



# THE VOLVO CLUB OF B.C.

## MAY 2010

29 Bedingfield 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.

**MAY 15, 2010 (Saturday) VOLVO OF SURREY HOSTS A SPRING SALE AND CLASSIC VOLVO DISPLAY: 9am to 3pm,** Shine up your Volvo & bring it to the display. Arrive before 9:00 and be eligible for the early bird prize. People's choice and Runner-up trophies and dash plaques will be awarded. This is our 4th year with the Pattison Volvo Group and our second visit to Volvo of Surrey, Lets help them make it a great success. There will be lots of coffee and donuts and a barbeque lunch. They are in the new North Surrey Automall right beside the freeway near Guilford. From the freeway heading East take the first exit after the Port Mann Bridge (152 Ave exit south), then and take the first left on to Guilford Drive to the automall at 15383 Guilford Drive. **Chris Ainscough 604-521-6071 , Volvo of Surrey 604-588-6088**

**JUNE 11-13, 2010, SPRING DRIVE on the Olympic Peninsula:** Join with the Puget Sound Chapter of the Volvo Club of America on a tour of the Olympic Peninsula, near Port Angeles, Washington. See more details in this newsletter under "Editorials and Letters". Also see the [www.psvcoa.org](http://www.psvcoa.org) or [www.volvoclubofbc.com](http://www.volvoclubofbc.com) for details and registration form. More info: **Gregg Morris 604-469-1216 or Ben Huntley 360-417-6996.**

**JULY 16-18, 2010, Vintage Racing Club of BC,** Historic Race weekend and River's Edge Raceway in Mission. See details at [www.vrcbc.ca](http://www.vrcbc.ca)

**SEPTEMBER 26, 2010 -CATES PARK PICNIC AND VCBC AGM, Last Sunday in September** info Chris Ainscough 604-521-6071

**VANCOUVER ISLAND EVENTS:** Monitor [www.volvoclubofbc.com](http://www.volvoclubofbc.com) for dates as they are confirmed or call , Bob Cuthill 250-658-0126

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

## REPORT OF PAST EVENTS

### It Was A Mystery

**Bob Cuthill, Island Director VCBC**

Belated report on Vancouver Island Mystery Tour 2009

Well, we finally pulled it off. The twice delayed Island Mystery Tour 2009 finally ran on 7 March 2010. While your friendly organizer enjoys his job flying helicopters in the Canadian Arctic, last fall's constantly changing schedule necessitated two last minute cancellations of the 2009 Mystery Tour. But never one to snatch victory from the jaws of defeat (or is it the other way around?), perseverance paid off.

The route, start point and end point were actually selected by Mike Tomczak (owner of the bright yellow 1800ES). Had the event run as originally scheduled, Mike would have been there to partake. But work seems to interfere with life on the island in unusual ways. With the event rescheduled to March 2010, which coincides with the 2010 Olympics and Para-

Olympics, Mike's job as transportati on co-ordinator required him to be in Vancouver. And your organizer just about didn't make it as well. The date chosen was first cleared with his ops in Edmonton. When a short notice





Café”, a very popular local dining spot known for there generous servings of tasty food.

It wasn't a big meet and it wasn't a long drive. But judging by the conversations around the lunch table it was a fun day for all. Now, if we can just get more cars to show up!

Oh yes, and about the previous reference to Peter Landsman driving a big new Volvo XC90. Peter operates the best aftermarket Volvo garage in the area if you need any type of service for your older Volvo. Any visit to

helicopter charter in the oil sands came up, Bob agreed to take it with the understanding that the previously agreed weekend would be kept clear. It was close but he arrived home Friday night and returns to Fort McMurray and the oil sands charters on Tuesday.

So in spite of all the last minute changes the event started on schedule at the Roost Bakery and Café in Saanich, a few miles north of downtown Victoria. Bob and Lucy arrived early in the 61 P180 to enjoy a leisurely breakfast and await the other entrants. The previous day on the practice run and route check had been bright sunshine and warm temperatures (a normal island winter day!?). But Sunday dawned overcast with a threat of rain. By the appointed time for the drivers meeting only three other cars had arrived. Chris Blasé with wife/navigator Marja arrived in a pristine 84 760GLE and close behind Michael Kelly had the 70 140 (still with shiny original mustard paint) but minus navigator Brenda who unfortunately had to work. The fourth car was a shiny new 2010 XC90 crewed by Peter Landsman and wife Paula. (more about this later).

After introductions all around, Bob outlined the proposed activities and handed out the route instructions and sealed “Panic Envelopes”, reminding drivers that the envelopes had to be turned in unopened at the finish. The route wound down the Saanich Peninsula on a mix of open and lightly wooded roads with a good mix of easy gently curving hardtop and some slower twisting sections requiring more prudent reduced speeds. A lot of the deciduous trees were starting to show the green of new growth and there were a number of areas of bright white and pink blossoms to hint at the spring to come in a couple of weeks. These also provided an opportunity to get out and stretch the legs as well as good photo opportunities. While some of our crew were familiar with the final “Chosen” destination, the route of course remained a mystery to be solved. But in just over an hour we were all parked in the lot in front of the “My Chosen

his establishment in downtown Victoria will usually reveal only 240 and older series in his side of the shop, while son Rob is left to handle any newer models. But last winter, while visiting grandchildren and skiing in the Fernie area of British Columbia, Peter and Paula rented a larger model American model four wheel drive SUV with all the bells and whistles. They were impressed by the winter performance of this vehicle so on return to Victoria Peter went and purchased the new Volvo XC90. So imagine the surprise of the Landsman Motors morning coffee club when word of this got out. Most assumed that the aliens had abducted Peter off a ski hill and sent back a flawed clone which, unlike the real Peter Landsman, had a penchant for new Volvos. But I must admit, after sharing the luncheon table with Peter and Paula, I'm convinced that the real Peter Landsman is still with us, although the riddle of the purchase of a 2010 XC90 does remain somewhat of a mystery. Perhaps some time in the future all will be revealed. Inquiring Volvo minds do want to know! ♣

**WINTER SUPPER**

**January 20, 2010**

**Gregg Morris**

The Spaghetti Factory restaurant in New Westminster reserved us our traditional private corner room. We did our part by filling it up almost to capacity for our annual spaghetti and spumoni feast. The weather was balmy for January. And speaking of balmy, where was Dave Vansickle anyways? Everybody else turned up.

Chris Ainscough bought us a new slide screen that allowed us to vary the width to a wide-screen format. It worked well and John Cripps used it to good advantage showing a variety of slide shows and Gil Graham made a DVD compilation of Volvo rally antics from “You-Tube”.

This year we managed to elevate the intellectual content of the evening way above our normal knuckle dragging level. We accomplished this by asking Al Imre to give a presentation on a hydro electric project he is consulting on in India. We know Al as a long time club member who often attends events with his son Todd. Al and Todd are both quiet and friendly and are always a pleasure to be with. They are usually driving Al's gun metal Grey 1971 142E that he bought new, but we will get to that later. Todd is an author and a wealth of knowledge on all things literary. Todd is very generous with his knowledge. Rose and I once told him or our reading interests and he compiled a list of titles and authors that kept us reading happily for months.

In “real life” Al is a very accomplished Geological Engineer in the Hydro Electric industry. He graduated from the University of Alberta in 1963 with a Bachelor's degree in Mining Engineering in the Geology option. On graduation he went to work on the construction of the Bennett Dam. The 2 ½ years spent as a project engineer at the damsite provided him with invaluable experience as an engineer in training. He also got to know Harold Pratt the BC Hydro Senior Engineer responsible for the project and this acquaintanceship would be significant in his engineering career. Al left the dam project to return to the U of A for a Masters Degree in 1965, which he completed in 1967. From there he travelled to Vancouver. He was keen to put that shiny new Master's degree to some practical use, and of course a pay cheque wouldn't be a bad idea either. He



paid a visit to BC Hydro and specifically to see

his old boss. When Mr Pratt learned that Al was looking for work he immediately got on the phone and told IPEC (the engineering arm of BC Hydro at the time.) to hire him on the spot. That started a 40 year career with BC Hydro, from which he retired in 2004 as Chief Technical Officer in the engineering group.

I had always known that Al worked as a BC Hydro engineer, but I didn't know exactly what he did, or where he stood on the Hydro totem pole. It was interesting how I found out. I was also an engineer and spent my career building and caring for Salmon Enhancement Projects with the Department of Fisheries and Oceans. One of my responsibilities was for the large water storage dams associated with some of our flow control projects and spawning channels. We were obliged by the Canadian Dam Association to prepare rigorous Dam Safety Programs for these dams, and it fell to me to do it. I got in contact with BC Hydro to see if I could get some of their information and experience on the subject. I wasn't getting much cooperation from Hydro, and I knew that Al Imre worked there somewhere, so I thought

I would throw Al's name into the conversation. At least they would know that I knew someone in Hydro engineering and maybe they would be a little more receptive. "You are a friend of Mr. Imre!" "What can I do to help?" "Anything you need we'll get it right over to you." Well that confirmed what end of the totem pole Al occupied.

In "retirement" Al started his own engineering consultancy, Imrie Engineering Inc. While Chief Technical Officer at Hydro Al had been very active in BC Hydro International, working in China, India, Venezuela, Sweden and New Zealand. In that capacity he gained respect within BC Hydro, and he became an internationally recognized specialist in Hydro Power projects. That experience led him to become accredited by the World Bank. When the World Bank lends money to a country for the construction of a major hydro electric project, they stipulate that an Engineering Specialist, approved by them, must be retained to make sure the engineering and construction of the project is sound.

It is in that capacity that Al became involved in the Rampur Hydro Electric Project in the Himachal Pradesh province of India; the subject of his presentation at our Winter Supper. The Rampur project is in the North West corner of India, in the foothills of the Himalayas. Al presented a narrated slide show of this large hydro-electric tunnel project. It was in challenging terrain, just travelling to and from the site was a struggle. In his presentation he highlighted the technical innovations in the construction and pointed out how the Developers have been quite attentive towards the local communities, by getting the local people involved in the construction and by investing in the community housing and infrastructure.

Everyone at the supper enjoyed Al's presentation. For those who didn't attend, there is always next year. Al is also the original owner of a 1971 142E and his story will be included in a future newsletter featuring the 140 Series. ♣

## EDITORIALS AND LETTERS

### IT IS MEMBERSHIP RENEWAL TIME

If your membership is about to expire you will receive a renewal notice and a return envelope with this newsletter. The membership fee is still \$20 Canadian for our Canadian Members and \$20 US for our American Members.

For those of you that receive the newsletter digitally, please note that the **Username and Password (needed to access the newsletters on the website)** will change on July 1, 2010.. For those of you who do not get a renewal notice your membership is still valid and you will continue to get your newsletter or if you are a digital member you will be notified of the new **Username and Password**. I hope you all enjoy your membership ♣

### THANKS CHRIS STOTHER

**Helpful advice from the Parts Department at Don Dockstader Volvo on Cambie**  
**Keith Tom**

Keeping my 1987 Volvo 240DL sedan on the road requires frequent trips to the parts counter and repair shops. Acquiring new skills to do minor repairs on the car can be a satisfying experience, let alone saving money and time. Part Expert, Chris, at Don Dockstader on Cambie and Marine Drive is a real star among DIY (do it yourself) individuals.

Don Dockstader has been a household name for many years in Vancouver. Chris has always been very professional behind the parts counter. He is one of the few in the business that are truly committed to look after his customers. A recent repair on the odometer illustrates his traits. My odometer on the Volvo stopped working when the reset button was depressed while the car was in motion. This is Cardinal Sin #1 according to Odometer Gear

expert. The plastic gears become brittle over the years. They cannot take much abuse. A broken tooth can stop the gear movement within the speedometer. Odometer stops. What to do?

A new speedometer costs about \$1000 which is more than the value of my car. Labor cost to have the unit repaired also exceeds the car's price tag. Finding a part from an auto wreck is an alternative. The cost of used parts appears to fluctuate with the weather temperature on the site. Aging gears can be equally brittle which may not last long.

I decided to take on the job myself. First learn everything I need to know about odometer failure or repair on a Volvo 240. I approached Chris for help. He showed me an old unit for demonstration. He went over the procedures in replacing the gears, so I purchased 2 gears which cost me \$55 from USA. My first explorative repair took over 4 hours. After a few cycles of manic-depressive episodes. I restored the odometer function after 4 attempts. I was humming to myself with these words throughout the procedure....."The agony of defeat and the joy of success". That is my alternative to using profane languages in moments of frustrations from trying to get parts off or onto the car. My last attempt to put the broken pieces together lasted for 30 minutes.

There is lots of helpful information on odometer repair on the internet. They provide pictures and instructions in replacing the broken gears in the speedometer. Make sure to remove the broken pieces from the box as the debris can jam up gears. I am trying to bench-test the speedometer instead of installing and removing the unit from the car. There are 3 electrical contacts on the speedometer. The

middle contact is the positive terminal for the speedometer motor, and the right contact is the negative terminal for the motor and pulse receptor. This arrangement of contacts may vary from one model to another. In order to move the speedometer needle, an AC (alternate current) of 5 to 12 volt must be applied on the left contact. Use the ground terminal on the right contact to complete the circuit. This mimics pulses generating from the rear axle as the car wheels rotate. Chris is very knowledgeable with Volvos. He suggested a Flame Trap replacement after my car underwent 2 timing belt replacement and engine seals replacement. ♣

### SPRING DRIVE ON THE OLYMPIC PENINSULA

**JUNE 11-13, 2010**

**Gregg Morris**

This year the spring drive will be completely different. We have been invited by the Puget Sound Chapter of the Volvo Club of America (PSVCOA) to join them on a scenic drive on the Olympic Peninsula. Ben Huntley and Steve Yabroff of the Puget Sound group have put a lot of thought into the route and it should be beautiful. The best part, is that the Washington Volvo folks are great people and I am sure you will enjoy their company.

To see all the details of the event is to go to our website [www.volvoclubofbc.com](http://www.volvoclubofbc.com) or the Puget Sound VCOA website [www.psvcoa.org](http://www.psvcoa.org). It is going to take a little planning for us BCers to attend this event, but it will be worth it. Here is what I plan to do to attend. The all-day drive starts 10:00am Saturday Morning June 12, 2010 at a park (Hurricane Ridge) near Port Angeles Washington. I plan to travel to Port Angeles on Friday and stay overnight Friday and Saturday at the Hotel arranged by the

Puget Sound Volvo Club.. (Details of the hotel, rates, reservation deadlines etc are at the end of the article.) You must make your reservation before June 1 to secure the group rate. I suggest you reserve very early or they may be sold out.

Ben has planned a very scenic route for the Saturday drive. If you have been on any of our past Spring Drives you will remember Ben. He is quite recognizable, in fact I think they named a large clock after him. The drive is all day Saturday and there are planned stops with raffle prize draws enroute. They are planning a group supper for Saturday Night and Ben is hosting a breakfast at his house Sunday Morning (\$5 to cover costs). After Breakfast it is time to head for home.

This event is an opportunity to meet some very nice people and to get an insider's tour of some of the best roads on the Olympic Peninsula. Give it a try. get more information.

There is a registration form for this event. The registration form (c/w route schedule) is available on our [www.volvoclubofbc.com](http://www.volvoclubofbc.com) website or the [www.psvcoa.org](http://www.psvcoa.org) website. The registration fee for VCBC members is \$10 prior to May 29, 2010 and \$15 for registrations

## V.C.B.C. NEWSLETTER: MAY 2010

after that date. For more information call Gregg Morris in BC at 604-469-1216 or Ben Huntley in Washington at 360-417-6998.

Hotel Details: The hotel is the [Days Inn, 1510 E Front St., Port Angeles](#), 360-452-4015 and they are offering a Group rate of \$60.00+taxes. Mention "Nippon Paper Industries" to get this rate!. All rooms have fridges and microwaves and there is a spa and pool. They are pet friendly. You will have to reserve early because they are not saving a block of rooms. You must reserve before June 1, 2010 to get the rate, but I would not wait that long. ♣

### CLUB STUFF

**VCBC Website** [www.volvoclubofbc.com](http://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](mailto:wbmstr@volvoclubofbc.com) or phone Cam Finnigan at 604-931-3729**

### EMAIL ADDRESSES

Members, please notify me if you change your email address. Send revision to [grmmorris@shaw.ca](mailto:grmmorris@shaw.ca).

### 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](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. ♣

## WHATS NEW (OR OLD) AT VOLVO

### THE ALL-NEW VOLVO S60

**Edited by John Cripps, from Volvo's website Feb. 25, 2010**

The all-new Volvo S60 will make its world premiere at the Geneva Motor Show on March 2, 2010 and will be launched in Canada in the second-half of 2010. "The sporty design delivers a visual promise of enthusiastic driving characteristics and I can assure you that the all-new S60 truly lives up to that promise," says Volvo Cars President and CEO Stephen Odell. "Its driving properties are better than those of any previous Volvo. What is more, the car's innovative new technologies help you become both a better and a safer driver." Prices will be announced closer to the car's launch.

Virtually all the lines of the all-new S60 were penned to carve out a dynamic profile. The C-pillar stretches all the way to the tail lamps and the slim coupe-like roof line is accompanied by a new contour on the shoulders on either side of the lower body, creating a gentle yet powerful double wave from the headlamps at the front to the tail lamps at the rear. The sculpted bonnet and the

short overhangs front and rear also emphasize the sports car feel

The sedan can be specified with a choice of two chassis -- comfort or sport -- yet both deliver exceptional handling. The difference between the two chassis lies in the dampers and the front and rear sub-frames. The comfort variant has softer settings to give a smoother ride on poorer road surfaces.



The software in the all-wheel drive system has been modified to exploit the sporty new chassis to the limit. The all-new S60 can also be specified with the advanced, self-adjusting Volvo FOUR-C active chassis which has been modified and refined for better control and

more comfortable feel compared to previous Volvos vehicles.

With a new roll angle sensor, it is possible to identify skidding tendency at a very early stage. This means the Dynamic Stability and Traction Control (DSTC) can step in earlier and with greater precision. Advanced Stability Control is an asset when the car is under considerable lateral forces by improving handling and rapid avoidance manoeuvres.

"We are truly proud of our success in making our technology so reliable that we can offer a complete system that can avoid a collision with a pedestrian by detecting, alerting and applying full braking," says Thomas Broberg, Senior Safety Advisor at Volvo Cars. "It's a world first, to the best of our knowledge. With this technology we have increased the braking force in our automatic braking system from fifty percent to full stopping power." In an emergency situation, the driver first receives an audible warning combined with a flashing light in the windscreen's head-up display.

At the same time, the car's brakes are pre-charged. If the driver does not react to the warning and impact is imminent, full braking power is automatically applied. Pedestrian Detection with Full Auto Brake can avoid a collision with a pedestrian at speeds of up to 35 km/h if the driver does not react in

time. At higher speeds, the focus is on slowing down the car as much as possible prior to impact. A lower speed at impact significantly reduces the risk of serious injury.

During its first year of production, the all-new Volvo S60 will be equipped with a high-performance, turbocharged six cylinder engine producing 304 horsepower. The T6 has a displacement of 3.0 litres and produces 325 lb.-ft. (440 Nm) of torque. Acceleration from 0-100 km/h takes 6.5 seconds and top speed is 250 km/h. At the same time, Volvo Cars' engine specialists have succeeded in cutting fuel consumption by about 10 percent to 10.2 l/100 km (Estimated EU Combined). The engine's power is delivered through Volvo's second-generation six-speed automatic Geartronic transmission; upgraded with new valves and lower friction for faster gear changes. All-wheel drive is standard.

The initial annual target for the all-new Volvo S60 is 90,000 cars. The customer base is spread uniformly throughout the world. Europe (including Russia), North America and the rest of the world will each account for about one-third of total sales. The all-new S60 is built at the Volvo Cars factory in Ghent, Belgium.♣

**GEELY AND VOLVO**

**Commentary: Making the Geely and Volvo a Successful Marriage**

**Bill Russo, April 7, 2010, from the internet.**

(Bill lives in Beijing and has more than 20 years of experience in the automotive industry, most recently serving as Vice President of Chrysler's business in North East Asia.)

**Zhejiang Geely Automotive Group's \$1.8 billion acquisition of Volvo from Ford** represents the most ambitious action to date for a Chinese vehicle manufacturer to accelerate the process of transforming into a global automotive player. Li Shufu has described the deal as the "poor boy from the countryside" (Geely) marrying the "rich girl from the city" (Volvo). Like all wedding ceremonies, Sunday's deal signing in Gothenburg, Sweden could be described as a celebration of hope and love for the newlyweds. It is a marriage of two automotive companies with very dissimilar backgrounds and histories. The Chinese describe partners with different agendas as

"sharing the same bed, but having different dreams".

I have already commented about the sound industrial logic for this deal in my article Ford's Sale of Volvo to Geely Benefits All Parties, however this only provides the foundation. Building a successful partnership between Volvo and Geely will require a solid plan for post-acquisition integration. It should be noted that the Volvo acquisition is not Geely's first cross-border deal. In 2006, Geely partnered with Manganese Bronze to produce components for and assemble London Taxi vehicles. On March 17, 2010 Geely announced plans to become the majority shareholder of Manganese Bronze. In May 2009, Geely acquired the Australian gearbox maker Drivetrain Systems International. Geely is clearly using an "inorganic" approach to accelerate its development and to improve its ability to compete in the China auto-market. The learning applied here could also accelerate its emergence as a global automotive player. However, it is well known that cross-border deals rarely deliver on their initial promise.

**Lessons Learned from Failed Automotive Marriages:**

We are witnessing a historic period in the development of the global automotive industry. The global financial crisis has dramatically weakened the "triad" markets (Western Europe, North America and Japan), and has highlighted the resilience of the emerging markets, led by China. The resultant economic "imbalance" creates opportunities for structural realignment of the industry as assets shift to the higher growth markets. Clearly there is a need, on the part of the European and North American vehicle manufacturers and suppliers, to find additional sources of funding in order to keep their operations going, while the rapid growth of China's auto market in recent years has provided Chinese companies with more capacity to invest. However, there are real challenges in making cross-border deals work.

For example, SAIC's recent acquisition of Ssangyong was fraught with difficulty. The two companies had "different dreams" in terms of what they wanted out of a partnership, and they were not successful. SAIC was: unable to secure concessions from Ssangyong's labor union to lower costs, unwilling to inject billions of RMB incremental capital to fund the business, and unable to manage the loss of leadership at Ssangyong. Ultimately, SAIC decided to dissolve the deal.

Even the more successful partnerships have had mixed results: by all

measures, the Ford alliance with Mazda has been a very good example of a successful cross-border alliance. Ford benefited from access to Mazda's fuel-efficient technologies and platforms, and both sides benefited from a shared global production and distribution footprint. However, Ford recently made the decision to liquidate its shares in Mazda in order to raise much-needed cash.

One of the most famous cases was the failed 9-year marriage of Daimler-Benz and Chrysler. Announced to the world in 1998 as a \$38 billion "merger of equals", the deal was ultimately dissolved in 2007. The causes of failure for this deal are noteworthy:

1. Strategic Mis-Alignment: While each company had a sound rationale for partnership, there was a lack of alignment between the architects of the deal and the organizations they led. Juergen Schrempp was seeking to build scale and elevate the prominence of the automotive business in the Daimler-Benz portfolio of companies. Bob Eaton was seeking to expand Chrysler's global reach beyond its core North American market. While on the surface it appeared compatible, this vision lacked sufficient top-down direction needed to build a globally integrated automotive enterprise. The target for achieving "synergy" resulting from achievement of a cost-savings target became the sole objective of the post-merger integration team, and meaningful integration of the core automotive business was never established as a concrete target.

2. Brand Tension: The brands of Daimler and Chrysler do not overlap, however the struggle over brands cut to the heart of the merger integration challenge. In many ways, the brands of a company define the image and aspirations of both its customers as well as its companies. For this reason, the idea of sharing any product, technology, or even resources used in the development or distribution of the product was viewed as a risk of compromising the value proposition of the brands. Daimler was concerned that a direct association with Chrysler would damage the Mercedes-Benz "premium" image. Chrysler was concerned that Daimler's higher cost structure would make Chrysler's mass-market brands less cost competitive.

3. Lack of Core Business Integration: The "Chrysler Group" essentially became a division within Daimler-Benz, which was renamed "DaimlerChrysler AG" in November 1998. The only functions that were integrated were the Financial Services division and several corporate staffs including Human Resources, IT, and Corporate Finance. Staff reductions in these functions accounted for much of the "Synergy" of the merger. The core business functions were left unchanged. As a result, the complex decisions of how to share development costs, develop new technologies, share product platforms, cross-load manufacturing plants, and combine marketing and sales functions were completely avoided.



As a result, the automotive businesses failed to realize any benefits from the partnership.

4. Brain Drain: It is often stated that the majority of senior leaders of an acquired company leave within a two-year period after the merger. While efforts were made to retain Chrysler's top leadership, it became very difficult once it became clear that this was never actually a "merger of equals". Starting with Bob Eaton's decision to step down as co-CEO, the leadership "flight" at Chrysler accelerated. Within two years, a significant percentage of Chrysler's top 100 managers had left the company. While it may be difficult to avoid completely, it is critical to plan for the retention of the key leadership, or company performance and employee morale will suffer.

5. Culture Shock: This issue is often mistakenly attributed to differences in language, culture between Germans and Americans. However, this is not the root cause. The challenge is to achieve a true understanding of the respective needs of each partner. This tends to get oversimplified by assuming that language and culture are the problems. Language and cultural misunderstanding creates "resistance" and adds friction among the partners - which makes it difficult to develop a common understanding, but this is not the most fundamentally challenging issue. If this were the case, it would be impossible to explain why similar problems occur when companies merge within the same country. The most difficult issue is to establish a common understanding of what each

partner wants out of the relationship - and finding a way to work with that. Businesses hoping to grow "inorganically" would be wise to learn the lessons from the causes of the failed DaimlerChrysler merger.

**Living The Dream:** The Immediate Challenges As a result of the shift of the automotive center of gravity to the East, there is a need to make these cross-border marriages work. A Chinese company investing in foreign assets must understand how to align the interests of the partner in the transaction with their own, or they will likely end up owning assets without the technological development know-how that went into creating those assets. All should start with a comprehensive risk-assessment and plan for lost-acquisition integration. The key elements of this plan were noted in the article The Path to Globalization of China's Automotive Industry.

Beyond this, Geely must overcome several other challenges in order to turn around Volvo's operations. Geely must address the following issues:

1. Strategic Alignment and Governance. Bridging the huge gap between Volvo's traditional European (and some would argue "Scandinavian") management mode and Geely's dynamic family business mode. This may be the largest challenge for Li Shufu in achieving "synergy" among the automotive units. This will be particularly challenging as Chairman Li has committed to keep independence of Volvo operations.

2. Cost Structure. Since Volvo maintains their current business structure, processes and supply base, it is impossible for Geely to realize the highest benefits of localization for Volvo cars even if they build a new production base in China in the near future. Geely may need to subsidize the Volvo global operation with the very thin margins generated from Geely's local brand operations, which possess high risk and places pressure on Geely's working capital.

3. Market Positioning. Geely faces a number of product portfolio and platform decisions regarding Volvo product offerings for China and the global markets. The manufacturing agreement with Chang'An Ford for the Volvo S40 and S80's will need to be addressed and Geely has already stated an objective of building a 300,000-unit production base in China. To achieve this, Volvo products would need to be repositioned in order to serve a mass-market instead of merely following the luxury-market leader Audi.

Marrying Volvo was an ambitious move for a "poor boy from the countryside" with only a little more than a decade of automotive experience. The automotive world is now closely watching to see if they can make it work. With proper attention to the process of post-acquisition integration, and by addressing the immediate challenges noted here, Geely could indeed use the Volvo acquisition to accelerate the process of transforming itself into a global automotive player. ♣

## SOMETHING DIFFERENT

### PERSONAL REFLECTIONS ON TIME AND VOLVOS

**Martin I. Dank, Ph.D.**

(I read the following article in the Nov/Dec issue of the Jan Nystrom's Volvo Club of BC Rolling newsletter. Martin Dank very eloquently describes the joy of driving classic Volvos. My friend Steve Hutchens and I have had many discussions on the same subject. Why do people have such a positive reaction to seeing these old Volvos clattering around? Steve quantifies it as "Smiles per Mile". Thank you Martin and Jan for the permission to include this article. Ed.)

A lifetime ago, in the late 50's, my dad stopped to fill the gas tank of his ever freshly polished black and white Pontiac Chieftain two door hard-top "convertible," the first car he ever purchased new. While waiting for gas, I saw another car pull into the station; it really caught my eye, with a presence that was completely novel and engaging. It was an early PV544 Volvo. I exited my dad's car, eager to examine this other car more closely and make certain that it was real and not a fantasy. I had never heard of a Volvo and little did I know that not only would it be love at first sight but the start of a relationship that was to endure for many decades. Several years later, in my early 20's, I purchased my first new car, no surprise,

a much loved slate-blue 544. The affable salesman eagerly demonstrated the strength and integrity of the 544 by jumping up and hanging his considerable weight on top of the passenger door, while, at the same time, warning my best friend not to try this with his Volkswagen

Beetle. I had never driven a stick shift before but, after completing the sale as well as a brief introductory lesson, I drove home to Brooklyn and, by the time I had parked the car, my shifting skills were considerably improved. Ah, the tempestuousness and foolishness of youth! I



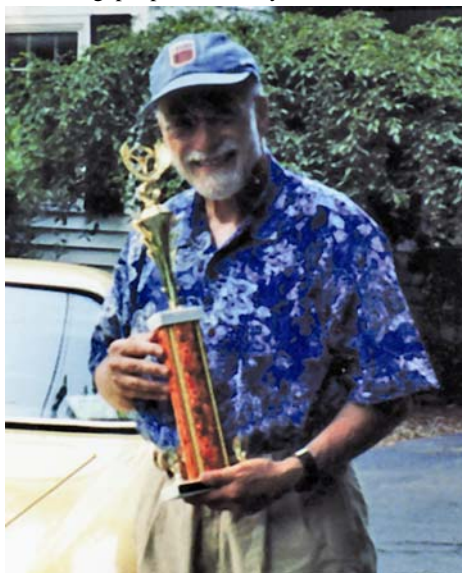
recall driving that car with abandon and joy, exulting that “with a Volvo you don’t need a sports car!” I even created a musical jingle which I thought of sending to Volvo-but never did. Obviously I can’t sing in print but, as I recall, the lyrics went something like “Volvo, Volvas, Volva, Volvo’s the car for you, no matter how you decline it, you can’t decline to buy it.” My relationship with my first 544 lasted but a year or so, rudely interrupted by a New York City bus running a red light across a large intersection and careening with utter disregard into the front and left side of my 544. My dad quickly drove from Manhattan to the accident scene after I had called him but, despite the considerable damage to the car, I was unscathed if a bit incredulous. The 544 was repaired but, to tell the truth, I didn’t feel quite the same about the car given the massive damage but promptly replaced it with another 544 which I drove for some time. There came a time for other cars, an early two-cycle Saab, a couple of sport cars, which included an Alfa 2600 convertible and a Austin Healey 3000 and additional Saabs. College and graduate school were next on the agenda but the Volvo theme re-entered my life with the purchase of a much loved but unfortunately mechanically neglected 544 soon after my marriage. This was a brief relationship (the 544, not the marriage!) but sufficient to rekindle my Volvo love affair and one which was soon consummated with the purchase of a new Volvo 122S painted a lustrous dark green. By now I was well versed in driving a stick and some 200,000+ miles later and after an interval of perhaps 15 years, other Volvos joined our family, including 144’s, a 245 and an otherwise fine 244 which our daughter, in the zeal- or Zen- of her early driving experiences, drove over a concrete stanchion, thus cannabilizing the undercarriage along with its rather essential transmission.

The years passed, children grew, grandchildren arrived, semi-retirement approached, and thoughts of purchasing “a toy” began to tantalize and my initial thoughts were to purchase a pristine 544, which I did find, only to be disquieted by how uncomfortable I was with the car’s drum brakes after living with disc brakes for so long. My wife had always loved the shape of the 1800 and, in fact, I personally recalled sitting in a brand new 1800 that graced the dealer’s showroom floor back in 1962, longingly grasping the steering wheel but dismayed by the fact that its price was more than double the cost of my new 544. One thing led to another, including the discovery of a pristine example (a 1972 1800E) for sale by Rich Kushner of Swedish Motors in Marietta, Pennsylvania. Inasmuch as I have literally no mechanical aptitude, after doing what I could to “check out” Rich, and having been convinced of his sterling and much deserved and unblemished reputation, my wife and I drove to Pennsylvania, viewing it as a mini-vacation if nothing else. The car, red and shiny, was poised in front of the showroom, looking deeply

appealing and inviting, even as we arrived. After being handed the keys and invited to take it for a nice long drive, we did so. We soon discovered how comfortable the car was and it wasn’t long before I also learned how splendid the four wheel disc brakes also were. The absence of the power steering wasn’t a problem and I was enchanted by how well the car handled. It may be silly, but I even found the unique “purring” sound of the B-20 engine rather comforting and enjoyable. Bottom line, I bought that 1800E, thoroughly enjoyed the car, drove it to work for almost two years (except for during the winter, that is), and even was mistaken upon one occasion for the famous Irv Gordon. Alas, when an opportunity to go on an extended Sabbatical abroad presented itself, the open-ended time frame prompted my decision to sell. Some time later, once we decided to return, I recall saying to my wife that, “you know, once we are settled again back in the States, I really want to see if I can find another 1800.” Fortunately we did get settled- my wife was supportive- and a discussion with a president of VCOA in Florida led to my current purchase of an all original, pristine and absolutely wonderful yellow 1972 1800E, which I’ve cherished for eight and a half years.

As I mentioned earlier, my car skills are limited to vacuuming, washing, polishing and detailing, although I must admit a certain satisfaction in having learned how to adjust the idle speed, and actually managing to do it with just a touch of trepidation. Finding knowledgeable and trustworthy mechanics required some diligence but was well worth the effort. For more than eight years, the car has been almost a daily driver during the non-snowy months of the year, which still allows for essentially seven months of cruises in a nearby State park, extended pleasure drives and vacation trips as well. Yes, Goldie has also won her share of trophies but entering into car shows was not the *raison d’être* of this journey or the purchase.

Having the 1800 has opened the door to meeting a variety of charming, bright and interesting people, similarly committed to our



wonderful cars, but also to other folks who respond with a spontaneous smile or wave when seeing the car cruising down the road or parked in a charming New England village. Driving Goldie has elicited many shared memories or experiences, including the time that a New York State Thruway toll collector (prior to EZ Pass) regaled me with his memory of having had and loved his 1800 but also that he deeply regretted the day that he gave his son-in-law his car. Just today, while enjoying some curvy, narrow and scenic local roads, there was a utility crew finishing up work for the day, and a big truck managed to pass me on the left, seemingly lingering longer than necessary. It was then that I noticed the driver, a young man with a nice face and a warm smile, wistfully looking down at my 1800 ; when I looked up, he said softly, “what a nice car, I always wanted one of those.”

Thinking about sharing these memories prompted the question what is there, aside from being “old,” that makes these cars so special? I suppose it could suffice to state the obvious, and what comes immediately to mind, for example that they are beautiful, have charm, are fun and safe to drive (even on modern roads at contemporary speeds) , are relatively affordable and parts are still generally available. The appeal seems broad, extending across generations. Many young adults, even teenagers, are captivated by these cars, let alone seniors of all ages. They simply make people smile, friendly, nostalgic. By and large, the folks who stroll the fields of local antique car shows or cruises, or participate in the 1800 list, are considerate, supportive, respectful , bright and resourceful. Perhaps I’m quirky, but I still wasn’t satisfied with my visceral response to the question about their appeal. Then it occurred to me and perhaps others have had a similar thought, that there is an additional component about our cars’ appeal, something existential and emotional at the core of this passion of ours for 1800’s, other vintage Volvos and even antique cars in general. So much of our modern world is disposable or designed to provide instantaneous but short-lived, bland, satisfaction. Could it be that driving, cherishing, maintaining, restoring, showing and just loving to drive these cars brings with it a sense of continuity? Could it also bring, by analogy, a measure of reassurance that we, too, still have value, are relevant and not disposable. Also, that new cars, with all their high tech features, that tend to be very complicated with innumerable computerized modules, despite their efficiency have not replaced the fun, character, charm or poignancy and , thus, our affection for our cars. I found myself thinking of some of the other enduring loves or passionate themes of our lives: marriage partners, children, friends, careers, perhaps enjoyment of music ( Bach, Handel, Scarlatti, Beethoven, even the Beatles and Joan Baez ), wonderful books or works of visual splendor ( Monet, Van Gogh amongst

others), spirituality, fishing- all these and more are not diminished by the passage of time. In the end, it occurred to me that perhaps our involvement with our cars joins a select group of human endeavors that can serve as an inter-generational bridge, representing and conveying precious and sensitive values to the next generation, affirming a measure of continuity from generations past while also reassuring and validating to us seniors, as we journey along the road with our Volvos, memories and, yes, personal reflections. It's been more than fifty years since that first accidental encounter with that 544, my dad and his Pontiac. It's been a wonderful journey.♣

**CALIFORNIA WHITE**

**Dave McAree**

Back in late December, Gregg Morris asked if I would like to accompany him in driving one of his old Volvos down to San Diego. He and Rose plan to spend a couple of winter months in the warmth of California and of course had to have an old Volvo to drive when there. I was quick to agree to the trip and after some planning we left my house in the early morning of January 22, 2010 for a 1600 mile drive in a forty-five year old California-white 122S. Gregg had reconditioned the car just for this purpose. It has a sound engine, overdrive transmission, new tires, and it passed a shake down run to Merritt in the late fall.

After clearing the border we headed south on Interstate 5. The car was running well, was fairly quiet, and effortlessly kept up with the flow of traffic. As we neared Portland, Oregon, Gregg thought he heard a funny noise and drivetrain vibration that brought on some concern. I didn't hear anything unusual but my hearing isn't that good either. While stopped for lunch at a truck stop and he looked things over but found nothing out of the ordinary. We continued on our way and spent the night in Eugene, Oregon.

The next day we entered the Siskiyou Mountain pass (sort of the I5 equivalent of the Coquihala). When fueling up before the climb and the gas station attendant told us that the pass had been completely closed to traffic the day before. Today it was just rain and fog on the way up and winter wonderland at the summit. Fortunately although snow was falling the pavement was bare.

As we left Oregon and entered California we met the "fruit police" at a border station near Yreka. They did not like our grapefruit and gave us the choice of eating it on the spot or throwing it away. They were very tasty. We continued on and turned on the Hwy 99 at the south side of Sacramento, where we spent the second night. The next morning we headed for Bakersfield and Art Banks residence. Art is an honorary member of VCBC and a well

respected Concours Chief Judge at various Volvo events. About one hour north of Bakersfield, the car began vibrating badly on acceleration and deceleration. Ha, ha. The problem was now identified as being a universal joint gone bad. Well, as we arrived at Art's, we saw this beautiful three bay garage at the back of the yard...and a hoist. Two hours later the U- joint had been changed, the vehicle tested, and Gregg was smiling again. Bill Webb, author of *Swedish Iron* had also come over to check on Gregg's mechanical skills.

Over the next two days we were entertained by both Art and Bill and met many of their friends.

Daily walks followed by a hardy breakfast at the Burger Hut in the older part of town were daily rituals. We were introduced to owners of a beautiful 1961 Jensen and a 544 in the rebuild stage. We also were introduced to the owner of "Custom Works", a vehicle restoration shop where estimates are not given, only the bill at the end. What a beautiful shop. Bill took us for a drive in his absolutely mint and ultra-rare 1971 142E GT. This car looks as though it had yet to leave the show room. (The picture with this text is Bill Webb, Art Banks and Gregg beside Bills 142EGT) We also were treated to view his extensive collection of Volvo pamphlets and memorabilia from way back when. Bill says a new edition of *Swedish Iron* (the 1800 bible) is being written.

On Wednesday morning, we left for San Diego on Hwy 58 travelling east over the Tehachapi pass in thick fog then south skirting San Bernardino and Riverside on Hwy 15. As we got further south the weather turned sunny and Palm trees started to appear. We arrived at Jim MacIndoe's residence in La Mesa, and eastern suburb of San Diego. We were warmly welcomed by Jim and his wife Lesley, 3 Bassets, a Lab and a Corgi and they put up with us for the next eight days. Jim is the Chapter Coordinator for VSA in San Diego. Eight days does seem like a long time but we were busy every day. Besides the daily walks followed with healthy breakfasts that assured our bodies required no lunch, we visited three different

auto wreckers, twice, looking for treasures, shopped for a winter residence for Gregg and Rose, toured the San Diego area, visited two swap meets and various Auto Parts stores. We were invited to fellow VCBC member Kurt Stoney and wife Kris' residence for a lovely dinner one evening.

We even met Colin Dover, a model railroader and VCBC member, who happened to be visiting Balboa Park not far from the San Diego Zoo. Colin had been invited to "operate" at the San Diego model train club, giant HO scale layout. He gave us a VIP tour of the layout that is a scale model of the rail



line from Bakersfield to San Diego.

Throughout the week we entertained ourselves, "playing cars". We helped Jim prepare a rust-free 544 that he had sold in parts, and we fixed the Weber carburettor linkage of his rust-free 1970 142S which he was also able to sell. Everything is rust-free in San Diego, its ridiculous. Helping to pair down the fleet really endeared us to Lesley, but Jim still wasn't short of cars. He had a second 544, an 1800 and a beautiful P210, Duett in his garage.

Our time in San Diego was running out and arrangements were made to store Gregg's 122 at "Volvo Man" Mike Schreiber's Volvo Repair business in nearby Jamul. Mike operates his business from his residence and we were all envious of Mike's property; two view acres with a beautiful house and huge shop and lots of room to park Volvos. We wrapped the 120 in a new car cover and parked it with a 780 and 544 for company.

Later that evening, we flew back to Bellingham with Allegiant Air where we were met by our wives and chauffeured back home.

We had a fantastic trip and met some very nice people.♣

**VOLVOS IN MOTORSPORT**

**VOLVOS RACERS IN BC**

**Gregg Morris**

We have five of our Club members who race old Volvos in one series or another. Some are in Historic Racing; some in Conference

Racing and one in Rallying. Lets find out what they have been up to this past year and their plans for the 2009 racing season. All of them

## V.C.B.C. NEWSLETTER: MAY 2010

can be seen at the River's Edge Raceway in Mission BC at one time or another. They also race at the Pacific Raceway Park (formerly Seattle International Raceway, near Kent Wa. and less frequently at Portland International Raceway, in Portland Or. For Vintage race schedule go to the Vintage Racing Club of BC website [www.vrcbc.com](http://www.vrcbc.com) and the Sovren website for the Seattle schedule. For Conference racing schedules go to ICSCC website or to the individual track websites

For some background on each of these racers and their cars take a look at the May 2007, 2008 & 2009 VCBC newsletters.

**GIL STUART OF NANAIMO**, competes in "Vintage Road racing" in his 58 PV444 as a member of VRCBC (Vintage Racing Club of BC) and competes in The British Columbia Time Speed Distance road rallies in his 67 123GT. Gil's PV444 suffered accident damage at SOVREN's Columbia River Classic at Portland on the Labor Day weekend 2009. The PV was hit on the fender and wheel when it tripped over a spinning formula V car at the



exit onto Portland's front straight. Although the formula car had major damage, Gil was surprised at the extent to which the mighty Volvo was also bent. The right side upper and lower control arms were bent backwards crumpling the cross member and bending the sub frame. The right front fender was also mangled. The left side was unaffected. Peter Valkenburg kindly provided a replacement cross member and Gil had sufficient suspension parts to accomplish a repair. It looked like an easy fix but the subframe was bent in a major way. The fenders had to come off and the engine pulled in order to repair the subframe and install the replacement cross member. The subframe repair consisted of cutting in key locations, hammering and jacking to straighten and fit the cross member, and re-welding/grinding. The operation took 8 hours of nonstop work by the technician with Gil helping. Gil will compete at Sears Point, Seattle, Mission and Portland in 2010 this year.

**RICH COTE** owns and operates Dancia Motors, an excellent independent Volvo repair shop in Duncan on Vancouver Island. He has

a new shop location at 6961 TransCanada Highway, ph 250-746-4612. Rich's race car is a heavily modified 1981 242 with which he competes in the International Conference of Sports Car Clubs (ICSCC) Series in the 'Super Production Medium' or (SPM) class. SPM is for heavily modified cars between 2 and 4 liters. With a new baby on the way, Rich's



schedule was abbreviated, but he shocked everyone at the Knox Mountain Hill Climb in Kelowna where he finished 2<sup>nd</sup> in Class and 5<sup>th</sup> overall. In preparation for the 2010 season he replace the wastgate to control boost levels accurately and improve the suspension geometry. He will race at Knox Mountain and Mission this year.

**PETER VALKENBURG** of Port Moody, races a black 61 PV544 that has a long racing history and continues to get quicker every year. Peter confined this year's racing to the 5 vintage races at Mission's Riverside Raceway. The car is well developed and raced consistently well, until the last grid of the last race of the season, when all fell silent. This was the 5<sup>th</sup> race season on the drive train so a mechanical failure was well overdue.

When Chris Naylor originally built the car's engine, the brief had been to make good power but retain the Volvo reliability. He did just that, and the engine amazingly survived a



full 5 hard race seasons and then it quit without catastrophic damage. The cam shaft broke just aft of the bearing and the engine stopped running. No dramatic holes in the block or other expensive results. Peter just fed the engine a new cam, good used crankshaft, new bearings, ARP rod bolts, freshened up head with new ARP studs and had it balanced and Car 54 is ready for another 5 years of racing.

Peter's race plans for this season includes the Mission races and probably Seattle July 4 weekend race. Car 54 is now for sale. It is quite a famous race car in Volvo Vintage Racing circles, having campaigned with success, on both sides of our continent. The car is race ready and will come with complete history, log books, service and build records and lots of spare parts including unique R Sport bits. If you want to learn the history of this car look at January and September 2005 VCBC newsletters. Also Google Klaus Schonfeld (the car's original constructor and driver) to see more, such as: "In 1991, Klaus Schonfeld's 544 won the group race at Watkins Glen for all pre-'62 sports cars and sports sedans -- one Volvo against more than a dozen Porsche 356s!"

Peter can be reached at 604-469-1216 or email [pvalkenburg@telus.net](mailto:pvalkenburg@telus.net) ♣

**JIM LATHAM** of Abbotsford races A 1968 122S. Jim is the president of the Vintage Racing Club of BC (VRCBC) and it is great that he chooses to race a 68 Volvo 122S. Jim puts a lot of lot of thought and effort into the running of the Vintage Racing Club and it is paying off for the club. One of his recent goals as President has been to re-energize the cooperation between our VCRBC and the



Seattle, Washington equivalent SOVREN. Our club runs a series of 6 races per year at Mission's Riverside Raceway, including a 3 day Vintage Race Weekend July 16,-18, 2010. He has chosen the dates such that there is not even one conflict with the Vintage schedule of the SOVREN club at Seattle Pacific Raceway. That should allow for more US participation at our races and vice versa.

Where Jim finds the time to prepare his own race car I don't know, but he does. All Jim's racing in 2009 was at Mission and it got off to a scary start. His brand new and very trick race engine overheated and blew a head gasket. A new 3 core radiator, a conversion to ARP head studs and some air ducting cured the overheating and fortunately no other damage was done to the engine. The first real race for the car was at the Historic Motor Race weekend and the car went really well but wouldn't stop worth beans. Not confidence inspiring. That has all been solved, and in November 2009, the bright red race car spent a

## V.C.B.C. NEWSLETTER: MAY 2010

noisy afternoon on the dynamometer. That new engine is the real thing. Last year with the old engine the best the car did on the dyno was about 140 hp and 140 ft-lb of torque. This year the new engine pulled 168 hp and 148 ft-lb torque on the first run and after a SU needle change (to the richest needle available) the power peaked at 180 hp and 150 ft-lb torque at the rear wheels. For an old cast iron, overhead valve Volvo engine, that's a lot.

To put all this new horse power to the best use Jim went in search of the holy grail of vintage Volvo racing goodies, a close ratio transmission. Impossible to find? I thought so. Apparently not. Jim using the internet and the network of vintage Volvo racers he took a virtual trip from Canada, around the US, over to Australia and finally to Norway where a fellow named Flok Boer just happened to have 3 complete close ratio gear sets, and now has 2. Jim will be installing the gears in a nice early M40 case and we will all get to observe the results next season at Mission and at the Spring Sprints at Seattle. ♣

### 2010 VINTAGE RACE SCHEDULE

#### Vintage Race Club of BC (VRCBC) at Mission Raceway

- All Vintage Historic Race Weekend July 16-18
- Vintage Grids within SCCA race meets: April 4, April 18, June 13, Aug 7,8 and Oct 10

#### SOVREN at Pacific Raceway near Seattle

- Spring Sprints May 15-16
- Pacific NW Historics July 2-4
- Fall Finale Sept 18-19

### 2010 VINTAGE VOLVO CHALLENGE

#### Gregg Morris

April 9, 10 & 11, 2010 Sears Point (Infinion) Raceway, Sonoma, California

This great event was organized by Alan Berry who lives near San Diego, California, and Vintage races a very nice and very fast 64 PV544 (numbered 544 on the door). Alan bought the race car 2 ½ years ago and it is the first Volvo of any kind that Alan has owned. He chose it he has fond memories of the 544 series, from the time when he was growing up in Vancouver, BC. Prior to the 544 Alan raced a mini Cooper, but found it too expensive to operate. Something was always breaking and it would wear out a set of front tires in a single race weekend. Racing the PV544 has been a pleasure and the costs have been far lower. Last year he got the idea to organize this Volvo only race. He set about compiling email addresses for every Volvo racer that he could find in North America. Next he found a race event that would accept a Volvo only grid within an existing Vintage Race weekend program. Initially he considered Laguna Seca raceway but finally decided on the Sears Point event. With a great deal of persistence and good organization he had 20 confirmed Volvo racers lined up to attend and in the end there were 15 Volvo powered racers on the track.

I was able to attend the race because Rose and I were holidaying in San Diego and that time and we could drive up and act as pit crew for Gil Stuart. Gil had hauled his PV444 all the way from Nanaimo to Palm Springs for a holiday and back to San Francisco for the race.

Driving from San Diego to San Francisco seemed simple enough. The plan was to start from San Diego on a Wednesday morning on a route that called for a short jaunt North on I5, then onto secondary freeway I405 heading coastward, and finally onto 101. 101 is the coast highway and we thought it would be a nice secondary road that would take us North towards San Francisco. Seemed simple. Not bloody likely. I5 was a gazillion lanes in each direction, all moving very fast in morning rush hour. 405 was much the same thing, but their nod to being a secondary freeway, was to make the lanes narrower. It was a bit like passing through a funnel, the narrower the lanes the faster the traffic went. I thought I had planned for all this. My trusty 122S was equipped with a 4:10 differential and overdrive to make it "freeway friendly", with 70 mph coming up at 3150 rpm and 80 mph at about 3500 rpm. What I had not factored in were the marauding herds of large SUV's that frequent these freeways. I could not figure out what motivated the beady eyed automons that pilot these urban assault

vehicles. It finally dawned on me that to them, any car that is old, must be slow, and consequently belongs behind them, regardless of what speed it is travelling. This made for a terrifying trip.

By noon we had finally been flushed through the LA basin on 405 and we stopped in Oxnard for a well deserved collapse. After 4 hours of freeway madness, my mind was jelly and I would have happily given up and gone back to San Diego if it were not for the fact that I would have had to drive back through the same madness, and that wasn't going to happen. It had to get better, and it did. Hwy 101 was still a freeway but less frenetic and passed through

picturesque coastal communities like Santa Barbara and San Luis Obispo. We finally stopped for the day at Pismo Beach, exactly half way to San Francisco. This is a very long state. We stayed at the "Cottages" hotel and it was just beautiful, located high overlooking the Pacific surf. After a walk and a glass of wine the trials of the 250 mile day washed away and we were able to enjoy this beautiful part of California.

On day 2 we continued on our way north to San Francisco. Instead of continuing north on

Hwy 101 we took the famous coast Highway 1. This road is heaven for a car guy. When the car magazines test cars in California this is often the road they choose to drive and photograph. It is like connecting 4 Duffy Lake Roads end to

end and throwing incredible coastal scenery into the bargain. At the North end of Highway 1 we entered the "Bay Area" and trusted our GPS to find a way through San Jose and San Francisco to our hotel near Sear's Point Raceway. What followed was an intricate series of freeway and City streets that finally had us crossing the Golden Gate Bridge in rush hour, reaching the Novato Oaks Best Western Hotel in late afternoon. We were not the only ones to come to San Francisco to support Gil



Stuart's racing effort. Dave McAree and his son Michael, drove Mike's new Jetta Turbo Diesel from Langley, BC and of course got obscenely great gas mileage compared to my old Volvo. Mike Maur from Lake Chelan, and Terry Erickson from Seattle made the trip in

## V.C.B.C. NEWSLETTER: MAY 2010

Mike's new-old 1800ES. We all enjoyed supper together in the California sunshine. Tomorrow would be racing.

On Friday morning April 9<sup>th</sup>, Rose and I headed to the Sears Point, (now called Infineon Raceway) for the first day of practice. The track was reasonably close to the hotel so I decided I didn't need the GPS to find it. Who knew that if you took one wrong turn, it would mean travelling 12 miles across a giant marsh



on a divided highway with no turn arounds. We weren't early.

The weekend event that Alan Berry had chosen to join, was the season opener for the CSRG, (Classic Sports Racing Group). The event was actually celebrating 100 years of Alfa Romeo and there were lots and lots of Alfas of every model and year, over 60 race cars and tons of spectator cars. There were also an amazing collection of other vintage race cars such as Elvas, Ginetas, Jaguars, Porches, Triumph, MG, sports racers, and Formula cars and even a chain drive Honda S800. What Alan had negotiated with the organizers was a Volvo-only practice session and Race on both Saturday and on Sunday and that the Volvos could race in the multi-marque grids as well. This meant that Volvo vintage racers could potentially be out on the track 4 times each day. That is a lot of track time.

What a beautiful track. It is --- miles long and set in green (in spring) grassy hills. The track has huge changes in elevation and lots of corners, off camber, blind and otherwise. The track facilities are like a 5-star hotel. Not a port-a-potty to be seen. There is a giant galvanized steel and aluminum grandstand near the start finish line and other huge amphitheatre-like seating galleries set into the hillsides. Sitting in these you half expected to see lions eating Christians rather vintage Volvos chasing Vintage Volvos.

To Quote Gil Stuart after his first practice session. "I have already received my money's worth, and the pucker factor is way up there." That is saying a lot given Gil's Scots ancestry. After the start finish straight there is a really steep up hill run with a flat top and an immediate hard right. Gil says he crested the hill too fast and found that the PV444 understeered badly while airborne and oversteered like hell when it hit the ground, (on the two outside wheels). Hang in there baby.

Fortunately it settled on all four wheels instead of the driver's door handle. That was followed by a series of blind curves and hugely increased pulse rate. This track could take some practice. There is not just one blind curve, there are a bunch of them and they all do something different at the blind exit. You better not forget what curve you are at.

A quick tally of participants noted, 2 120s, 4 1800s, 2 142s, a 444 and 544, and two Marcos and a Volvo-powered Byers Special, and a couple of Saabs. One of the Saabs was a 1966 96 2-stroke that sounded like a demented outboard and the other was a very quick Sonnet. More cars are due or the first race-day, Saturday. Cars were coming from far and wide. Gil was the only Canadian, but there were cars from California, Washington, Oregon, Utah, Virginia and one intrepid father son team from New York State.

I spent some time walking the paddock observing the selection and quality of the other (non-Volvo) race cars in attendance. They were amazing. A few I could remember seeing at the Seattle Vintage races, but most were new to me and there were a lot of them. There was one car huddled in the paddock that really caught my attention. It was not a racer, it was a neat looking little black coupe. It looked vaguely familiar, but I could not identify it. After I had made a number of laps around the little car, searching for a clue to its identity, someone took pity on me and explained the car. It was a Fiat Topolino, tastefully lengthened in the front to accept an MG front suspension and, would you believe, a Volvo B16 engine. He reluctantly showed me the engine but would not let me photograph it because it was not up to the appearance standards set by its wealthy owner. Looked fine to me. This must be one fast little mouse.

Saturday was the first day of racing. The cars had an opportunity for 4 track sessions



today. Each was 20 or 30 minutes and with this technically demanding track these guys have to be fit. All the cars and drivers were here now. John Parker from New York State had arrived late Friday night and was found sleeping in his truck at the gate when the track opened on Saturday Morning. John and his son had driven virtually non-stop from New York to attend the event. Apparently a week before they left, the race car engine, transmission and diff were apart and not in the car. It was an extraordinary effort to assemble the car and drive across the continent to attend this event.

All the drivers were interesting characters. I tried to talk to as many as I could. Billy Rynhardt from Salt Lake city brought a 63 122 race car that had been a racer from day one. It



was one of Volvo's competition cars sent to the States for the early Sebring races. Ole Anderson, drove a Volvo powered Byers special that was unearthed, restored and driven very well by Ole. He is 78. Most of the cars at the raceway were in nicer cosmetic condition than they would have been in their original race days. John Voss's car was the exception and all the better for it. Road warrior Volvos are legendary. John had campaigned his 122 2dr in this years famous Mexican Road race the Carrera Pan Americana, a brutal and exhilarating race that commemorates the construction of the road from Panama to the US border. The paint on John's 122 was dull and there was lots of rough body work, but it came from 85<sup>th</sup> to finish 26<sup>th</sup> in Mexico and leant a nice dose of reality to this Vintage event. Everyone who attended deserves mention here but there is not room.

The weather deteriorated a bit on Saturday. It was a variable day, sunny



once in a while and cold and spitting rain at other times. It did not affect the races and the first Volvo-only practice and race of the day was unique in my experience. Very neat. Remember these cars come from all over the place and raced in different vintage and non-vintage series. That means that it was not a level playing field. Even in the Vintage organizations there are significant variations of acceptable race equipment. For instance if you want to race at the Seattle vintage races your Volvo must have SU carbs, where as the cars from everywhere else wore dual side draft Webers. One light-speed fast 1800S raced by Bruce Akerman in non-vintage events, weighed only 1700 pounds, had removable front bodywork connected with Zeus fasterers and had a partial tube frame and wildly modified suspension. It had the potential of lapping all the Vintage race Volvos on the track, and these were some of the fastest Vintage Volvos in N. America.

Gil was getting the hang of this track. His track times were dropping every time he went out. He was no longer daunted by the track, he

was memorizing it. He knew the 444 was not going to sweep the field but he was getting the best it could provide. His 4 man, one woman and one Chihuahua support crew was spurring him on. I don't think anyone at the track had as many or as enthusiastic a support crew.

At the end of racing on Saturday, Alan Berry organized a group photo shoot of all the Volvo powered cars in attendance. At that very time we were doing the post race inspection of the trusty PV444 and Dave McAree noticed a drip of gas from the rear SU of the 444. Gil prodded the hose from the carb to the float bowl and it promptly fell off, turning the drip to a stream and nixing our opportunity to be in the photograph. Gil rightly decided that it was more important to fix the carb, and then participate in the last race of the day, than be in the picture. We replaced the jet in record time and the \$7.50 per gallon race gas stopped flowing on to the ground.

The trouble with Californian weather reports is that they are so damned accurate. They called for rain Sunday. Ominous. Rose and I had to drive back to San Diego starting

Sunday, so I relied on Dave McAree for Sunday's race and weather report. Pissing rain and very cold was the weather part. This is California, it is not supposed to do this. The weather got so bad that they combined the races and deleted the Volvo-only part. Unfortunately during the race Alan Berry hit something and damaged his nice red 544 and conditions were so poor that the organizers called the race early. But wait. Who was in the lead. The oldest car on the track, Gil Stuart and the 58-444. What's a little rain to Gil, he thrives on the stuff. He comes from Nanaimo where rain is not unknown, and Gil is a rally driver as well as track driver. Who is second, John Voss in his Pacific North West road warrior 122. Good for you both.

I was really sorry to hear that Alan hurt his beautifully prepared 544. I hope it is not too serious, but more importantly, Alan was not hurt. Thanks from all the Vintage Volvo fans for organizing this first of a kind West Coast event. I hope it happens again.♣

**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%

**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%

**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 5<sup>th</sup> 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.

**CLASSIFIED ADS**

**87-244DL turbo-\$1200**, Great body, 93 B230FT turbo intercooled engine, LH2.2 ignition and fuel computers, 88 740 mags, good Dunlop 205/50/15 tires, 3 inch exhaust cat back and ss single flow master muffler, Mitsubishi oil and water cooled turbo, +10 hp exhaust manifold, Darren 604-657-8565.

**63-122 2 dr**, white. Body and interior exc. painted then stored in garage last 20 years, B18 eng. with 35K0 miles. All trim in exc. Condition. Sfj\_ads@telus.net.

**64-544 RESTORATION PROJECT-\$4400**, complete with all parts needed for restoration. Car disassembled, but all parts are stored and labeled. Performance rebuilt 2130cc 74 B20 engine. Minor rust but all repair parts come with car. Includes 64 544 and 72 142E parts cars, and lots of spare parts. John Gooding 250-398-7372 Williams Lake, email [jandmgooding@telus.net](mailto:jandmgooding@telus.net)

**65-122S 4dr-\$2200**, white/black, head rests, rblt B18, eng, M40, new mtr mounts, new dash pad, & 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)

**66-1800S Red-\$17,000**, rust free, 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 igiton. Call Barry 604-463-8777, [barrynel@telus.net](mailto:barrynel@telus.net)

**73-144S-offers**, Lt. grn with green interior, project car with v. little rust. Very original car. Good auto trans, new alt. & muffler. Needs engine. Open to any offers. Contact: Jon\_Lundgren@hotmail.com. Maple Ridge

**73-1800ES-\$11,500 obo**, dk grn/tan, 4sp/OD, California car, exc. 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

**89-780 BERTONE-\$4500 obo**, 180K, V6 Automatic, Blue, blue/black leather interior, in the family since new, very good condition, new tires and battery, Diane email [nanadinah@shaw.ca](mailto:nanadinah@shaw.ca) or ph. 250-595-6998

**90-745-\$3000**, gold, gd body, interior & mech, 320K, records, stored since oct 2009.. Denis 604-926-3661, [jdenishuggard@hotmail.com](mailto:jdenishuggard@hotmail.com)

**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)

**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

**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 [Ted875-0620](mailto:Ted875-0620).

**Vintage Import Parts.** Contact me for all your vintage Volvo parts 444/544/122/1800/140, Olof, 604-992 9664 or [vintage@telus.net](mailto:vintage@telus.net) website [www.vintageimportparts.com](http://www.vintageimportparts.com)

**"Island Automotion Ltd - SU carburetor rebuilding, [www.sucarburetors.com](http://www.sucarburetors.com)**  
Rhys Kent, 1-250-479-5192 Victoria or [islandautomotion@shaw.ca](mailto:islandautomotion@shaw.ca)"

**WANTED**

**Wanted to buy 2 door Volvo sedan 240 series** with fuel injection and manual transmission. Could also be turbo charged. Must have sound body (faded is OK). Can repair/replace normal wear and tear items. Must be drivable. Vancouver area. Please contact [jardine9@vcn.bc](mailto:jardine9@vcn.bc)."

**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](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.