



# THE VOLVO CLUB OF B.C.

## SEPTEMBER 2010

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

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

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



## V.C.B.C. is the B.C. Chapter of Volvo Sports America 1800 Register

To join VSA write to, PO Box 352 Fairless Hills, PA 19030-0352 Email:  
[membership@vsa.org](mailto:membership@vsa.org) Annual membership fee US\$35 Website [www.vsa.org](http://www.vsa.org)

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

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

**SEPTEMBER 26, 2010, (Sunday) V.C.B.C. 19TH ANNUAL CATES PARK PICNIC** Rain or Shine, North Vancouver, B.C. from 9:30 am to 4:00 pm. Bring a picnic lunch, shine up the Volvo and bring the family. There will be **\*\*LOTS\*\*** of raffle prizes as well as dash plaques and trophies for the Peoples Choice and Runner up. We will also hold our annual general meeting. Please bring non-perishable food donations for a Lower Mainland Food Bank. For info call **Chris Ainscough 604-521-6071 or Gregg Morris 604-469-1216**.

**NOVEMBER 17, 2010 (Wednesday) VCBC TECHNICAL SESSION** 6:30 p.m. Subject and location to be confirmed. Watch the website or call **Chris Ainscough 604-521-6071 or Gregg Morris 604-469-1216** for information.

**JANUARY 19, 2011 (Wednesday) VOLVO CLUB WINTER SUPPER**, The supper 7:00 pm at the New Westminster Spaghetti Factory at 50 - 8<sup>th</sup> St., just up from the Sky Train Station, Guest speaker will be Nigel Matthews formerly of ICBC collector program and currently with Hagerty Insurance (for collector cars). call **Dave McAree 604-530-6097**

**VANCOUVER ISLAND FALL COLOURS RUN:** Watch the events page of the [www.volvoclubofbc.com](http://www.volvoclubofbc.com) website 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

### VOLVO OF SURREY SPRING SALE AND CLASSIC VOLVO DISPLAY

May 15, 2010

Chris Ainscough

It was a gorgeous day. Well it did mean wearing a fleece or a hoodie or a light jacket for a bit because it was a cool gorgeous day to be exact. Eventually though, the Automall took on all its glory when the sun rose higher in the sky reflecting light off the glass building fronts and heat off of the pavement.

We set up outside the Service Desk entrance while Service Manager Kristine Guterres efficiently set about arranging coffee and condiments for all those Club members and customers who wandered by. The membership table was set up and boxes of our "wares" including VCBC club clothing were made available and a few new members signed up, so welcome to all the new members and thank you for your support.





Around 10:00AM, Eldina's Acrobats, a women's gymnastic club from Surrey, showed up to (wo)man the car wash. They were raising funds for their troupe to travel to Las Vegas to take part in a gymnastic competition. VCBC donated \$50 towards their cause and there were several private donations to them as well. Since they were not overly busy the women gave us a gymnastic demonstration midway through the day and impressive it was indeed. Bring on Vegas!

About 11:00 AM Kristine's husband fired up the BBQ and commenced to oxidize burgers and hot dogs with condiments and beverages, compliments of the Jim Pattison dealership. In between scarfing back charred animal parts and downing coffee and soft drinks, club members and the occasional customer wandered amongst the stable of 16 entries, renewing acquaintances and admiring some new-to-us entries. After lunch, Gregg Morris handed out ballots for the always fun always unpredictable Peoples Choice awards.

This year the Peoples Choice Award, went to Herb Hamlyn with his beautifully restored 1963 blue/grey Volvo PV 544. It is a lovely car which is why Herb is no stranger to being an award winner at our gatherings. Herb's interest in Volvos goes back to the early sixties when he first saw a hopped up 544 in Ottawa with German plates that had been brought over by a gent in the army.

Herb soon discarded the Plymouths and Dodges of his past and latched onto a brand new 544 in Toronto where he worked as an insurance investigator. Three years later he bought a 1965 544 because "You can hear the salt eating

your car in Toronto". Next came a 1967 142 S, beige in colour and then a 1975 240 which brought the Hamlyns out to Vancouver. Other than a short term regression to a VW bug Herb has been a faithful Volvo driver since first being smitten and bitten. Thankfully we snatched him from the jaws of the Germans or he would be driving something Teutonic instead of the 2002 V40 wagon which is presently on the curb. Oh there has been a succession of 240's in the stable in the 1980's and Marg has had a few herself.

Back to the 544 though. Herb bought a pair of 544's in the late seventies and drove one for sometime before deciding to so "something" with one of them. So the hunt was on for all those parts a guy needs. The 544 driver had a nicely "warmed over" engine so he was fine there. The other car was a shell so he stripped it entirely and had the drivers floor

Chamberlain springs in Richmond to build some new springs and the front end was rebuilt including suspension parts bushings and king pins.

Herb did the mechanical work himself and rebuilt all the hydraulic systems, wheel cylinders, shoes and drums. Transmission and rear end are untouched originals. A dash pad discovered in Winnipeg at a dealership which was a miracle in those days, even though they can be had easier now. One of the Danish connection, a man named Hansen produced a new windshield from a net loft in Steveston and Herb gleefully snatched it, however it was broken during one of the downsizing moves that saw the Hamlyns consolidate household and Volvo parts.

Herb beavered away with varying levels of enthusiasm and production until Marg put her foot down and told him to get on with it or get rid of it. So he got the car out to Alistair Black in Cloverdale where it sat in limbo for a bit and received on again off again attention until a final push that saw new interior and beautiful paint as a final outcome. In 1997 Herb drove it to the Dockstader Garge Sale where it was awarded the Runner Up Peoples Choice with gleaming new chrome bumpers and overriders from Hudson plating and crisp stainless trim. Since then the car has won numerous event awards including two third place finishes at Westcoast Volvo meets in Puyallup and Tsawassen.

Overall, it took Herb about 10 years to do the core of the work with some long periods of inactivity and paint prep and it is good to see the car back at our events after a couple of years absence. Thanks Marg for your patience and pointed directions and thanks as well to that army chap in Ottawa, some fifty years ago.

The winner of the Runner Up award was Del Torgalson and his red 1969 1800 S. Del's car is a very, very nice example, the result of a lot of hard work combined with a lot of cash. Here in mostly his own words is the story of his journey.



replaced and got 4 new fenders from Monty at the old Fenners dealership. Then he got

and paint prep and it is good to see the car back



Del Torgalson & 69-1800S

"I saw my first 1800 sometime in the mid eighties and after building an airplane and a few boats thought if I was to ever have a classic car it would have to be an 1800. While in retirement in Rosedale just East of Chilliwack I found one advertised in Victoria BC about three years ago and went over to have a look. As is so often the case the pictures looked better than the car, but it did have some extensive body work done by the previous owner.

There were new front fenders and a few patch panels, so all in all not too bad. The door panels had been reworked by an upholstery shop, and had been sprayed over a silver colour, but not very well. A deal was made and I drove the car back to Rosedale and started work. Both front and rear glass, grille, all lights and side markers along with bumpers and all exterior trim was removed and I started prepping for the bodywork. The car was stripped from silver, back to the Factory Red #46 as it was originally a red exterior with black interior and red carpet. I then had it sent to a shop in Agassiz where the wheels were removed, media blasted and primed ready for paint along with the Car. We had trouble matching the exact Volvo Red but pulled one of the old cardboard Trunk panels and were able to at least come close. All exterior stainless was reworked or replaced as was the grille surround.

In the meantime I went to a Volvo Club meet where I finally met Olof Malmberg and just knew...THAT... was the end of my retirement. All new door panels, kick panels, new upper and lower leather dash, as well as both front and rear seats in leather went in. As well, there were new window, door and body seals. The list goes on. That being said the most valuable resources I've had (besides my paycheck) have got to be Olof and Gregg because if neither had what I needed they knew where to find it.

I have used an injected head and had the differential rebuilt by Key Imports in Abbotsford. Then I installed a Crane breakerless ignition system and of course the tach had to be converted to be compatible with it. So all in all the 1800 is a work in progress and there is always something more to do.

While in a Lube shop in Chilliwack one day the owner asked if I had ever met a Mechanic by the name of Peter. The man lived

out by me and used to have a shop in Abbotsford where he worked as much as possible on Volvos. He explained where Peter lived and I knew the location so I took the Volvo around to see him. He looked the car over and gave me a few maintenance tips and as I was getting back into the car said he may have a set of luggage for the Volvo. I drove off giving it no more thought.

A year later I went back to see him about some other issues and we had a little visit. When I asked him about the Volvo luggage set he opened up his shop, unlocked the hatch of an old Volvo wagon and pulled out a suitcase. Peter explained that he had picked it up from Ed Schramm Motors in 1970 or 1971. We took it outside into the light and he opened the suitcase on the tailgate of his truck. The first thing he pulled out was the Garment Bag complete with steel hangers, then another smaller suitcase and inside of that was the shaving kit case. While not wanting to look to excited I was wishing at the time I was wearing Pampers.

The luggage set is a Burgundy colour and all pieces still have the Leather care tags on them as well as each piece has another Leather tag saying "Genuine Leather Specially Made for Volvo". Each piece has a brass tag riveted to it with "VOLVO" engraved on it and an individual combination lock. All in all a very nice set in mint condition because it had been stored all these years and never used."

The Show and Shine wound down about 1:30 when we broke camp, packed up club clothes, put away the tables and picked up litter before evaporating. Thanks again to all those who attended and of course to our hosts Volvo of Surrey, especially Parts Manager, Kristine Guterres. Until next time .♣

**VOLVO MAN MIKE SCHRIEBER**  
**TECH SESSION IN SAN DIEGO.**  
**Gregg Morris**

There is very active chapter of Volvo Sports America operating in San Diego. It is capably directed by my friend Jim MacIndoe, formerly of Whidbey Island. Their club holds suppers, drives and technical sessions and have the luxury of doing them any time they want, because the weather is almost always



nice. Rose and I were holidaying in San Diego last spring and for part of the time John and Celine Cripps were there with us. John and I got a day off for good behaviour and dropped the ladies at a gigantic mall called Fashion Valley and we joined the San

Diego Volvo Club at a technical session.

The session was hosted by Volvo Specialist, Mike Schreiber at his home/shop in Jamul, an easterly suburb of San Diego. This is the prettiest site for a Volvo Shop I have ever seen, with a beautiful house on view acreage, and a detached bright modern shop in the back of the property. There is lots of space to park customer cars and in this case, tech session attendees on the concrete paddock leading to the shop. There is a bright red wrecked 544 on blocks beside the shop as a landscaping feature and there are Lamas living next door.

Even getting to Mike's shop is fun, on curvy roads through pretty rural countryside.



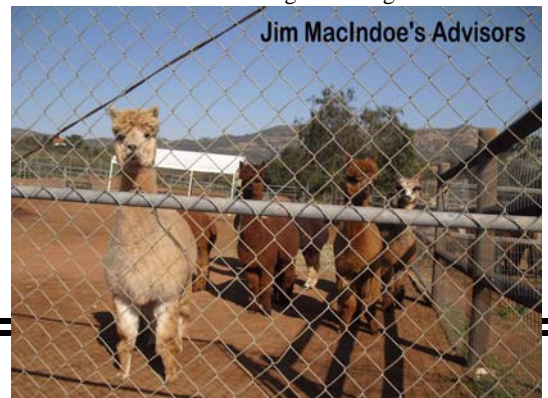
(Reach Mike at 619-741-7528, 13903 Via De Jamul, Jamul, CA 91935)

John, Jim and I arrived to see a small herd of old Volvos, basking in the sunshine, and not a spec of rust to be seen. Mike is a Volvo trained master Tech and he is one of the few



Early Spring in San Diego

who still will work on Classic Volvos, as well as the more modern fair. In fact he owns a PV444 himself. He provides a valuable service to those discerning San Diegans that choose to



Jim MacIndoe's Advisors

drive old Volvos.

The subject of the tech session was how to

white 1964 PV544. We can turn back the clock with cars, but wouldn't it be nice if we could do the same with ourselves.

John and I were made to feel very welcome by the 20 of so San Diego club members who were enjoying the session. This old-Volvo hobby comes with an exceptional fraternity of helpful, friendly and genuine people. I look forward to attending more of these San Diego events in the future. Thanks very much to Jim MacIndoe for organizing the event and to Mike Schreiber, for hosting it and being so generous with his knowledge. ♣

**SPRING DRIVE TO PORT ANGELES WASHINGTON**  
**June 11-13, 2010**

**Gregg Morris**

This year the Puget Sound Washington Chapter of the Volvo Club of

Yabroff organized the drive for June 11 – 13, 2010 and we advertised it in our VCBC newsletter as a combined spring event. It was well attended and in the end it was about half and half, Americans and Canadians. It was also about half and half old Volvos (PV/120/140/1800) and “new” Volvos 200/700/40/70 etc.

Because the event was scheduled to start on Saturday morning all the Canadian participants and many of the Americans arrived on Friday. VCBC club director Dave McAree arranged for a meeting point for those travelling from Canada. We met in the pouring rain in the Bellis Fair shopping center parking lot in Bellingham. The weather was awful so it was not practical to travel as a group and we headed our separate ways, with the intention of meeting for the 12:45 pm Ferry from Keystone on Whidbey Island to Port Townsend on the Olympic Peninsula. Bert Sherlock had informed us that it was possible to make free



Mike Schreiber with Kurt Stoney's 64-544.  
 When is the last time you saw a 544 you could jack up like that without the body crushing?

assess an old Volvo that you are considering purchasing. He started with the body and cautioned against the purchase of a rusty car. John and I heartily concurred but we found it amusing that the rusty car that was being described to us would have been considered almost rust-free by our Canadian Standards. Mike had to rely on description for this part of his presentation because there were no rusty cars there to observe.

He moved on to the electrical and mechanical components and many of the spectators chimed in with informed comment and good questions. Everyone learned something and lots of niggling old-Volvo problems were solved. It was nice to meet such a welcoming group and inspect the beautiful selection of Classic Volvos they drive. I am afraid I cannot remember specific names but one fellow arrived in a '57 444 that is his daily driver. The B14 engine has been replaced with a B16 for reasons of modernization. The passenger front seat had been removed and replaced with a holder for his fishing rod and gear. Not a bad Volvo accessory. I asked him if his wife ever rides with him and he said that yes she does, but she occupies the “driving Miss Daisy” back seat.

The car that intrigued me most, was pure nostalgia. In 1970 I bought a white 1964 PV544, that I drove through university, young married life, family life and working career. Now the car and I are in semi retirement. Early on my 544 turned from white to copper, but here on the shop paddock was a white 544 that was just like mine had been 40 years before. It was my friend, Kurt Stoney's unrestored, worn but rust free,



Hosts Ben and Rennie ...

North America kindly invited us to join them for a Spring Drive. Usually we drive into the BC interior and often some of our Washington friends join us. A couple of years ago, Ben Huntley of Port Angeles said that he would like to host a drive on the Washington, Olympic Peninsula. He was true to his word, and this year Ben and Rennie Huntley and Steve

reservations on the Washington State Ferries and all but two of the 10 Canadian cars on the Ferry had reservations. Luckily the 2 that didn't just made the sailing. It was a nice group. The long distance travellers Rob and Janet Schwieger (90-745T) travelled from the north end of Kootenay Lake and Barry and Donna Gordon drove their 69-122S from



Hurricane Ridge State Park

Kelowna. From the lower mainland, Rose and I (1800E) as well as Allen and Dorothy Hiebert (XC70) and Carl and Kelly Seldon (73-1800ES) all came from Port Moody, Dave and Louise McAree (73-142) from Langley, John and Celine Cripps (83-760) from Maple Ridge, Bert Sherlock (70-122) from N. Van,

Don and Sue Prociuk (XC70) from Richmond and Herb and Marg Hamlyn (V40) from Surrey.

The weather had smartened up a lot and the sun even shone for a while on the short crossing. On the Port Townsend side we headed west for the 60 mile drive to Port Angeles. As usual, I left the main highway as soon as the opportunity presented itself and wandered the rural roads between the Olympic Peninsula highway 101 and the Strait of Juan de Fuca. We eventually reached Sequim (pronounced skwim) on some very scenic and colourfully named roads such as Hooker Road and Kitchen Dick Lane. We arrived at the Day's Inn motel in Port Angeles around 5 o'clock. I had spent so much time driving around on the back roads, Rose figured we were now late and would probably be stuck with a noisy room facing the main road. As it turned out it didn't matter, because there was a main road on both sides of the hotel, but this is quiet Port Angeles and it was not noisy at all. I am sure the Port Angeles Chamber of Commerce thinks it is way too quiet. It really seems to be struggling commercially and there were lots of empty commercial buildings.

The last of the Canadian's in attendance was Gil Stuart from Nanaimo and he had taken the Coho ferry right from the Victoria harbour to Port Angeles in his 67-123GT. We all enjoyed a couple of happy hours before Steve directed us to walk single file to a nearby Chinese restaurant.

On Saturday morning we woke to a cloudless blue sky and sunshine. Ben, Rennie and Steve had selected some of the nicest and most scenic roads around Port Angeles and provided each of us with excellent maps. Our first destination was the top of a mountain near Port Angeles called Hurricane Ridge. It is a State Park with a lodge above the snow line and a beautiful road from bottom to top. (Take a look at the website). The access road was engineered so well, that although it climbed almost a vertical mile, the grades seldom required gearing down below third. I had pictured some of our BC mountain roads with their 13-14% grades and decided to leave my drum braked 544 at home, in favour of a disc braked 1800. I needn't have worried. You hardly needed to use the brakes on the way down.

You would not believe the beautiful scenery from up there on that clear warm day. We enjoyed the park for almost an hour before leaving the mountain and travelling some nice curvy back roads (some even gravel) en-route to Crescent Lake for a lunch at the Crescent Lake Lodge. After lunch we backtracked around the lake and took a fine selection of paved back

roads north towards the Strait of Juan de Fuca and then east towards the final stop of Ediz Hook, right out in the Strait. Steve and Ben's excellent maps came in very handy on this leg of the drive, as we lost a few cars due to the many turns. This was almost inevitable because we had over 20 cars and it is pretty much impossible not to get separated. It was no problem and every one found their way to the hook and the last photo opportunity.

At each stop Steve held a mini raffle and



most of those in attendance won a door prize of some kind. By late afternoon we were all back at the hotel. In the evening we enjoyed a great supper near the hotel and Steve eloquently thanked the assembled hoard for their attendance. Using my brilliant public speaking style I managed to represent VCBC by saying something to the effect of "Ya just like Steve Said", and sat down.

I did a little better at the Sunday Breakfast, and provided our sincere thanks to the Washington club, particularly Steve, Ben and Reenie, for hosting such an enjoyable weekend. The breakfast was a feast and was prepared on the spot by Reenie and Ben at Ben's shop near Sequim. Rennie made waffles, bacon, sausages, fruit and coffee for everyone. We donated a nice 122 model, to Ben and Reenie to show our appreciation for all their efforts. We all enjoyed getting together with our old friends and making new friends from both sides of the border. We came to the conclusion that this "officially" shared event was a nice way to go, so we plan on alternating between Washington and BC for future Spring Drives. See you all next year in BC. ♣

**ISLAND SHOW-N-SHINE 2010**



**Bob Cuthill, Vancouver Island Director**

Well, they did show up and the sun did shine. We didn't have as many cars as in previous years but that was understandable. With my wild work schedule we didn't have a Show-N-Shine last year, and this year I couldn't get a guaranteed time slot until mid summer. I did get a number of emails from island members saying they would be unable to attend this year due to previously scheduled holidays. But rest assured, every effort will be

made to schedule Show-N-Shine 2011 for its usual spring time slot.

A number of island members had expressed an interest in returning the Show-N-Shine to the "Olsson Estate" so the venue for 2010 was changed from the last two years location at Volvo of

Victoria. I returned from work in the Canadian Arctic on the Thursday before the meet and had just enough time to finalize the setup for Sunday 25 July. The Cuthill clan arrived with Bob's 61 1800 and Lucy's 94 850 to start the set up while Bjorn positioned his red 544 and custom made "V Ranchero" (based on a 164). Bjorn also wanted to put his new Mercedes convertible on display! Being our host, I acquiesced but only because it looked so much like a C70 convertible and if I could call this car a Volvo wannabe.

In spite of the smaller turnout, we did have an excellent variety of Volvos present. In addition to the previously mentioned early birds, there was a pristine blue 960, an equally immaculate lovely green 140, and oddly enough a pair of green 123GTs side by side with a pair of white 544s. A 740, a 122 and sunshine yellow 1800ES rounded out the display on the front lawn of the "Olsson Estate".

The group spent the next hour or so visiting, comparing notes, catching up with old friends and making some new acquaintances. About mid afternoon it came time for the door

prize draw and announcement of the People's Choice Award. The most interesting choice of door prizes was

by Pavla Landsman. With a variety of things to choose from, Pavla took the angle grinder! Naturally the ladies in the crowd were more than a bit curious. But Pavla explained, that as a sculptor in marble, the angle grinder would make her work much easier. Ahhh, mystery solved. The balloting for the People's Choice

award made it clear that our host's shiny red 544 was the popular choice, so the plaque was presented to Bjorn.

Being a beautiful summer weekend on the island, a number of people had other commitments for the evening so it was soon time to start packing up and saying farewell.

Not to be outdone, our hosts, Bjorn and Kjellaug invited us to join them on the deck for a summer B-B-Q. Topped off with some fine local wine, the meal was as excellent as the weather that day. It is going to be hard to top the fun that was had today. But we will certainly try. ♣

## EDITORIALS AND LETTERS

### CLUB STUFF

#### Annual General Meeting & The Cates Park Picnic

As always we will hold our annual general meeting as part of the Cates Park Picnic. Club directors will present an overview of this year's activities and the plans for next year. The treasurer will present the financial statement.

Come and enjoy the picnic now that summers over. There will be lots of door prizes great opportunities to solve all your Volvo problems. Bring a food donation for the food bank and celebrate another successful year for the Club.

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 [grmorris@shaw.ca](mailto:grmorris@shaw.ca). ♣

#### **LETTER FROM A CLUB MEMBER – Keith Tom.**

#### **VOLVO FOR LIFE???**

(Li Shufu of Geely should read and heed this. Ed.)

I have been a Volvo fan for over 20 years. I grew up with the belief that Volvo is a brand name for safety, practicality, and durability.

## WHATS NEW (OR OLD) AT VOLVO

### FROM RACE TRACK TO ROADWAY

**From Hemmings Sports And Exotic Car Magazine July 2010**

Although there's a certain discord in a full-out racing Volvo, the automaker's front-wheel-drive based cars have successfully campaigned in the Swedish Touring Car Championship (STCC) for 15 seasons. Volvo's official racing and Performance Engine Optimization Products tuning partner, the Swedish firm of Polestar Performance, has handled the development and campaigning of the S40, S40 and S60 racers. Shortly after debuting the 2010 season Volvo C30 TCC racer, Polestar Performance unveiled an exclusive concept at the Gothenburg Motor Show this past April.



The Volvo C30 Polestar Performance Concept Prototype is the distillation of their racing engineers and designers' vision of a street car that is built without specific racing regulation limitations.

Race track and wind tunnel-tuned aerodynamic modifications set this wide-body C30 Concept apart from the outside, and under the hood, the standard T5's 2521cc, 20-valve five-cylinder has been modified with new pistons, connecting rods, and a KKK 26 turbo and a larger intercooler to bump horsepower

from 230 to 405. Front wheel drive has been replaced with Haldex all-wheel drive and Quaife mechanical differentials, while Ohlins shock absorbers and springs and a more responsive steering rack sharpen handling. Massive 380mm front and 330mm rear Brembo discs with six and four piston calipers hide behind 19-inch BBS alloys shod with Pirelli P Zero tires, while inside, four-point harness-equipped racing seats are covered in Teksjo leather.

For more images and details log on to [www.polestar.se](http://www.polestar.se) ♣

### **CONVERTING A 544 TO ELECTRIC POWER AT XRAY AUTO IN SEATTLE**

A Ballard garage hopes to take classic Volvos into the 21st century. Matt Pollitz, owner of X-Ray Auto, removes the internal combustion engine from a 1965 Volvo. (Peggy Sturdivant)

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le's Ballard neighborhood still drive in droves -- are getting a 21st-century makeover.

As Ballard's Scandinavian heritage becomes more and more diverse, one thing remains strong -- its residents' love affair with the Volvo. "Best car ever made," is how Ballard resident Regnor Reinholdtsen describes his 1967 122 Volvo wagon. "This is my second one, but it's going to outlive me."

Just as the neighborhood has evolved, so must those classic cars. That's the dream of Matt Pollitz, owner of X-Ray Auto in Ballard. He works exclusively on pre-1975 Volvos and last month, in order to diversify his business, started offering electric conversions.

"It's the perfect wedding of elegant, durable automobiles with the future," Pollitz says. "An electric version is so much cleaner and efficient. The electric Volvo is going to be a magic combination."

Electric conversions have spread in popularity and availability in recent years because it's an economical choice for those wanting a "greener" machine, says Dave Barden of the Seattle Electric Vehicle Association (SEVA). Stripped of the need for gas stations or engine tune-ups, a converted electric vehicle can recoup the costs within years, Barden says.

SEVA member Kent Bakke says he was inspired by the added challenge of converting a vintage automobile, giving a well-made car a second life -- without emissions.

Pollitz's move into converting Volvos came after meeting Bakke at Nellie's, a neighborhood coffee shop. Obsessed with electric vehicles since childhood, Bakke was eager to convert an existing car. The 1965 P544 that belonged to Nellie's co-owner Jeanette Meade intrigued both Bakke and Pollitz, as there is no record of anyone converting a pre-1975 Volvo.

Matt Pollitz's shop, X-Ray Auto, is fittingly located on the future site of the Nordic Heritage Museum in Ballard. It's already a bit of a museum itself, filled floor to ceiling with parts for every Volvo model imported to the United States from 1956 to 1974. Pollitz and his

associates salvage Volvos from across the state, harvesting each usable part. [xrayauto.net](http://xrayauto.net)

Over a long weekend in March, Pollitz and a team of SEVA members completed the conversion from internal combustion to electric propulsion drive. The

prototype car lost 30 pounds after being stripped of its engine, starter motor, fuel tank, exhaust pipes, muffler and cooling system; at 2,220 pounds, it now weighs 742 pounds less than a 2010 Toyota Prius.

Pollitz is excited about doing more vintage conversions and is confident the process will be smoother each time. He says that the dropping cost of materials, including lithium ion batteries, will lower the cost of conversion, currently estimated at \$10,000.

"Converting an older vehicle isn't like building from scratch," Pollitz says. "There's a reason these cars have been running 40 years. With the conversion, there's no reason they won't keep running another 40."

Prototype owner Meade is thrilled about her now-silent 1965 automobile -- and being able to simply plug it in. "This has exceeded my wildest dreams," she says.

XRay Auto, 2639 Northwest Market Street  
Seattle, WA 98107-4140, (206) 789-5455

Matt Pollitz ♣

## **FORD COMPLETES SALE OF VOLVO TO CHINA'S GEELY**

By PAUL MCVEIGH, AUTOMOTIVE NEWS EUROPE

Ford said today it has completed the sale of



Volvo Cars to Zhejiang Geely Holding Group for \$1.8 billion. Divesting Volvo completes Ford CEO Alan Mulally's strategy of exiting European luxury brands to focus on the core Ford brand, following the U.S. carmaker's 2007 sale of [Aston Martin](http://Aston Martin), and of Jaguar and Land Rover to India's Tata Motors Ltd. in 2008. Ford paid \$6.5 billion for Volvo in 1999.

"Volvo is an excellent brand with a strong product line, and it has returned to profits after a successful restructuring. We are confident Volvo has a solid future under Geely's ownership," Mulally said in a statement. He added: "At the same time, the sale of Volvo will allow us to sharpen our focus on the Ford brand around the world and continue to deliver on our One Ford plan serving our customers with the very best cars and trucks in the world." Ford said agreements between Ford and Geely will allow both Volvo and Ford to establish "the proper use of each other's intellectual property." The company said it will continue to cooperate with Volvo in several areas to ensure a smooth transition, but has not retained any ownership in the Volvo business. Ford will continue to supply Volvo with powertrains, stampings and other vehicle components. The automaker will also provide engineering support, information technology, access to tooling for common components, and other selected services for a transition period.

### **VW's Jacoby to head Volvo.**

Geely said that Stefan Jacoby, CEO of [Volkswagen](http://Volkswagen) Group of America, will be the new CEO of Volvo Cars. Stephen Odell, current Volvo CEO, is returning to Ford as chairman and CEO of Ford of Europe. Stuart Rowley, Volvo's finance head, is also returning to Ford as chief [financial](http://financial) officer of Ford's European unit. "Volvo is a proud company with a talented and dedicated team of employees," Odell said in a statement. "I am especially pleased that with Ford's continued investment in recent years, Volvo is well positioned for the future with an exciting range of products that remain true to its core values -- safety, quality, environmental responsibility and modern Scandinavian design."

Jacoby said: "I am honored to join a company with the prestige and growth potential of Volvo. Our employees, suppliers, dealers - and above all our customers - can be confident that Volvo will preserve its special status as the industry leader in vehicle safety and innovation - even as it pursues new market opportunities."

Booming auto sales in China made the nation the largest auto market last year, generating profit that's allowing its manufacturers to reach out to Western markets and technologies. Geely's plan for Volvo includes using the Swedish nameplate to produce luxury brands in China, while maintaining its operations in Europe to supply the international market. Geely, which only started making cars in 1986, faces a challenge to restore Volvo to long-term profits. Volvo Cars posted revenue of \$12.4 billion in 2009 by selling 334,000 cars, but it recorded a pre-tax loss of \$653 million. The last time Volvo made an annual profit was in 2005, when it posted a pretax profit of \$377 million. It has been profitable the



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

first two quarters of this year, posting a pretax profit of \$53 million in the second quarter, compared with a \$237 million loss in the same period a year earlier.

"Geely is not necessarily stepping into a clear-sailing situation; the challenges aren't over for Volvo," said Rebecca Lindland, an auto analyst for IHS Automotive based in Lexington, Massachusetts. "The Chinese business culture is very different than the Swedish business culture. A lot of this will depend on how they interact." But, despite China's dismal record at overseas M&A, Geely may be better equipped for success due to its experience working with foreign partners, including its acquisition of Australian gearbox maker Drivetrain Systems International and its tie-up with British cab maker Manganese Bronze, IHS Automotive analyst John Zeng told Reuters. "Geely is not a beginner in global M&A like many people think," he said. "In China, Geely has established itself as a mass market carmaker, the acquisition of Volvo provides an opportunity to bring it to the next level." Geely Chairman Li Shufu, who got his start in refrigerator parts and motorcycles and has since been dubbed China's Henry Ford, has already been named chairman of Volvo.

#### Chinese cities vie for Volvo plant

Geely's plans would see its new Volvo China plant nearly double its annual global production, with an aim to sell 150,000 Volvo cars in China annually by 2015. Volvo builds its S40 and S80L models for the Chinese market at a factory co-owned by Ford and Chongqing Changan Automobile Co. Volvo will be able to use this plant even after Geely's takeover, but a number of Chinese cities, including Beijing, Shanghai and Chengdu, are courting Geely for a new Volvo manufacturing site, but no decision has been made so far. Geely has said it is prepared to pump up to

\$900 million in capital into Volvo on top of the \$1.8 billion it is paying Ford for the carmaker.

Volvo sold 191,832 cars in the first half, a 20 percent increase from a year earlier. In China, Volvo's fourth-biggest market, deliveries surged 88 percent to 15,497 cars in the period, helped by last year's introduction of the S80L, a longer version of the S80 that's sold only in that market. ♣

#### COLD CRAB LEGS AND WHAT'S NEXT FOR VW, VOLVO AND STEFAN JACOBY By Greg Migliore

The seafood platter arrived cold and fresh. Possibly some of it was from Lake Geneva just miles away from the brightly-lit restaurant where Volkswagen was hosting a dozen or so journalists for this year's motor show. Stefan Jacoby, who's now the new CEO of [Volvo](#), took a glance at the extensive selection of fish and gushed "fantastic." I was less enthusiastic. The prodigious sampling of crab, mussels and others creatures of the sea was far colder and not nearly as appetizing as I had hoped. It was my first time in Geneva, and being seated across from Jacoby, then Volkswagen's top U.S. executive, was informational and invigorating.

So when word filtered out in late June that Jacoby, 52, has been tapped to lead Volvo. I was more than a little surprised. I have no special insight into his reasons, other than that one dinner in Switzerland in late winter. But he seemed content at Volkswagen, and very much a VW man. After all, he has been in charge of the brand, and the entire Volkswagen Group's scope of activities in the United States. Moving to Volvo is intriguing in this view--a lot of potential but seemingly lateral. But who am I to say what's right for Jacoby and his family? And the auto industry is like professional sports when it comes to free agency. Some are entrenched for life at plum jobs. Many, (See Lutz, Bob) move onward and

upward.

Both VW and Volvo have their strong points and considerable weaknesses. The German carmaker is poised for growth in America and abroad, with ambitious goals of passing General Motors and Toyota for the heady title of world's largest automaker. Though its plans are revved, the actual execution is largely stuck in neutral. Conversely, the ink is still drying on the Ford's deal to sell Volvo to Chinese automaker Geely. Neither Volkswagen nor Volvo is remarkably strong in the United States, but at least VW appears to have more stability at the moment. Then again Volvo perhaps offered greater worldwide duties, rather than a geographic fiefdom.

It was immediately obvious something was afoot from the beginning. When the news broke, Jacoby had already been replaced as VW's U.S. chief, and Michael Lohscheller took over on an interim basis. The company cryptically issued a statement, but it was pretty clear Jacoby was a goner. Think about it: VW stripped its top U.S. boss of his daily duties. And made it public. Pretty solid evidence something was up. Jacoby is still young enough to be considered a rising star in the industry. He's fairly personable, dresses pretty well (open-collar with a jacket and stylish rectangular glasses in Geneva), and will be a suitable front man for Volvo. Perhaps the allure of revitalizing a sometimes-strong premium brand under new ownership was a powerful enticement. And the Swedish company does have the dramatic new S60 due out this fall as a major product salvo. ♣

## SOMETHING DIFFERENT

### AMAZETTE

From the Dutch Volvo Club Magazine June 2010

Translated by Ada Vanleeuwen

I did not know what I saw driving by in front of my tent during the National Camping week-end. It was a convertible with the front end of a Duett and the back of an Amazon. I later learned it was the "Amazette" and that the owner of this special creation is Bas de Koning who operated a classic Volvo company called Veteran Car.

Bas started as a teacher in elementary school for 9 years, after which he taught high school for 10 years. From the beginning he had a great interest in Volvos, and the Duett and Amazon are his favourites. He has restored numerous Amazons to top condition and also completely restored a dark blue P1800. He is well known in Holland for his Duett that tows a



trailer made from the back of a second Duett.. In 1995 Bas decided to make his hobby into a career and he formed the company Veteran Car. See his website [www.veterancar.nl](http://www.veterancar.nl)

In 2008 he had the idea to put his two favourite cars into a combination. They welded the 2 pieces together to see if it was possible.

Bas could see it was going to work and he set about finding a Duett with a decent chassis. The difficulty was that the B-pillar style of the Amazon bulges and the Duett does not. Bas used a modified Duett doors and the rear section of a 4 door Amazon for strength. From the rear wheel arch forward the metal of a 2

door Amazon was used. The A-pillar had to be reinforced and had to have a ridge on top where the folded roof would lay. On the side the original cap and gas tank of the Duett was saved. On the back is the fill opening for the Amazon part used to fill the gas tank. The spare tire had to lay flat I the back because the chassis of the duett has no room for the spare. The convertible top was the hardest part. First they wanted to use the top from an Alpha Romeo spider, but that did not work. They got a Cabrio roof maker and their own design was made.

At the inspection they did not want an Amazon registration so it is officially a Duett.

Bas wanted to be at the National Camping week-end. The car was mostly finished except for the back seat and gas tank. The finished car will be on display at the October 9, 2010 exhibition. ♣

**NIGEL MATTHEWS**

The following Vancouver Province article is by Nigel Mathews. As some of you may know that our friend Nigel (of Collector Program fame, is no longer working for ICBC. His new career is with Hagerty Insurance for collector

cars. I spoke to Nigel the other day and he told me that there are lots of insurance coverage options for you collector car with Hagerty and he offered to come to one of the club meetings and talk about this topic. I have invited him to speak at our January 2011 Winter Supper. He is also a personal friend of Jay Leno and has a neat picture show of Jay's collection. If you have insurance questions Nigel can be reached at 604 817-0175 or email [nmathews@hagerty.com](mailto:nmathews@hagerty.com) ♣

FRIDAY, MAY 7, 2010

**SPRING THAW**

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# Volvo so good it couldn't be true, but it was

**2010 ADVENTURE:** Bought for \$500, the dash and seats weren't cracked— only the gas tank

The three-day 2010 Spring Thaw Adventure tour along the scenic route from Hope to Squamish, via Osoyoos, Sun Peaks and the Duffy Lake road, attracted around 65 classic cars from all over B.C., Alberta, Oregon, Washington and one from as far afield as Lake Worth, Florida.

Last weekend's run, staged by [classicadventures.com](http://classicadventures.com), featured some wonderful automotive gems — Aston-Martin, Alfa Romeo, BMW, Datsun, Fiat, Intermeccanica, Jensen-Healey, Lancia, Lotus, MG, Mini, Mercedes, Opel, Pontiac, Porsche, Rover, Saab, Triumph, Volvo and Volkswagen.

One of the Volvos caught my eye, it belongs to John Chattin-McNichols, of Seattle, he spotted the 1967 Volvo 144S on Craigs List for an asking price of \$500. He asked all the usual questions of the seller, using his knowledge of the particular model's, shall we say, peculiarities. Queries relating to such matters as rust and that vinyl dashboard top, which has a tendency to crack? The owner responded in the negative to each question and stated: "It's in mint condition".



**Nigel Matthews**  
COLLECTOR CLASSICS

Chattin-McNichols was now becoming a little agitated, thinking he was getting the usual exaggerated sales talk. Knowing that most Volvo rear seats of that age are often in poor condition he asked the final question. "Hang on, I will look," said the seller. A few moments later the out of breath owner, returned to the phone: "Perfect... I don't think they have even been sat on".

The only downside was a fuel tank full of pinholes; a simple fix.

The 144 series was the first of the boxy body style Volvos to us the tri-digit nomenclature that designated a series 1- four-cylinder-four-

door, the "S" model was fitted with the more powerful B18B engine used in the 1800S sports car.

Small numbers of this model made their way to North America. This example was a factory delivery car, meaning that the original owner took delivery of it at the factory in Sweden, drove it around Europe and then had it delivered to the USA. It still had the decal indicating this on the side glass.

The 144S had spent the last 18 years in storage, its original female owner had given it to her son and he had little interest in using it, so he did not.

A 1966 Volvo 1800S owned by Irvin Gordon of East Patchogue, New York, USA holds the Guinness world record for the highest mileage in a Volvo, using the same engine as Chattin-McNichols 144S. Gordon has driven it for more than 40 years. It has covered 2.7 million miles and the owner is now targeting the three million mile mark.

*Nigel Matthews is the sales and marketing executive for Hagerty Canada — [hagerty.ca](mailto:hagerty.ca) [nmathews@hagerty.com](mailto:nmathews@hagerty.com)*



Among all the classics at the Spring Thaw Adventure event, this immaculate Volvo caught the eye of Nigel Matthews. — NIGEL MATTHEWS

## VOLVOS IN MOTORSPORT

**HISTORIC MOTOR RACES 2010**

**JULY 16-18, 2010,**

**Vintage Racing Club of BC, (VRCBC)**

**Gregg Morris**

Vintage racing in BC has been going on since 1976 starting at Coquitlam's former Westwood Race Track until its closure in 1990 and since then at Mission's Rivers Edge Raceway park. Here is current Vintage Racing Club President, Jim Latham's greeting to the 2010 event.

*"Welcome racers, crews and fans. The success of Westwood50 (i.e. the 50<sup>th</sup> anniversary of the former Westwood Racetrack in*



*Coquitlam) last year energized everyone to put extra effort into making the 2010 British*

*Columbia Historic Motor Races another very memorable event.*

*If you are here at the track witnessing the race you are among those who appreciate the cars that are here on track, in the paddock and on display. Each car has a history, some very significant. Each car represents countless hours of preparation at varying costs, depending on the car. Each driver recognizes that he or she is privileged to be the current caregiver to a piece of automotive history.*

*This year's theme, the "Canadian Motor Sport Experience," is fitting. Folks often forget the contribution of Canadian manufactures, entrants and drivers to the legacy of motorsports. You will see a number of Canadian racing cars this weekend and a lot more*

Canadian drivers. Take time to go to "Geezer Central" to rub shoulders with some of the retired racers whom you may recall from bygone days.

We enjoy the competition with our American racers to the south, largely members of the Society of Vintage Racing Enthusiasts (SOVREN). As in so many series in the past, there really has not been a border when it comes to racing; we so enjoy the camaraderie that has no boundaries.

This year's special Sunday race, the Victory Lane Formula Vee race, celebrates the longest running class in motorsports, still strong today. Competition is fierce in this class.

While the Vintage Racing Club of BC has more than 100 members, many of whom are actively involved, the team by Race Director, Ian Wood has been a key component in the success of the event. My sincere thanks to all of them.

The "work" of actually running this three-day event is done by the Confederation of Autosport Car Club (CACC), Sports Car Club of BC (SCCBC), and the Motorsport Emergency and Turnworkers Association (META) and a large group of volunteers. Without them no one could race, and you could not watch. Thank you to all of them. Enjoy yourself and please come back in 2011 and bring another friend!"

If you have not attended one of these events you should come. There is a wide selection of vintage race cars right up to 1969 and some into the 1970s. The Mission track is great for spectating. From their recently installed elevated scaffolding bleacher you can view the entire track. The on-track competition is fierce and the tight turns and fairly short straights at Mission even out the field of racers. High powered cars have very little advantage over small displacement cars with nimble handling. In the paddock, the organizers and racers are friendly and welcome questions about vintage racing in general and their cars in particular. The Vintage Racing Club puts on a generous banquet, c/w entertainment on Saturday Night, The headliner this year was

Race Director, Ian Wood, who is a riot as an entertainer as well as very fast driver.

The Historic Motor Races wasn't a VCBC event, but it almost could have been. Consider this. The President of the Vintage Racing Club of BC, Jim Latham, is a Volvo Club member and races a 1968 122S. (To learn more about Jim look at our member profile in the September 2008 VCBC newsletter)

The race director, Ian Wood of IWE Rear Ends Only, considers himself a "Volvo Guy" and owns, with his son Hayden, a 142E race car and has raced lots of Volvos over the years. My favorite Volvo picture of all time is a PV544 way over on two wheels coming

generously provided. (Ian normally races an open wheel formula rocket called a Rawlson)

There were 4 Volvos racing at the event, 5 if you consider the Volvo powered Marcos, and that was more than any other single marque. Having the president of the Vintage Racing Club drive a Volvo has its privileges. Jim, arranged, for the first time, to have all the



Volvos and the Marcos compete in the same race group. Now that was fun to watch. Who were they? Gil Stuart - 58 PV444 red,

Peter Valkenburg - 61-PV544 black, Jim Latham - 68 122S red, Ralph Zbarsky - 69 142S blue & Gary Madson - Volvo powered 65-Marcos, blue,. Also in their race group were Alfas, Austin Healeys, BMW, Porsche, Jaguar and Triumphs. We enjoyed watching them all in practice, qualifying and races, but for me the most exciting event was the Sunday afternoon race where Peter Valkenburg in his black 544 was not only the fastest Volvo, he won the race outright after battling with Leigh Anderson in his 1967 BMW 1600. (Ironically Leigh is the past owner of Jim Latham's Volvo 122). This is the first time in all the Vintage Races I have attended at Westwood, Mission, Seattle and Portland, that a Volvo has actually won the race outright, and over some very fast cars. Peter should be proud.♣



Peter Valkenburg and "Car 54"

through a corner at the Knox Hill Climb and Ian is driving. Ian even hosted one of our Volvo club tech sessions at his IWE shop and I still refer to the valuable information he

## MEMBER PROFILE AND TECH ARTICLE

**THE GREEN MACHINE**  
Update on Phil Moul's tuned 1800  
Gregg Morris

If you take a look at the September 2009 newsletter you will see an article on Phil Moul and his lime green "tuner" 1800. As the article shows he started from a bare 1800 shell on a spit and built the car from there. This was definitely not just a matter of reassembling a stock 1800. As the original article relates, Phil customized the body, installed a B230FT engine

form a 93-940 Turbo with all the ancillary wiring, 1800E front and rear suspension with IPD upgrades, custom dash and had the car running and on the road in 9 months. That was when I had my first ride in his car, and that ride was memorable. "Completely nuts" I think was my description at the time. Phil had finishing work to do, as well as more development work planned for the car.

Now a year later I was able to sample Phil's car again and thought you would enjoy experiencing the progress. Here is what he has accomplished this year. (If you get bored by technical detail skip the next few



paragraphs. Personally I like this stuff so here goes) He took the engine back out and fabricated a complete new intake plenum with the same volume as the engine, 2.3 liters which apparently improves high rpm torque, added a new "large" turbo (Garret



GT35R) that was meant as a performance addition to a Cummins diesel found in those 12 foot high Dodge pickup trucks. It takes a while to spool up but when it does, look out. He moved the intercooler lower so it didn't restrict air flow to the engine radiator and added some vents to the hood. He added a programmable engine management system by Microtec, loaded with the stock fuel map for a B230ft and once it was running he tuned it on a dyno at Force Fed Performance in Aldergrove. They adjusted the turbo boost and injector duration to achieve 300 hp on race gas, then detuned it to a mere 250 hp to make it more tractable, and presumably to keep the engine in one piece.

He removed the front crossmember c/w all the suspension and modified it to replace the stock springs and shocks with a coil-over-shock combination from a Mazda Miata. The rear suspension was also removed and received the Mazda coil-over treatment. This required welding to the axle tubes, and addition of new top mounts for the shock/spring combination. The lower track rods were modified to allow for pinion angle adjustment.

The Volvo transmission was replaced with a Borg Warner T5 from a motorsport Mustang using an adaptor from Avalanche Performance in Calgary. A Hurst shift kit puts the stick right where you want it. Avalance also supplied a street performance clutch that can handle the increased horsepower. The clutch actuation, which was originally by cable, has been converted to master and slave hydraulic system. The slave pulls rather than pushes to mimic the cable. The master cylinder is 3/4" bore and the slave 7/8" which allows for ideal clutch pedal travel and nice light pedal pressure. Phil fabricated a custom transmission support cross-member and with the transmission in place he fabricated a new transmission tunnel with a framework of steel angle clad in aluminium.

The brakes have been changed to a pair of master

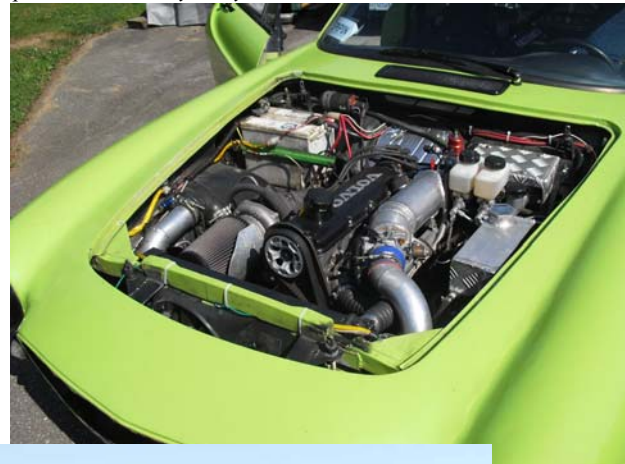
cylinders that allow front/rear bias adjustment and included a complete custom clutch/brake pedal set, all from Wilwood. Phil modified his own throttle pedal arrangement using a fabricated aluminium bracketry and a skateboard wheel. He finished off the interior with a completely new dashboard based on a stock dash but with custom instruments, and lots of them.

**Now the Drive**

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

*Phil fired up the engine.*

*You know how old Volvos powered by B18 or B20 overhead valve engines are mechanically noisy, right? You also know that the Volvos powered by the overhead cam engines B21 B23, B230 etc., are mechanically quiet. It seemed logical that putting an overhead cam engine in an 1800 would then make it quieter. Not bloody likely! It is hard to relate the*



*noise in words, but it was brutal and complicated. The transmission was almost in your lap so the gear noise was right there. The engine bell housing was also in sight and within reach so the all the slippery bits in the engine were contributing to the din. But the most bizarre noise came from the turbo and its pop-off valve between each shift as we rocketed off (and I mean rocketed) down the highway. The turbo screamed as the engine revs climbed and then as Phil shifted gears there was a this wild 'kahchaaaah!!!' from the turbo pop off valve, like something from a demented steam engine. And it started all over again with the next gear.*

*When the wild ride was over, and I was again capable of rational thought I concluded that Phil's car is without doubt the fastest accelerating and hairiest Volvo I had ever ridden in. Completely nuts.*

**So what was it like this year.**

For a start, my recollection of last years ride was still vivid, so I was either going to be the driver or I wasn't coming along. That worked out well. When I looked into the car it was much more civilized. The dashboard was a tasteful custom version of the original, the race-bucket seats were well positioned and had nice 5 point seat belts. There was even a complete transmission tunnel that covered the gaping hole from last year. You could no longer check the transmission oil and grease the front U-joint from inside the car but it was a hell of a lot more civilized. I looked for the industrial hearing protection ear muffs and they were no where in sight, however, there still was a small pile of foam ear plug packages. Well that's progress anyway.

I climbed in and did up the many seat belts, accepted the ear plugs offered by Phil and listened to the start-up procedure. Flip up Kevlar covers over 4 toggle switches; flip the switches and push the starter button. OK. Vroom and it is running. Not RRRRvroom, just vroom. The noise was much more bearable and it idled better than my B20.

I blipped the throttle a few times and the engine revved smoothly and was quiet enough to allow for a conversation if you talked loud. He warned me that with the dual cylinder, unassisted brakes, you had to push the brake pedal like you really wanted to stop. OK.

The Hurst shift lever was in a perfect position and the T5 transmission slipped smoothly into first. The clutch effort was nice and light and the clutch engaged very smoothly. There was lots of torque and no inclination to stall. We headed off up the hill leading from

our house and the car was downright docile. Gear changes were nice and the gas pedal complete with skateboard wheel worked great. In second I tromped on the gas and it accelerated smoothly for about a second at which point the big turbo charger woke up and the world went into fast forward. Holy sh-t did it take off. I shifted to 3<sup>rd</sup> at probably 4500 rpm and the Turbo pop off valve gave off it's nightmarish 'kahchaaaah!!!' between shifts and we rocketed ahead. Phil looked bored.

The 1800 Shell as Phil received it



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About then it seemed like a good idea to slow down for the stop sign that was coming up at a great rate. Phil's comment, "you can rev it to 6500 rpm you know."

I took Phil's word for the 6500 rpm and kept shifting at 4500 and the acceleration was just addicting. I even started to like the demented steam engine noise between shifts. I checked the speedometer just to make sure I wasn't getting too carried away. "Hey Phil, where is the speedometer anyway? Oh I see, there wasn't room for one of those. OK"

The suspension and tires were excellent and the car didn't even wiggle under all this acceleration. It cornered as if on rails, as they say. Speaking of corners, "Phil where is the signal light switch? There is no signal light switch. I see."

This car really gets people's attention, not the least of which from the RCMP. We turned onto a main street right past a policeman idling at the curb. Fortunately he didn't notice that I hadn't signaled, but he definitely noticed the car. Phil said something like, "It's a good thing you look old so he probably won't come after us." Thanks a lot Phil.

All in all it was an exhilarating drive. The car is amazingly competent, hugely fast and even civilized except for the noise. Phil has done a remarkable job of building this car and has been great to watch it come to life from the shell he started with.

Of course the car isn't finished yet. I suspect a "tuner's" car is never finished. Next year the 1800 gets the Wilwood brake treatment of bigger four pot calipers and bigger drilled, slotted, and vented rotors. He plans to add methanol injection, which is sort of like water injection, in that it cools the charge and

prevents detonation so it allows higher boost. The head will be modified so it can "flow" as much as the big turbo can provide. With the head work likely to make even more power, it may be time for a crankshaft upgrade, as the stock crank gets iffy past 300hp. I know how the crank feels.

After seeing what Phil has accomplished I always thought it was a shame he didn't use all that talent in his occupation. I am happy to report that Phil has enrolled in the Millright trades program at Kwantlen College this fall. After the 8 month first term he needs to find an apprenticeship. If there is anyone reading this that hires Millright trades, give Phil a call (604-417-5933). Better yet give Phil that all-important first related job. He will be good at it. He certainly has a lot of self taught skill and he is fearless in tackling complicated mechanical and fabrication problems. ♣

### **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 Dockstead 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

**3 PV544's-\$1800 the lot**, two parts cars, one fair restorable, & many spare parts., Long time storage Cochrane Alberta. for info & pictures e-mail Malcolm: [coxmal@hotmail.com](mailto:coxmal@hotmail.com).

**62-PV544-\$23,200**, Red Collector plates, 3rd owner, Calif. car. Exceptional restoration, Coker wide white-walls, beautiful interior, exc. Mechanicals, For photos & info 250-656-9661 E-mail: [theburns@telus.net](mailto:theburns@telus.net) Victoria.

**64-544 RESTO PROJECT-\$4400**, disassembled, includes all parts stored and labeled, rebt 2130cc 74 B20 engine. Minor rust but includes all repair panels. Includes 64 544 and 72 142E parts cars, and lots of spare parts. John Gooding 250-398-7372, email [jandmgooding@telus.net](mailto:jandmgooding@telus.net) Williams Lake

**66-1800S Red-\$15,000**, 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 ignition. Call Barry 604-463-8777, [barrynel@telus.net](mailto:barrynel@telus.net)

**73-1800ES-\$11,500** dk grn/tan, 4spd/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](mailto:Patrick@cafedivano.ca)

**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

**79-264GLE\$9500**, black,mint cond, 80K, 2.7 V6, auto, rare rims, never winter driven, 250 342 9636Invermere , email [nlfodchuk@shaw.ca](mailto:nlfodchuk@shaw.ca)

**81-244GL-\$800**, grey, 141Km auto, exc body, needs minor mech work Liz, ,000 km, 4-door, automatic transmission,. Needs some work [missliz7@hotmail.com](mailto:missliz7@hotmail.com) Vancouver

**82-244DL**, 175K, red, one owner, original and mint, located in Ontario near Woodstock, contact [roselee.karlinski@gmail.com](mailto:roselee.karlinski@gmail.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

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**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).

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[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)"

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**83-242GLT** met. blue, B23E eng., over \$1500 worth of IPD suspension upgrades (bars, springs, Bilstein shocks, Poly bushings, etc.) Also 1983 245 Turbo wagon as a parts car. Get them both & put the turbo in the 242, or put the suspension on the wagon. Open to offers on either or both. Sean 604-3231078 or [sfj\\_ads@telus.net](mailto:sfj_ads@telus.net)

**94-850 Turbo Wagon, \$1100**, red, 284K, runs but needs work, Mike 250-545-4174, [mikebingley@hotmail.com](mailto:mikebingley@hotmail.com)

**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.

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