



THE VOLVO CLUB OF B.C.

JANUARY 2011

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Annual membership fee \$20, To join: Call or write to John Cripps, 24380 – 125th Ave. Maple Ridge, BC, V4R 1L4, 604-466-9110
or view our Website www.volvoclubofbc.com



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

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

UPCOMING VOLVO EVENTS (also see our website www.volvoclubofbc.com)

NOTE: Always check our website for any last minute date changes to our event schedule, or call events director Chris Ainscough 604-521-6071.

JANUARY 19, 2011 (Wednesday) VOLVO CLUB WINTER SUPPER, The supper 7:00 pm at the New Westminster Spaghetti Factory at 50 - 8th St., just up from the Sky Train Station, call Dave McAree 604-530-6097

May 14, 2010 (Saturday) SPRING CLASSIC VOLVO DISPLAY: Volvo of Coquitlam. Details to be confirmed in the May Newsletter.

JUNE 18-19, 2011 SWEDISH CULTURAL CENTER

JUNE 25-26, 2011 VOLVO CLUB SPRING DRIVE to Lillooet

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

REPORT OF PAST EVENTS

CATES PARK PICNIC

(19th Annual)

September 26, 2010

Chris Ainscough

It wasn't looking good weather-wise for one of the few times since the beginning of the event in 1992. I awoke to the drumming of heavy rain in the middle of the night which changed to lighter rain as the sun was trying unsuccessfully to peak over Mount Baker. An hour later it was still raining lightly but by the time I drove out of the driveway it was merely mist.

It must have been the stop at Tim Horton's that changed our luck, nothing like a sugary mass of goo balls in a box to bring you good fortune. By the time I pulled into the Cates Park lower parking lot, to the smiling face of Dave McAree, even the light rain which is at home on the North Shore, was negligible. Just to make sure though we broke out the tent and 4 men and 2 engineers, no two engineers and four plebeians propped and rigged and erected a place to stay dry in case the sky opened up because K'Laxmarso the rain god of the Dead Eagle tribe was angered.

So potentially fortified with four dozen doughnuts and eighty cups of coffee, the six of



us were looking at some potentially serious caffeine poisoning and diabetes staring us in the face unless a few more people showed up.

IGA Marketplace store Dave and Bert's cockup, no, no cookup was able to generate \$215.74 in donations to Breast Cancer. The

could collect your second prize kind of thing". This prevented what had sometimes happened in the past where one person could have possibly won multiple prizes and it just seemed more equitable this way. There were few dissenters if any. Secondly all the available prizes were displayed and winners were able to take their pick of prizes until they were all gone. It worked well and there was a better distribution of swag.

And now for the final phase, the winners and others. Not unremarkably, the Peoples Choice award went to Darcy Bullock and his saddle tan 1972 1800E. Darcy's garage used to be drywall but it's now covered in wood and he has more plaque than your average dentist sees in a month. The Peoples Choice Runner



CATES PARK 2010

For added assurance pack leader John Cripps (P.Eng) rigged a ridge rope high in a tree to which we attached a large tarp then hoisted it skyward tethering it to a sign post and voila an additional cover was in place. A couple of Volkswagens were strategically positioned at tie down points and our rain cover potential suddenly tripled. The extra cover ended up being redundant but it was worth seeing what a scout, an engineer, another engineer and a ragtag selection of club members could do.

Sure enough people began to trickle in and the sky became increasingly clear as the grey cloud lifted. It even warmed up a bit and an occasional rain jacket was shucked over the next half hour. Soon we were under the tent as much to look up and admire the expanding scissor trusses of this miraculous structure and be closer to the coffee urn. Within an hour of setting up, the parking lot started to fill up, remarkably, 5 then 10 then 15 then 20 cars and the tent served more as a focal point than protection from the rain. Hell, it wasn't going to rain. It wasn't going to be sunny either but things were working out fine, just fine and in some ways an overcast day was a great consolation even though we have been spoiled by year after year of beautiful fall sunny blue skies.

We knew everything would work out fine when Dave Van Sickle rumbled into the parking lot with a full size BBQ hanging out of his 240 trunk. Within minutes the smell of caramelized onions was wafted through the air and a burger was looking good even at 10:30 AM. Thanks to a generous donation of buns, dogs, patties and condiments from the local

club provided soft drinks and the parking lot was soon full of dry, happy, satiated event attendees.

By noon vehicle participation numbers had reached 43 and it seemed like there were about a hundred club members and tourists mulling about looking over familiar rides, new rides, fresh rides, old rides and nice rides. There was a large contingent of 850s from a tuner club led by Theo Remigio and one of their guys drove in with a Ford Fungus with an 850 grill hung on the front. Close enough, come on in. A "new to our event" modified lime green P1800 also showed and drew a lot of attention due to its turbocharged B230 engine which made way to much horsepower. (See the article about Phil Moul, in September 2010 newsletter)

People continued to mull about contemplating the always challenging Peoples Choice, Peoples Choice Runner up, and the new Modified Peoples Choice award. Pensive faces and clucking noises of indecision were seen and heard and scratched up blue ballots eventually made their way into the ballot box. We held a quick Annual General Meeting which included an overview by Gregg Morris who reviewed the past year and discussed the year to come. Treasurer Dave McAree, delivered the Financial Statement, indicating that we are more solvent than many countries. Finally a show of hands gave us the mandate to stumble on for another year.

Then for the fun stuff, the raffle. There was two changes to the raffle this year and they were both improvements. Numbers were drawn and prizes awarded on a "one prize per person until everyone had won at least one before you

Up award went to Carl Selden for his 1973 1800ES. A nice ride indeed.

Next year we will be introducing a "Master's" class for those who's car has won multiple trophies in past events. That will make way for new cars to win and Masters like Darcy and Herb and Olof can give advice on how to make award winning cars.

At the request of the tuner contingent a new category was conceived this year, the Peoples Choice Modified. This year it went to Phil Moul for his subtly coloured lime green 1969 1800S which attracted a lot of attention. It doesn't have or need a concours paint job, because it has "Presence". It looks fast and a bit ominous just sitting there and it makes some distinctly pitt-bull-type grumbling when it cruises through the parking lot.

The rain remained at bay and the best the tarps ended up doing was casting an orange glow onto the proceedings. Still it was a relief to have had it to dash under, maybe next year, maybe not. So with prizes, plaques and plunder in hand the parking lot emptied at first slowly and then with purpose as we folded the tent, packed up the boxes BBQ and booty for another year. ♣

VCBC TECHNICAL SESSION – WHEEL RESTORATION AT PANTHER PRECISION MACHINE

Nov.17, 2010

Malcolm Tait

(This report has been prepared from comprehensive notes taken by John Cripps and Cam Finnigan.)

From a personal perspective I have attended several technical sessions arranged by the Volvo Club of BC and, all of them have been excellent, being both interesting and informative. These things don't just happen, thanks are due to the Club Directors who organize these events and to the establishments and personnel who commit their time to put on these sessions. We can thank John Cripps for organizing this session.

The turn out of Club members for this session was a bit disappointing being only about ten, probably thanks to the location and inclement weather. These events deserve your support and it is hoped for better attendance at future events.

Presentation by Paul Levasseur, Precision Machine Works:

Paul provided his personal background in the automotive refinishing supplies business and as sales representative for Standox paint

business is repairing and refinishing wheels for customers in the States. The most common form of damage is "curb rash" caused by wheels having rubbed against curbs or other surfaces. Truck wheels where the bead is worn away due to tire chaffing is one of the more extreme forms of damage, these wheels require considerable welding to build up the bead.

Paul then gave a tour of the facility explaining the various steps of the process:

1. The first step is removal of the tire which is done by a high-tech Italian machine which virtually does everything but serve espresso. This machine when operated by their skilful technician ensures no damage to the wheel when removing and mounting tires. Paul told us that they have a steady business repairing damage caused by tire shops using old-fashioned equipment and careless operators.

2. The wheel is then inspected and marked with a damage code on a scale 1 to 9. The higher the

number the more damage and more repair work required. It was noted that cracks in the hub at bolt holes and in spokes can not be repaired. No welding is allowed on spokes.

3. Wheels are then washed to remove road grime and brake dust.

4. Straightening, if required, is carried out using equipment ranging from

hand tools to the "monster" which is somewhat similar to the Italian tire machine. The wheel is held in a fixture and arms and cylinders swing into place to straighten the wheel. They can straighten wheels to closer tolerances than the original.

5. Damaged areas are built up using aluminum TIG welding. This requires tremendous skill. Some distortion can occur due to the heat and some subsequent straightening may be required.

6. Following welding the wheel is mounted in a lathe to trim excess material. They have 4 lathes including a high tech computer controlled CNC lathe made by Lehigh.

7. The wheels are then prepared for painting using walnut and plastic media-blasting to remove corrosion.

8. Some wheels have sharp edges to which paint will not adhere so these surfaces are sanded.

9. When the repair is complete the wheel is stamped on the tire side of the rim near the valve. This identifies the shop that did the work



and how many times the wheel has been repaired.

10. Painting consists of an epoxy primer on bare metal followed by a water borne urethane top coat and a final clear coat.

11. Polishing completes the process.

Some customers will bring their wheels in just to change colours. A few years ago bronze was popular, right now, flat black is the in colour!

Throughout the tour Paul explained each process in detail and with enthusiasm and pride in the quality of their work. He credited this to having a team highly skilled, long term employees. As examples; Norman the tire machine wizard; Alfie's aluminum welding skills and Paul's son, Cody, who does the painting. Quality work is only possible with the right equipment and skilled operators. Paul warned about mobile wheel repair. They may use a plastic composite filler and a spray can to paint over the top. In addition to custom work Panther Machine carries a large stock of wheels that have been repaired and can be purchased off the shelf.

Prices: Costs obviously depend on the amount of work required. Straightening a wheel costs from \$100 to \$150 and a complete repair and refinish \$175 to \$260. Prices for more severely damaged wheels rated code 9 are quoted on an individual basis. Paul offered Volvo Club of BC members a 20% discount for the next 90 days (to Feb 15, 2011) on wheel repairs and mounting and balancing.; also a discount on tires.

John Cripps presented Paul with a plaque as a token of appreciation for a most interesting session. ♣



which is the paint used by manufacturers of a number of high-end automobiles. Panther Precision Machine was one of Paul's customers and that is how he got involved with the business. They operate a very "green" shop, examples being the recycling the wash-water through distillation and the use of water-based paint. Also all the metal swarf and scrap is collected for recycling.

Their business is one of a very small number that repair alloy wheels. They have a delivery truck whose range is Chilliwack to Lions Bay and the Border to the mountains. They won't service residences, but will pick and deliver to businesses. In the States it is more usual to replace wheels and rarely repair them. Quite a bit of Panther Machine's

EDITORIALS AND LETTERS

SWEDISH AUTO
Don Chambers

elichamb@islandnet.com

I just watched "Swedish Auto". Thought you might like a movie review in your next newsletter.

Lukas Hass (Brick) and January Jones (Mad Men) star in a great little flick about isolation, obsession, the quiet possibilities of love, and the restoration of a Volvo 123GT. Carter (Hass) is a shy Volvo mechanic who is mentored by an old guy who owns the shop, fixes a beat up 123 while getting together with the other loner in the picture, Darla (Jones). It's a sweet movie that, although contemporary, seems to develop at a pace more consistent with the vintage of the car he restores.

Cool ending too. ♣

THE P1800 TURNS 50

The first model year for the P1800 was 1961, so the 50th birthday of everybody's favorite Volvo sports car is coming up in 2011 and Volvo clubs all over the World will be celebrating in one form or another. Volvo Sports America will be holding an 1800 celebration in Los Angeles in mid October 2011 and it should be fun. I will keep you posted on event details as they become available. If you are an 1800 enthusiast that will be the place to be. They are aiming for 200 1800s♣

CLUB STUFF

Glenn Little

Glenn is one of the founding members of VCBC in 1992 and he has served as a club director for the last 18years and a half years. He has chosen 2010 to retire from that post. Glenn is a quiet spoken fellow with a good sense of humor and an encyclopedic knowledge of old and not so old Volvos. The good sense of humor is a must when you have made a career of fixing other peoples old Volvos. Glenn is a real gentleman and in all the years I have known him I have never heard him say a bad thing about anyone.

It is pretty amazing that Glenn could work on Volvos for a living and still maintain the enthusiasm to donate his spare time to our Volvo Club. We have been very fortunate to have had him for a director and he says he will remain an active member and help when he can. Thanks Glenn.

Glenn has another passion, and that is for designing, building and flying cable control model aircraft. Now, as I said, Glenn is a quiet guy, and it is not always easy to get him talking, but ask him a technical question about his aircraft and he will entertain you all day. Glenn is retiring from the Volvo Club so he can devote more time to his model airplane club.

They are a lucky bunch to have him. ♣

VCBC Website

It is great to be able to report that Barry Gordon of Kelowna has volunteered to assist Cam Finnigan with our club website www.volvoclubofbc.com. Barry is pictured here with Club Director John Cripps.

If you have comments or suggestions for the site please send them to Our webmaster, Cam Finnigan at either wbmstr@volvoclubofbc.com or phone Cam Finnigan at 604-931-3729

Remember to look to the website for the latest information on upcoming events, classified advertising, newsletters, picture and technical galleries and links to other Volvo-related websites.

Our free classified section now allows you to post and manage your own ads. Please try it out and give us feedback on what you think. We went to that system for a couple of reasons. First it takes away some of the load on the webmaster having to edit and place the ads but also it allows the vendor to remove his ad after the car is sold, thus avoiding future calls from a stale ad. Please remember that if you don't like the self service classifieds you can still call or email Newsletter Editor Gregg at 604-469-1216 or grmorris@shaw.ca or our webmaster and either one will place your ad for you. The effectiveness of our free classified ads section is getting better and better as our website becomes well known to the various internet search engines.

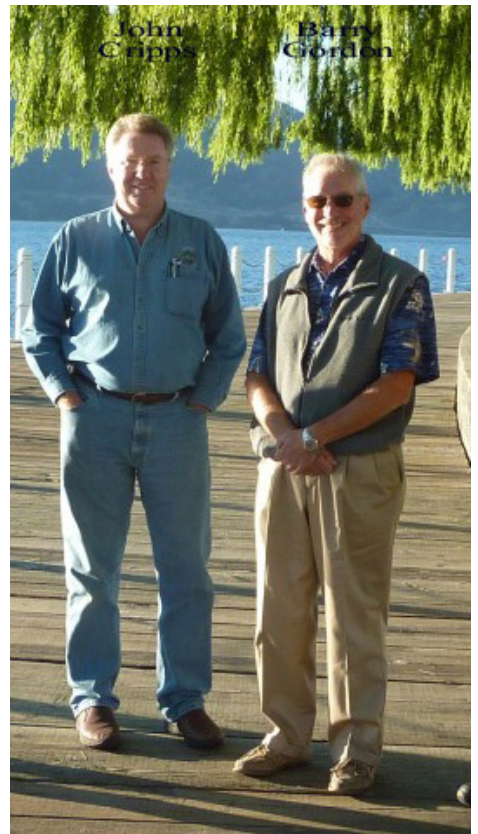
Newsletter

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

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

Membership

Our membership currently sits at about 350 members and it has been averaging that for a number of years. We do not reuse membership



numbers so it provides some interesting statistics. For instance. The most recent member is Jan Valair of Vancouver who drives a 95 850 Turbo and Jan is 1286th member to join VCBC since it started in May of 1992. Of the first 100 members 35 still are members almost 19 years later. ♣

SWEDISH FIRE DEPARTMENT

Jim MacIndoe



One dark night outside a small town in Minnesota, a fire started inside the local chemical plant and it rapidly exploded into massive flames. The alarm went out to all the fire departments for miles around.

When the volunteer fire fighters appeared on the scene, the chemical company president rushed to the fire chief and said, "All our secret formulas are in the vault in the center of the plant. They must be saved. I will give \$50,000 to the fire department that brings them out intact."

But the roaring flames held the firefighters off.

Soon more fire departments had to be called in as the situation became desperate. As the firemen arrived, the president shouted out

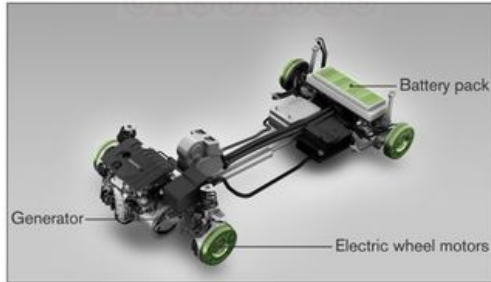
WHATS NEW (OR OLD) AT VOLVO

VOLVO ELECTRIC C30

March 2010 Hemmings Sports & Exotic and Internet sources

Volvo unveiled their second generation plug-in electric C30 at the North American International Auto Show in Detroit in January 2010, and with the financial support of the Swedish Energy Agency, they have pledged to build a fleet of 50-plus electric C30s that selected users will test in real-life traffic, starting in 2011.

The first drivable electric C30 prototype was revealed in September 2009, while the car shown in Detroit features a proper interior, (the electric C30 remains a 4-seater), full



instrumentation and enhanced battery packaging. This second generation car looks and feels the same as a standard C30, but its driving experience will be vastly different, with unique instrumentation and a gear-less CVT transmission.

This car is powered by 617 lb. of lithium-ion batteries that can be recharged in a household outlet or at a special roadside charging station, and a full charge takes about eight hours using a 220-volt outlet, or about 16

hours using 120 volts. The cells of its 24-kilowatt-hour lithium-ion battery unit are made in the U.S. by the Indiana firm EnerDel. The 82KW/111hp permanent magnet electric motor uses one-fourth as much energy as an engine running on fossil fuels, and with a fully charged battery pack, has a range of 94 miles and will take the car from 0-60 mph in 10.5 seconds and on to 81 mph.... enough to cover the daily transportation needs of more than 90% of European motorists.

The drive unit is located in rigid areas least prone to be impacted in a crash -- in a reinforced tunnel along the car's center and between its rear wheels in the area usually occupied by the fuel tank. Always concerned with safety, Volvo stresses the batteries are situated outside of the passenger compartment, and away from the car's crumple zones

"We believe in this technology, and our field test aims to demonstrate that electric cars have a considerable market potential," says Paul Gustavsson, Director of Electrification Strategy at Volvo cars. "However, offering an attractive car is not enough. What is also needed initially is a system of subsidies to make the electric cars' expensive battery technology financially viable for the car buyers. We hope that the authorities and the rest of the society will follow Volvo Cars in our 'Drive Towards Zero' - Volvo Cars' journey towards zero emissions."

Now Volvo says the next step is to build 50 electric C30 test cars for use in "real-life traffic" starting in 2011.

STEFAN JACOBY KEYNOTE SPEAKER AT THE 2010 LOS ANGELES AUTO SHOW

Notes taken from at his speech at the LA auto show and questions afterward.
November 18, 2010

Stefan Jacoby, president and chief executive officer of Volvo Cars, said he was positive about the future of a joint venture his company runs in cooperation with China's private automaker Geely. "We are looking for joint cooperation with our sister company Geely. We will have access to the supply base

that the offer was now \$100,000 to the fire department who could bring out the company's secret files.

From the distance, a lone siren was heard as another fire truck came into sight. It was the nearby Swedish rural township volunteer fire company composed mainly of Swedes over the age of 65. To everyone's amazement, that little run-down fire engine roared right past all the newer sleek engines that were parked outside the plant. Without even slowing down it drove straight into the middle of the inferno. Outside, the other firemen watched as the Swedish old timers jumped off right in the middle of the fire and fought it back on all sides. It was a performance and effort never seen before.

Within a short time, the Swedish old timers had extinguished the fire and had saved the secret formulas. The grateful chemical company president announced that for such a superhuman feat he was upping the reward to \$200,000, and walked over to personally thank each of the brave fire fighters.

The local TV news reporter rushed in to capture the event on film, asking their fire chief,

"What are you going to do with all that money?"
"Vell," said Ole Larsen, the 70-year-old fire chief, "Da first thing ve gonna do is fix da brakes on dat focking truck!" ♣

Geely has in China which offers opportunities and we are also looking into opportunities to jointly further develop electrifications of all vehicles," Jacoby said as the keynote speaker unveiling the 2010 Los Angeles Auto Show in Los Angeles Convention Center Wednesday.

Answering questions about the setting up of a joint venture with Geely, Jacoby said that Volvo will not give up its pursuit for unique Scandinavian designs, high standards for "solid quality, reliability and safety." "We would be stupid if we would give up these values."

He mentioned "Being Eaten By The Dragon," an "interesting" article carried in a recent issue of "Economist" concerning Chinese takeovers, saying that he shares the view of Li Shufu, and both of them agreed that "it is essential that Volvo continue to be Volvo, and I'd like to state that Volvo will be even more Volvo than ever before."

Talking about Geely's takeover of Volvo, Jacoby said: "I think we have to get used to this. China is an integrated part of global economy. We produce in China, we export to China, we have to ultimately expect the Chinese investors investing their money in overseas enterprises." Currency fluctuations make it "very difficult and challenging" to sell European-made cars in the United States, Jacoby said. "Our first priority is to extend production to China," he said.

Volvo will make cars according to Chinese consumer's needs, Jacoby said. "If you want to be successful in China, you have to listen to the customers in China, and adopt their cars as well." Volvo is considering setting up as many as three factories in China, with one of them in Chengdu in the southwest, if the Chinese government agrees with the plan. . ♣

SWEDEN GUARANTEES \$521 MILLION LOAN FOR VOLVO CARS

Reuters
Zhejiang Geely, parent of Hong Kong-listed Geely Automobile completed the purchase of Volvo in August, paying \$1.3 billion in cash and issuing Ford a \$200 million note. The deal

was the biggest overseas takeover by a Chinese company in the automotive sector.

STOCKHOLM, - Sweden decided on Wednesday December 22, 2010, to give a state guarantee for a loan worth 3.55 billion crowns (\$521 million) to Volvo Cars, owned by China's Zhejiang Geely Holding Corp, from the European Investment Bank. The government

said in a statement that the EIB loan was aimed at helping Volvo, which was bought by Geely from Ford, to develop competitive, environmentally friendly cars. "At the same time, this builds long-term conditions for Volvo's operations and jobs in Sweden," Economy Minister Maud Olofsson said in a statement. He said the EIB money would be

used for motors, gearboxes and other parts that would cut CO2 emissions across a broad range of Volvo models.

Volvo on Dec. 13 signed a loan agreement with ING Belgium for 198 million euros to fund work at the company's manufacturing plant in Ghent. ♣

SOMETHING DIFFERENT

VOLVO'S VINTAGE V6

Gregg Morris

If you are the lucky owner of a Volvo PRV (Peugot-Renault-Volvo) V6, and you think this article will finally vindicate you and your engine, you would be wrong. I have been trying to think of a good use for these engines, other than keeping boats at anchor and making reams of aluminium foil. It was the picture accompanying this article that gave me the idea. Finally an aesthetic use for the old V6. A wine holder!! Brilliant!!

The V12 wine rack pictured is actually a product of another of Ford's old Premier Auto Group marques, Jaguar. Now this is a pretty engine as used in the last of the E-types but it was plug ugly in the XJS and the XJ sedans. The poor engine was so encased in hoses,

Ed Schram's old wrecking yard. I thought it was a concrete lock-block until I got closer and noticed the 6 cylinder bores. What we have here is a perfect modular wine rack. Stack them 2-high and you've got a V12 wine rack and stack them 3-high and you have a V16. Very exotic.

The obvious beauty of this plan, for the ever-frugal Volvo owner, is that you can buy the V6 blocks for less than the cost of the wine to fill them.

Even if it is two-buck Chuck. ♣

BOOK RECOMMENDATION

Gregg Morris

Bowring's BC

"A Swashbuckling History"

By George Bowring, copyright 1996

This has got nothing whatsoever to do with cars but it has a lot to do with where we live. Well maybe it does have a little to do with cars, in that I love driving the back roads of our Province and knowing the history of the places and roads makes it all the more interesting.

Bowring's BC is an amazingly interesting history book. You think that is an oxymoron? Well not in this case.

George Bowring has written a history of British Columbia, starting from eons before there was a BC and continuing right up to 1996 when the book was written. He has a captivating writing style, recounting history with a dash of wit and a dash of cynicism. He shows you how our province came to be (and the country for that matter) and how easily it could have been drastically different. It is truly amazing that BC exists as we know it.

He pointedly and poignantly describes that in our conceit, we think that history here started with European settlement, but that there were 24 separate first nations here for thousands of years before we arrived and they sure weren't consulted much after we got here. ♣

COCHISE'S STRONGHOLD AND BISBEE ARIZONA,

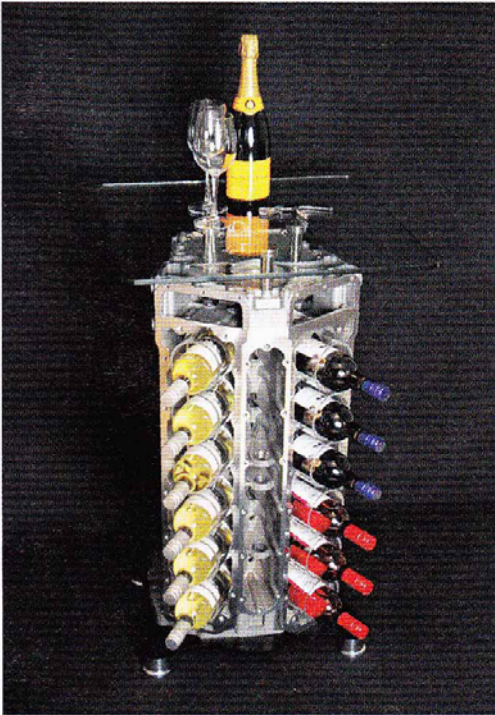
November 21, 2010

Gregg Morris

Rose and I have been lucky enough to spend part of the winter in San Diego, CA this year. There is a thriving Volvo community here and we are taking advantage of their events. Ernie Shack of the Arizona Chapter of Volvo Sports America decided to hold a Volvo meet at the historic mining town of Bisbee, Arizona and we were happy to attend.

You will probably need a little geography lesson. Bisbee, Arizona is about 500 miles east of San Diego and just above the Mexican Border and about 100 miles south of Tucson AZ. This is the original "Cowboys and Indians" country. If you are old enough to remember the cowboy shows of the sixties then the town of Tombstone and the graveyard named Boot Hill will be familiar names. They are real places that still exist and are just north of Bisbee.

The Bisbee meet was scheduled for Saturday Nov 20th and we left a couple of days early to visit our friends (and Volvo Club of British Columbia members) Janet and Rob Schwieger who are spending the winter in the town of Sunsites, about an hour south east of Tucson. The distance from San Diego to Sunsites is about the same as the distance from Vancouver to the north end of Kootenay Lake where the Schwiegers normally live in the artisan community of Grey Creek and operate the famous North Woven Broom company. They winter in Arizona to harvest Manzanita



wiring harnesses, shrouds and modules that it was unrecognizable. If a mechanic ever dropped a socket while working on these engines it would never make it to the ground.

Would you believe that one of our VCBC members has both the Volvo V6 and Jaguars? But I digress. As you can see from the picture, that shiny V12, naked and unashamed, makes an excellent wine bottle holder.

With a little polishing, the Volvo V6 could do even better. For one thing it is very stable. I remember seeing one sitting on the ground in



Rob Schwieger and Gregg Morris in Sunsites Arizona

branches to use as decorative handles for their brooms.

You probably know how long it takes to get from Vancouver to Kootenay lake. Well you can get from San Diego to Sunsites a heck of a lot quicker (8 hours to be exact). The drive east of San Diego is unique compared what we are used to in the mountains and rain forests of BC. As you leave San Diego east on Freeway 8 you travel through foot hills and low dry mountains



Moon over the Chiricahua Mountains

with the road summit at 4500 ft. The hills are covered with giant round brown boulders. You wonder how they got there and why they don't just roll off the hills. Past the mountains you hit the Sonoran Desert some of which is actually at sea level. In the desert the highway is straight and fast with speed limit of 75 mph. Where there is irrigation there are cultivated crops or agricultural feed lots along the route, but most of it is sand and scrub trees with the addition of big Saguaro Cactus as you approach Tucson. You get some pretty strange looks when you are driving a 45 year old Volvo with BC plates, cruising at 80 mph on the desert highway. The typical gas station conversations were "How olds that car" followed by "Ya didn't drive that all the way from Canada did ya?" My answers were usually followed by quizzical looks and the shaking of heads. You cover miles fast in these conditions and you really have to keep an eye on the gas gauge because the distances between gas stops can be large and the tank capacity of a 65 122S isn't.

The Schwiegers are staying near the community of Sunsites right in the desert at the foot of the Dragoon Mountains. We arrived just before sunset, which happens about at about 5:30 pm at this latitude, and we were just in time to see the tan coloured mountains glowing against a deep blue sky. Very beautiful.

Rob and Janet are living right on the desert, but you feel like you are surrounded by mountains because there are 4 small mountain ranges sprouting from the desert within sight of them. The Dragoon mountains are close in the west, the Chiricahua Mountains far off to the east and the Swisshelm and Mule Mountains to the south. With the desert being so flat and the

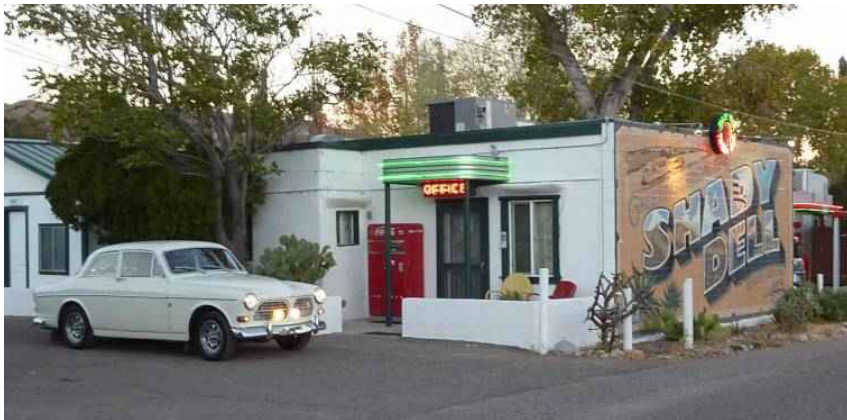


in the day Rob and I did some ignition and fuel injection fiddling on his 72 142E in preparation for Saturday's trip to Bisbee. Rob had trailered the 140 all the way from Kootenay Lake, just so he would have something interesting to drive and play with while they are in Arizona. Makes perfect sense to me. Saturday morning we packed the cars, and Rob and Janet lead the way south then west to Bisbee. The countryside is unique, sort of like a giant Osoyoos, but without the irrigation. The population is small and sagebrush tumbles across the empty secondary highway. We saw lots of hawks, rabbits and even some Road Runners that are cute as hell, but a lot smaller than the Disney cartoon depiction.

Stone and the architecture reflects the affluence of its past. Now the town is a haven for antique shops, restaurants, ancient hotels, the neatest of which is the elegant Copper Queen Hotel.

We enjoyed the sites of the town and looked in the craft and antique stores. In the musty basement of one 4 story antique store I rescued a set of 4 small pictures depicting Toronto, Kingston, and the Rideau Canal in 1841. Totally useless, but for \$4 what the heck. Through the day, we kept an eye out for other old Volvos, but we didn't see anything except a rare rusty old 245. Why rare? Because nothing rusts down here.

In the mid afternoon we met Kurt and Kris



air crystal clear the mountains appears closer than they really are.

This too is historical Cowboy and Indian country. The Apaches owned it until they were finally wiped out by the army. Five minutes east of the Schwiegers is Apache Warrior, Cochise's stronghold, an enclosed mountain valley that was easy for the Apache to defend and contains amazingly intricate rock formations that provided infinite hiding spots if the need arose.

Rob and Janet spent Friday showing us their desert and its small communities and later

Bisbee was an open pit copper mining town in the 1800s and it is situated in the Mule Mountains about an hour south of Sunsites. The terraced open pit of the mine is in the middle of town and the tailings piles greet you as you enter. Sounds horrible, but looks neat as the rocks are red coloured and there is a weird ochre coloured pond at the bottom of the pit. I suspect that swimming in that pond wouldn't be too smart. The old town itself is terraced into the hillside. It definitely has the atmosphere of faded glory. The old buildings are constructed of Wood or Brick or



Stoney who had driven from San Diego in their 244 and were also looking for the rest of the Volvos. Tiring of wandering the streets we headed for the meet location, The Shady Del. This a really neat place. It is a recreation of a 1950s travel trailer park. A young couple runs it as a motel of sorts, where each of the accommodations is a fully restored vintage aluminum travel trailer. All the trailers are 1950s or earlier and all contain period correct interiors and fixtures and even 50s reading material. Kris and Kurt Stoney were staying in

a huge (33 ft) 1957 Airfloat trailer, finished in what looked like gold anodized aluminum. It is identical to a trailer used in one of the Lucy and Desi movies of the day. Very cool.

Also on site is Dot's Diner an authentic metal diner built in the 1950s by the pride of Wichita Kansas, The Valentine Manufacturing Company. This diner was originally purchased by John Hart in 1957 and delivered to the corner of Ventura and Topanga Canyon Boulevard in Los Angeles.

VOLVOS IN MOTORSPORT

ADVENTURES OF A VOLVO GUY IN MEXICO

By Gil Stuart

(Background: Each year since 1988, the Rally Mexico organization has run a 7 day performance rally, La Carrera Panamericana, roughly along the Panamerican Highway route from the south of Mexico to the north. I was fortunate to have participated this year as a service truck driver for a Texas based Ford Fairlane team. Refer to the official website for the event www.lacarrerapanamericana.com.mx for detailed results, photos of race cars and participants, and other information about the rally.)

It is October 23, 2010. Here I sit writing to the readers of the Volvo Club of BC Newsletter in the cramped back seat of a Ford F250 crew cab on Mexico Highway 150D between Oaxaca and Tehuacan. We speed over the beautiful Sierra Madre de Sur heading north on a toll road after a disappointing first day of La Carrera Panamericana 2010, a 7 day international performance rally for pre-1972 cars. I am the service truck driver for a Texas based 1963 Ford Fairlane entry to this event.

The Historic "C" class Ford of Jake Shuttlesworth and Tony Bogovich had gone off the road during the fifth speed stage and suffered major damage to the right side and right front suspension. The car had hit a concrete road marker and some trees and was no longer driveable. The plan is for Jake, Tony and I to go to Queretaro, make repairs and try to get back into the competition on day 3 of the 7 day event.

So, you say, what is a Volvo guy from Nanaimo doing in Mexico and how did he get there? Here's the story:

Having participated in two of these "Mexican Road Races" in the past – 1995 in my 1958 PV444; and 2000 in Nick Woodhouse's Anglia 105E – I always wanted to go back again but never seemed to have the resources. These days, three weeks of time and a 25000 dollar budget are needed in addition to an eligible and suitably prepared car. I couldn't enter with my own rally car again in 2010 so rather than wait until 2011, the compromise was to sign up as a service truck driver and part time mechanic for a crew already entered. A few e-mails and phone calls after deciding to "just do it",

About 4 in the afternoon the Volvos finally arrived. There were 5 cars all 1800 series and all in exceptional condition. They checked in and claimed their trailers and we introduced ourselves and spent a couple of hours wandering between the trailers and talking to the people who had come from Phoenix and Bakersfield. Their late arrival was due to a long drive and a very long lunch in Tombstone. Much better late than never and I very much enjoyed meeting Ernie Shack and his friends.

Jake and Tony agreed to have me on their 1963 Ford Fairlane team.

My plan was to depart from Nanaimo on October 8 and drive my 1967 Volvo 123GT to Jake's home in Troup, Texas. There, I would join he and Tony for final preparation and loading of the truck, trailer and race car; and for the drive to rally start at Tuxtla Gutierrez in the south of Mexico. The itinerary would be: October 16 – cross into Mexico at Nuevo Laredo; October 17 – participate in a car show in the main square of San Miguel de Allende; October 19 – reach Tuxtla Gutierrez for registration and tech inspection; October 21 – undertake qualifying stage at Tuxtla autodrome; October 22 – start the rally from Tuxtla; October 28 – finish the rally in Zacatecas with overnight stops in Oaxaca, Puebla, Queretaro, Morelia, Guadalajara, and



The next morning we all met again over breakfast and then Rose and I left for the long drive west. We stopped in Yuma almost on the Arizona/California border and visited some more BC friends and arrived back to San Diego on Monday. Ernie Shack mentioned that there is a 50 year tribute to the 1800 Series planned for Los Angeles in October 2011 and that should be fun. I will keep you posted on that one. ♣

Aguascalientes. Upon return to Texas after the rally, I would pilot the 123GT back to Nanaimo arriving home approximately November 4. Total driving distance would be 15000 kilometers in 28 days..

For those readers wishing to learn about La Carrera Panamericana and the results for the eight Volvos entered, refer to separate article. Refer also to the official rally website for detailed results, photos and other information: www.lacarrerapanamericana.com.mx

Shortest driving distance from Nanaimo to Troup, Texas is 4000 kilometers. If I could use interstate highways and average 100 km/hr driving daylight hours only, this initial phase of my Mexico adventure would take 4 days. Starting October 8 and following a diagonal route across the USA (through Washington, Oregon, Idaho, Utah, Colorado, New Mexico and Texas), I arrived at Jake's farm near Troup about 4pm October 11,

The 43 year old Volvo 123GT did not miss a beat the entire trip although a few hours were lost in eastern Oregon having a flat tire repaired. The route offered a wide variety of mid-continental USA landscapes. It was quite scenic through Washington, Oregon and Idaho; terrible traffic in Seattle and Salt Lake City though; very scenic south and east of Salt Lake, Utah into Colorado and New Mexico; flat, dry and boring for 1000 kilometers from Albuquerque, New Mexico to Wichita Falls, Texas; green fields, trees and rolling hills the remainder of the distance to Troup in east Texas.

The most exhilarating section was 300 kilometers of mountain roads south of Grand Junction to Durango, Colorado. Don't take this route in winter or if you are in a hurry or afraid of heights. Over 100 kilometers of this road was steep, narrow and twisty with a posted speed of 40 km/hr. Elevations at three passes on the route were 11100, 10900 and 10600 feet respectively. Luckily, traffic was light and there was no snow on the road so I was able to "press on" in rally fashion. Memorable indeed.

Jake Shuttlesworth is the owner and driver of the 1963 Ford Fairlane entry into this year's Panamericana. He was raised and schooled in Troup and is now retired from international assignments in Mexico and South America with Brown and Root. He has farmland in the area where he raises cattle and hay, shelters stray dogs, and keeps a collection of 1960's

Ford cars (some restored, some for parts, and some for future projects). His love of cars and adventurous spirit led him to build and enter a 1963 Ford Galaxy big block into La Carrera and sister rally Chihuahua Express several times since 2006. He wanted something lighter and more nimble than the huge Galaxy so built and entered the Fairlane for 2010. This would be the first event for the newly completed car.

Soon after I drove into Jake's place on October 11, Tony Bogovich arrived from Pennsylvania. Tony is to be co-driver for the Fairlane. He, in fact, built and installed the engine. His business in Pennsylvania is building competition Ford engines and this one, a 302 CI with single 4 barrel Holley, sounds very potent. Tony is a young guy compared to me and Jake; and I wonder if we can keep up with him during the marathon upcoming two weeks in Mexico.

On October 14, everything is loaded and we depart for a ranch near Austin where we will stay with a friend of Jake. The ranch buildings are beautiful and luxurious. We get to stay in the living quarters attached to the barn where the cutting horses are kept. There was unexpected excitement after dinner when the son-in-law took me for a ride across open range in his pickup to chase wild pigs. We continued to Laredo on October 15 where we met up with a number of other American based competitors in this year's Panamericana. Our early arrival in Laredo allowed us to walk into Mexico to obtain tourist visas and car import permits; and, of course, walk back again. There was no problem with this except for the dust, heat and humidity.

Early on October 16, a convoy of 18 Panamericana trucks and trailers with race cars was formed to cross the border into Nuevo Laredo. Although the Mexican army had heavy presence at the border itself, the crossing was quite fast and trouble free. Getting the paperwork done the previous day paid dividends. The convoy was barely out of Nuevo Laredo when a Mexican pick up truck with no brakes ran into the back of one of the

rally car trailers. The only other significant incident on the way to San Miguel de Allende occurred when a Carrera novice filled his gasoline engine truck with diesel fuel by mistake. Our siphon hose was put to work and he was soon back on the road. We all arrived in San Miguel early enough to do some sight seeing and, of course, taste the food and beer.

San Miguel de Allende at 6200 feet above sea level is a fabulous place - a Spanish colonial city of about 100,000 people 10% of whom are American or Canadian. It is famous for its scenic setting, cultural endeavors and beautiful weather (clear skies; not too hot;

or so was treated to conversation, fine food and wine. I could get used to this kind of treatment.

On October 18, the convoy took off for Tuxtla. Happily, we all took the new 168 kilometer toll road (Arco Norte) around Mexico City which comes out near Puebla. What a relief to avoid the mayhem and hassle from police when travelling through that city of 20 million people. Just before Oaxaca, we left the convoy feeling we could make better time travelling by ourselves only to be stopped by a major student protest blocking the main highway through Oaxaca. Thankfully, a



never cold). On October 17, the Panamericana cars were put on display for 5 hours in the main square. Mobs of locals came out to ogle, fingerprint and photograph them. Afterwards, everyone was invited to the new home of one of the racers and this small party of a hundred

motorsport enthusiast on a motorcycle guided us safely around the blockage. The convoy had significant delays when it got to the protest line.

We got to the overnight stop at Tehuantepec quite late and had to settle for tacos and lemonade at a late night street taqueria. We arrived in Tuxtla reasonably early on October 19 and went to the fairgrounds where registration and tech were taking place. Nothing much seemed to be happening so we checked in to our assigned hotel and went straight to the pool.

Tuxtla Gutierrez, in the state of Chiapas, is quite a cosmopolitan city at 16 degrees north latitude and about 5000 feet above sea level. It has modern shopping malls and many English speaking young people. The Crowne Plaza Hotel where we stayed was absolutely first class.

On October 20, Jake and Tony drove the Ford Fairlane down to the fairgrounds and I took the truck. Wow! What a sight. Top notch vintage rally cars and crews from around the world were everywhere jostling for position in the various registration line ups and tech.



My camera was quite busy. And what a surprise to see a 1954 Studebaker painted white with giant red maple leaves. I was quite pleased to meet driver and codriver John and Chris Gregory from Vancouver, BC of all places. The paperwork took all day to complete but, in the end, the Ford Fairlane, service truck, driver, codriver and spare driver (me) were all registered and approved to rally. Next on the schedule at 8pm was the competitor's mandatory meeting with organizers. No rest yet but after the meeting a super dinner at, would you believe it, Applebees.

Next day, October 21, was the qualification speed stage to determine starting positions. Qualifying consisted of five laps at speed around the Tuxtla Autodrome using rally instructions and timing – standing start; flying finish. Jake and Tony did everything right and were assigned 24th starting position for the rally. A good sign!

Friday, October 22 found all the rally cars and crews down at the big arch on main street in Tuxtla for an 8am start. Apparently, the locals came out in the tens of thousands to watch as the cars were started at 30 second intervals. Me and the other service truck drivers didn't get to see the start since we took off from Tuxtla at 6am to get ahead of the rally in order to set up for the first service at Tehuantepec. The first car was due at service at 1130am and it was going to take us four hours to get there.

I was about 40 kilometers from Tehuantepec when my cell phone rang. It was Tony with the sad news they had gone off the road in the final stage before service and damaged the car too badly to proceed. A tow truck was picking them up and they would meet me in Tehuantepec.

With great excitement and some sadness, I watched all the rally cars come and go from the service area in Tehuantepec. Some were damaged already and continued on; others were being towed or carried on trailers unable to continue on their own. It must have been pretty exciting on the road over those 100 kilometers or so of speed stages. About 2:30 pm, the tow truck carrying the forlorn Ford Fairlane and its two dejected crew members arrived. The right front wheel and suspension

were mangled. The fiberglass hood was smashed, the right headlight and bezel were broken, the entire lower right side bodywork was crushed inward, the roof above the passenger door was dented, the rear wheel was bent, and the entire car was full of Mexican flora. After the Ford was gingerly transferred to our trailer, we immediately took off towards Oaxaca about 6 driving hours away. We arrived Oaxaca quite late coming across the same protest barricades and consequent traffic jams encountered on the way south. The hotel was eventually found using a taxi as a guide and our beds were found very soon after.

Overnight, the decision was made to go directly to Queretaro (day 3 overnight stop for the rally) bypassing Puebla (day 2 overnight stop) to undertake repairs. The distance is about 800 kilometers so the drive will take most of the day. Queretaro is a modern city with many automotive suppliers and competent repair shops concentrated in a central area.



And so here I am on October 23 writing this in the cramped back seat of a Ford F250 crew cab on Mexican Highway 150D between Oaxaca and Tehuacan.

Prologue:

We made good time towards Queretaro. Just before the Arco Norte bypass around Mexico City, a gas and nibbles stop at one of the numerous Pemex stations was needed. Tony was resting in the cramped back seat of the crew cab and stated he didn't need anything when Jake and I climbed out to gas up and get some food. When we got back in the truck, we started concentrating on the toll booth coming up and the exit to Arco Norte immediately afterwards. After a few kilometers, in the line up for the toll booth, Jake's cell phone rang.

He looked at the screen and said "It's Tony's phone. He must be resting on the send button." At which point, we turned around to find Tony not in the back. My goodness; we had left him behind. Since it was going to be a tremendous hassle and a long distance to make two u-turns on this 8 lane free way and go back for him, it was agreed Tony should catch a taxi and we would wait for the taxi just past the toll booth. Sure enough, they came along about 10 minutes later and we carried on. It could have been disastrous without cell phones.

Everything was closed by time we reached Queretaro; and the next day, October 24, was Sunday. We tried all day to find repair parts for the front suspension and/or someone to do welding repairs. There was no success although we did establish some contacts for Monday. Sunday was used to bang out the body work, repair the fiberglass, clean the flora out of the car and fix the headlight. We disassembled as much as we dared since the car was still on the trailer in the hotel parking lot.

The right side leaf springs were found to be pushed back so repair parts for that had to be found on Monday also. The big item, though, was the right front lower control arm which was totally mangled, bent, cracked in two places and thought to be unrepairable.

The rally cars were due at the Queretaro Autodrome at about 4:45pm so we caught a taxi out to the track to watch them come in and compete. While there, we got another possible source for a lower control arm from participants in an associated car

show.

Monday October 25 was rally day 4. Our best chance was to undertake the repairs Monday and get back into the rally on day 5 which was to start in Morelia about 250 kilometers away. Downtown at the supply stores early Monday, we determined there was no possibility to get replacement parts in time to do us any good. None were available locally and had to be brought in requiring a few days. One of the contact names led us to a competent repair shop which accepted the assignment to straighten and weld the mangled lower control arm and provide other needed parts before 4pm. This the shop did using a photo of a good control arm as a sample. While the control arm repair was in progress, we fixed the leaf springs and got everything ready for delivery

of the front suspension stuff. Delivery was only half hour late and the technician pitched in to help with assembly including doing a front end alignment. After assembly, Tony took the car out for a test drive and proclaimed it satisfactory. We headed for Morelia arriving at the hotel about 10pm.

Jake and Tony successfully completed all the stages on rally days 5, 6 and 7 and were reported as finishing 85th overall out of 120 entrants. Each day, I uneventfully trundled the truck and trailer to the service stops; to the

TECHNICAL TIPS

THEM'S THE BRAKES!

Bob Cuthill, Island Director

Volvo is famous for safety features. And as models have evolved over the years, more

overnight stops at Guadalajara and Aguascalientes; and to the finish at Zacatecas.

Zacatecas is a beautiful Spanish colonial city at an elevation of about 7200 feet. It is famous for its silver mine established in 1586, for its mountain to mountain cable car, and for its wonderful hotel Camino Real built around an old bull ring. Tourists are treated to a parade through the narrow streets every evening led by a donkey, a brass band and guides carrying back packs filled with tequila

(given free to those who participate in the parade). A good time is had by all.

After sightseeing in Zacatecas for a day, we headed first to the border (used Columbia crossing and had no problems); stayed overnight in San Antonio; then Dallas to drop Tony off at the airport; then Troup. I retraced my route to Canada with the 123GT (except I went through Moab, Utah rather than Durango, Colorado) arriving home in Nanaimo Nov 4.

The 43 year old Volvo 123GT never missed a beat; I was tired but happy.♣

visible to the rear and not blocking any of my view to the rear. Hmmmmmm. The unit I bought has the two plastic end mounting brackets glued on to the clear tube that holds the LEDs.

So I can't adjust the angle between the bracket and the LEDs and it wont glue on the sloped rear window with the LEDs facing directly aft. More hmmm. Then I saw the light (again). I fashioned two small brass tabs that fastened to the mounting tabs with small machine screws (from my shop miscellaneous bin). Bent to the proper angle they slide up into the sealant under the rubber which holds the rear window in. A small lip on the end hooks over the edge of the glass inside the rubber seal. The power and ground wire set

are easily pushed up under the rood liner and over to the corner where they pass behind some interior trim and down into the trunk. From there, after checking out the wiring diagram, it is easy to find the wire junctions where I can identify the power to the brake lights and a good ground.

TA DA! One bright beautiful brake light. It's small enough it doesn't obstruct my view out the rear window. It's bright enough it can easily be seen in bright daylight. And it's high enough you can't miss it even if you are so close you can't see my regular brake lights. And all this for less than 20 bucks and about an hour's work to install. ♣

KERMIT , A GREEN VOLVO 144 AND SUNDAY DINNER

John Cripps

Here's a story about the importance of keeping focused on the task at hand. Some years I set out to tune up my son's car Kermit, a green Volvo 144 that he was driving to and from Kwantlen College in Langley. He had mentioned it was becoming harder to start on cold mornings.

It was 4:30 PM and my good wife Celine reminded me that the Sunday dinner of roast beef and all the trimmings was at 6:00 PM, which meant don't even think about being a

minute late. I thought no problem; I had an hour and a half to tune up Kermit. This should be a piece of cake.

I quickly lifted the hood, popped off the distributor cap from the B20 engine and adjusted the point gap with screwdriver and my eye. I thought the points had probably worn to being out of adjustment and the cause of hard starting. For good measure I also replaced the spark plug leads and coil wire. I snapped the distributor cap back in place and fired up the engine. Time for a test drive! I turned the steering wheel hard to point the car towards the driveway for a test drive and suddenly the engine quit. It wouldn't start again.

I lifted the hood again and saw the distributor cap had been tugged partly off the distributor by the coil wire which had been snagged by the steering column offset breakaway joint. Like two forks interlocked with each other the overly long new coil lead had entwined like a spaghetti noodle with this steering joint and jerked the distributor cap. The distributor rotor tip had carved a groove around the inside of the cap. Damn I scowled as I was looking at my watch, but I still had time to fix Kermit before the roast was ready.

I went over to a spare engine and swiped the rotor and cap. With these installed the engine fired up and I went for test drive keeping an eye on the time of course. Well, the engine would hesitate now and then so I thought it was probably shavings of the plastic cap fouling the points. I got the shop vac out and sucked up the plastic bits. While in the trance with the magic of a vacuum hose I looked up at the firewall and noticed the linkage junction of the choke cables. The set screw holding the single choke cable from the dashboard was loose and the cable had gradually slipped over time so the carb chokes were not being pulled at all. I secured the choke cable screw quickly, got the distributor cap back in place, and rerouted the long noodle like coil wire and all was good in the world... I was rewarded with a purring engine.

I quickly looked at my watch....only two minutes, just enough time to wash my hands and scoot over to the dinner table. So a piece of advice to fellow shade tree mechanics: start your projects well before any critical deadlines such as Sunday dinner, and keep your mind clear from thoughts of juicy roast beef when



and more features are added or improved. So I thought I'd try and incorporate one of the newer features into my older 1961 P1800.

A little while ago, while shopping for some unrelated electrical items at my favourite local electrical supply shop, I noticed a display of LED light bars. They came in a variety of attractive colours and sizes but the one that really caught my eye was the ten inch red one. Sort of reminded me of the third brake light on the wife's 94 850.

I had been thinking about how to add a third brake light to my P1900 for a while now. The brake lights on the 1800 were adequate in their day but the whole car is quite low and sometimes hard to see. I know from experience having been rear ended three times! I'd been watching other cars and had seen a few I thought I might be able to adapt. But most were externally mounted and would have necessitated drilling some holes in the roof and I really didn't want to go that route. Then I saw the LED light bar and I saw the light (so to speak).

The unit cost about \$16 plus another \$2.50 for a longer power cord that just plugged into the one attached to the light. The next problem to solve was how and where to mount it. I want it as high as possible, inside the car,

you're trying to diagnose an engine problem.

DOT 5 SILICONE VS DOT 4 BRAKE FLUID**

Gregg Morris

Gary Ramstad, head of the Puget Sound VSA chapter, posed a question to me, Jim MacIndoe head of the San Diego Volvo Club and Mike Maur a knowledgeable Volvo mechanic in Lake Chelan, Washington. Here is what Gary asked and the responses he received.

Dear Gregg and Jim in Sunny warm San Diego and Mike in Sunny cold Lake Chelan,

I am restoring two 1967 Volvos at once in my Volvo garage this Fall/Winter, specifically my 122S and 1800S. I am replacing all Master brake cylinders and repairing clutch slave cylinders, rebuilding the front brake callipers, and replacing the rear wheel cylinders and shoes. The question is, should I switch over to silicone (DOT 5) brake fluid at this time? What have you Volvo mechanics done in the past for all your classic Volvos? I get tired of changing brake fluid every two years. I now use Castrol LMA brake fluid. Please reply with some help and suggestions.

Mike Maur replied.

The Dec. 2010 issue of hot rod magazine has an excellent article on brake fluid in the pit stop section of the mag.[Brake fluid compared]. My opinion is leave the silicone (DOT 5) fluid for the people who don't DRIVE the cars & put high quality Castrol (DOT 4) brake fluid in both the clutch & brake fluid masters. I personally use DOT 5.1 in all places for it's higher boiling point, but that 's just me. I repeat DOT 5 [silicone] is FOR TRAILER QUEENS ONLY! The article explains the reasoning, but the opinion is mine only, born of years of experience with the various kinds of fluid.

Gregg Morris replied:

I agree with Mike except for the clutch fluid. I have found silicone works vey well in the clutch hydraulics. It doesn't accept water and the aluminum master and slave cylinders don't form that white yuck and consequently the slaves don't start leaking nearly as quickly. You could probably achieve the same with ordinary brake fluid if you bled the clutch hydraulics every 6 months, but who does that???, and why bother.

Jim MacIndoe, thinking ahead suggests:

I have been advised to use dot 5 for the clutch but keep to the original dot 4 in the brakes. I just went through the whole brake thing and slave cylinder for my 1967 1800s. If you are doing all that work replace the brake hoses. They break down from the inside. I had a problem getting fluid to the rear brakes and it turned out to be a hose. When it comes to brakes you never want to travel nonstop!!

Gary's reply:

Thanks from the 1967 Volvo restorer in cold wet Seattle. I found and read the Hot Rod Magazine article in the very rear of the 12/10 magazine. I am replacing both the front disc brakes rubber hoses, but I forgot about replacing the single rear rubber brake hose. I think the reason my 122S rear brakes never worked correctly is the center brake hose is probably defective and I will replace when it warms up here in frozen Seattle. The part number is the same as front 544 drum hoses and center rear and the same for a 122 as part #87695, Skandix #1000807.*

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CLUB DIRECTORS: Chris Ainscough, John Cripps, Bob Cuthill, Dave McAree, Gregg Morris

MEMBERSHIP FEES: Annual fee: \$20 From July 1 to June 30 each year, non-prorated.

TO JOIN: Send \$20 cheque payable to V.C.B.C, with your name address, telephone #., E-Mail & the year model and colour of your Volvos to the club address noted on page 1 of the newsletter. Membership application form is printable from club website, www.volvoclubofbc.com

CLUB BENEFITS: membership list, newsletters, club decal, membership card entitling members to savings from companies on our discount list.

CLUB CLOTHES: T shirts \$15, golf shirts \$25, Sweat Shirts \$30, Hoodies \$35, Jean Shirts \$35, fleece vests \$40, Ball Caps \$15

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