



THE VOLVO CLUB OF B.C.

JANUARY 2010

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Annual membership fee \$20, To join: Call or write to the address above
or view our Website www.volvoclubofbc.com



V.C.B.C. is the

B.C. Chapter of Volvo Sports America 1800 Register

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352 Email:
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.

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

February 14, 2010 "THE 4th ANNUAL SWEDISH CRUISE-IN". Hosted by the Puget Sound Volvo Sports America Chapter Sunday 11:00 AM to 3:00 PM, at the 1930 original Pacific Northwest XXX Root Beer Drive-In ,98 NE Gilman Boulevard, Issaquah, WA. 98027, website: www.triplexrootbeer.com., contact Gary Ramstad, **206-365-6913** at ramslfp@hotmail.com. for more info see club website www.psvsa.org

April 9-11, 2010, Vintage Volvo Race Weekend at Infinion Raceway (aka Sears Point) California. See "EDITORIALS" section and website for details.

May, 2010 (Saturday) SPRING CLASSIC VOLVO DISPLAY: Date and Destination to be confirmed in the May Newsletter.

JUNE, 2010 (Saturday/Sunday) SPRING DRIVE, Date and Destination to be confirmed in the May Newsletter.

WASHINGTON VOLVO CLUBS EVENTS see www.psvsa.org and www.psvcoa.org

REPORT OF PAST EVENTS

18TH ANNUAL CATES PARK PICNIC

September 27, 2009

Gregg Morris

The Cates Park Picnic is an important event for our Club. It is the largest gathering of the year and it provides a forum for our Annual General Meeting. We introduce our directors, review our finances and thank our volunteers. The assembled membership had the opportunity to hear how our club is run and in turn they show their appreciation for our efforts of our directors and volunteers.

Eighteen years we have been doing this. Eighteen last Sunday's in September and 17 of them have been at least partly sunny. This one was one of the best. Not a cloud in the sky for the whole day. We had our park use permit in hand and Dave McAree and Glenn Little stood guard at the entrance to our oceanside parking lot so it didn't fill up with overflow parkers from the boat launch ramp next door.

Early in the morning, Colin Dover came over to my house with his 940 wagon to haul the boxes of club clothes, raffle prizes, membership information, award plaques, banner, table, saw horses, chairs and all the





OLOF MALMBURG & GREGG MORRIS

paraphernalia needed to put one of these events. Usually I haul it all in our trusty 145 Express, but this year I wanted to drive something other than that truck, and Colin made that possible.

From 9 a.m. on, there was a steady stream of shiny Volvos travelling down the Dollarton Highway, in North Vancouver and turning into

and drove from the Okanagan without any trouble.

The "new" cars were impressive as well. 244 classic, V70R, very nice 745 turbo and 945SE, hot 850 Rs and a totally mint S90 the last rear wheel drive Volvo. You get the picture. There were about 60 cars overall and others outside the parking lot.



the Park. You should have seen the cars. There were 6 PV series cars almost spanning the production, from Walt Tartar's 1953 PV444 to Adam Richardson's 1965 PV 544, and don't forget Olof's 1958 PV445 "Duet". There were even more 120 series cars, 7 at my count, and nice ones too. Peter Valkenburg brought his mint, improved 123GT. Don Vogelle also brought along a nice 122 4 dr for sale. I brought the 1965 122 that used to be my daughters car. I spent the last year restoring it and I am quite proud of the result. Bert Sherlock's BRGreen 1970 122 is the last of the series and looks like new.

There were 10 1800s from an early S to 4-73ESs. Every one of them was nice. We had two 140 series cars (the forgotten classics) and even 2 164s. Brett Adams brought his work-in-

Dick Libby in his shiny black 544, Beau MacGregor and Adam Richardson is Adam's new grey-blue 65 544., Don Voegle in a 122 and Don and MaryLou Johnston were there and it was great to see Pat and Jay Holland. Thanks a lot for your support of our events.

Dennis Cowell drove all the way from Kamloops the morning of the event and brought with him his amazing collection of Volvo insignias. He has them mounted on 3 sheets of peg board and everyone took some time to inspect them. Many of them I have never even seen. They are from models not sold in our North

progress
1971 142S
and Dave
McAree's
mint Ocean
Green 142
was only one
vote short of
the Peoples
Choice
Runner up,
(and he didn't
vote).
A young
couple
brought a
really nice
late 164E
that they just
purchased,

American market. Thanks Dennis.

By this time the lot was full of cars and the people were enjoying the day talking to friends, gaining Volvo advice and appreciating the quality and variety of the cars on display. Charlie was selling raffle tickets for the ton of raffle prizes draw later in the day and Glenn Little handed out peoples choice ballots.

Our club table was a busy place. We accepted membership renewals and new members, sold club clothes, accepted food bank donations and answered questions for most of the day. Around noon Bert Sherlock and Dave Vansicle, our favourite chefs, fired up their barbeque and gave away hotdogs to the masses. There was a donation jar with proceeds to the food bank and it was generously full by day's end. Dave McAree handed out our nice green over brass dash plaques to everyone who brought a car.

Mid afternoon Bert whispered to the crowd to get their attention and we held our Annual General Meeting. I tried to keep it brief, while still giving a short history of the club and showing appreciation for those that help the club. Dave McAree our illustrious but frugal treasurer reviewed the "healthy" financial statement.

With that out of the way it was raffle time. This is a bit tedious but there were lots of raffle prizes and they were dispersed nicely among the crowd. Thank you to those who donated raffle gifts, Barry Nelson, Don Dockstader Motors, Ed Schram Motors, Jim Pattison's Volvo Dealerships, KMS Tools, Scandia Motors, Stanley Tools, Vintage Imparts, and the Volvo Club of BC.

The people's choice awards went to familiar members. Rob Wanner and his beautiful 68 1800S won peoples choice runner up. He will need to add a room to his house to hold all the trophies. Peoples Choice went to Olof Malmberg for his newly restored PV 445. It is a truly beautiful restoration and I know how amazing the transformation is, because I sold the car to him originally. It was not pretty. Olof won peoples choice a couple of years ago for his other car, a 61 PV544 in equally spectacular condition. Olof owns and operates Vintage Import Parts, an excellent



DENNIS COWELL AND HIS VOLVO INSIGNIA COLLECTION

company that specializes in parts for vintage Volkvos, particularly the PV, 120, 1800, 140 and 160 series. Take a look at his website, www.vintageimports.com where he has a complete catalog of his wares (with pricing).

With the prizes over people started to leave and we packed up the circus to head home. Just to keep us on our toes, Terry Walton's 64 PV544 was having so much fun at the picnic it didn't want to go home, and refused to start, or even try to start. There were lots of experts providing advice, and speculation of failed starters, faulty ignition switches, bad ground, etc. Fortunately the assembled crowd had not disassembled the car before a dead battery was suggested and with a jump start Terry clattered home with the rest of us.

A great day. ♣

VCBC TECHNICAL SESSION
"What You Need to Know About Tires"

Chris Ainscough
November 18, 2009

It was a dark and stormy night. No matter which way we went once we were off the side streets traffic was moving at the speed of justice. It took an hour and fifteen to make it to North Shore Volvo, a trip that would normally take half an hour. There was an unbroken line of brake lights snaking its way in both directions along Canada Way, on the Freeway, through the tunnel, arching across the bridge and up through the blackness of the Cut. Thank goodness for heated seats and a nice stereo system, plus I was a passenger in Jason Leber's car, and a Volvo it was not. You see Jason has parlayed his terrific technical knowledge of mechanics and great persona into leading the new training facility for VW technicians in East Richmond. Despite his love of cars he rides his bike to work. How green is that?+

We chatted mostly about jobs and cars and I found out that he started his trades career right out of high school apprenticing with Nigel Smith of Westview Engineering, an independent



technical skills test and our Jason won the award as the best Volvo mechanic world wide, bar none in 1998 and 2000. Jason likes Volkvos of course and has intimate knowledge of a broad range of models but that has not kept him from loving and owning road bikes and a wide array of Volkvos, a Porsche 944 and a 911 which he still has. Throw in a BMW and it's obvious that he also likes German cars... so who doesn't?

With 12 years of mechanics under his belt he moved from Docksteaders to BCIT where

he worked on contract teaching general automotives and some specialty courses for Volkswagen Canada. That expired after 6 years and he was lured into a job field testing tires for Yokohama but that involved working out of town for the most part and consisted of crawling under logging trucks and other big rigs, monitoring and inspecting commercial truck tires. Hardly exotic and not totally absorbing considering his background, although he would never say such a thing because he is eloquently humble. And now of course he is back with Volkswagen Canada and his students are so very lucky.

So back to the tires, and it was no surprise that due to the weather only 17 hardy souls showed for the technical session on tires. The

good news was, there were leftover doughnuts and juice boxes for the mechanics, next morning. We dragged in a couple of demo tires from the Jetta's trunk and had some other exhibits in the bay and club members wandered in right around 6:30. Jason simply dug in with little in the way of notes and spent an hour and a half telling the story of tires, from sidewalls to tread pattern. The word of the day was "siping", not sipping but siping which is the process by which tire tread patterns have slits across the tread which exclude water from beneath the contact tread area to increase adhesion on ice.

At around 8:00PM things came to a natural close as Volvo of North Vancouver, Business Manager, Mike Thompson came through the shop door. His timing was perfect and he was presented an engraved plaque from our club thanking the Staff of Volvo of North Vancouver for being the enthusiastic hosts of our technical sessions since 2004. Jason took a few more questions and some members lingered for additional information and we all drove away knowing that we had been tired by one of the best.

(The details of tech session on tires will be included in the May newsletter) ♣

EDITORIALS AND LETTERS

VINTAGE VOLVO RACE WEEKEND
APRIL 9-11, 2010, CALIFORNIA

Alan Berry, Vintage Volvo racer from the San Diego area has arranged for Volvo to be the featured marque at a vintage race weekend for the racing weekend being organized by Classic Sports Racing Group (CSRG) at Infinion Raceway (AKA Sears Point) California April 9, 10, 11, 2010. Vintage Volvo racers from across the USA and Canada will participate in the fun. They will race in CSRG's regular vintage groups and will compete against each other in an all Volvo feature.

The Infinion Raceway, more commonly known as Sears Point Raceway, is located in

California's Napa Valley, north east of San Francisco. Alan has made arrangements for accommodations at the Best Western Novato Oaks Inn. Novato which is a fun little town 10 minutes from the Track the Best Western is a nice facility. It is very close to downtown, the parking lot is really big and there is a nice breakfast buffet included. The negotiated group rate is \$109, so mention the CSRG and "2010 Vintage Volvo Challenge" to get the rate. Please reserve a room even if you think your chances for attending this event are remote. It will help our cause and you can cancel 24 hours or sooner before your reservation date and no charge will be made to your card. You can go to

www.novatooaksinn.com or call (800) 625-7466 or (415) 883-4400. Please do this now before you forget! You don't have to be a racer or even own a Volvo.

Further information can be obtained from the CSRG website www.csgracing.org or from Victory Lane Magazine www.victorylane.com " or email Alan Berry at alanb@alanberrydesign.com

Some of our local BC racers will be participating and other VCBC club members will be attending the event as spectators. If you are interested in joining the fun give VCBC director Dave McAree a call at 604-530-6097 or email dmcaree@telus.net.

MEMBER'S STORIES

We invite you, our members, to tell us your Volvo stories. For instance, Why do you drive them, how many have you owned, what was your favorite, a special road trip. Etc. I would certainly like to hear your story and I am sure the other members would too. It does not have to be just about Volvos either. Tell us about your other interests.

I will help you edit your article if you prefer and we will only print them in the newsletter with your consent.

Send articles to newsletter editor Gregg Morris, via email to grmmorris@shaw.ca or surface mail to Gregg Morris, 29 Bedingfield St., Port Moody, BC, V3H 3N2

Cheers
Gregg

VOLVO SALES LITERATURE

McLellan Automotive recently emailed me a link to their website listing their extensive selection of Volvo sales literature. Looking at the website they have an amazing collection of original (not reprint) Volvo Sales brochures from the PV444 and all the other model right up to the modern models. Their website shows a colour picture of the front page of each brochure and indicates the year and model it applies to and describes the content of the other pages in the brochure. Prices were typically

\$20 to \$25 each for the older models. The link they sent was <http://www.mclellansautomotive.com/lit/bymake/volvo/index.shtml> but I also found them by Googling McLennan's Automotive

EMAIL ADDRESSES

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

CLUB STUFF

VCBC Website www.volvoclubofbc.com

PLEASE NOTE!!! Our webmaster, Cam Finnigan is looking for someone to assist him in maintaining and expanding our website. If you are able to offer creative input, have web site development experience or are able to offer help in site maintenance, please contact Cam at either wbmstr@volvoclubofbc.com or phone Cam Finnigan at 604-931-3729

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.

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.♣

WHATS NEW (OR OLD) AT VOLVO

VOLVO XC60 WINS PRESTIGIOUS 2010 INTERNATIONAL TRUCK OF THE YEAR AWARD

LOS ANGELES (Dec. 2, 2009) - The Volvo XC60 was named 2010 International Truck of the Year today by the International

consecutive months of year-over-year sales increases since June.

The XC60 was chosen the winner from a panel of 19 automotive media from around the U.S. and Canada representing top newspapers, magazines and websites. The jurors must

Volvo technology can help the driver avoid frontal collisions at low speed. If the driver is about to drive into the rear of a vehicle and does not react in time, the XC60 will apply the brakes by itself.

CHINA'S GEELY TO PURCHASE VOLVO UNIT FROM FORD

Nicolas Van Praet
Financial Post
October 29, 2009

Chinese automaker Geely has become a shining star of its domestic market by selling affordable small cars to first-time buyers hungry to jump off their scooters and into auto ownership.

Now it wants to build up its image and international credibility with a takeover of a Swedish corporate icon prized for its safety technology and reputation for quality: Volvo.

Ford Motor Co. said yesterday it picked Zhejiang Geely Holding Group Co. Ltd. as its preferred bidder to buy its Volvo unit. Terms of Geely's bid were not disclosed but estimates for a transaction price are in the US\$2-billion range.

"Ford believes Geely has the potential to be a responsible future owner of Volvo and to take the business forward while preserving its core values and the independence of the Swedish brand," Ford chief financial officer Lewis Booth said. *(Boy is that carefully worded "has the potential to be a responsible owner" Ford might as well have added "not that we care" Gregg.)*



Car of the Year (ICOTY) jury. The award was given to Doug Speck, President and CEO of Volvo Cars of North America, LLC at the Volvo display at the 2009 Los Angeles Auto Show. The XC60 was chosen over 10 new crossovers, SUVs and trucks by a distinguished panel of top automotive journalists.

"This ties a very pretty bow around what's been a truly amazing year for Volvo," commented Speck. "The XC60 has not only been recognized by the media but it's been extremely well received by our customers." The 2010 XC60 has helped VCNA earn six

consider the ICOTY mission of "honouring vehicles that reflect an emotional connection between car and consumer lifestyles" when making their nominations. "The ICOTY awards are not centred on power and performance," said Courtney Caldwell, ICOTY's creator and executive producer. "It's about how cars reflect our personalities, lifestyles and self image, an attitude most consumers identify with."

The International Truck of the Year award marks the 20th accolade the Volvo XC60 has received since sales began in Europe in late 2008. The XC60 is the first vehicle to offer City Safety as standard equipment. This unique



There is no specific timeline to conclude the negotiations Mr Booth said. Ford will not retain a stake in Volvo, he said.

Geely welcomed the development, saying Volvo's manufacturing plants, research facilities, union agreements and dealer networks would all be maintained. Volvo management would be independent and headquartered in Gothenberg, Sweden, Geely said. The company said it would enhance Volvo's access to sales networks and parts sourcing opportunities in the growing Chinese market, where automakers now sell more new vehicles than the United States.

But exactly how a deal will play out is unclear.

Ford said that in any sale the deep connections between Ford and Volvo in shared component supply and engineering would have to be resolved. The Detroit maker of F-150 trucks and Focus cars is understood to be worried that its patents and other intellectual property may leak to rivals in China.

The nature of Chinese state involvement in a transaction and subsequent ownership is also unknown. Geely said its bid is backed by "Chinese banks" that it did not name.

Chinese automakers are desperately trying to shed their reputation for low-quality so they can grow their share of the domestic market and speed up their export capability. In 2008, barely one in three new vehicles bought in China were Chinese brands.

By leveraging the capacity of some parts suppliers and selectively buying some of them, Geely has introduced several vehicles and brands at higher price points than its namesake Geely marque, China-based auto consultant Bill Russo said in an analysis published Oct.27. these include Gleagle, London Taxi, Shanghai Maple and Emgrand.

However, unlike previous acquisitions by Chinese companies of western automotive assets like SAIC's purchase of the Rover brand, a deal for Volvo isn't about buying off-the-shelf technology for a cheap price. And some analysts say Geely may be biting off more than it can chew.

"I'm somewhat stunned to be honest that Ford are even entertaining it," said Paul Newton, a London-based analyst for IHS Global Insight. "If (Geely) was a larger concern with a bit more international experience, I'd say that 'Yeah, it could well be a positive thing for the Chinese companies.' But Geely I'm not so sure. They don't have a joint venture. They don't have any alliances with anyone. And they're

buying a very complex, subtle, European premium brand that is struggling."

LI SHUFU (pictured) is Geely Chairman)

ZHEJIANG GEELY LANDS FORD'S VOLVO DIVISION

Financial Post

December 24, 2009

Ford Motor C. agreed with China's Geely on most terms for a sale of the US automaker's Volvo Car Corp. A definitive agreement probably will be signed by March 31, 2010. Geely is offering about \$2Billion or less than 1/3 of what Ford paid for Volvo a decade ago. Geely is planning to build a Volvo factory in China after the purchase.

(Ford certainly didn't do Volvo any favours in its years of stewardship. As bad as we feel as enthusiast for Volvo, imagine how the Swedes feel. Gregg)

Just for historical interest, here is part of a financial article written after the failure of the planned merger between Volvo and Renault in 1993. Gregg.

VOLVO ROARS AHEAD DESPITE FAILED ALLIANCE

Kevin Done

Financial Times of London

December 3, 1994.

A year after the spectacular collapse of its planned merger with Renault, Volvo the flagship of Swedish industry, appears to be in good health.

Last December, a revolt by Volvo shareholders and senior management over the merger plans led to the abrupt departure of Pehr Gyllenhammar, the man at the top of the company for more than 2 decades. The company looked isolated with its strategy in tatters and its future unsure.

Yet within days, the Volvo share price began to climb, and ---despite fluctuations --- it still stands more than 60% above the level of a

year ago. The company has been buoyed by a spectacular recovery in profits, with operating income jumping to 6.6 billion Swedish kronor (US\$1.2 billion) in the first nine months of 1994, compared with only 445 million a year ago.

It is an unlikely change of fortune for Volvo. The company had spent 3 ½ years explaining that pressures in the world auto industry -- such as rising development costs, globalization and overcapacity -- meant that it could not survive alone. It needed a partner, said Gyllenhammar, and Renault, the French state-owned carmaker, fitted the bill.

The merger plans collapsed because shareholders and managers were concerned Volvo had been undervalued in the deal, and the partnership was turning into a takeover by Renault, a company that would still be under French state control.

Gyllenhammar condemned the critics of his vision as guilty of "turning their backs on Europe and the world." A year on, Gyllenhammar's condemnation of the failure of the merger looks hollow. Volvo has bounced back, energized by what many in Sweden see as an escape from Renault's clutches.

The Gyllenhammar era was dominated by repeated attempts at diversification and alliances aimed at spreading the risks of operating in as cyclical a sector as the automotive industry. This included ventures in to such disparate sectors as oil, food, biotechnology, and pharmaceuticals.

With divestiture of the non-automotive interests the focus now is almost exclusively automotive.

The recent partial privatization of Renault allowed Volvo to buy back the 45% stake in its truck operations held by the French group.

But while dissolving the Renault alliance and launching the divestment program have gone smoothly, Volvo is only gradually piecing together its new industrial strategy. To prepare its next moves, Volvo has undertaken an ambitious bench-marking study in the auto industry. This will compare the company's practices with the most efficient among its competitors to bring its standards up to the level of the best. We have the challenge of plotting the position we want to be in the year 2000, says Mats Ringesten, Volvo senior vice-president of corporate strategy and business development. *(Unfortunately they didn't quite make it. Ford gobbled them up in 1999 Gregg.)*

The truck, operations are poised to embark on a far-reaching expansion in Europe and Asia. The ambitious plans include a new range of trucks to allow Volvo to enter the European light truck market for the first time.

The company is planning to establish a joint venture in China, that would add an Asian production centre to its three regional truck manufacturing operations in Europe and North and South America. Asia is Volvo's number one priority in the geographic expansion of

truck operations. *(There has to be irony in there somewhere. Gregg)*

The way forward is more tricky in car manufacturing, where Volvo is one of the smallest producers in the mainstream car industry. We have a strong brand name, says Per-Erik Mohlin, president of Volvo Car, and the values of tomorrow are coming closer to Volvo in terms of safety and environmental concerns.

SOMETHING DIFFERENT

ART RILEY, Gregg Morris

Those of you who have been interested in Volvos since the 544s and 122s inhabited the Volvo showrooms will know the name Art Riley. He was famous in Volvo circles for his success in racing the earliest Volvos in the US



and he was the owner of one of the very first Volvo dealerships in the USA. Art died this May and it is fitting that we tell his story.

I read an excellent tribute to Art written by Rick Hayden for the Volvo Club of America's Rolling Newsletter and requested his permission to use it here. He kindly gave me permission to use his article and he also said he had recently heard that Art Riley may have competed in autosport in Canada, and

Volvo is strong in the family market, he says, but it must broaden its customer base to gain pre-family and post-family buyers. Mohlin believes this can be done by developing a wider range of products based on two basic chassis platforms, rather than the three currently in use.

According to Ringesten, Volvo will still seek low-level collaboration with other companies, "but without the corporate alliances

suggested I look into it to supplement the record. It turns out that Rick was right and I have inserted a paragraph in his article with the little information I have found about Arts competition in Canada.

Ricks Hayden's association with Art Riley is interesting in itself. Rick is an Automotive Historian and a Volvo Vintage Racer. The car he races is perhaps one of the most historically significant Volvo race-cars in the US. It is a resurrection of Art Riley's first 1800 race-car. Rick and the 1800 were accepted to compete in the prestigious Monterey Historics Vintage Car Races at Laguna Seca and I believe his is the only Volvo ever to have been accepted.

Ricks tale of the acquiring Art's racer and his experience at Laguna Seca are told in a two part article entitled, "*The Sebring Swede: The resurrection of an old Sebring racer*". on Phil Singsen V Classics website.

To get an idea how highly Art was esteemed by the racing community of the '50s and 60s, here is an article from a 1960 issue of Foreign Car magazine. The article has a forward, introducing Art Riley and then presents Art's advice on Racing and Race preparation titled "Be Prepared".

INTRODUCTION

When it comes to sedan competition, Art Riley is the man who gave Volvo its dual claim to fame: (and one of its most endearing Volvo advertising slogans ed.) "It's a family sedan...it's a sportscar." AUTO SPORT was extremely interested in getting a tip from Art, as he's one of the few competitors who seems to fully capitalize on every possible advantage at his disposal. Hence, the consistent wins which have brought him to prominence in such a short time.

One of the first Volvo dealers in the country, the Port Washington, N.Y. pilot drove a Volvo PV444 in his first event—the '56 Little Sebring" three-hour sedan race. He then proceeded to romp through a full season of both rallying and racing, making many an out-and-out sports cars look sick. He climaxed the 1957

with share swaps" involved in the Renault alliance. ♣

season with a walk-away in the first Little LeMans, repeated the victory in 1958 and justly considers the results of the 1959 season to be at least a moral victory (see last issue's report on Little Lemans).

Between races, Art was earnestly participating in the more rugged rallies—those that take the most out of driver and equipment. His favourite is the Canadian International Rally, even though he's wound up out of the running in both his attempts there. The next one will send the winner over for the Monte Carlo bash, and Art has that certain gleam in his eye when he talks about this. He also drove in the Compact vs. Imported Sedan race at Sebring, where Jaguar and Studebaker took the first four places—but with the Volvo right behind them. Art's tip gives you some of the secrets of his success.

Art Riley on Be Prepared! My reason for attaching prime importance to the Boy Scout motto is simple: it gains time. Many competitors do their testing and tuning right at the race track, thus sacrificing much of their valuable practice time. This should be entirely unnecessary with a production car.

When the flag drops, it's too late to start learning the course...you've got to know it cold. I try to arrive at a given event with my car as fully prepared as possible, so that only insignificant adjustments are required. Then, by fully using my practice periods to find the quickest way around the track, I'm ready to get the utmost out of my equipment on the first lap of the race, not after its half over. I feel that the driver who thinks, "Well, I'll catch him later on..." is kidding himself, in spades. Obviously, he's going to have to drive twice as hard and abuse his equipment to do so. If the competition is closely matched, he doesn't stand a chance.

There also seems to be a tendency on the part of many drivers to take it easy for the first few laps until things "sort themselves out." They are usually what get sorted out, as far as any hopes of winning are concerned. I feel I've been able to do much better on many occasions than theoretically I should have simply by racing right from the start and picking up valuable seconds that others found hard to recapture as the event progressed and they hit their stride.

I believe this is the most valuable tip I could pass on. By devoting all or most of your

It's a family car!

It's a sports car!

VOLVO is a family sports car

A Product of Superb

Swedish Engineering

Take the dullness out of everyday driving... This sensational Swedish-built 5 passenger sedan combines the high speed performance of a sports car with the safety, roominess, and comfort of the ideal family car. It gives amazing economy—up to 35 miles per gallon—yet boasts a dynamic 85 HP engine that's brilliantly alive and exceptionally responsive. Balanced body weight and smooth suspension plus arm-chair comfort insure relaxed, carefree motoring. So get behind the wheel of a VOLVO today and double your driving enjoyment. Available for immediate delivery; dealers everywhere.

EAST AND MIDWEST: VOLVO DISTRIBUTING INC., 15143 W. 8 Mile Rd., Detroit 35, Mich.
WEST: AUTO IMPORTS INC., 13157 Ventura Blvd., Sherman Oaks, Calif. CENTRAL SOUTH: SWEDISH MOTOR IMPORTS INC., 1901 Milam St., Houston 12, Tex.

practice time to learning the course, you'll find the rest comes more or less naturally when the race is under way. There will always be those who label the idea of "charging right from the start" as being more dangerous than letting the pack get spread out. To an extent this is true, but I ask you: do you want to be one of those in the middle or tail-end of the spread? Not if you want to win, you don't! So get as much cartuning as possible out of the way before you arrive track-side, enabling you to spend you pre-race time practicing, not prepping. And when the flag falls, you'll be truly prepared—prepared to rush to the head of the pack.

ART RILEY 1915 - 2009

*By Rick Hayden,
Society of Automotive
Historians*

Long Island garage owner and master mechanic, Art Riley was granted one of the country's early Volvo franchises in 1957. He had been impressed by the performance of the stoic Swedish product, which at the time exhibited the body lines of a 1939 Ford. "As soon as I drove one I knew it was faster than a Porsche or MG. They had made a sports car out of a sedan," he said.

At the age of 43, when most drivers think of retiring, Riley ran his first race at Lime Rock, CT. Art and co-driver Bill Rutan of Essex CT won Lime Rock's first endurance race, the 1957 Little LeMans, a ten-hour grind for small sedans, and teamed in Art's PV444 and 544 models to win the event no less than three times in the first five years. Riley later brought newscaster Walter Cronkite onto the Volvo team with marked success, Cronkite being the only finisher of the 5-car team one year. Always a private entrant, with little or no factory support, Art was both easy on the machinery, and usually faster than the factory cars. "I didn't 'race', said Riley; if I wanted to

race, I would have bought a *real* race car; I competed in the cars that I was selling, in order to promote the product. I never had the suspension the other guys had, or really tried to reduce the weight, because I wanted the car to be as close as possible to what I sold."

"Art Riley put us on the map..." said retired Volvo executive Denis Nash, the company having capitalized on Riley's successes by slanting their advertising to the sporting aspects of their family car. Nash continued: "...and we took his dealership away." – referring to Volvo's action in the 1970s based upon the desire to move more product in Long Island's North Shore market, which a small dealership like Riley's could not handle. "I would have done the same thing,"

said Arthur, who added that he was not sad when his successor failed within a few short years. Art continued in the repair business, most recently operating a small shop in Great Neck, twisting wrenches into his nineties.

Riley was a prolific competitor in the 1960s, driving far and wide to Sports Car Club of America (SCCA)

Regional, National and Divisional events, and FIA (Federation Internationale de l'Automobile) International races as well. Art and his red Volvo P1800 sports coupe came within a hair of the 1963 SCCA class F-Production National Championship, and won the New York Regional Championship that same year. The 1964 season saw Art compete with the red GT in no less than *twenty* events from coast-to-coast, flying out in friend Don Yenko's private plane to Riverside, California to contest the class F-Production championship at the first "American Road Race of Champions," only to crash out due to a disintegrating brake puck while running third and closing on the leader.

For a December "vacation", he drove the car to Florida and shipped it to the Bahamas to compete in the FIA Nassau Speed Weeks, racing among the Shelby Cobras and Corvette Grand Sports while collecting silver in the under 2-litre category. Rallies also provided opportunities to promote the product, Riley and Cronkite driving in the grueling Trans-Canada rally and garnering valuable press for the Volvo *marque*.

Endurance races were his *forte*, and Art went on an almost single-handed 10-year

quest for the FIA Manufacturer's Championship for Volvo. Competing against well-financed factory teams with professional drivers of international repute, Art drove the Sebring, FL 12-hours (best finish: 1963, third under 2-litre GT behind two Porsche Factory Abarth Carreras, with friend Nick Cone' co-driving), Daytona, FL 'Continental's' and 24-hours, and Marlboro, MD twelve-hour events. He also raced in numerous USRRC (United States Road Racing Championship) and FIA endurance contests at Augusta, GA, Watkins Glen, NY, Bridgehampton, LI and elsewhere. At the Elkhart Lake, Wisconsin 500-miler in 1964 (won by Walt Hansgen and Augie Pabst in a Ferrari 250 LM) Art drove the red car solo, finishing 18th overall of 58 starters and besting Jim Hall's Chaparral, Ken Miles' Cobra, and other "Big Iron" on the basis of long-distance reliability, consistency and skill. The prize money? \$65 - barely enough to cover the gas used driving from Wisconsin back to New York. He was also an early competitor in the Trans-American Sedan Championship in a 122-S with co-driver Art Mollin.

(Canadian connection, inserted by Gregg Morris, Art participated twice in the "British Columbian International Trade Fair Rally which is the for-runner of the famous cross-Canada Shell 4000 Rally and Art is recorded as a participant in at least the 1961 Shell 4000 in a Volvo Sedan co-driver B. Mann. There were 105 entrants, 8 were Volkos of which one finished in 3rd place. Art finished 58th. Interestingly race and rally competitor Denise McCluggage came 13th in that race and she went on to become a noted automotive journalist. She is referred to later in this article.)

Young Art Riley suffered serious damage to his feet at the age of four. While sitting on a Manhattan street-corner curb, a solid-rubber-tired truck of the period - 1919 - cut the corner



too close and crushed his feet. Doctors wanted to amputate both at the ankle, but a compassionate surgeon managed to save much of the left foot, though it remained contorted and disfigured, with only a few toes being sewed back on at odd angles. The right foot was too badly damaged, and was amputated at the arch, leaving Art with just the stump of a heel. Growing up a young boy in the Manhattan of the 1920s and early '30s involved a lot of running, but Arthur proudly said "I wasn't last - I could keep up!" He kept what would be a



handicap to others to himself, wearing heavy lace-up work boots for support, walking with only a slight limp, and later mastering the deft “heel-and-toe” downshifting technique of the skilled road-racer with only a heel, and no toes.

A modest man of quick intelligence and an understated, sardonic sense of humor, Riley was an early member – “Only A Vice President” his membership card reads – of the storied Madison Avenue Sports Car Driving and Chowder Society, which still meets at Sardi’s famous Manhattan theatre district restaurant, although Patron and sports car racer Vincent Sardi, Jr. has himself recently passed on. Started in 1957 by Art’s friend (and Cronkite’s boss) CBS executive Art Peck (his day job; his heart was in race announcing and rallying on the weekends) the “Chowderheads” have been known to throw dinner rolls in disagreement with fellow members and guest speakers from the highest ranks of the automotive world. A 1978 cross-town race between New York taxi drivers, and sports car racers – FIA World Champion and Chowderhead Phil Hill among them in a Ferrari – was a highlight of Society mayhem.

Respected by his fellow competitors, Art was invited by the Road Racing Driver's Club (RRDC) to join their ranks, one of the very few primarily single-*marque* competitors to be so honored. Art was subsequently a frequent driving instructor at RRDC advanced driving schools, and always a staunch supporter of his home New York Region of the SCCA and the Long Island Sports Car Association (LISCA), and an early investor in and supporter of the now-defunct Bridgehampton race circuit. The upsurge of Vintage sports car racing in recent decades brought Riley renewed recognition, and in 2001 he was feted as Grand Marshal of the Volvo Vintage Gran (sic) Prix at the Watkins Glen circuit in the Finger Lakes region of New York, reunited with two of his restored race cars and bestowed a Lifetime Achievement Award. Writing of those halcyon years of the 1950s and '60s, racing driver and noted automotive journalist Denise McCluggage, in her book “By Brooks Too Broad For Leaping” (1994, Fullcorte Press) says: “All things Volvo seemed to be involved with Art Riley in those years,” reminding us that Art Riley was “The King of the Volvo Drivers.” And so will he be long remembered.

TECHNICAL TIPS

WHAT IS THAT SLOSHING SOUND?

Gregg Morris

Tis the season to be soggy. I have spent the last 40 year driving Volvos, mostly old, and mostly in Vancouver, and most of them leaked, some profusely. Did you ever wonder why the 544s and 122s and early 140s came with rubber floor mats instead of carpets? I don't. Volvo could as easily have stood for “I leak” rather than “I Roll”

In addition to my herd of old Volvos I also have a couple of what I consider to be “new”

Arthur Francis Riley, endurance race driver, and owner of Art Riley Motors in Port Washington, LI, NY from the late 1950s until the mid-'70s, passed away peacefully on May 2, 2009 at his home in Kings Park, Long Island at the age of 93.

Arts friend Walter Cronkite left this world just 2 months after Art.

WALTER CRONKITE
BY DENISE MCCLUGGAGE
Autoweek August 24, 2009

The most extraordinary thing about Walter Cronkite was his ordinariness. “Just a regular guy” was a recurring phrase in the broadcast remembrances after the CBS newsmen died on July 17, 2009 at age 92. “He treated everybody the same.” Everybody included heads of state, lions of science, congressional bigwigs, star athletes, moon-walking astronauts, colleagues and just folks. When he greeted you after a long time-no-see, you were well and truly greeted. The crinkled smile, the twinkling eyes.

Still, I liked to think that there were extra warmth for those of us who knew him not just from TV sets but from shared motor-racing experiences. Motor racing? Yes, gearheads, Walter was one of us. Not that mainstream recollections noted the fact. A Yachtsman, yes—classy. But racing sports cars was and is suspect to many. “And Walter liked to drive fast,” Bob schieffer, one of CRONKITE’S CBS colleagues, noted on TV with a chuckle. Fast cars came before fast boats with Walter. He turned to sailing after a collision between a TR3 and a lake raised questions from his wife, Betsy, from CBS and from Walter himself.

Some chronology; On impulse, Walter bought an Austin Healy that he spotted in a New York showroom. The racing bug bit at Lime Rock on its 1957 opening day. After a track-driving school, he bought a Lotus 11 Club, which he raced when and where he



could. Recruited by Art Riley for his Volvo team for Little Le Mans, a marathon race at Lime Rock, Connecticut, Walter did well in the PV544. He was not a celebrity toying with a hobby. He liked the feel of a well-taken corner. He was a good, capable driver, never pretending to more. Trophies rewarded his approach.

New York City harboured special car spots that Walter frequented. At Sardi’s were monthly gatherings of the Madison Avenue Sports Car Driving and Chowder Society. At Le Chanteclair, French champion Rene Drefus and his brother Maurice daily hosted every racing personage in the world who set foot in Manhattan. Art Peck, a CBS radio exec, was cofounder of the chowderheads and moonlighted as a track announcer. Walter teamed with him for several years to cover Sebring for CBS radio.

At the 1959 Sebring—famous for the biblical deluge in late afternoon (“the Gran Prix of Venice,” said Art)—Walter was boy-on-air talent and a driver. His car was a little (1,090-cc) red Lancia Appia Zagoto. When coverage broke for the Metropolitan Opera broadcast, Walter dashed down to helm the Lancia. “I passed Stirling Moss,” he boasted. “Of course, he was walking back toward the pits at the time.” Walter finished 40th.

That October, Walter and I were on the four-car Triumph team (TR3s) entered in the American International Rally. Cars from eight starting points headed for Las Vegas. Triumph’s start was from Sardi’s. My navigator was Eleanor Halmi; her photographer husband, Bob (Hollywood mogul-to-be), drove another car. On the second leg, in fog, rain and darkness on Route 64 southeast of Benton, Tenn., Walter put the Triumph off the highway into Ocoee Lake. Car and contents were rescued—just wading depth at that point but virtually bottomless nearby in either direction. How the history of TV journalism might have been changed that night. ♣

Volvos. To be specific there is a 92-240GL and a 91-940SE. To my amazement these cars don’t leak or so I thought.

Last winter the 240 started fogging up more than usual, and I had that sinking feeling that its waterproof days were over. Sure enough the rear floor carpets were soaked and there was water under the back seat. Very strange. It took a while to discover where it was leaking. There is a clear plastic drain hose that passes vertically through each side of the front of the trunk. These hoses drain the trough

at the base of the rear windshield. In cars with sunroofs they also accept a hose from each side of the sunroof in a “Y” connection. While loading junk into the trunk, I had accidentally disconnected one of the hoses and the water from the drain trough and the sunroof were draining directly into the front of the trunk, down under the back seat and onto the rear floor. After reconnecting the hose, and removing, drying, then reinstalling the carpet and foam underlay we were dry again, until now.

This winter Rose kept saying that she heard water sloshing somewhere in the car when we came to a stop. I didn't hear anything so of course I ignored it. The complaints continued so I opened and shook each of the doors to see if they were full of water, which can happen if their drains plug up. Nothing. I continued to ignore it until the car started its sauna routine again and sure enough the rear floor carpet on the driver's side was soaked. Of course now I knew what the problem was and dived into the trunk to reconnect the drain hose again, except that it wasn't disconnected. Oh nuts.

The rain had actually stopped for a day and I took the car for a slow drive, stopping and starting and finally even I could hear the water sloshing in the car someplace. It wasn't in the doors so I stuck a piece of wire up into one of the rocker panel drains and out poured an amazing amount of water. The water had filled up inside the rocker and with the drains plugged it had filled up to the elevation of the plugs in the inner rocker and drained into the car. Only the driver's side rocker was full of water so that is why only the driver's side carpet was wet. Out came the saturated carpets and underlay to dry, and the fog has lifted.

By the way, the tech tip here is to take a wire and stick it in all the drain holes at the base of the doors and rocker panels to keep them free.

To date the 940 has not leaked a drop. How watertight are the newer models? E.g. 850, 30, 40, 50, 60, 70, 80, 90 series. Let me know if there is any news or advice useful to the membership.

VOLVOS IN MOTORSPORT

WHAT ARE TSD AUTOMOBILE RALLIES?

Gil Stuart

In past issues of the Volvo Club of BC Newsletter, there have been reports about the adventures of vintage Volvo drivers in automobile rallies. This article describes one type of automobile rally – the TSD (time-speed-distance) rally – a fun, safe but challenging way to explore the back roads of British Columbia.

A TSD rally is a type of motorsport competition popular around the world. It can be undertaken by anyone in their day to day car, SUV or pickup truck on public roads fully within provincial motor vehicle regulations.

A competitor in a TSD rally normally consists of a driver and a navigator in a vehicle suitably equipped for the road conditions described by the organizer of the rally. The roads could be all paved, could be gravel, even snow or could be a combination of all types of surface.

The challenge in today's TSD rallies is to follow a given route at a given average speed so as to be exactly on time (to the second) at any point along the route. Average speeds to be achieved are always less than the posted speed limits. Hidden check points report the

time of day each car passes. A penalty is assessed at each check point for every second a competitor is early or late of the calculated time of passing. The penalties for the entire route are cumulated and the competitor having the lowest penalty is named the winner.

BRAKE LIGHT PRESSURE SWITCH.

Gregg Morris

The 120 and 1800 series to 1968 and all the PV cars used a pressure activated switch to light up the brake lights. It is located in a junction block on the firewall of the 120 and 1800 series, and in the end of the master brake cylinder on the PV series. As these switches age, they get less sensitive. i.e. It takes more and more brake pedal pressure before the switch makes contact and lights up the brake lights. In practice it means you have no brake lights except when you are making an emergency stop.

What often happens is some other driver will tell you have no brake lights. To check, you have someone look at the tail lights while you step on the brakes. They will probably report that the lights are working fine. The mistake here is that you are probably stepping on the brakes quite firmly during the test, much harder than a normal light brake application during driving.

To do the test properly have someone watch the brake lights as you slowly increase the pressure on the brake pedal and note how hard you were pressing before the lights came on. If it was harder than light braking you need a new switch.

I know that VW Beetles used the same system, and after some searching I found that

the switches are available for \$7.50 from local VW aftermarket supplier AVR Import Specialties, (formerly BowWow), now located at #6 34220 South Fraser Way, Abbotsford, BC, V2S 2C6. ph 604-852-9024 or toll free 1-800-663-7643 website is www.avrparts.com



and email is avrsales@telus.net They also have a store in Kelowna.

Buy a couple of switches and keep a spare in the glove box, as they only seem to last a couple of years.

To install them in the 120 and 1800 series use a large vice grip plier to hold the junction block from twisting on the firewall and a 7/8 wrench or socket to remove and install the switch. Don't over tighten. Check for brake fluid leakage after installation by stepping on brakes. Also check that the brake lights function properly. ♣

Gil Stuart

Every year in mid-November, the West Coast Rally Association organizes Totem Rally, a time-speed-distance motorsport adventure.

This year's Totem, 800 snow covered kilometers over 2 days, saw 21 cars start in Cache Creek and drive their way north through Chilcotin Country to an overnight stop in Williams Lake. The day 2 route took the cars east and west of 100 Mile House to a finish at Cache Creek on Sunday. Fresh snow over ice filled ruts made this Totem one of the most challenging ever. Thankfully, temperatures were mild – just below the freezing point.

The overall winners were Jason Webster and Brandon Harer from Oregon in a 2004 Subaru STi. They picked up just 2 seconds of penalties over the distance.

The Volvo marque was impressively represented with 3 cars entered:

1970 144S	Ryan Oliver / Jack
Bensley	BC
1967 123GT	Gil Stuart / Chris Peake
1981 242DL	Brian Cary / Julie
Guthrie	WA

Detailed results can be found on www.rallybc.com

TOTEM RALLY NOV 21/22 2009

The major Volvo story here is with Ryan Oliver (driver) and Jack Bensley (navigator). Not only did they win Totem Historic Class with 38 seconds in penalties but they competed in all four BC TSD Rally Championship events during 2009 and captured the Historic Class trophy for the year. An impressive showing – well done and congratulations.

Neither Ryan nor Jack had been Volvo enthusiasts when a family friend offered a slightly rusty, yellow 1970 144S to the pair if they promised to give it “one more day of glory”. The car had been sitting unused for a number of years after it failed to pass air care.

Some basic mechanical maintenance put the aging Volvo on the road and reliable enough to be tested in its first rally - Thunderbird TSD in February. Ryan had previously competed in a few rallies but the sport was new to Jack. Inexperience and niggling car problems resulted in a finish well down in a 47 car field. Now being hooked on rally, Ryan, Jack and the 144S entered and got a fifth overall at Gold Digger Rally in July and a well deserved second overall at Heart of Darkness in September.

These results gave them a shot at a Historic Class championship with one event to go – Totem in November. So, when a reasonably priced rebuilt B20 became available, the more powerful engine was acquired and installed giving the now trusty 144S further new life for Totem. With a full year of rally experience under their belts, the team ran near the front, stayed on the road in the slippery conditions, won the BC Historic Class championship and secured the first of “more days of glory”.

We look forward to having Ryan, Jack and the Volvo 144S in TSD rallies again in 2010. ♣

AND WHAT HAPPENED TO GIL?

Gregg, you may be wondering about the poor Totem Rally result for me and Chris Peake. It is a story about not staying on the



RYAN OLIVER'S 144S

road. We were car 13. (I am not superstitious.) You may know the cars are spaced one minute apart so if everyone is on time, no one gets to see any other car during the event. On



GIL STUART'S 123GT

Saturday evening well into darkness on a snowy, very curvy, hilly, narrow with trees on each side type of road, suddenly, in front of us on a down hill left hand curve, there was car 12 on its roof in the middle of the road with the driver and navigator trying to climb out the windows. I had no choice but to hit the ditch. We got following cars to stop without further incident and had enough bodies to roll car 12 back onto its wheels. Richard Childs from Calgary in his BMW 2002 (Historic Class like us) hooked onto me and pulled me out of the ditch and we were back underway 15 minutes

and 30 seconds late. There is a rule that if a competitor stops to help another, they are allowed to apply to adjust their schedule which we did and were not penalized for stopping. At the end of Day 1, we had 31 seconds penalty and the 144S had 30 seconds. A real close result. (By the way, the young couple in car 12 drove the car back to Williams Lake with the glass intact but the doors were quite bent so had to be duct taped and bungied closed. Needless to say, they dropped out of the rally.) Unfortunately for Richard, he went off later in

the evening so far into the snow that he and Helen had to hitch a ride to Williams Lake for a tow truck so he was out too.

So we started Day 2 anticipating a fierce, but friendly competition with the 144S which was car 16. On the first timed section with a 72 km/hr average speed on narrow, icy pavement through ranchland covered in cattle, we picked up one second late penalty and the 144S got six seconds late putting us ahead. However, on the next timed section east of 100 mile house, I got caught by a very tight downhill left hander in a 42 km/hr average section and went into the right hand ditch far enough that we were stuck. The first car to come upon us was the 144S. Knowing they could claim a time adjustment for helping, they pulled us out. Unfortunately, we were over five minutes late getting going again and encountered a check point right away giving us maximum penalty of 300 seconds. The 144S navigated very well and did not pick up any more penalties all the way back to Cache Creek. The scores at the end were 123GT at 338 seconds; 144S at 38 seconds essentially a tie except for the big off.

It was a challenging rally and lots of fun but only took one mistake to go from hero to zero.

All for now,
Gil ♣

<p>B.C. DEALER DISCOUNT LISTING (Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.) Don Docksteaders Motors, 8530 Cambie St. Van, 604-325-2999, or 1-800-663-3359, New pts: 15%, 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>
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CLUB DIRECTORS: Chris Ainscough, John Cripps, 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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MEMBER PROFILE

SCANDIA MOTORS

Gregg Morris

Scandia

Motors is being featured because it is one of the best Volvo-only service garages anywhere.

Ken Witala owns and operates the business located in Maple Ridge, at 20726 Lougheed Highway, phone 604-467-4817.

The story of Scandia Motors goes back to the early 1970s, when a former Volvo mechanic left Don Dockstader Motors to start his own Volvo repair business.

This fellow is Geoff Silcock, and I am sure his name is familiar to many in the lower mainland that owned Volvos in the 70s and 80s. In 1973 Geoff rented the 2 service bays of an old Pay & Save gas station on Kingsway near Imperial and called his business Swedish Service. The gas bar part of the business was retained by the owners and they had a keen young guy pumping gas. His name is **Ken Witala**.

Ken and Geoff became friends and Ken would help in the shop when he had time and Geoff needed some help. Then the owners of the Pay and Save forced Geoff to take over the gas bay part of the business if he wanted to retain the service bays. By this time the Volvo repair business had grown to the point that he was way too busy to pump gas, so he hired Ken Witala to manage that part of the business. Now a Scandia Employee, when Ken wasn't pumping gas he was repairing Volvos along side Geoff, and he was good at it. Ken decided that if he was going to continue twisting wrenches, he should make it



formal and entered into a mechanics apprenticeship program. In 1975 Geoff decided to move locations and purchased a larger shop on McKay in Burnaby. Ken moved with him as a certified mechanic.

Their reputation grew and grew until Geoff's Swedish Service was operating 10 hours a day Monday to Friday and a half day on Saturday. Geoff Silcock, Ken Witala and Don Baker (who now runs -JB Autocare, a Volvo sales and service shop in Squamish) were all on the tools. There was a full time service writer at the front desk, chucking broken Volvos at them as fast as they could fix them. These guys were working 54 hour weeks and Geoff had to open and close the shop and do the business part.

Somehow they even found time to build some race cars that competed in ice racing, enduros and hillclimbs. The car I remember was a bright "Swedish" blue 544. One of my favourite Volvo pictures of all time is that 544 racer way, way, way over on 2 wheels in a corner at the Knox Mountain hillclimb in Kelowna. The driver was Ian Wood who now runs IWE Rear Ends Only. Ian is an avid and skilled racer and has always had a soft spot for Volvos. Now I know why. Ken explained that Ian Wood and Geoff Silcock both worked as mechanics at the long-gone Georgia Street location of Don Dockstader (Vancouver Volvo) Motors. They remained friends with Geoff starting Swedish Service and Ian initially working for Berts Automotive and then starting IWE specializing in repair of differentials. Ian claims IWE provides him a living, but I think it just funds his race cars.

Ken Witala helped with the race cars and got the bug himself. He and friend Barry Haddon, of Discount Tires built themselves a black and orange 544 racer and competed in ice racing. If you have watched ice racing it is appears to be a combination of circuit racing on ice and demolition derby. They raced primarily on Barnes Lake near Ashcroft and Duck Lake near Clinton. The 544 was eventually retired when the body succumbed to too many crashes and they built a 142 to replace it. That car was strong and had a B20 engine bored to 2200cc. It survived 2 brutal seasons and in the last race of the second season one of the pistons escaped through the side of the engine and there was silence coated in engine oil and antifreeze. Racing was over.

By the late '70s, Geoff was living in Ruskin out the Fraser Valley and the commute combined with the long work days were brutal and he finally decided to take a well deserved break. He sold Swedish Service in 1980.

Under new ownership Ken Witala continued to work at Swedish Service for another 7 years. In 1982 Geoff returned to the lower mainland and started Scandia Motors in Maple Ridge. Geoff's great reputation preceded him and the new company flourished. And in 1988 Ken was invited to join Geoff at Scandia, with a 5 year plan that would have Ken take over the business when Geoff moved



to the Okanagan. The five year plan turned into an 8 year plan, but in 1996 Ken Witala became the owner/operator of Scandia. Ken taking over from Geoff had to be the most seamless transition any company could enjoy. Ken and Geoff shared the same high ethics and mechanical skills, as well as the exceptional customer service that makes **Scandia** special. Ken operates one of those rare companies that you can trust with a blank cheque, and his customers know it.

They work on Volvos, new and old. I have seen their parking lot parking lot look like a



C. NEWSLETTER: JANUARY 2010

assemble his giant 544 model kit - with no instructions.

In the back of the lot is a chain-linked compound that contains a variety of wrecked Volkos. It provides a selection of good used parts that Ken can offer as an option to new parts for some repairs. He will also sell them over the counter if you want to do it yourself.

Ken Witala works on the cars along with Kevin Armstrong, who started as the shop clean up guy when Geoff first opened Scandia, and went on to earn his mechanics certification. A very similar story to Ken's when you think of it. The man that keeps the jobs coming and parts in stock is Don Loney, who was a familiar sight behind the parts counter at Don Dockstader Motors for 20 years. Don knows his job inside and out and is a really nice guy as well.

The newest addition to the mechanical staff is Ken's daughter Jaylene. Apparently Jay would help at the shop during high school breaks, but Ken never thought she would be interested in a career as a mechanic. After graduation she took a job as a swim coach in

Dawson Creek. While there, her 87 760 Turbo decided to quit, and with the help of her dad on the phone, she managed to fault trace and fix the car. She found she kind of liked that procedure and decided she might like to be a mechanic. Ken says he tried to talk her out of it, but you can tell he is proud that she persisted. By the time this newsletter is printed she will be a completely certified mechanic, and probably the only one in her class that still knows what a carburetor is.

Now, for a little geography lesson. For those of you in Greater Vancouver and the Fraser Valley that think that Maple Ridge is in another country, I have news for you. The construction of the New Pitt River Bridge improves access from the Tri Cities, Burnaby and Vancouver. Even better news is that the new Golden Ears Bridge over the Fraser River from Langley to Maple Ridge drops you only 5 minutes west of Scandia's doorstep. It is well worth the trip.

People ask me why I recommend driving a good second hand Volvo. I tell them that with access to a shop like Scandia, why would you drive anything else.

time lapse photograph of Volvo history from the '60s to the present. Obviously most of there work comes from the models in common use, so there are always some 200-700-900 cars and lots of 850, and the 40-50-60-70-80-90 series cars.

As a bonus for those of us that drive really old Volkos, they are also one of the few service locations left that welcome Classic Volkos. It is not unusual to see an 1800 or 122 sitting in one bay and an XC70 in the next. At the moment there is a perfectly painted 544 non-rolling shell surrounded by boxes of bits sitting in one of the bays. Fred de Boer is having Ken

CLASSIFIED ADS

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

66-1800S Red-\$17,000, rust free, performance camshaft, poly suspension bushings, ipd sway bars, wheels powder coated, Bilstein shocks, sport coil springs, new tires, SS exhaust including header, acoustic insulation, steel timing gear, cast aluminum valve cover, and Perlux ignition. Call Barry 604-463-8777, barrynel@telus.net

66-122 2dr- any reasonable offer, 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-P 210-\$5250 obo, Dark blue, 3rd owner (11 years), orig. purchase Sweden, imported to BC from South Carolina, Reblt B18, engine, rebilt 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.

73-1800ES-\$11,500 obo, dk grn/tan, 4sp/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

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

82-242DL-\$1999, collector plate eligible, brown interior, very good shape, 4sp+OD, runs well, aircared, Stephen 604-796-2052 Agassiz.

84-245-DIESEL \$3000obo and worth it, Silver, 4sp+OD, one of the remaining few!, clean interior, high kms, Runs Great. Contact volvolady@yahoo.com (604) 807-7675

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

73 1800ES for parts., Gregg 604-469-1216 grmorris@moody.bc.ca

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

83 242 GLT Parts, Body, suspension, mechanical, electrical, interior. Cam Finnigan, 604-931-3729, 1980gt@telus.net.

B18/B20: assorted water pumps for B18/B20/B30. Cam Finnigan, 604-931-3729, 1980gt@telus.net.

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

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

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

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

Vintage Import Parts, Contact me for all your vintage Volvo parts 444/544/122/1800/140, Olof, 604-992 9664 or vintage@telus.net website

www.vintageimportparts.com

"Island Automotion Ltd - SU carburetor rebuilding, www.sucarburetors.com Rhys Kent, 1-250-479-5192 Victoria or islandautomotion@shaw.ca"

VOLVO 1800S SERVICE MANUAL PHOTOCOPY \$10 Gregg 604-469-1216, grmorris@shaw.ca

VOLVO 164 PARTS MANUAL photocopy (to 1972) \$20 450 PAGES with exploded diagrams Gregg 604-469-1216, grmorris@shaw.ca.