volvo ever made and it certainly is great candidate for restoration, but how does an 18 year old guy come to that conclusion. In fact he was only 14 when he got the car so it was just about 3 times as old as he was. It's a neat story. In fact the Volvo wasn't even his first car. He had an old Postal Van that he tinkered with before that. Good to hone those mechanical skills early.

It turned out that Anthony's Dad, George had restored a 1966 122S 2 door when he was the same age as Anthony. George had bought the car from his brother as an incomplete restoration and finished the project. He really liked the car, but had to sell it to pay for his schooling. Now some 20 years later, George is trolling on Ebay and sees this 122 wagon for sale in Michigan and before he knew, it he owned it and had to get it to BC. He had it trucked all the way to Bellingham and brought it through the border to Vancouver. Buying a car sight unseen is always dicey, and particularly a car from the North Eastern Rust Belt. It could have been a



ANTHONY, LORENZO & GEORGE GASTALDO

younger brother Lorenzo, who was diligently taking pictures of everything and everyone in sight. He was really doing an effective job, having the owners pose beside their cars etc. When it came time to give out the awards, Anthony's hard work had earned him the People's Choice award. everyone was pleased with the choice.

sculpture in Bondo, but although it had some rust it was basically sound. Even better, it had had some thoughtful owners who had fed it a B20 engine and M41 overdrive transmission and ipd sway bars.

The wagon was purchased to be a father-son project and they worked on it off and on from the time Anthony was 14 years old and finished when he was 17. If you have had anything to do with construction you probably recognize the name Gastaldo, as it is printed on the side of a large fleet of concrete pumping trucks. It was in the Gastaldo Concrete shop that George and Anthony did much of the restoration, and a nice job they did too.

The car is now Anthony's daily driver and he has no intention of selling it. What better car to take to BCIT and eventually to carry his heavy duty mechanics tools.

I really want to thank Anthony's little brother Lorenzo for taking all those pictures of the event. His pictures were great, so I used his and chucked mine. ♣

**VOLVO CLUB SPRING DRIVE**

**June 13-14, 2009**

**Gregg Morris**

This year's spring drive was quiet, but very enjoyable. We had been to Lillooet for the last couple of years, but with the 2010 Olympics road construction activities continuing at full tilt we decided to head the other direction. Merritt was our destination. The weather this June has been hot and dry, abnormal for the Vancouver area. The forecast for the weekend was for partly cloudy skies, both in the lower mainland and the southern interior. That was fine with me as I cannot handle boiling hot weather. Rose and I arrived early at our meeting point, the Chevron at the 232<sup>nd</sup> St. Exit from the freeway. As the appointed meeting time of 9:30 approached we were wondering if we would be doing the drive alone this year. We needn't have worried. Five cars had arrive by the 10 am departure time. Bert Sherlock and Cathy took off first in their 70 122S followed by Colin Dover in his 91 945SE, Dave and Louise McAree in their famous 73 142S, Marg and Herb Hamlyn in their V40 and finally Rose and I in our 70 1800E. I was wondering at the relatively low turnout, when it dawned on me that none of our friend's from Washington State had arrived. This is probably because it was the first weekend that Americans needed a passport or enhanced driver's licence to cross the Border. No wonder our tourist industry has been dreading this increased security.

We made a brief pit stop in Hope so that those whose cars eat 94 octane fuel (me) can fill up. The next stop was a picnic lunch at Manning Park. As we neared Manning the 'partly cloudy' turned to 'very cloudy' and it was threatening rain. Just as we were approaching the park, my overdrive cut out so I spent half the lunch break adding oil to the overdrive and tightening the wire to the solenoid in hopes of getting it working again. I was a bit embarrassed by the oil stain I left under the car but at least the OD was working. Traffic on Highway 3 was light and we made good time to Princeton where we met Dennis Cowell enroute from Kamloops. He had left home early in the morning and driven a circle tour through the Okanagan Valley and arrived in Princeton just about the same time we did.

We drove through Princeton and then headed north west towards the historic villages of Coalmont and Tulameen. There was very

Coalmont turned out to be Bob Stearne, JB's son. As we walked through Bob's garage there was a big picture of Bob in his own Morgan race car leading two other Morgans through the hairpin at Westwood race track in the early '70s.

When talk of Morgans subsided, Bob told us some of the history of Coalmont and surrounding area, from the gold rush days to mining coal to supply the Kettle Valley Railroad as it passed through Coalmont. He also gave us a map and directions for the gravel roads leading from the Princeton area. We eventually left Coalmont and drove about 3 miles to the south end of Otter Lake and the village of Tulameen. It is a village of about 100 homes with a general store ice rink and Library. It is a 4 season recreational destination. They have the lake for water sports and lots of off-road trails. There is good hiking in the summer and cross country skiing in the

winter and you can rent seadoos, skidoos and quads.

We backtracked to Princeton and then enjoyed an almost uninterrupted drive north on 5a to through Aspen Grove and the intersection with the Okanagan connector, 97C. For those of you that enjoy driving, I recommend highway 5a. The pavement is good and it twists its way along a scenic valley, past turquoise glacial lakes,

forested areas and pastures. Weekends are possibly the best times to travel this road as the logging trucks are parked and other business related travel waits for Monday. Once you hit 97C its about 15 minutes west to Merritt. 5a also continues north from Merritt to Kamloops on the east side of Nicola lake past Quilchena lodge and that stretch is an equally great drive.

We arrived in Merritt about 4:30 and checked into the Best Western Motel and found that Don and Sue Prociuk had already arrived. In past trips to Merritt we have been disappointed with the motels, even the new ones. The Best Western was a very pleasant surprise. The rooms were very nice and there are 2 large patio areas with tables and umbrellas, next to a covered swimming pool. We took advantage of this for some refreshments before dinner. Bert and Cathy



SPRING DRIVE, COALMONT BC

little traffic and lots of curves to entertain us for the 11 miles to the tiny village of Coalmont. We were parked across from the Coalmont Hotel that is a neat old two story wooden structure that has been in continuous service since 1911. The sign in front of the bar reads, 'If you're drinking to forget, pay when you order'. We struck up a conversation with the fellow that lives across the street from the hotel. It turned out to be one of those 'small world' stories. I had just finished reading a book compiled by Steve Hutchens on the fellow that had the Morgan Dealership for Vancouver. You probably remember his dealership tucked on Grandview highway (12<sup>th</sup> ave) between Boundary Rd. and the freeway entrance. His name was JB Stearne and he sold and raced Morgans for years. He won so many trophies he almost needed a separate room to hold them all. The fellow we were talking to in

shared their selection of gourmet cheeses and everyone provided some goodies to the table. Good restaurants have also been a bit thin on the ground, but Bert suggested going to the early 1900s hotel in downtown Merritt. The bar in this old wooden structure was rich in

woodwork and the ceiling looked to be the original stamped tin. The food was good and a country and western band fired up at 9pm. All in all it was a very nice day.

On Sunday we shared breakfast and everyone headed away in a different directions.

Merritt must have more ways to get out of town than any community in BC. I think I counted 8 different directions. Some headed west to Spences Bridge and Highway 1, others took the Coquihala, Rose and I headed off for a week in the Okanagan. ♣

## EDITORIALS AND LETTERS

### B18/B20 REAR MAIN SEAL

Email from Marc Leveille.

Hey Gregg, I have read about the update for the rear main on the B20 engine and wanted to ask you what the general feeling is toward the effectiveness of doing a conversion and also to ask what I should expect to pay for the kit itself, if it does indeed work as advertised.

Thanks in advance - Marc

The modification consists of a modified rear main seal housing machined to fit a rubber "slinger" type seal as used in the late B20 and all B21-23 etc. Personally I don't bother. I find the slinger seals are too aggressive on the perimeter of the crank and actually start to wear a groove. I find that the felt seal, when properly installed, works just fine. I clean the seal location well and install the felt seal dry, then using a squirt type oil can saturate the seal with oil, then replace the big thin washer and circlip.

Cheers, Gregg ♣

### GIL STUART & HIS RED VOLVO PV444

Ron Coelho, from the Victory Lane Magazine, July 2009

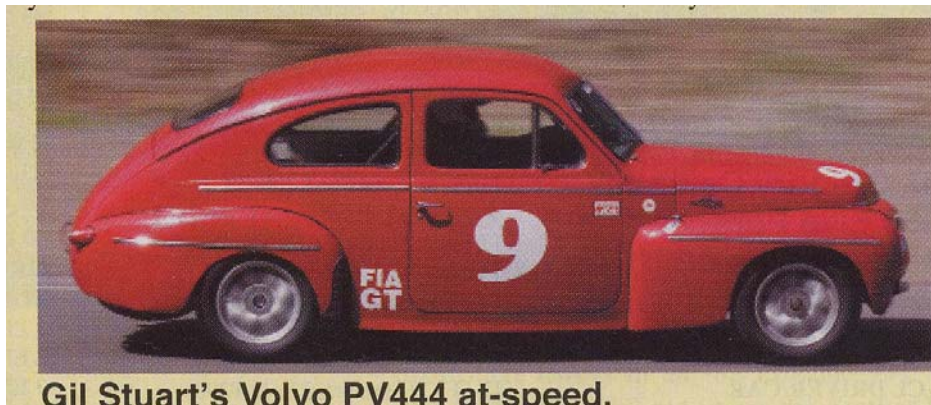
The fire engine red 1958 Volvo PV444 owned and driven by Gil Stuart has been a familiar site in vintage racing paddocks and to fans in the Pacific Northwest for many years. Gil from Nanaimo, British Columbia was racing this weekend, May 16-17, 2009 during the Sovren Spring Sprints, among the tall Fir trees and forested beauty of the Pacific Northwest at Pacific Raceways, in Kent Washington.

Gil's racing career goes back to 1965 in Calgary, Alberta, and while he has raced a number of Volvos over the years, among them a P1800 and even some ice racing in a Volvo 122 Wagon, he also owned and drove a 1966

Corvette Coupe for three years. The Corvette was inadvertently sold at a vintage race in Palm Springs Gil said.

"I put a big astronomical price on it, and some guy came along and bought it." So he came home to Canada carless, and back to Volvo.

The current PV444 was acquired in 1991 as a street car and converted for vintage racing. For a number of years Gil drove the car to and from race tracks throughout the Pacific Northwest, in the old sports car racing tradition of "Run what you brung" he now trailers the car. Gil built the car himself and continues to maintain it, with the help of some great friends and fellow Volvo enthusiasts, the car is very clean and simple, a beauty to behold.



Gil Stuart's Volvo PV444 at-speed.

He is currently restoring a 1957 PV444 for street use, because "they are just so much to drive, and yes it is RED. ♣

### EMAIL ADDRESSES

Members please notify me if you change your email address. Send revision to grmorris@shaw.ca.

### CLUB STUFF

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](http://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 30<sup>th</sup>. 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](http://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. ♣

## SOMETHING DIFFERENT

### FOUL WEATHER FRIEND

(ed. I recently read this article on the Amazon in the British Magazine, Classics Monthly. For those familiar with the 122S series Mike Renault's article really captures the essence of these cars.)

Some Classics are more usable in bad weather than others. Volvos, for example, have a reputation of being able to take anything nature can throw at them. Driving out of Bristol en route to Chepstow on this below freezing morning the excited radio DJ is explaining that

the country's grinding to a halt in the worst snow Britain's had in two decades. I think we're about to put that reputation to the test.

From inside my three layers of jumpers, I can't help noticing this 1966 Volvo Amazon's owner - Barrimore England-Davis (Baz for short) - is wearing a short-sleeved T-shirt. "Once the heater kicks in, you won't need that coat," Baz explains. After a few minutes, I find out he's quite right.

As we head over the Severn Road Bridge (with its £5.40 toll for cars), the Volvo seems happiest around 50-60 mph. "The front end of

this car is set up for 1mm of toe-in" explains Baz. "It makes an Amazon easier to steer around town but at motorway speeds you're always working against a bit of tyre scrub." Baz ought to know since he's owned more than a dozen Amazons. This 122S has a special appeal, though, because it's the first classic car he's ever restored.

### **What have I done?**

"When I started to strip it down I realized it was pretty rotten," remembers Baz. "So I cut out all the rust in the sides and floor with an

angle grinder, then I stood looking at this Volvo full of holes. I just shut the garage door and walked away.” It was a full six months before Baz ventured back. In the meantime, he’d started a college night course in car restoration. Baz was now able to weld.

“I then had to buy another Amazon for reference to remind myself how it was all supposed to look. The bottom two feet of bodywork has been replaced. The best bits of seven rotten Amazons are in this car but it’s still got the original engine and I managed to retain most of the interior.”

As we meet up with photographer Gaz just outside Chepstow, there’s an opportunity to admire the flawless bodywork. Shiny black paint will always highlight even the tiniest metalwork error but there are none to be seen on this Volvo – if anything, it’s too shiny. Gaz is joking about getting too many reflections.

The wind howling up the Severn Estuary is bringing snow flurries with it so we seek shelter at Chepstow Castle. A Norman construction begun in 1067, it’s widely accepted to be Britain’s oldest stone fortification. In the 1680s, the castle was left empty and by 1800 was in total decay. “I bet their heating bill’s enormous,” quips Baz as we head off to the races.

**More Horsepower**

Home to the Welsh National, there’s regular racing at Chepstow from mid-February to Christmas. The equestrian set are nowhere to be seen on this late January morn. The only horsepower around is the 95 that are under the Amazon’s bonnet. The Volvo achieves that at 5400 rpm but we’re planning a far more gentle drive as we reach the twisty parts of the A466.

The road follows the line of the Monmow River on the left-hand side and Offa’s Dyke on the right. With heavy forest immediately on one side and a sheer rock wall on the other, I’m glad the Volvo feels so surefooted. While not the fastest-accelerating saloon of the 1960s, it’s one of the most balanced, achieving a near 50/50 weight distribution front to rear.

The big steering wheel is a holdover from the 1950s that negates the need for power steering. Once moving, the car feels admirably light. I realize few non-owners would put the



words ‘Volvo’ and ‘good handling’ in the same sentence but these cars were built for countries with snowy, icy roads. Try one sometime – its capabilities will probably surprise you. Today, the Volvo thinks it’s back home in its birthplace of Gothenberg. We arrive at Tintern Abbey a bit quickly and are glad of the 3-piston disc brakes on the front. The Abbey was founded by 12<sup>th</sup> century Cistercian monks. The ruins are an incredible sight and photos don’t



do justice to the grandeur of the building. Stopping for pictures, I take the opportunity to admire the lines of the Amazon. I’ve always preferred the two-door coupe to the four-door saloon or estate version. Although all three share many dimensions and body panels, the two-door looks the best balanced.

“I ended up with a container full of parts for this car,” remembers Baz. “Amazons were sold worldwide and I started selling pieces all over the place. There was one Malaysian buyer

whose surname was “Little-Porn”. At first, he couldn’t work out why I kept deleting all his emails without even opening them...”

**Town and Country,**

After taking advantage of the last source of tea or coffee for a few miles, we point the car toward Monmouth, or Trefynwy (town on Monmow) to give it the Welsh name. Despite, or perhaps because of, the now-settling snow, the place is bustling. We take some photos by the 13<sup>th</sup>

century Monmow Bridge (closed to vehicles) and manage to avoid a snowball fight with the local kids.

Leaving via the high street, the Amazon proves to be practical for in-town driving – at less than 15 feet long it’s no larger than many modern cars to park. It also has an exceptionally good steering lock – “Like a London taxi,” says Baz with a laugh. “When I was a student I used to walk past one on the way back from the pub,” he continues. “That Amazon always looked really great after a few pints and I decided I had to have one. I own a few vintage military vehicles and the warmth and safety of an Amazon is sheer luxury after driving a Hotchkiss Jeep for a few hours.”

Baz did almost all the restoration work on his Volvo, including rebuilding the engine: “I was quite wary but once I took it to bits at the night classes there were only 12 or so moving parts so I just got stuck in.”

**The easy life.**

“They’re really easy cars to work on – the only specialist tool you need is a puller for the rear hubs. Otherwise you’ll do it all with a decent socket set. The only expensive parts are front brake calipers at about £200 each, but pads are only £12. The electrics are trouble-free – there are only four fuses in the whole thing.”

We continue on along the A466, and pick up A4136, but it’s quickly apparent that the snow’s rapidly turning to ice. With several more up and downhill stretches in front of us

we reluctantly decide to call it a day. We can both feel the rear end of the Amazon slipping around on the ice, and although it always remains controllable, I'm wary of the amount of sharp objects just off to the side ready to gouge that immaculate paint.

A few inches of snow don't bother the Volvo and I'm especially pleased that it comes equipped with dual-speed wipers with an intermittent setting. This is no time to have to reach over and hunt around for an on/off switch.

## WHATS NEW (OR OLD) AT VOLVO

### KOENIGSEGG ENGINEERING

#### BUILDING MODERN-DAY VOLVO P1800

Mattias Vocks is at it again. In 2006, the Swedish-born designer built a show stopping 67 Amazon and later a hot rod based on the original Volvo Jacob. Now with help from Bo Zolland from Swedish design firm Vizualtech, Vocks is building a modern 1800 with a smooth retro body style and powered by the V8 engine from the XC90 turbocharged to put out 600hp. There is speculation of small scale production. The included picture is a computer rendering ♣

### AUTO SALES WEAKEN BUT FORD SHINES

Victoria News Daily, Aug. 5, 2009

Ford was the country's top-selling automaker for a second month in a row in July, when sales jumped more than 47% from a year earlier even as its main rivals recorded another month of declines. Ford sold 26,788 vehicles in Canada in July, up 47.4% from 18,171 in July 2008, but down slightly from sales in June 2009. Overall auto sales in Canada fell by 6.4% in July. ♣

### FORD ROLLING OUT VOLVO-TYPE SAFETY FEATURES

By Jim Henry | August 7th, 2009

NEW YORK — Ford is greatly expanding the use of a high-tech, radar-based collision-avoidance safety system pioneered by Ford's Volvo Cars division, famed for its safety innovations.

"We are going to sell this to NASCAR Nation," said Steve Kozak, Ford chief safety engineer, using the term as a synonym for a U.S. mass-market audience. Ironically, Ford is set to sell Volvo, just as it takes some of its biggest steps yet, to get value for the Ford brand out of the Volvo relationship.

Ford is keen to "democratize" such safety devices, which have been pioneered in small volumes with more expensive luxury brands, such as Ford's Volvo, plus even pricier luxury imports like BMW and Mercedes-Benz. In contrast, Ford's collision-avoidance system is available as an option on the 2010 Ford Taurus.

That's partly to advance safety for its own sake. "We are taking a lot of actions that are going to reduce the number of injuries and

Safely back in Monmouth, we sit down to a decent pub dinner before heading back to Bristol along the super-smooth A40 and A449. During the drive back, I suggest that there must be at least one downside to owning an old Amazon in a modern world. Baz really has to think hard.

"The two-door cars are getting expensive to buy, and they're not much fun at motorway speeds without an overdrive," he suggests. "Other than that, they're great.

**Did you know:** By 1959 Volvo Amazon had front seatbelts, mudflaps, a padded dashboard,

collapsible steering column and servo-assisted brakes as standard fitments. In 1954, Volvo began offering comprehensive insurance free with every car, and they paid the cost of any accident repairs over LKr200 regardless of fault. The warranty, valid for five years, was offered until 1999, when Ford acquired Volvo. Following Volvo Amazon's American launch in April 1959, it became obvious the cars had poor-quality camshafts. Volvo's very public apology, at a time when it was normal to cover up such faults, did much to endear the company to potential buyers. ♣



fatalities in the United States," Kozak said in an interview here yesterday, Aug. 6. But marketing-wise, it's also a way for Ford to differentiate itself from other brands. In turn, if Ford can convince people that its safety features and other attributes offer a good value for the money, Ford will also be able to command a higher price premium than other rivals.

Specifically, Kozak was referring to an optional collision-avoidance system that sounds a warning and flashes a row of red lights on the dash in front of the driver, if the distance between you and the vehicle ahead closes too rapidly, indicating a possible crash. The system also "pre-charges" the brakes, closing the distance between the brake pads and the brake rotors. That reduces by a critical split-second the amount of time it takes for the pads to grip the rotor and slow or stop the car, once the driver actually steps on the brake pedal. As Volvo uses it, the Volvo system automatically applies the brakes to slow the car if the driver doesn't respond in time, even if the driver never steps on the brake pedal. The latest generation of the Volvo system will even bring a car to a complete halt, from speeds up to 19 mph. Kuzak said Ford consciously chose

to stick to a version of the system that warns the driver but doesn't actually apply the brakes. "The Volvo customer is a different customer. They're buying the car specifically because of the safety features. We (at Ford) have had people tell us they don't want something that's going to make their decisions for them," he said ♣

### FORD SAID TO SLOW VOLVO SALE, SEEKING BETTER PRICE

July 30, 2009, 5:44 am

Ford Motor is easing up on the gas with regard to the sale of its Volvo unit in an effort to get a better price, The Wall Street Journal reported, citing a person close to Ford. The person told the newspaper that Ford will wait for General Motors to finalize its sale of Opel, and could invite a loser in that bidding race to kick Volvo's tires. "Expect nothing to happen for another three to four weeks" as Ford waits for GM to finalize an Opel buyer, the person told the newspaper.

Three players are currently bidding for Volvo: A group led by China's Geely Holding Group Company, the Beijing Automotive Industry Holding Company and a group of investors based in Europe.



**Ford Volvo Car Sale Likely Later in 2009, Sweden Says (Update2)**

Niklas Magnusson and Keith Naughton

Aug. 7, 2009 (Bloomberg) -- **Ford Motor Co.** is likely to complete the sale of its Volvo Cars unit in the latter part of this year, Swedish Industry Ministry State Secretary **Joeran Haegglund** said. Sweden's government is in contact with Ford, Haegglund said by telephone today, declining to name any suitors for Gothenburg, Sweden-based Volvo Cars. Ford isn't in the same rush to dispose of the unit as **General Motors Co.** is with its proposed sale of Saab Automobile, Haegglund said.

Ford, the only U.S. automaker to decline taking a federal bailout, and Detroit-based GM are divesting their Swedish units to focus on fewer brands amid the worst recession since the Great Depression. Chinese carmaker Geely Automotive Holdings Ltd. wants to buy a majority of Volvo with an unidentified Swedish investor, possibly including state pension funds, and let Ford keep a stake, Dagens Industri newspaper reported yesterday, without saying where it got the information.

"We're in touch with Ford and note all rumors," Haegglund said. "Ford has a slower pace than GM and Saab and we expect a sale will be completed in the latter part of the year."

Haegglund said it would be "strange" to assume that one of the state pension funds may participate. Sweden's government has said repeatedly since Volvo and Trollhaettan-based Saab have been on the market that it won't buy its domestic carmakers.

Dearborn, Michigan-based Ford said yesterday that it's accelerating model introductions in an effort to boost sales while

**TECHNICAL TIPS**

**THE BENEFITS OF THE PERTRONIX POINTLESS IGNITION.**

**Gregg Morris**

I have always liked changing points and generally ignored the various pointless ignition systems available. This changed when my daughter bought the Sandy Will/Mike Handfield/Glenn Little/Colin Walliser/Oliver Zentners' not-quite-one-owner 122S wagon. (well it was one owner before they each had it). Lurking in its distributor was one of the Pertronix ignitions. True to form I ignored it,

sharing parts between North American and European models to reduce engineering costs.

"We're right in the middle of the sale process" for Volvo, Ford Chief Financial Officer **Lewis Booth** said in an interview yesterday, declining to identify bidders or comment on details of the talks. "We're going to continue the sale process." ♣

**YOU WANT ANOTHER VOLVO SALES RUMOUR? WELL HERE'S ONE**

**Reliable source from the Nigerian wire service**

**NIGERIAN PRINCE TO BUY VOLVO-**

---Prince Graig Morrimba, a member of Nigerian royalty is known to have a major fortune in Nigeria. Unfortunately the Nigerian government is conspiring to keep the Prince from investing his fortune outside his country. It is the Prince's noble intention to purchase Volvo as soon as his fortune has been



expatriated. This is expected to happen imminently. Prince Morrimba is well connected with the few scrupulously honest members of the Nigerian government and the

Prince has now bribed them to act as intermediaries in his negotiations with Ford.

Why Volvo, you may ask? Prince Morrimba remembers Volvo's fame in the East African Safari Rally of the 60s. If fact it was a close illegitimate relative of his uncle that arranged for the Volvo factory-entered PV544 to crash in 1964. This act of patriotism allowed a Kenyan citizen to salvage the wrecked 544 and go on to win the rally outright the next year. In honor of this famous Volvo win, Prince Morrimba first priority on purchase of Volvo will be to re-start manufacture of the PV544 in his home village of Goteborongo.

Sources within Ford are tight-lipped on the negotiations with Morrimba. However it is known that the Prince's initial offer has been refused. There was something about goats. ♣

**VAMPIRES WHO DRIVE VOLVOS**

By **Phil Patton**

Summit Entertainment Robert Pattinson, as the vampire Edward Cullen, with a Volvo C30 in "Twilight." V is for vampire — and Volvo.

So learn avid readers of, and its sequels. Barely 30 pages into "Twilight," the best-selling vampire novel, readers learn that the "absurdly handsome" black-eyed hottie, who is a vampire, drives a silver Volvo. The silver Volvo S60R of the first book, which was no longer in production, became a C30 in the film. It will be followed by an XC60 in the upcoming films, "New Moon" and "Eclipse," which are being shot back to back, in the manner of the "Lord of the Rings" series. The Volvo Corp. is happy — its cars ended up in [the film of "Twilight."](#) which opened last year to eager crowds. Geno Effler, a Volvo spokesman, said the company had not paid to get its cars included in any of the films, but had committed to a joint marketing effort when the new ones come out. "We've committed to a certain level of ad spending as part of the marketing partnership, and I'm sure we'll do some things with the XC60 that was used in 'New Moon,'" he said.

But what of Volvo's safety image? What about the suburban parents who felt their daughters were safer in Volvos? The company was an innovator in safety items such as shoulder belts and crumple zones, sure, but did they ever factor in the dangers of blood-sucking immortals? How many miles a pint do the cars get? ♣

The experts from IPD provided these words of wisdom on the benefits of pointless ignitions for Vintage Volvos.

IPD says: One of the more common questions we hear from customers who own per-1975 B18 or B20 powered Volvos is 'how do I get rid of my problematic ignition points?' This is usually motivated by two elements: first, these distributors are now between 35 and 48 years old and the shafts develop lateral slop that makes adjusting the points to the proper gap difficult, if not impossible. Second, and

regardless of the condition of the distributor, the points begin to wear as soon as they're in use; their condition begins to degrade immediately. IPD use and sell two products that allow the B18 and B20 engines to run without points and condenser, The Crane-Allison and the Perlux (or Pertronix). Of these the Pertronix is the more affordable (around \$90), simplest to install (two wires and one screw) and most compact (fits inside the distributor).

The "black box" unit mounts inside the distributor where the points used to be, with two wires leading out through the side of the distributor. The black box is triggered by a collar that fits on the distributor shaft just below the rotor. Inside this collar are 4 magnets, 90 degrees apart. As each magnet passes the black box, it triggers the coil. Just like the mechanical points would do, but without any mechanical contact and thus, without any component wear.

There are two wires on the Pertronix, one red and one black. Depending on what model you have and how it's configured, there are several possible ways to connect the wires up. The 140 series without tachometers are the simplest: the red wire connects to the + terminal on the coil, and the black wire connects to the negative terminal. 122, 544 and early 1800 models that use the armored cable to protect the positive wire require slightly more attention, and 1800 models with tachometers are more complicated still. Even so, installation should not take more than an hour and the end result of never having to deal with worn, pitted, burnt or sloppy points can really make the effort worthwhile.

See the IPD catalog or website [www.ipdusa.com](http://www.ipdusa.com) to which Pertronix suits your car.

IPD recommends these for pre 75 B18 and B20 engines but Bob Folz from New York sent the following message. "Just to let you Canadians know that the Perlux ignition module that IPD sells for the 1800E will also work in 240 are powered by B21 engine that uses a points type distributor.♣

**DO YOU REALLY WANT TO REPLACE YOUR HEADLIGHTS**

**(This is a letter to the tech-help forum in the Hemmings Sports and Exotic Car Magazine.)**

The reader writes, "I want to replace the headlamps on my 1965 Mini Cooper S with brighter halogens, but I can't get the trim rings off. I've removed the screw at the bottom and the trim ring won't budge." (ed. This article caught my attention because Scott Ormiston who drives a nice 73 Volvo 1800ES asked me about changing his headlights and the 1800 series uses exactly the same headlight bucket as the Mini. The tech editor's response is tongue in cheek, but not far off.)

The editor writes: You love your Mini (read Volvo) now, but there are going to be some things that will leave you scratching your

head about British (Swedish) car ownership. Here's how it usually goes when removing the headlight trim ring. When you remove the screw at the bottom of the ring, the blade slips and takes a small gouge out of the paint. You are so upset you grab your first beer of the weekend and its only 8:10 Saturday morning. Continuing on, the tiny screw comes out, slips through your fingers, bounces off the bumper into the grill where you spend the next 45 minutes with a flash-light and a magnetic wand. After retrieving the screw, you insert the blade of the screw-driver between the chrome ring and the inner headlamp bucket, give a twist and watch the ring fly across the garage and roll behind the refrigerator that has not moved since the Trudeau administration. You ask your wife to reach behind and grab the ring as you tip the icebox out and spend the next four hours fixing the slow draining stand pipe in the washing machine that she's been yelling at you about. At last you exchange your 36" Stillson wrench for the smallest Phillips screwdriver you have only to find that all the screws that hold the headlamp into the bucket are rusty and rounded out. Saturday morning turns to late Sunday night as you finish the job. Proudly, you call your wife back out to show her your big accomplishment. You flick the headlamp switch on, only to realize you've left the dome light on all

corrugated intake elbows from the 850 series and joined them together to make an S bend. The result fits well and looks just the same and is a much better material than the original. ♣

**V70 CHIP PROBLEM**

**Based on Email messages from Stan Storwick**

(ed. Stan lives in Osoyoos and is the only one I



STAN STORWICK WITH HIS 65 544 AND 98 V70

know that is still daily driving a PV544 that he bought new in 1965 He also has moved up?? to a V70 as this article describes)

I am having a problem with the ABS/Traction system in my V70. The original symptom indicating a problem was that the ABS and Traction warning lights would not go off after car was started. For a while it would reset itself as the car started moving forward at a speed of less than 20 kph. Eventually this worked intermittently and then not at all. Sometimes the light would not come on and one could drive sixty or seventy km with it off.

If the light is on it essentially means that the ABS and Traction electronics are not working. The manual suggests that you take it immediately to a dealer - which I did. The service manager quoted the price of @ \$1200.00 for the buying and installation of the new module and suggested that I just drive it as is. The Traction function is useful in snow or slippery conditions and the ABS helps in panic stops. So far I have not encountered either of these.

I am going to be replacing the ABS/Traction module in the 1998 V70 this coming week. Luckily I have a son who is a bit more up on it than I am. He also has the chip, the service manual and tools. To have it done at the service department in Kelowna for \$1200.00 seems a bit pricey as the car has less



SCOTT ORMISTON'S 1800 ES

weekend and the battery is dead. So Scott are you sure you want to replace those headlamps? ♣

**AIR INTAKE HOSE FOR 1800E OR 142E**

The corrugated plastic hoses that provide air from the air filter to the aluminium intake manifold on these D Jetronic fuel injected engines are often full of little holes. Graham Heath had this problem and when he could not buy a new replacement he came up with a clever solution. Graham used two of the

that 150,000 km on it. Evidently this is a common problem.

You asked me to let you know about the ABS/Traction module replacement. Here goes: My son brought out a used unit that he thought would work. Spent about two hours taking out the old unit, which was difficult to get at, due to all the electronics, hoses etc. that need to be removed first. When it was finally out we compared it to the unit that we were going to replace it with. Unfortunately the module numbers were not compatible so...We reinstalled the old one. Since then I have taken the car on four short drives and the unit is working fine. I will take it on a bit longer drive today to see if the problem is no longer there. Suspect it may have been a loose connection? It still seems to function about half the time.

Anyway we will be replacing the unit (if necessary) as my son found a company that rebuilds the units for \$100.00. The price quoted at the dealership was @ \$1200.00 for the unit and installation.

Stan's son David wrote to say, "The rebuilds are done in Idaho at a company called Module Master (I think it's modulemaster.com, but a google search will throw up the right result). They do more than just the ABS modules, actually a fairly wide assortment of electronic component refurbishments. I've never dealt with them, however, a couple of the internet forums I frequent have only had good things to say."

"WRT to removing the ABS module for the V70 - next time it'll probably take me 30 minutes from start to finish. A couple of little tips. Using a heat gun to soften up the joint of the air intake hose and the MAF sensor allows the hose to slip off easily (and the same thing on the reinstallation). There is actually enough room to perform the job without completely removing the air intake hose (it's tight, but it works - the backs of your hands WILL get scratched up!!) which saves a solid 45 minutes I would think." ♣

### **PAINTING STEEL WHEELS.**

**Gregg Morris**

I get asked often about refinishing the steel wheels on old Volvos. There are lots of ways to do it, such as taking them to a body shop or having them powder coated, but I prefer a more economical method. Here is what I do.

Assuming I am starting with a typical greasy, rusty wheel I start by power washing the wheel, inside and out. Then I remove any remnant grease with solvent (Varsol or paint thinner) and then wash them down with very hot water and laundry soap and rinse them well and let them dry. Even with out the power

washer I use the same system it is just harder work.

If the wheel finish is very bad and rust pocked, I would scour it with angle grinder fitted with a cup brush. (A static respirator and safety goggles are a must because the cup brush sheds nasty curly-cue wires) Next I sand the wheels with 80 and 100 grit paper. If the existing wheel finish is not that bad, I just sand it well with sandpaper. I remove all the sanding residue by blowing it off with a compressor or just wiping it off and finally I remove any remaining contamination by wiping the wheel down with lacquer thinner. I don't want anything to keep the paint from sticking properly. When working with lacquer thinner use a static suitable respirator and thick nitrile gloves.)

Now I am ready to paint. If the tires are still on the wheels I mask around the perimeter of the wheel using newspaper and wide masking tape. You have to clean the tire rubber with laquer thinner so the masking tape will stick. I prime the wheels using light grey primer that comes in the typical rattle can from Canadian Tire or Lordco After a few coats I let the wheels dry for a few hours, assuming the weather is warm and overnight if isn't very warm. One rattle can usually does 4 wheels. Painting when it is too cold doesn't work well because the paint won't "flow".

I like the final colour to be similar to stock. i.e. a light silver-grey metallic. If you don't choose the right colour, you might as well not have started in the first place. Many of the rattle can silver paints are too bright and look more like aluminum paint and I don't like that look. I understand that mail order companies like Eastwood have high quality rattle can paints but I just get paint from local auto supply stores like Lordco or Canadian Tire.

I have used a number of colour codes over the years because as they discontinue my current favourite I have to find a replacement. I refuse to buy those little colour match cans because they don't hold much paint and are too expensive. I search until I find a suitable colour in the typical large spray can (8" tall by 2.5" diameter). The one I am using now is by Dupli-Color and is available in Canada and the USA under colour code CT0154 light slate. The can is labeled Truck, Van and SUV paint, at least at the Canadian Tire stores.

I am usually doing 4 wheels at a time and apply light coats working my way from wheel to wheel. By the time I have a coat on the last wheel I can usually start on the first one again. If it starts to run, I let it dry for a while before continuing. One big can will just do 4 wheels if you are frugal but it is best to have 2 cans on

hand. The refinishing cost for 4 wheels, less than \$20. ♣

### **AUTOMATIC TRANSMISSION REPAIR**

**Email from Ray Garel,**

Hi, I have a 1999 Volvo S80 T6 and of course, the defective transmission has now started to slip. The Volvo dealer wants \$5,500.00 to repair it and the car is worth probably no more than \$6,000! What a rude awakening I got. Anyhow, is there any reputable company/person that you may know in the Vancouver area that could replace the tranny with a re-manufactured one at a substantial savings? I have e-mailed Volvo about the transmission's pre-mature failing which I am sure they already know about but haven't got a reply from them. However, as things go, I don't look for any positive reply from them. It's sure a pity that Volvo knowingly continued using these transmissions in their cars to the detriment of their customer base. No wonder their sales were flat long before the current financial meltdown. Nothing travels faster than bad publicity. I am really peeved at them right now and rightly so. Please let me know if you are able to assist me with my inquiry.

(ed. I sent the following to Ray:) Give Ed Schram Motors a call at 604-599-6081 and Scandia Motors, 604-467-4817. I have attached our January newsletter that includes a technical session report on transmissions that you will probably find interesting, if not comforting.)

Ray's reply: Hi Gregg, I did contact Scandia Motors and they gave me the name of a really great transmission shop by the name of **BENZ TRANSMISSIONS Tel: 604-463-3111. Rick Pelwecki is the manager** and what a great help he was! He gave me a much better price than any other alternative that I had and the car took 8 days to be repaired so he also **paid for the 4 extra days** for the rental. He did this as he had told me it would take between 3-4 days. **Now that is what I call service with integrity!** He even charged me about \$500.00 lower than the estimate he provided before actually pulling down the tranny. Volvo Canada and its network of dealerships could learn something from this small company.....Honest to goodness, good old fashioned, Customer Service without the price gouging and 1 year warranty. I am sure there are many other Volvo owners out there with similar tranny problems as I had and with Volvo Canada refusing to stand behind these defective transnys the best alternative, other than parking the car, probably might be Benz transmissions in Maple Ridge. Please pass this info on to the other Volvo owners. Thanks for your help when I needed it most. ♣

## **MEMBER PROFILE AND TECH ARTICLE**

### **PHILIP MOUL AND HIS 1800 TURBO.**

**Gregg Morris**

If you see this tall young fellow driving around Vancouver in a wicked looking lime green 1800, with a black hood, that's Phil.

I asked Phil why he chose to drive Volvos and he figures it was probably because he grew up with them. Phil is definitely not your typical 'vintage' Volvo driver as you will see.

According to Phil, he knew he wanted something different from the generic Honda Civics or Mustangs that everyone else was driving. He wanted something different. His first car was a 1980 244DL. Not exactly an adrenalin pumping car, but it was cheap and it was a Volvo and it could be improved. That was a theme that would persist.

He next bought an 83 242GLT rust bucket. Too bad it was rusty, because those early '90s 240 GLTs were probably the best of the 240 series. They came with that great B23E or F engine, good looks, good handling and if they hadn't all rusted away to dust they would still be popular. Phil is not afraid of a mechanical challenge so he transplanted the GLT drive train and many other components right into the 80DL. This made a huge improvement, but it was destined not to last. Phil and the 240 were T-boned at an intersection. The car didn't survive, but probably thanks to the car, Phil did, although it took some hospital time for him to mend.

What should he get next? He found a 1971 1800E advertised in Coquitlam and it seemed inexpensive and it looked cool so he bought it. He poked his head underneath and saw there was some rust, but he didn't know the 1800 series well enough to recognize how bad the body really was.

This is about the time I first met Phil. He came over to by parts for his 1800E. It is not all that common for 20 year old guys to drive 37 year old Volkswagens so I was happy to help him out. He was quite proud of his burgundy coloured car and had great plans for modifications in the future. Unfortunately, it looked to me like his car was really too rusty to be worth repairing. Phil was obviously proud of his car and at least it was complete and running. I did not want to discourage him, so I kept my opinion to myself and he clattered off.

The next time he arrived, the following spring, the car was painted gun metal grey, the hood had been lightened and was held on by Zeus fasteners. There was rectangular steel tubing welded on the outside of both rocker panels. This may sound a little strange but it looked pretty good and besides, there was nothing in the whole rocker area competent enough to weld to, so his solution was to span the gap. He had installed a new hot rod B20 engine, and the car was wearing fat tires on nice wheels and sported ipd bars. It looked tough and handled well. I was



PHIL MOUL'S 1800 BEFORE

quite impressed and Phil had done every bit of this himself, including the paint job. He had just returned from the IPD garage sale in Portland and the car even won an award.

The reason for this particular visit was that his "new" hotrod B20 engine was running horribly and it was coughing black smoke. I recognized the symptoms and suspected the



pressure sensor for the Djet injection system. This is one of the easiest "miraculous cures" you can do to these fuel injected cars. Bolt in a good pressure sensor and the car is instantly running perfectly. After the repair, I took the car for a spin and was impressed by the power of the engine and asked him about it. He said that the engine had been built for him at Allvo and he had been promised "an easy 200hp". It was strong alright, but obviously no where near 200 hp and he was not satisfied. Personally, I thought the engine was great and asked him

why he was disappointed with it. In his words, all his friends were driving turbo cars, and fast ones at that, and even though his car could handle better than theirs it didn't count for much when he was at the back. He wanted MORE power. As he was leaving he also told me his plan for the winter was to completely rebuild the body.

Later on that summer I got the opportunity to buy a whole pile of 1800 parts as well as a restored 1800 body shell mounted on a rotating spit. The shell was in such great condition I thought it would make the perfect starting point for a vintage race car or a nice street car by combining it with a rusty or damaged donor car. I didn't need another project so I advertised the body shell for sale. There were tons of calls, many of them from the north eastern US. They all wanted to buy the shell, but transporting it across North America was a problem. The car transport people would not take the 1800 because it was shell and did not roll. The freight carriers would not take it

because it was a car. I was hooped.

Finally I remember Phil's plan to rebuild the body of his rust bucket and showed him the shell. It was perfect. He could put all that time and work into a shell that was worth the effort.

Away it went to his place,

rotating spit and all. That was in August of 2008 and he informed me at the time that he would have it finished in time to drive it to the next ipd garage sale in May 2009. Not only was he going to have a running car by May he was planning some dramatic modifications. He was going to do all this in 9 months. There are lots of amazing things that can be created in 9 months so why not a car. I was sceptical, but I wished him well.

Through the fall and winter Phil would call to ask question, get parts and once in a while he

would send pictures. He was making progress, but there was a lot to do. Here is what he was up to. He finished the remaining bodywork to the shell and then did some customizing. He installed his 'signature' rocker panels, 'frenched' in the rear licence plate, added louvers to the front lower quarter panels and flares to the rear wheel arches. Inside he made a custom dash with all custom instruments. Mechanically he installed the 1800E differential and rear suspension, but had Ian Wood's company IWE Rear Ends Only install a "Detroit locker" tru-track in the diff. He used 1800E front cross member and front suspension and brakes but modified to accept 240 vented rotors. In the rear he installed a fuel cell instead of a gas tank.

He wanted a more powerful engine and considered transplanting power from other makes such Mazda or Nissan, but finally decided to install a B230FT turbocharged engine from a 700 or 900 series. That would be interesting but it would not be easy. He bought the 93 B230FT from Craigs list. He knew that 93 and newer B230s had the oil spray nozzles sprayed at the bottoms of the pistons and cured the piston slap problem that plagued the earlier B230 engines.

Bob Foltz supplied motor mounts that allowed the B230 to sit upright in the 1800 engine bay but that was the easy part. Now he had to make all the other bits fit, including the turbo and its plumbing. Dealing with interference between the body and accessories was a challenge. He moved the alternator to the passenger side of the engine, cut the aluminium intake manifold in half, inverted it and welded it back together so the throttle body would clear the inner fender, revised the throttle actuation and a myriad of other details.

In the 200/700/900 series the 230 engine leans over in the engine bay. Now that he had the engine sitting upright in the 1800 the transmission was now on an angle. He had to cut the firewall and tunnel to accept



the B230FT bell housing and M46 (4sp+overdrive) Volvo transmission and modified the shift linkage to work. Phil did a great deal of designing and custom fabricating to make this all work. Time was passing fast.

By spring I had forgotten all about Phil and his project until he telephoned in late May and asked if I would like a ride in his car. I was amazed that he actually got it running and on

the road and then even more amazed when he told me he had just returned from IPD in Portland. He had always said he would complete the car in time for the IPD garage sale and he did it. Not without mechanical incident, but he did it.

And Now For The Ride!!!!

I have driven 240 Turbos, 740 Turbos and 940 Turbos and I have even ridden in Joel Reitters 1971 142E powered by a B230FT turbo, (VCBC May 2008 newsletter) but none prepared me for Phil's car. The industrial earmuff style hearing protector hanging from the seatbelt hook should have been a hint. I climbed in and did up the 5 point racing seat belt. (Another hint?) Sitting in the car I noticed that he had to cut away a substantial chunk of the firewall and transmission tunnel to fit the engine/transmission. The reason it know this is it had not yet been replaced. If I had wanted to, I could have checked the transmission fluid and the condition of the front U-joint without leaving my seat.

Phil fired up the engine.

You know how old Volvos powered by B18 or B20 overhead valve engines are mechanically noisy, right? You also know that the Volvos powered by the overhead cam engines B21 B23, B230 etc., are mechanically quite. It seemed logical that putting an overhead cam engine in an 1800 would then make it quieter. Not bloody likely! It is hard to relate the noise in words, but it was brutal and complicated. The transmission was almost in your lap so the gear noise was right there. The engine bell housing was also in sight and within reach so the all the slippery bits in the engine were contributing to the din. But the

most bizarre noise came from the turbo and its pop-off valve between each shift as we rocketed off (and I mean rocketed) down the highway. The turbo screamed as the

engine revs climbed and then as Phil shifted gear there was a this wild 'kahchaaaah!!!' from the turbo pop off valve, like something from a demented steam engine. And it started all over again with the next gear.

When the wild ride was over, and I was again capable of rational thought I concluded that Phil's car is without doubt the fastest

accelerating and hairiest Volvo I had ever ridden in. Completely nuts.

Phil has no intention of leaving the car as it is. He will be completing the interior, and re-fabricating the firewall and tunnel and adding sound deadening. He also plans to replace the M46 with a T5 transmission from a Mustang V8 and he will install a Micro Tech programmable engine management system.

It is pretty amazing that Phil was able to build this car so quickly. It was not as if he was simply bolting it back together. He had to design and fabricate mechanical bits all the way along, and he did everything himself, including all the bodywork and paint. Very impressive and he does not even do this for a living, although perhaps he should. ♣

#### OTHER CONVERSIONS

The B21/23 engines have also been used in



other 1800 cars in a less radical way. Bob Foltz, a long time 1800 enthusiast from New York transplanted a B21 from a 240 into his 1800E. Remember that the B21 engine, as found in the 240 series, sits on a slant in the engine bay. To make the engine sit upright in the 1800 engine bay Bob used a B20 oil pan, oil pump and bell housing. That allowed B21 to stand up straight and allowed the stock M41 transmission from the 1800E to bolt right up. Bob made up custom engine mounts and he has since made sets for several other people doing the same conversion. He also needed a custom intake manifold. He started with the intake manifold from a B21A engine that came from a Canadian 240 with a single Stromberg carburettor. He modified the manifold to accept a two barrel downdraft Weber. As an interesting aside he uses a mechanical fuel pump and the lobe for driving it was not fully machined and hardened so he had to get one from a Canadian source along with the points style distributor.

Bob changed the differential ratio changed from the stock 4.3 to 1 to a longer-legged 4.1 to 1 to take advantage of the higher torque of the B21 engine. With a 4.1 diff, the engine is revving lower at highway speeds, making for much more relaxed highway cruising. The great thing is that even with this higher geared differential, there is still enough power to chirp the rear wheels off the line.

Bob even changed the steering to a rack and pinion from a 79 240. The original worm and roller steering of the 1800E will work fine

with the B21 conversion, but Bob prefers rack and pinion.

If you are interested in more information on these conversions, see articles on [www.v1800reg.org](http://www.v1800reg.org) for Bob's car and the B23-

powered 1800 of Frank Derks of London Ontario. For even more power look at: <http://www.geocities.com/smosit/volvo.html>

**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](http://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  
**DISCLAIMER:** V.C.B.C. cannot be held responsible for any technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or its members' letters, nor can it be held responsible for any cars, parts, or materials offered for sale.

<b>B.C. DEALER DISCOUNT LISTING</b>		
(Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.)		
<b>Don Docksteaders Motors</b> , 8530 Cambie St, Van, 604-325-2999, or 1-800-663-3359, New pts: 20%,	<b>Chapmans of Victoria</b> 751 Cloverdale St., Victoria, Ph. 250-475-2213, parts and service: 10%	<b>Volvo of Surrey</b> , North Surrey Automall, 15383 Guilford Drive, 604-588-6088 New Parts 15%
<b>Ed Schram Motors</b> , 112-13375 76th Ave., Surrey, Ph. 604-599-6081, New & Used 20%	<b>Chapmans of Nanaimo</b> 20 Cliff St., Nanaimo, BC, 250-754-4807, parts and service: 10%	<b>Volvo of Victoria</b> , 2735 Douglas St., Victoria, BC, ph 250-250-382-6122 New parts: 15%
<b>Chapman Motors</b> , Cobble Hill, B.C., . 1-800-663-7208, New parts 10%, Used parts 20%	<b>Volvo of Coquitlam</b> , ---2385 Ottawa St., Port Coquitlam, B.C. Ph.604- 942-8500, New parts:15%	<b>Courtenay Car Center</b> , #12 5 <sup>th</sup> St., Courtenay, BC, 1-800-663-0194, 15% parts and labour.
	<b>Volvo of North Vancouver</b> , 809 Automall Drive, N. Vancouver, B.C. Ph 924-0314, New Parts 15%	<b>Fibrenew</b> leather and vinyl repair, mobile service Vancouver, Ph 313-4703, 20% discount
		<b>Lordco Part Stores</b> up to 30% with Lordco card.

## CLASSIFIED ADS

**65-122S 4dr-\$2200**, white/black, head rests, rblt B18, eng, M40, new mtr mounts, & ipd chassis bushings, few small rust spots.. 3<sup>rd</sup> owner, know car's history from new. Service records. v good cond, drives well, Don 360-647-7732 Bellingham [juliachristy@yahoo.com](mailto:juliachristy@yahoo.com)

**66- 122 2dr- \$2500 obo**, Blue. Owner must sell due to need for daily driver. She is starting to act her age and needs some love. Starts and runs well. Brakes need attention. Please call 604-603-7804.

**67-122S wagon-\$3000 obo**, white, nice tan interior, 10K on rebtl B20, rebtl clutch hydraulics, everything works, kyb shocks, good exhaust, good tires, solid body, Chris, 778-858-2951, [chris\\_johne@yahoo.com](mailto:chris_johne@yahoo.com)

**67-P 210-\$5250 obo**, Dark blue, 3rd owner (11 years), orig. purchase Sweden, imported to BC from South Carolina, Reblt B18, engine, rebtl front suspension & brake master. Drives very well. Body is totally stock; wood inside is pristine. As with any unrestored 210 this age, there are some rusty panels that need replacing, but it's not as severe as most. Kerry 604-715-0709 [kerryvdg@telus.net](mailto:kerryvdg@telus.net).

**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 Loughheed, 360-766-7600 [loughheed@cnw.com](mailto:loughheed@cnw.com), (Bow Washington)

**70-145S-\$2000**, blue/green, orig paint, accident and rust free Victoria car, service by Volvo dealer., New Volvo short-block in 1988., rblt SUs, complete new brake system, front suspension bushings and steering rods. New 'U' joints., fuel pump and tires. Roger, 250-758 5939 Nanaimo. [miglenda@telus.net](mailto:miglenda@telus.net) pictures vcbc website

**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.

**73-1800ES-\$9000**, Blue/blue, auto, AC, 73,200 original miles, CA car, rust free, original owner documentation, C Selden 604-469-0281 [cselden@telus.net](mailto:cselden@telus.net)

**73-1800ES-\$11,500 obo**, dk grn/tan, 4spd/OD, California car, excellent body, interior and drive train. New flex brake lines, clutch, new 17" tires on alloy wheels, Serviced at Scandia Motors, Patrick 604-761-1401, Patrick@cafedivano.ca

**75-164E-\$2500**, met. Bronze, auto, B30F, 96K miles, collector plates., Air, Sunroof, Body is solid but needs minor touchup. Power train is excellent as well as the interior (cloth seats) New tires, alternator and muffler. Bob 604-530-0130.

**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](mailto:grmorris@moody.bc.ca) or John Cripps 604-466-9110 or [volvoridge@hotmail.com](mailto: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](mailto: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 Parts**, 4 tan formed floor mats \$20 set, Bosch H4 headlights \$40 a pr. wagon cargo barrier \$70, upper strut braces \$40pr, Charlie 1-604-892-3801

**73 1800ES for parts.**, Gregg 604-469-1216 [grmorris@moody.bc.ca](mailto:grmorris@moody.bc.ca)

**83-760GLE parts car**, all parts available John 604-466-9110

**83 242 GLT Parts**, Body, suspension, mechanical, electrical, interior. Cam Finnigan, 604-931-3729, [1980gt@telus.net](mailto:1980gt@telus.net).

**B18/B20:** assorted water pumps for B18/B20/B30. Cam Finnigan, 604-931-3729, [1980gt@telus.net](mailto:1980gt@telus.net).

**240 and 740 series parts up to 1990, lots of, body, mechanical interior and trim.** Mike 604-582-2837

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

**Good Selection of used Volvo parts for cheap.** Send requests to, [volvolady@yahoo.com](mailto:volvolady@yahoo.com), 604-807-7675

**76 264 parts** - new clutch \$150, rebuilt 4spd/OD transmission \$150, new 70Amp replacement alternator/with belts \$200, pwr steering pump \$50 & distributor \$50. Call [Ted 875-0620](mailto:Ted 875-0620).

**Vintage Import Parts**, for 444/544/122/1800, **Great Pricing on complete 122S Exhaust Systems**, pre 67 \$130, post 67 \$173. Made in Sweden, great fit Olof, 604-943-9663, or [vintage@telus.net](mailto:vintage@telus.net) website [www.vintageimparts.com](http://www.vintageimparts.com)

**ISLAND AUTOMOTION- SU rebuild & Volvo repair specialist internet address,** <http://www.sucarburetors.com/>, Rhys Kent, 1 250-479-5192, Victoria or [rhyskent@shaw.ca](mailto:rhyskent@shaw.ca)

### Cars for Sale (continued)

**75-164E-\$3750 obo**, Met. Blue, blue leather, B30F F.I. engine, auto, 153K miles, leather, collector plates, always in Okanagan, Gordon, 250-493-1498 Penticton [chila@shaw.ca](mailto:chila@shaw.ca)

**79-262C Bertone, \$12,000** 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](mailto:bfsrs@shaw.ca)

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

