



THE VOLVO CLUB OF B.C.

SEPTEMBER 2014

29 Bedingfield St., Port Moody, B.C., V3H 3N2

Gregg Morris at Tel: 604 469-1216

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Annual membership fee \$20, To join: Call or write Gregg Morris. See above.
or view our Website www.volvoclubofbc.com



V.C.B.C. is the

B.C. Chapter of Volvo Sports America

1800 Register

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

Email: membership@vsa.org Annual membership fee US\$35 Website www.vsa.org

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

SEPTEMBER 14, 2014, SUNDAY. COURTENAY CRUISE Rendezvous at 09:30 at Simms Millennium Park, south side of 5th Street and adjacent to the Courtenay Car Centre. Departure around 10 for a cruise of local roads and lunch at a local eatery. Contact Bob Cuthill lbcuthill@shaw.ca or 250-658-0126.

SEPTEMBER 27, 2014, (SATURDAY) V.C.B.C. 23rd ANNUAL CATES PARK PICNIC Rain or Shine, 4141 Dollarton Highway, North Vancouver, B.C. from 9:30 am to 4:00 pm. Bring a picnic lunch, shine up the Volvo and bring the family. As usual, there will be lots of raffle prizes. Of course there will be dash plaques and trophies for the Peoples Choice, Runner Up & Modified. 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**

OCTOBER 12, 2014 (Sunday) ISLAND FALL COLOURS RUN, meet 0930 leave 10:00, Tim Hortons on Millstream Rd just north of the Trans Canada (Langford), A casual drive to enjoy the fall colours followed by lunch at a mystery destination. Bob Cuthill lbcuthill@shaw.ca or 250 658-0126.

NOVEMBER, 2014 VCBC TECHNICAL SESSION Date, Time, Subject and Location to be announced. Watch VCBC website or contact John Cripps **604-466-9110**.

JANUARY 14, 2015 (Wednesday) VOLVO CLUB WINTER SUPPER, The supper 7:00 pm at the New Westminster Spaghetti Factory located at 50 - 8th St., just up from the Sky Train Station, call **Dave McAree 604-530-6097**

VANCOUVER ISLAND EVENTS: Monitor www.volvoclubofbc.com for dates as they are confirmed or call , Bob Cuthill 250-658-0126

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

REPORT OF PAST EVENTS

THE SPRING THAW DRIVE

April, 2014

Carl Selden

The Spring Thaw begins each spring as you anticipate the start of another season of driving your antique car.

Classic Car Adventures was started about five years ago by David Hord and Warwick Patterson of Squamish, B.C. They plan three weekend drives within BC each year. The three day Spring Thaw at the end of April is the largest attended event. The event starts in Squamish or Hope on alternate years and ends in the opposite destination from the start. Routes and destination are given out at the start of the Rally. Rally instructions guide you to seldom travelled but interesting roads. Count on five to six hours of driving each day, maybe more if you get lost along the way.

Nigel Mathews of Hagerty organizes a tow vehicle to assist unfortunate vehicle owners in event of mechanical issues enroute. Starting in 2013 Hagerty Collector Car Insurance joined as

major event sponsor and offers their Road Assistance Insurance package to participants for the Rally.

This year began with 75 registered cars, most falling within the pre-1979 vintage; note 'began' as not all cars make it to the end. This year two cars were forced to drop out with mechanical issues, naturally one was of English origin.

The start of the Rally is always a feast for car lovers, with cars of every make, year and origin being represented; some of which are very rare and expensive. This year a 1934 Aston Martin MKII was in attendance. This car, as well as some others, were open and since there was snow and rain at some time during every day of the event, you will appreciate the love of motoring participants bring to the event.

This year three Volvos and three Saab's participated so Swedish interests were well represented. One Saab owner drove 4 days from California to attend the event in his 1968 Saab 96 DeLux. Another Saab owner from

Washington has attended the event each year since the start in his 1966 Monte Carlo 850.

I drove the Rally in 2011 with my 73 1800ES and again this year with my 68 1800S.

I have registered for other years, but have been forced to withdraw due to schedule conflicts with work or family events.

I purchased the 1800S in the fall of 2013 and spent the winter and spring replacing parts getting it ready for the road test of the rally. When I bought the car the battery was dead, so that was the first thing replaced to get it home. On the way home the generator light came on, so that was an indication that electrical work was required. Naturally the brakes were a bit suspect, as the car had been sitting awhile. Closer inspection there revealed leaking rear cylinders, shoes contaminated with brake fluid and front caliper that had broken bleed screws. The tires looked new, but of course they were old.

By the time I was ready for the rally I had replaced the generator with an alternator, new

**CARL SELDENS 1800S
SPRING THAW**



the sixth stop light turn right where the signs say this way to Port Renfrew. Stay on this road and enjoy the scenery. If you end up in salt water you have driven off the pier just past the Port Renfrew Pub and Hotel where we were to have lunch. Fortunately, after about an hour and a half drive, all ten cars were safely parked in the hotel parking lot.

After a leisurely lunch and some sparkling conversation there were two options for the afternoon. The date and time for the drive had been chosen so that in the afternoon the tide would be going out at Botanical Beach where those so interested could check out the local fauna in the tide pools. Option two was a drive on the back roads back to Victoria. It used to be 50 kilometers (30 miles) of unpaved and risky logging road to Honeymoon Bay where the route became a paved provincial road to Duncan and south to Victoria. However, now the

brake cylinders and shoes on the rear, new calipers on the front, a new brake line, a new fuel pump and filter, new fuel lines, new oil pressure line, new master clutch cylinder, slave cylinder and hose, new tires, new fluids in engine, transmission and differential and new water pump and thermostat and coolant.

Not an insignificant expense in time and parts but well worth it. The car ran great during the rally with most of the time spent running 5000 rpm in 3rd, 4th and overdrive. One thing that I should have done prior to the rally was replace the seat webbings; it would have allowed me to see over the steering wheel.

ISLAND RUN TO RENFREW

June 8, 2014

Bob Cuthill, VCBC Island Director

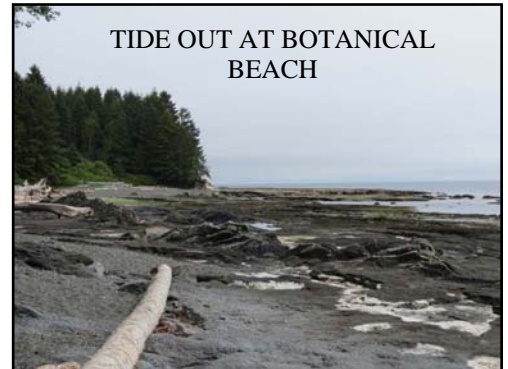
Instead of a spring Mystery Tour we brought back an oldie but a goodie. It has been a while since we took a drive out to Port Renfrew on the west coast of Vancouver Island. Back then the road, although paved, was a bit

of a challenge. Yes it was paved, but it was more like a paved logging road. There were relatively good sections but a number of stretches with frost heave and pot holes that could do a car a lot of harm. And where creeks and small rivers ran down to the shoreline, the road took some diving turns down steep grades and surprising one lane bridges which would pop out on blind corners at the bottom of the gully. But that was a number of years ago. A lot of the bumps have been smoothed out and all but one of the deep valley one lane bridges have been replaced with new elevated, wide concrete structures that hide the true nature of the valley below.

We congregated at our regular watering hole, the Tim Horton's coffee shop just north of the highway in Langford. A very good turnout this year, ten cars and twenty people. At the pre-start drivers meeting there were no printed handouts as the route was very simple. Head south down the road outside the parking lot, at

road is paved all the way and safe to take our classic cars cruising. The choice was split about even and seeing as how Lucy and I had checked out the newly paved back road three weeks earlier during a route recce, we elected to drive out to the parking lot and take the 15

**TIDE OUT AT BOTANICAL
BEACH**



minute stroll through the woods down to the beach.

All in all a successful day for the Island Volvophiles, fun driving, good lunch, sparkling conversation and terrific BC scenery. What more could we ask for.

SPRING DRIVE TO TACOMA, WA

June 14,15, 2014

Chris Ainscough

We had a great trip to Tacoma under the sponsorship of PSVCOA in May. The contingent was made up mostly of our American hosts and a sprinkling of Canadian members. The Canadians (except for Don and Sue and Bert and Cathy) met at the Alderwood Best Western on Friday afternoon for a bit of pre event shopping, dinner, gas and a Stanley Cup final game. Come Saturday morning we had a hotel breakfast and were off to rendezvous at



ISLAND RUN TO RENFREW



LEMAY MUSEUM, TACOMA

9:00 AM Saturday off the 405 somewhere with our hosts and guides.

We were given map packages in a commuter parking lot by Joe Galant and Steve Yarbrough before heading further south on side roads back roads and a secondary highway. We stopped for coffee, more yakking and a pee at a commercial farm where Dick Libby demonstrated an electrical device which was emblazoned with beavers, a couple of red maple leaves and a made in Canada decal. It led me to believe that Dick thinks that Canadians are simple, like miscasts from Deliverance. Actually he just likes to “take the mickey”.

A bit further south we ended up on a highway 18 that was closed for weekend repairs which put 4 lanes edging back north on the I-5 off ramp parking lot for a stretch until we could do a 180 and resume our southerly course towards the Lemay Museum, home of the largest private car collection in the US of A.

Getting off the I-5 proved about as time consuming as getting onto it. Our exit was right at the Tacoma Dome and our visit coincided with a huge graduation service for what I assume was the entire Senior High School system of Tacoma. The Le May Auto Museum building is a gigantic, cavernous hyperbolic laminated wood beam structure sheathed in plywood and fully fenestrated on both ends like an irregular quonset building. It is a monster.

Once we arrived at the museum entrance we were directed away from the common parking to

a place of honour. I felt particularly special backing into my spot in a silver, 2005 Mazda 3, automatic with stock mags where everyone entering would be able to coo over the assembly of Volvos and oh yes...our Japanese freak. Before we were able to exit our vehicles they placed “English-car-oil-catching-boxes” beneath our cars lest we stain the concrete.

Now here is where it got really good. Steve and Joe had arranged for two of the museums volunteers to be our group guides. We had a quick lunch on the mezzanine which overlooked the “Car of the Month, Mustang. And there were all kinds of them. Then we met our man Bob, owner of a dark green 67 Mustang fastback (see Bullitt...see Steve McQueen...) which was featured in the Mustang grouping below us. Bob is a museum volunteer and he introduced himself as a docent, which is the designation of an expert museum guide, and that he was. After a quick overview we peeled off from our other half and went to the basement and then worked our way back to the top.

They purposely mix cars, motorcycles, memorabilia, posters, photographs and assorted garage stuff so you are not able to go see for instance, all the Fords tightly displayed cheek to jowl. The way they have laid it out encourages visitors (forces you) to look at all the cars, like for instance the brass cars, even if you do not like the brass cars. (Brass cars do not turn my crank in case you missed it...pun here is accidental...). The exceptions were groups of motorcycles, electric cars, steam cars and the tiny collection of English motors. Otherwise, it proved to be interesting to see a bullet nose Studebaker displayed next to a thirties Chevy Businessman’s Coup next to a rat rod next to say a brass car and it made for some scintillating conversation and tid bits from the group.

There are 5 levels which are gently inclined walkways from the top of the structure to bottom and the lane is wide enough so it is easy to pass a group or be a group without blocking another viewer. My favourites were a navy blue 64 Pontiac GTO with a white interior, white convertible top and red wall tires which was parked in line, trunk to hood with a 1963 buttercup yellow Buick Riviera with a white interior. Write this article next time and you can choose your favourites.

We headed to the hotel afterwards where some rested and some went to the host suite at about 4:30 to socialize. The lovely and talented Bert Sherlock avec Cathy produced a beautiful tray of antipasti to go with the rest of the fixings and beverages. By 6:30 we were at our pub/restaurant, BJ’s, tabled up and continuing the festivities which included a huge choice of draft and craft beers and an extensive menu. It was a very nice venue with great selections and we were not rushed at all. It was the best BJ I have ever been in and Bert agreed.

Back at the hotel, most people disappeared to their rooms and rose on Sunday morning to a lobby breakfast before heading off to the Griot’s Garage for a 10:00 AM demonstration of detailing products. Of equal interest to me was a collection of open wheeled sixties formula cars from Lotus, Porsche, McLaren and two very gorgeous 63 and 64 race Cobras all dented, scraped and authentic.

Our technician demonstrated paint revival on an 850 hood and it was quite amazing to see how it brought life back to a peeling clear coat. We also saw how old glass can be revived when it produces halos at night as the headlights of on-coming cars scatters like a spectrum. In fact I bought the window kit and clayed, then cleaned and sealed our Mazda windshield which is old but intact when I got home and it worked amazingly well.

After Griot’s we made our way back over town to the Glass Museum where we had lunch and walked the galleries looking at glass art and other art as well. There was also a viewing gallery where students and visiting artists were busy demonstrating glass blowing techniques which was fascinating. By about 2:00PM most of us hit the parking lot and headed to our garages and parking places all over the North West. So thank you PSVCOA, Steve Yarbrough and Joe Galant for a well planned and full weekend.

SCANDO MIDSUMMER FESTIVAL 2014
Chris Ainscough

Here we were once more at our fourth appearance of the VCBC at the Scandinavian Midsummer Festival. Once again it was a lot of fun and the food and festivities were consistently very good. The event is sponsored by four Scandinavian countries who share the Scandinavian Cultural Centre, a facility off of Kensington Avenue in Burnaby. The four “houses” are Finland, Sweden, Norway and Denmark.

Myself, I look forward to a regime which starts with getting the club gear to the site on the Friday night, checking in with the Viking Village People (VVP) who look after our stuff and keep an eye on any cars that are left over night. The site is very expansive and has a large community building at the top of the lot with a generous covered main stage. We set up at the opposite end beside the Viking Village. On either side of the grassy infield are continuous tents where each of the four houses display and sell anything and everything from Scandinavia.

The VVP reward was the first VCBC offering Saturday morning which was Tim Bits and coffee. The villagers descended on our table with great appreciation and I must admit it is a bit strange seeing an animal horn thrust under the



SPRING DRIVE

80 cup coffee urn and then copious amounts of cream and sugar added and everyone goes away all friendly like.

Friday night Fred deBoer brought in his freshly painted and recently finished 1963 544 in that beautiful medium blue grey with ALL the chrome redone. That car sparkles. Fred left it for the whole weekend and reappeared mid afternoon on Sunday to reclaim it. His 544 got a lot of looks and comments. Fred and his son Thomas did a great job in the restorations and looked after all the details right down to new door latches and bits that Fred imported from here and there.

The VCBC members arrived early and we set up the tent and positioned the cars in a fan in front of the table and banner. Fred's 544 was there from the night before, Gregg Morris arrived in his 122 S wagon, Bert Sherlock brought his 122 S, Ernie Hildebrant drove in from Chilliwack in his 544, Car Selden was there with his

ries and whipped cream for four bucks. Great balance, however waffles cry out for bacon.

The main gates opened at 10 and there was a full day of entertainment on the main stage as the crowds trickled in all day long. Around noon I loaded up on Finnish meatballs, salad and potatoes followed by a Carlsberg in the beer gardens. Then at 12:30PM the four national anthems were played and an assortment of dignitaries, RCMP in reds, and people in traditional costumes paraded through the infield with the flower festooned midsummer pole. The pole was raised and the music and entertainment continued for the rest of the day.

The entertainment varied from traditional folk music and dancing to the country rock offerings of Faith Naruda. The Beagles closed the Saturday show with a campfire sing-fest that went to midnight. My pick for Saturday was the West Vancouver Concert band which played a long set of Cole Porter and Duke Ellington tunes and the Sunday wife carrying contest at 2:00PM which was won by the ice cream cart girl and her carrier. The prize...her weight in beer.

Although the event is formulaic, it has to be, what is of interest to many of us is the people who come by our table and often talk about the cars they owned or their parents owned many years ago. All weekend long people wandered through the vendors tents on either side of the field then past our display of cars at the east end of the infield.

On the Sunday I came back to the tent and sitting in my chair was a distinguished looking gentleman who introduced himself as Bernie Cramer. It was hot and he was enjoying some coffee and talking with Gregg. Bernie motioned with his cane to Gregg and said with a twinkle in his eye, "He told me I could have your chair. I like the colour, I think I'll keep it."

And so it started, more than an hour of witty recollections by a man who had emigrated from Halderslev, Denmark in 1953. Other than owning a V70 for a short while there was no connection with Volvos. Instead there was an interesting life with work, motorcycles, motorcycle racing but not really anything Volvoish. They owned an Opel Olympic sedan which the Germans confiscated during the war. Bernie said his family owned mostly Opels, assorted American cars including Pontiacs with Michelin tires of all things.

Bernie finished high school at 17 and his dad asked him what he was going to do. Bernie had no answer so his dad told him he was going to be a machinist. And so it went. In those days you grabbed your knapsack and went off looking for work as a "journeyman". Bernie did that and ended up in Canada working at Paragon Woodworks, a shop owned by his uncle. His entire family ended up in Canada and

Bernie went to work at Woodfibre near Squamish where he became an instrument mechanic until 1956 where he annoyed them enough and they had a parting of the ways. Bernie wanted to set up his own business but in those days a tradesman did not own their own tools so he went to work in his father's furniture factory after one of the key employees quit.

Then he went to work for Hayes Truck for a few years as a machinist/mechanic. Around 1962 he worked for British Ropes in Vancouver for a few years where he set up winder machinery for the manufacture of wire ropes. The machinist trade led Bernie along a path of adaptation and it took him to what he really loved doing, racing motorcycles.

In the early sixties he began racing at Westwood on an Austrain Puch 250 (pronounced... "POOK"). He raced nothing bigger because he modified the 2 cycle, split single engine with 2 cylinders and 2 connecting rods which piggy backed. It produced the same torque as a royal Enfield 700. Another feature of the Puch is that the engine thrust rotation was backwards, not forward like other conventional bikes of the time so it kept the front wheel on the ground, improving traction. Bernie was able to out-corner the larger heavier bikes of the time, annoying them like he did at Woodfibre and he never placed lower than second in his class between 1960 and 1967.

From 1967 to 1977 Bernie managed British Motorcycles on Fraser and 24th Street next to the Little Dipper Cake Mix factory. They originally sold British Bikes then switched to Yamaha and finally to Honda. He said the original 750 Honda was a stunning motorcycle which left the British designs in the dust in more than one way.

The Brits kept offering black motorcycles which Bernie would tart-up by having the gas tanks painted bright colours and then they would sell. The bread and butter for Bernie was the fact that BSA's needed a lot of repairs and had idiosyncrasies like a side bearing which consistently failed until he made bushings from a specially hardened alloy which outlasted factory.

Bernie has a soft spot for the 750 Norton Commando S with a race cam. They sold about 300 Nortons between Alberta and BC in his time. He prepared Nortons for racing at Westwood and one was clocked at 139 MPH in stock trim. They would break in a new bike by riding it back and forth between Vancouver and the border for 2 consecutive days and had assembled a good technical mechanical team.

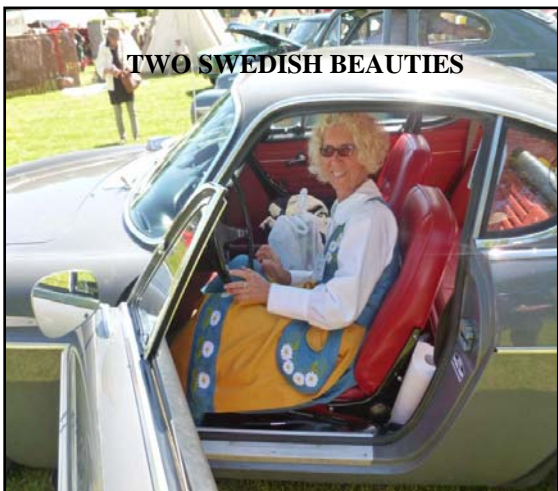
One of the riders was John McDougall who raced one of their prepared Norton Commando S bikes at Daytona. John took one of the new hydroelastic suspension Norton's through its paces at Westwood and broke the lap record for production bikes in it's class. They played with timing and modified cam followers which allowed valves to open earlier and close later, producing more power.

Bernie retired in 1977 and dabbled with a bit of this and that. He continues to annoy his wife of forever, Ruth, and now builds model sail boats in his work shop behind the house. And that is



1800S and I had my 122 S. Later, one of the volunteers asked if he could park his 1967 aqua blue green Mustang at the end of the row which he did. The Sunday line up was a bit shorter. No doubt about it, Fred deBoer's 544 was the belle of the ball.

After the Club Horton's offerings were laid out, the tents set up, the cars arranged, my first stop was the Norwegian waffle tent where the ladies were cranking out fresh waffles, strawber-



why the Scandinavian Midsummer Festival is so interesting, people like Bernie Cramer.

ISLAND SHOW AND SHINE

July 13, 2014

Bob Cuthill

When I started making up the posters for this year's Show-N-Shine I could hardly believe this was number 12! That was back in May and now the summer is half over. Sure wish I could slow down the clock a bit. But the weather and the people who showed up more than compensated. I hate to say it was a typical Island day, but blue skies, sunshine and temperatures in the high twenties Celsius made for an absolutely perfect day for shiny cars and suntans.

First to arrive were Al and Audrey Larmom in a cream 83 245. I just about didn't recognize them as Al is usually driving his con-course ready grey 164. But this year he had sold it to new members Neil and Ruth McAllister who were not far behind. From just down the road, Chris and Jenny Wignall brought a bright orange 142 and a white 850T wagon. Lucy Cuthill's cherry red car represented the 850 sedans. Peter Sparsne had the newest vehicle – a bright red 2005 S40T. Bill and Jerry-Lyn were down from Nanaimo in the pristine dark blue S90 and Olaf Malmberg caught the early ferry from the mainland to join us in his 544. Michael and Brenda Kelly made the scene in their all original 70 144 while Mark Pacey and dad Ron brought a 2005 S60R with a dark paint scheme that seemed to change from purple to blue to black depending on the angle of view. Gordon Murray and Colin MacLock got to compare notes on their matching dark green 123GTs. The 1800 group were represented by Peter and Pavla Landsman's yellow ES, yours truly's 61 P1800 and Steve Sakyama's white 1800 work in progress. And not to be forgotten, the oldest vehicle on display was a 1959 blue and white Duet driven by Lars Junker and Jennifer.

Following some impromptu tech sessions under raised hoods we settled down to our picnic lunches and making the rounds to fill out ballots for the people's choice award. I think almost every car got a door prize of one kind or another. Thanks to this year's donors, Michael Kelly, Olaf Malmberg, Peter Landsman and of course, VCBC. A special award went to our hosts Bjorn Olsson and Kjellaug Eike. A framed and matted set of photos of our hosts with their Volvos was presented in appreciation of their support for the club over the past ten years and for letting us use the front lawn of what we now affectionately call "The Olsson Estate" for our con-course. Following a short break while ballots were counted the People's Choice award, by a wide margin this year, went to the Duet and Lars Junker.

It was hard to start packing things up and getting ready to head home with all that sunshine still left. But all good things surely must come to an end. I think we came very close to having too much fun.



ISLAND SHOW AND SHINE

CRUISE TO CULTUS LAKE AND PICNIC

July 19, 2014

Gregg Morris

You have to start wondering about your luck when after almost a month of hot dry weather when the forecast is for rain on the very day we chose for a Volvo Club drive and picnic at Cultus Lake. Dave McAree set the route and we were to meet at the Campbell River Store near the Pacific Border Crossing south of Cloverdale at 9:30 a.m. Rose and I started from Port Moody in heavy drizzle, which sure looked like it would get worse. I half expected that the we and the McAree's would be the only ones to turn up for the drive.

I should not have known that as soon as we cleared Port Muddy, the rain would stop. By the time we got to the starting point 5 cars and their people were chatting in the the parking lot and another 3 would show up before our 10 am start to the drive. 8 cars is not a bad turnout for such a threatening day. Nice variety too.

The participants deserve to be mentioned, so here is who were milling around at the store in preparation for the drive. (Dave and Louise McAree, 73 142S, Dennis Cowell all the way from Kamloops that morning in a black 93 945T, John and Celine Cripps in a mint 83 760 with its original V6 still chugging along, Ed and Edith Lay in their 67 123GT, Jim and Louise Tennant in an award winning 88 244DL, Gary and Leila Nelson in a beautiful 66 1800S, Carl Selden in his 65 122S and finally Rose and I in a 92

244GL.)

Dave's route was perfect. It followed the picturesque farm roads near the border. Farming must be pretty lucrative out there judging from the number of huge houses. Our first stop was at the Birchwood Dairy on Fadden Road in Abbotsford for a medicinal ice cream cone. It is an active dairy set in a pretty spot and had a store selling ice cream and dairy products as well as Dutch treats and produce. From there Dave's route took us through the south end of Abbotsford, through Yarrow and around the back of Cultus Lake to the Maple Bay picnic site. I was amazed at how many campers were stuffed into the various campgrounds around the lake, even on such a cloudy day.

The picnic site had lots of tables nestled in the trees on the lakeshore. There were no covered spots, but fortunately the trees saved us from the few sprinkles of rain. Everyone had brought a picnic lunch and we sat and talked for an hour or so. Sure are nice people in this club.

We had a small raffle and took a few pictures of the cars before we made our separate ways home. This was the first summer event we've had in many years it was being tested as a suitable replacement for our spring show and shines that often got rained out. Despite the sprinkles I think this works and we will find another scenic route and different destination for next year.

Thanks to Dave McAree for choosing such an interesting drive. .



CRUISE TO CULTUS

EDITORIALS AND LETTERS

CLUB STUFF

Gregg Morris

NEEDED, ISLAND CHAPTER LEADERS

Bob Cuthill is stepping down as the leader of the Vancouver Island Chapter of VCBC as of the end of 2014. We need preferably a couple of island members to take over organization of the Vancouver Island events. The job is not difficult and Bob will provide all the tools and there will be support VCBC. Please contact Bob at 250-658-0126 of lbscuthill@shaw.ca or Gregg Morris 604-469-1216, grmorris@shaw.ca.

ANNUAL GENERAL MEETING: to be held September 27th at the Cates Park Picnic

MEMBERSHIP RENEWALS: John Cripps and I have been doing our annual duty of processing the club renewals and updating the club membership list. I actually quite enjoy this chore as it gives me a chance to think about the members individually and the membership as a whole.

Our club has been in existence now since 1992. I have been involved for the whole 22 years and have watched the club grow and change. We have always assigned a member number to each new member and we do not reuse the numbers. The most recent member as I write this is #1404. That is a lot of people to have passed through our club. I took a look at the composition of the club today and we still have 33 members who joined in that first year, and half our current members have belonged for 12 years or more.

I want to thank the people who wrote words of encouragement on their renewal notices and those who provided suggestions and asked questions. One suggestion from Peter B. Jubb, is to produce a one page handout that members can put under the wiper of Volvos they see in their travels. He suggests the letter start with "If you are not already a member of the Volvo Club of BC.....". I think that is a good idea and we will draft such a letter and make it available as a

pdf file on our website www.volvoclubofbc.com

and maybe do an emailing of the letter to our membership. That way, those who would like to make copies and pass them out could do so. We can always use new members.

Another suggestion is electronic application and payment for new members and renewals. That seems to be a common practice today, but we don't know how to do it, at least not yet. We will look into it, but no promises. Any experts out there would be welcome to give us suggestions. You can call or email me at 604-469-1216 or grmorris@shaw.ca and I will put you in touch with

our website guys.

EVENTS: The one day drive and picnic on July 19 was a winner and I think we will keep this event in place of the (often damp) spring show and shine event.

NEWSLETTERS: The final topic is the paper newsletters vs digital newsletters. Our request that people with computers take the newsletter digitally was extremely well received. 318 of the 358 members now accept the newsletter digitally. I will try to email the digital version out to the membership, but that requires you to keep me up to date with email changes. Either way the newsletter will always be available on the website using the username and password written on your current membership card. All of those who take the newsletter via surface mail do so for a good reason and that is just fine with us. Thanks to those who put in a bit more money in their renewal to cover postage. It was appreciated, but it is not expected.

ROLLING AUSTRALIA

Gregg Morris.

For years now I have exchanged newsletters with Greg Sievert, editor of Rolling Australia, the newsletter for all the Volvo Clubs of Australia. Their newsletter is huge and very well prepared. If you would like to see one, we have put an example in our "Newsletters for Members" section on the website.

Greg emailed me last year saying he and his family were planning a trip to the North West, including British Columbia and asked if I had any suggestions of places in Southern BC to visit. He is well aware of my preference for untraveled curvy roads, rather than highways like the Coquihala or TransCanada, so I suggested a trip that included the Sea to Sky Highway, Duffey Lake Road the Kootenay and Okanagan Valleys.

When they arrived in Vancouver I got the chance to meet with Greg and his partner Wayne of Melbourne Australia and Greg's parents Gary

and Nancy Sievert from Georgia in the US.

It was a most enjoyable meeting and within a half hour it was like we had known each other for years. Greg comes by his interest in Volvos rightfully, because his dad, Gary Sievert leads the VSA (Volvo Sports America) chapter in Georgia and is not afraid to drive his 1800E or ES all over the US. It turned out that Gary and I had both been at the 50th anniversary of the 1800 Series in Malibu, California in 2011, but we didn't know each other at that time.

Greg does not just drive Volvos, he develops them. I have included articles on two of his projects in past editions of our newsletter. Greg and Wayne built a supercharged 244 and an electric 245, both incredibly well done. Perhaps it shouldn't be a surprise as Greg is an engineer with Holden (GM in Australia) and Wayne is an electronics Engineer.

Greg told me that Holden will be ceasing engine and car production in Australia in late 2017. From then on, all General Motors cars in Australia will be imported from other producing countries. Ford and Toyota are also shutting their plants in the next several years and will do the same. Apparently it costs too much to make cars in Australia due to the long transport distances and high labor cost, so it will be more economical to import from low-cost countries like Poland, Mexico, China and Thailand.

By the way, Greg; Wayne, Gary and Nancy had great weather for their tour of southern BC and say they enjoyed it immensely.

THE FASTEST FILLING STATION IN THE WEST

**From Route 66, Remembered
Michael Karl Witzel, 1996**

Route 66 has always held a fascination as being the "Mother Road" the first continuous highway from the East Coast of the USA Chicago to the West Coast, Los Angeles. It was established November 11, 1926 and literally spawned the idea of the Gasoline Service Station.

As the American public started to travel by car the gasoline service station evolved to meet the demand.

At first gasoline was just available in small cans at the general store. Then a bulk depot with an elevated tank would be located in an industrial district or the edge of town. They would fill the driver's 5 gallon pail or what ever container he provided and the gas would be poured into the cars gas tank with a funnel and a chamois fil-



GREG SIEVERT & GREGG MORRIS



ter. This was of course very dangerous and there were many explosions and fires. Next came an elevated upright storage vessel like a hot water tank and from it came a garden type hose and an integral filter. Now the gas could be put directly into the car's tank. It was an improvement but the car owner still could not see how much gas he was getting and there was lots of ways for the gas dealer to get paid for more gas than he was providing.

The first of the visible register pumps was the elevated glass bottle with gallon markings. The gas was manually pumped up into the glass container and then discharged by gravity through a hose to the car. Now the customer could see what he was getting. The development of the pumps kept improving and the number of gas stations continually increased. The gas station owners discovered that the traveller needing gas also might need auto service and food bathroom and even lodging so eventually all would be provided in one convenient location and the customer was treated like royalty at the pumps. AS the competition increased uniformed attendants would pump the gas, wash windows, check engine fluids, fill the tires and all with a smile.

By the mid 1960s, the majority of fueling stops hustling gas along Route 66 shared a common denominator: They were "Stations," that is fixed businesses at unchanging roadside positions. In order to get service, vehicles had to leave the road, drive across an air hose, and park near a fuel dispenser. No accommodations were made for the occasional automobile stranded miles down the road.

Enter inventor and service station proprietor Raymond Dietz of Borger, Texas. It was his position that if the customers couldn't make the trip to him, he would drive his entire station out to them! The key to this radical new strategy was a late-model, open-bed Ford Econoline van. Fitted with the latest equipment required to refuel, repair, and maintain a modern motorcar, the "Service Station on Wheels" rumbled out on its maiden voyage in early 1964. Selling gas would never be the same.

At first, the motorists moving south on state Highway 117 (on their way to Route 66) didn't know what to think of it. While the curious rescue rig appeared to be a truck, it featured an arrangement never before seen. On both body side-panels, a bold Phillips 66 insignia lent the vehicle an official air. At the same time, dual racing stripes of white and orange hinted at speed. Overhead, a small triangular canopy copied the architectural stylings of the refiner's turnpike superstations. Filling station apparatus-and plenty of it- filled the small rectangular bed space behind the driver's seat.

Bolted onto the truck bed, a full-sized gasoline pump of the Bowser brand poked up at its most prominent feature. Identical to the units installed at stationary applications, it sported a flexible hose, electric motor, and digital calculator. For extended roadside sales, two specialized storage containers held a considerable supply of gasoline. The main tank contained 110 gallons of Phillips 66 and a smaller receptacle the premium Flite-Fuel. To allow an operator to switch quickly between the different grades, a selection valve was installed.

Besides convenience, operating safety was a prime consideration of the patented gas station truck. To inhibit accidental ignition of the fuel reserves, the power feed for the pump motor was located away from vapors inside the truck cab. Likewise, the external electrical terminals used for boosting batteries were controlled by a starter-relay switch designed to retard sparks.

For occasional engine or suspension work, a conglomeration of tools and other fixtures were kept on board. As a result, most malfunctions encountered along the road were easily remedied-including broken fan belts, burned-out alternators, and fouled spark plugs. For structural damage, an acetylene welding torch proved invaluable.

Removing tires for repair of punctures was assisted by a Coats Iron Tireman attached securely to the rear tailgate). A miniature air compressor with an upright tank ensured refilling to the proper pressure.

Capable of handling virtually any service station assignment, the rolling refueler turned every parking space into a potential garage. At the same time, it became a showcase for the latest automotive products: specialized racks fastened to port and starboard held more than 40 cans of motor oil in the one quart size. From its well-stocked "parts department," streetside patrons could select from an eclectic mix of paraphernalia, including household cleaning fluids, furniture wax, tow chains, inner tubes, windshield wiper blades, light bulbs, and even antifreeze.

Despite this marketing bonanza, the wheeled wonder remained true to its primary directive. In the process, a priceless amount of good will and free publicity spelled the promise of new customers. It didn't take a rocket scientist to figure out that if a stranded traveler were rescued on just one occasion, the word of mouth spread along the motorway could be a boon for business. On the return leg of the trip through town these saved customers could show their appreciation by patronizing the main Dietz & Sons Phillips 66 service station-the one permanently anchored to the roadside at 1000 South Main St. in Borger, Texas.

As traffic trickled south on the great web of feeder roads to join with the mother motorway of the mid-1960s, countless car customers were introduced to the real meaning of gasoline service. After all Raymond Dietz was out there - somewhere-cruising the back roads and byways in search of an empty fuel tank. With one hand laid firmly on the steering wheel and another gripped tight around a pump nozzle, he and his amazing Service Station on Wheels raced to legendary status-the fastest filling station in the West!

IN THE VOLVO CAMP

From Readers Letters to the Hemmings Sports and Exotic Car magazine March 2014. (excellent and inexpensive magazine by the way)

As a relatively new Volvoista, I thoroughly enjoyed "An American in Sweden" (HS&EC #101). Being brought up through the ranks from American muscle cars to cars that would actually navigate the twisty bits, I found myself in need of a wagon. Having luckily dodged the minivan stigma, I thought a wagon wouldn't scar me. A V70 Volvo presented itself to me. Not knowing a high-pressure turbo from a low-pressure, I got lucky and am the owner of a T5. If someone would have told me 20 years ago that I would love a Volvo, and a wagon at that, I would have said they were nuts. Not only was I totally smitten with all the "hidden" value of my V70, I found a C70 Cabrio to be my reason for living. Still have my 260Z and our first-gen Miata, but it's just SO much more fun opening people's eyes when a Volvo dusts them off on an on-ramp. Last I looked, there's 265,000-plus miles on the V70 with only normal maintenance, and the Cabrio is pushing 150,000 (we drive a LOT). Top that with the Polestar cars blowing off Vettes, Caddys and Audis on the track, and you can call me one happy camper in the Volvo Campground

Gene Joy

WHATS NEW (OR OLD) AT VOLVO

VOLVO WAGON GOES VROOM

Brendan McAleer

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May 30, 2014 edition of the North Shore News
Thanks to Glacier Media

Volvo is known for its sensibility and strong safety record so it's a bit surprising just how fast the top-of-the-line R-Design version of the V60 wagon can go with its torquey, supercharged six-cylinder engine. It is available at Volvo of North Vancouver in the Northshore Auto Mall. Photo Paul McGrath, North Shore News - See more at: <http://www.nsnews.com/mcaleer-volvo-wagon-goes-vroom-1.1097032#sthash.wGcipUsm.dpuf>

Wagon, hö! It's nearly the last bastion of the compact wagon, but the European luxury manufacturers still provide offerings that appeal to those who don't want a crossover like everybody else.

Not that there are all that many to choose from. If you want a compact longroof, your only choice is BMW or Volkswagen, and neither company really offers a hot version. Want a six cylinder in your cargo hauler? Too bad - buy an X3 please.

But wait, what's this on the horizon? Is it that champion of lightspeed labradoodle transport? That Swedish seller of supersonic stow-and-go? That safety conscious marque also obsessed with maximum bork? Yes it is. The Volvo station wagon is back, and it's back with a vengeance. This is the Volvo V60 R Design, and with all due respect to high-priced rockets like the AMG Ewagons, it's here to blow all five doors off its compact wagon competitors.

Design

Buried deep under Volvo's sheet metal are the bones of a Ford Mondeo, relic of Volvo's past parent company, which paired Aston-Martin, Jaguar, and the Swedes under one company umbrella. Rumour has it that for every dollar Volvo made, Jaguar lost two.

These days, however, Volvo's got a bit more autonomy under the Chinese manufacturer Geely, or at least it appears to be making a few less conservative decisions. One such decision is the new styling seen here.

If the corporate grille is a terrible idea for some companies, getting it right nets a recognizable style, and the new V60 has that in spades. It's just a new grille, fenders, and hood, but it's an improved look. Integrated LED lighting is part of the package too, as you'd expect.

Blessedly, it looks sporty without the imbecilic fury so many manufacturers seem to be building into their cars. "Let's go drive!" says the Volvo, as opposed to the, "Help me hide this body raaaarrgh!" you find elsewhere.

In profile, well, one does wish a little for the simplistic boxiness of the V70R and the like. The pinched greenhouse looks good, but is not quite as timeless as the old box-with-some-other-boxes-stacked-on-top style. R-Design designation gets you some nice-looking fivespoke 18-inch

of buttons used for controlling the air-conditioning and heating vents is one Volvo quirk that's really quite handy. All Vehicles equipped with the larger T6 motor now have steering wheel mounted paddle-shifters, and there's that customary Volvo floating centre-stack.

Really, the only demerits come as a result of the back seats, which are quite tight. Fitting a rear-facing child seat behind the driver required scooting forward into a tight position, and there's not a lot of legroom for passengers.

The trunk, however, is pretty spacious, at 430 litres, although that's slightly less than the touring version of the BMW 3-Series. Volvo's pop-up cargo divider is certainly worth a mention, with an elastic tie down to help stop the

groceries sliding around. Trust me - you're going to need this.

Performance

Volvo rates the 0-100 kilometres per hour time of their highest-trim T6 model at around six seconds.

Two things are different about my particular tester: first, it's equipped with the optional Polestar tuning software, which bumps power to 325 horsepower and 354 foot-pounds of torque. Secondly, I think Volvo was just making that number up to keep their safety-first image - this thing's a rocket.

The Polestar tuning does make the throttle response quite

jumpy, even when the six-speed transmission isn't in sport mode. If you're looking for a more docile Volvo, perhaps look down-range. If you want a Swedish meatball with space for a bike in the back, you've found it.

Old front-driver hot Volvos always gave you a bit of a forearm workout, but this new car drives more like an Audi. There's plenty of all-wheel-drive grip, and the instantly available torque is plenty, more than enough shove for the public street. It's not the 0-100 km/h time that counts, it's the quick passing response that lets you get up and past pretty much anything, whether merging onto a highway in a short distance, or, oh I don't know, zipping past the Ikea parking lot before your spouse can ask you to go in and look at end tables.

The handling is really quite good, with the allwheel drive tuned to dispel some of the nose-heaviness imparted by the big 3.0-litre six-cylinder out front. Grip is plentiful.



alloys, and the silver side mirrors are reminiscent of an S-model Audi.

Environment

Inside, the R-Design continues the tradition of hot Volvos having among the best-looking seats on the planet. As a no-cost option, these nicely stitched and well-bolstered thrones come fitted with suede inserts, which help keep up-front passengers planted, and easily display all the detritus of little backseat riders. So, it looks good, but maybe not for long if you have grubby kids.

While the outside of the car has been updated, the interior of the V60 is not that much different than its sedan sibling, which has been on the road for a while. The many buttons work better the more familiar they become, but there's no touchscreen, and the navigation display is really quite small.

However, what worked in the past works here as well, and the metallic silhouette formed

Volvo claims better shifting for the six-speed automatic, and while the transmission is out-classed by the ZF eight-speeds found elsewhere, there's simply so much power that

it's easily up to the task. The paddle-shifters work quite well, but the surfeit of torque will probably just have you leaving it in normal mode. I know Volvo doesn't think so, but a special-order six-speed manual would probably find a home or two, at least here on the wagon-crazy North Shore. Sadly, no stick shift is on offer.

And then, on top of the speed, you get all the usual Volvo attributes. It's quiet and comfortable, and if you don't buy the bright red version you don't look like a sociopathic speeder. If you don't tell anyone just how quick this car is, then I won't.

Features

As you'd expect, Volvo's little wagon is filled with every safety feature imaginable, including a very sensitive cross-traffic assist, radar-guided blind spot monitoring with slightly longer range than other manufacturers, and even an automatic braking system to assist with the unexpected. Volvo now extends this system to recognize cyclists and pedestrians, which is handy in our lemming-like city, and official crash test ratings have resulted in the highest Top Safety pick from the Insurance Institute for Highway Safety.

There's also a system called City Safety, which is just what it sounds like. Below 50 km/h, the V60 will automatically stop if it's about to hit a slowing or stopped car. I wouldn't want to test the technology out, but say you're shoulder checking for bikes when turning right and the car in front of you stops suddenly for no apparent reason - here, a co-pilot could avoid an annoying fenderbender.

Fuel economy for that supercharged straight six isn't great. Official ratings under the new 2015 fivecycle testing methods aren't out yet, but U.S. Environmental Protection Agency methods netted 13 litres/100 kilometres city and 9.4 l/100 km on the highway for the S60 sedan, which is very close to observed real-world mileage.

Green light

Extremely responsive engine; tight, predictable handling and grip; clever interior packaging.

Stop sign

A bit thirsty; not quite as spacious as Volvos of yore; interior controls getting a bit outdated.

The checkered flag

The hottest wagon you can buy aside from bigger V-8 lunacy. Goes like a goosed reindeer.

TWIN CAM, 16 VALVE HEAD FOR B18/20 ENGINES

Thanks to Dennis Cowell for finding this.

Grainger & Worrall has partnered with one of the foremost Swedish engine designers to recreate a twin-cam, 16-valve engine for use with classic Volvos. The twin-cam unit, which was originally developed in 1971, has been produced using the latest engine design capabilities and casting techniques for use with Volvo models such as the P1800, 140, 142 and 145, as well as the PV544.

UK-based Grainger & Worrall, which has

many world championship event victories to its name and is one of the unheralded success stories of high performance engineering, has been working alongside highly-respected designer Gunnar Axelsson to develop the engine for use in competition or road applications.

The original twin-cam engine was designed and developed by Axelsson in the Seventies and was based upon Volvo's earlier 1.8-litre push-rod motor, which featured in numerous Volvo mod-

Grainger & Worrall director, James Grainger said, "We worked closely with Gunnar Axelsson to produce the new engine, utilising our specialised CAD systems and capability to deliver the highest quality casting solutions. Across the automotive and motorsport worlds, our services and solutions stand for technical excellence and a true sense of partnership with our clients. It's invigorating for us to bring that ethos to historic vehicles."



els from the late Fifties up until 1973. The standard 1.8-litre engine was campaigned within motorsport extensively and Axelsson developed the Seventies twin-cam version to boost the performance of the stock 120bhp unit to an impressive 225bhp.

The Grainger & Worrall remanufactured twin-cam engine boasts these same striking performance figures, but benefits from the UK-based company's casting methods that are used across the globe in professional motorsport to deliver world-class reliability and performance.

Gunnar Axelsson added, "We have been working on the project for some time and with the help of Grainger & Worrall, we have developed a reliable, powerful engine that will dramatically improve the performance of a wide range of classic 1800 Volvo models." Two specifications have been developed for the new engine; while the Stage One version produces 190bhp, a more powerful Stage Two Evolution takes power levels up to 225bhp – ideal for competition use.

Grainger & Worrall was founded in 1946 by pattern makers and brothers-in-law Vernon Grainger and Charles Worrall in Upper Gornal in the West Midlands. Still based within the West Midlands, the company has grown over the past 60 years to now employ some 400 members of staff across its two sites in Bridgnorth and Telford.

For further information regarding Grainger & Worrall and the services it offers please visit www.gwcast.co.uk (Question: LOOKS GREAT, BUT HOW DO YOU GET THE DISTRIBUTOR OUT OF THIS ENGINE WHEN THE CARBS SIT RIGHT OVER IT.



SOMETHING DIFFERENT

BUD HARTWELL AND THE 1800ET

Gregg Morris

In the January 2014 newsletter in an article titled, Special Cars, Special People I told the story of a beautiful turquoise blue 1800ES purchased by John Cripps from Bud Hartwell of El Cajon, California, (an eastern suburb of San Diego) In that article I mentioned a project that Bud has had on the back burner since the early 1980s. The vision Bud had for this project was to make a pickup version of the 1800 along the lines of a Chev El Camino or the Ford Ranchero. Well, he has done it, and typical of Bud's work, it is beautifully crafted.

Bud worked as a machinist and tool and die maker first for Solar Turbines in San Diego from 1949 to 1976 and then in Research and Development with the Navy in Point Loma working on various experimental projects and prototypes from 1976 to 1996. It is no wonder that he does such great restoration work. Bud is a real car guy and at 87 he is still has the enthusiasm, skill and stamina to take on this ambitious project.

You ought to see his shop. One of the 10 commandments of a car guy is 'thou shalt not covet thy neighbour's garage', but Buds shop makes that a hard commandment to follow. For one thing it's bigger than my house. The shop is bright, airy, insulated (from the heat) and has 2 lifts. The best part is walking around and discovering the clever touches Bud has made. For example it has a large storage mezzanine and Bud built a winch powered cargo box that hauls parts up and down. At the end of each lift is a mirrored wall so that he can see to position cars perfectly on the lift single handed. Tools are all organized and small machine shop occupies one corner.

Bud has owned some pretty special cars. How about multiple Mercedes 300 SL's and Gullwings, Chev Nomad, a few 1800E and ESs and a huge 1938 Cadillac 60 Special which he restored from the ground up. He recently finished the Cadillac and it is an imposing car sitting in the middle of the shop.

Originally he thought the Chevy Nomad was



the perfect candidate for the El Camino treatment, but Nomad's are far too valuable to modify. His second choice was the Volvo 1800ES, because like the Nomad it too is a 2 door wagon and with the rear section of roof removed it would already have a level cargo area. In 1984 he bought a 73 1800ES in which the interior had been totally trashed by a big, and angry dog. His next step was to walk the auto wreckers to get ideas on how to craft the "pickup truck type bulkhead that would be needed behind the front seats. Eventually he stumbled on a Subaru Brat. Some careful measuring confirmed that the flying buttress, rear window and bulkhead from the Brat was just the right size. He bought the back half of the Brat had it loaded into his VW Rabbit diesel pickup truck and hauled it home.

IN 1986 he took the ES and the back of the Brat to a body shop and they constructed the 1800ET (T is for truck). At that time he also

decided he wanted the finishing of the ET to be based on the original 1800 prototypes so he bought a 1962 Jensen P1800 to supply the old style trim parts such as the bull horn bumpers, larger side chrome, egg crate grill etc. That is where progress ceased until 2010 when the Cadillac restoration was nearing completion and he could get back to ET. In the intervening years he worked on details. He fabricated special pieces that allowed the bull horn bumpers to be installed on the 73 style bumper struts and he

used the bullhorn style on the back as well, just like the 1800 prototype and even incorporated an original 1800 European style trailer hitch. All the pieces were then chromed. Just to demonstrate how meticulous and skilled Bud is, he took the Jensen 1800 egg crate grill completely apart, traced each piece and then scanned them to a cad file and had new pieces precision cut with computer aided water jet cutter. Once he had assembled a new grill from all these pieces each joint was fixed with a tig weld. Why did he go to all this trouble? Because he wanted nice crisp edges on the grill rather than the weathered original.

He sent the rolling shell to Josh Cantor also in El Cajon, who prepped the car for paint and painted it Bud's choice of Volvo paint code 69 which is a blue-grey-green solid colour that provided the period look Bill was aiming for. Josh did a great job. The car then went to Bill Knepper, who is an excellent mechanic and a relatively recent convert to the world of old Volvos. Bill rebuilt the engine and suggested that it be painted a darker Ford blue to compliment the colour of the car. Bill also went through the brakes, suspension, transmission, fuel injection system to make ET a running/driving car again.

With the car now back in Bud's shop it was time for him to meticulously assemble all the re-chromed trim and install the black leather reupholstered seats and period polished aluminium wheels and to finally bolt on the custom California blue licence plates 1800ET which had been on his wall since 1985.

There are still a few details Bud wants to perfect. He needs carpet for the interior and a mat for the cargo bed and he needs some bright trim to go around the top of the cargo bay. He also is looking for a big "V" for the front grill like the prototypes had. But for now, Bud drives his unique Volvo regularly and the pictures you see here are taken at the 2014 Coronado Island Car Show in San Diego.



TECHNICAL TIPS



COOL 122 MAN!

Gregg Morris

This is a suggestion for beating overheating in a 122S. The information would apply equally to the 544, 1800, 140, 160 series. The specific car is a 1965 122S powered by a B20F engine running on dual SUHS6 carburetors. The car is used in Southern California and Arizona and the air temperatures can get as high as 100+ °F at times and some of the travel involves high speeds on interstate freeways.

I originally used the stock cooling system fitted to this 1965 122. That is, a stock radiator that has 1 1/8 diameter top and bottom pipes and does not have an overflow bottle. The fan is a typical yellow 4 blade metal type used on most early Volvos. In preparation for its life in the south, I had the cooling system flushed, and installed a "cool" thermostat. To determine which of my thermostat collection is "cool" I boil them in a pot on the stove and watch to see which one opens first and stays open longest. That is the one I label "cool" and I ignore the "official" temperature rating of the thermostat because they are seldom accurate, at least in used thermostats.

This cooling system worked in most conditions, but on really hot days at freeway speeds, for instance travelling through Tucson at 100 °F the temperature gauge would start climbing toward hot. It was ok at 65 mph, but if I exceeded 70 mph the needle kept climbing. That indicated that I was at the capacity of the cooling system. It needed improvement.

Here is what I did. The recommendation came from Jim Latham, who vintage raced a 122 and is meticulous about sorting mechanical issues. I took a stock radiator to Valley Radiator, Unit 2, 45832 Alexander Ave., Chilliwack, BC, V2P 1L5, phone 604-792-3349. I discussed the problem with Jim the owner of Valley Radiator. Jim works by himself in the shop and has been a journeyman rad guy since 1978. He's honest, an expert, and a nice guy. It was well worth the drive out to the Valley.

Here is what we agreed to. He would use the stock radiator top and bottom tank and sides.

The inlet and outlet pipes would be increased from 1 1/8" to 1 1/4" diameter, (like those in 1967



and newer Volvos) and the filler neck would be modified to use a 7 PSI rad cap that allows the use of an overflow bottle. The stock rad core would be replaced with a new 3 row core with a fin spacing of 7/16" (rather than 1/2" as in the original), giving more capacity, and "dimple" cores would be used to promote turbulence and increase heat transfer. The new radiator looked stock but had far more heat exchange capacity. The cost of this rebuild was \$300 which I think was very reasonable.

The last change I made was to replace the small 4 blade steel fan with a plastic 5 blade fan that Volvo sold as a replacement for the viscous clutched fans found in 71 and newer Volvos. I did not use the aluminum spacer that came with the plastic fan. Instead I bolted the fan directly to the water pump flange using the 4 holed metal front plate that protected the front of the plastic fan from damage by the 4 securing bolts. On installing the "new radiator" I used the aluminum thermostat housing with the 1 1/4" diameter outlet and used a top and bottom rad hose from a 70 1800E.

The result was very successful. No more overheating. The car does not overheat even when climbing steep grades at high speeds in very hot weather. I highly recommend these upgrades and Valley Radiator.

SAVE YOUR ENGINE B16/18/20/30!!!!

"EOS" ENGINE OIL SUPPLEMENT

Gregg Morris

It is recognized that the lack of ZDDP, zinc and phosphorus based additives in modern engine oil is hard on engines with solid lifters, like all our Volvo B14, 16, 18, 20 & 30 engines. Without this stuff in the oil, rapid camshaft lobe wear is likely. One solution is to use special oil that still contains the correct amount of ZDDP (such as Red Line racing oil and there are others, but they are all expensive). Personally I like to use Castrol 20-50 GTX in my old Volvo engines and have opted to add a quarter of a liter of EOS (engine oil supplement) by AC Delco to restore the correct amount of ZDDP at each engine oil change. The following article was found on the internet, originating with the Slant 6 club. It is the most concise article I have found on the subject. At the end of the article I have noted current part numbers, sources and prices of EOS in Canada and the US.

EOS AC DELCO ENGINE OIL SUPPLEMENT FOR SOLID LIFTER ENGINES.

Modern engine oils in older engines: Addressing the additive issue

From the Slant 6 club on the internet

The problem:

Zinc and Phosphorus-based extreme-pressure additives known generally as ZDDP have been present in engine oils for many years. Even in minuscule doses, these additives affect the hyper-sensitive exhaust catalysts used in current ultra-super-mega-low-emission vehicles. These extreme-pressure additives are also, so goes the claim, unnecessary in engines with roller-type valve lifters (i.e., virtually all of them today), which eliminate the sliding-friction junction of camshaft and solid non-roller lifter, which was

what the ZDDP was used to lubricate/cushion. The latest API oil service rating for gasoline engines is "SM". The SM standard limits ZDDP to concentrations lower than optimal for our older engines, meaning these new oils give significantly poorer protection of the solid lifter-to-camshaft junction compared to previous spec oils. In everyday terms, the latest engine oils are not slippery enough when it comes to the camshaft-tappet junction.

Some of the heavy duty (diesel-rated) oils are



good, but even many of these are moving to the SM service rating. It is only going to get more difficult with time to find SL-rated oils that contain the higher levels of ZDDP.

The solution:

Generally, it's a poor idea to pour oil additives or "engine treatments" into your crankcase. Most of them do no good, and many of them can actually do quite a bit of damage. However, the low-ZDDP problem can be addressed successfully and at low cost if the additive is chosen carefully and used in thoughtful proportion. The ZDDP additives are available in the aftermarket. GM offers it as "EOS" (Engine Oil Supplement) under p/n 88862587 in the US (the old part number was 1052367), and 992869 in Canada, and it seems adding some at each oil change would provide the extreme-pressure protection missing in SM oils without much of any chemical incompatibility risk, and without buying more costly exotic oils.

How much to add?

Well, the SM spec stipulates Zinc and Phosphorus content of 0.06% to 0.08% (600 to 800

ppm). GM EOS contains 5762ppm Zn, and 6221ppm P, or 0.6%. That means in a quart of EOS, you've got about 0.192 ounce of Zn and P. It's been well documented that a 0.10% to 0.12% concentration of Zn and P is optimal for flat-tappet engines, for example in SAE papers [770087](#), [831760](#), and [2004-01-2986](#).

To achieve 0.11% Zn and P in a 5-quart system, we would want 0.176 ounces of Zn and P. There's 0.192 ounce in a quart of EOS, but there's also 0.08% Zn and P in a quart of SM engine oil (actually, most of them run a little on the high side, as it seems, but we'll use the 800 figure). In 5 quarts of SM engine oil, therefore, you've got 0.128 ounce of Zn and P. Therefore, you're a little under 0.05 ounce short of what you want. Doing out the math and remembering that I've been rounding pessimistically, 8 ounces (1 cup, i.e., half a pint) of EOS would bring most any SM engine oil back within the optimal Zn and P content, which means that a quart of EOS would last you four oil changes. A quart of EOS lists for over \$9, but can be had for \$5.50 or so from a friendly parts department or [GM Parts Direct](#). So, the added cost per oil change would be less than \$2, even allowing for shipping charges. (Above prices are way out of date. See

Sources below for current prices and sources. Gregg.)

Where do you get EOS and how much does it cost:

Gregg Morris

In Canada EOS by AC Delco comes in 500ml bottles part number 992869. The most economical source of EOS that I have found in British Columbia is Lordco. Using our Volvo Club discount, the price, based on a case of 12 is \$7 plus 12 % tax per bottle or just about \$8. I use ½ bottle per oil change i.e. \$4 per oil change.

In the US the new part number for EOS is 88862587 and comes in 1 US quart bottles, (a US Quart is very close to a liter i.e. twice the size of the bottles we get in Canada) I found it at a GM dealer in San Diego for the outrageous price of US\$30 plus 8% tax i.e. \$32 per quart. I also found it on the internet at GMpartsdirect for US\$16 plus US\$38 to ship 10 to San Diego. That is just about US\$20 per quart.) A quart would do 4 oil changes and that would cost US\$5 (or CAN\$5.40) per oil change. EOS is cheaper in Canada.

The other common additive that does the same job is called ZDDPplus and costs \$10 per 4 oz bottle and requires 1 bottle per oil change.

That is twice as expensive as using EOS.

These are all prices current in July 2014.

LEAD SUBSTITUTE

Gregg Morris

If you are driving a vintage Volvo with a B14/16/18/20 or 30 engine and you are not sure if it has hardened valve seats in the cylinder head, you should add GUNK LEAD SUBSTITUTE to every gas fill to avoid valve seat recession. The symptom of valve seat recession is valve adjustment tightening up on its own after a long hard drive. One 350ml bottle treats up to 75 litres of gasoline. I add half a bottle to each tank.. I use this product and it works. Its also not a bad idea to use Chevron 94 as it has no ethanol in the mix.



B.C. DEALER DISCOUNT LISTING

(Unless stated otherwise, the discount applies to over the counter parts only and a valid VCBC membership card is required.)

- Don Docksteaders Motors**, 8530 Cambie St, Van, 604-325-2999, or 1-800-663-3359, New pts: 15%,
- Ed Schram Motors**, 112-13375 76th Ave., Surrey,

- Ph. 604-599-6081, New & Used 15%
- 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,

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

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

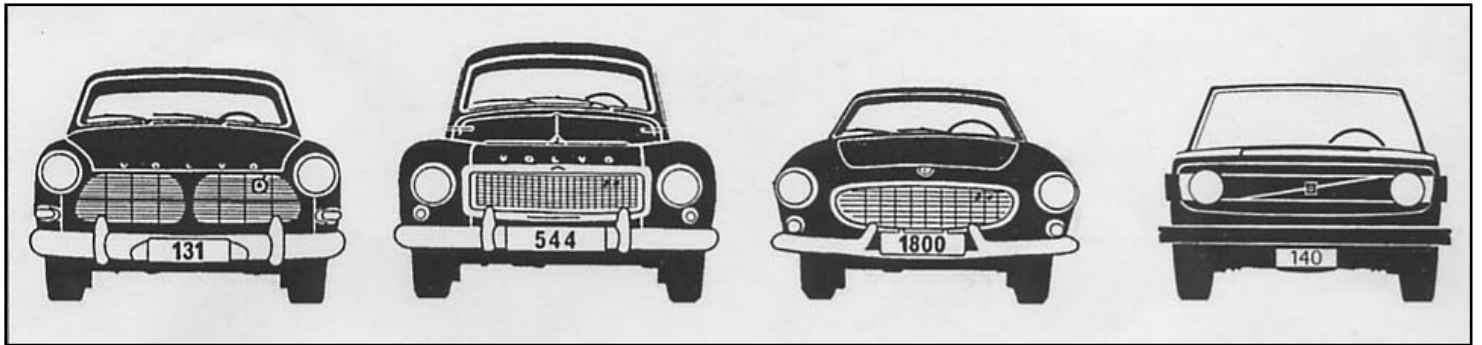
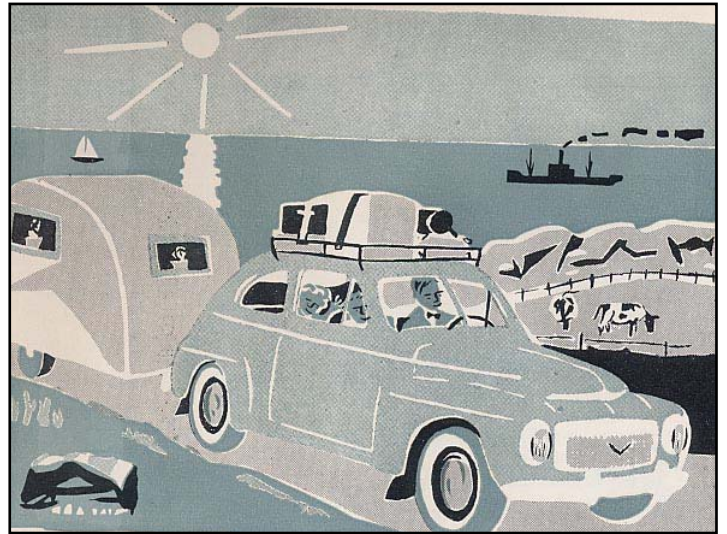
CLUB CLOTHES: T shirts \$15, golf shirts \$25, Sweat Shirts \$30, Hoodies \$35, Jean Shirts \$35, fleece vests \$40, Ball Caps \$15

DISCLAIMER: V.C.B.C. cannot be held responsible for any technical advice given in good faith in it's club newsletter, or by its officers, editorial staff, or its members'

CLASSIFIED ADS (pictures on website)

- 63-544-\$1700**, red, storage 24 yrs, engine free, good body and trim, car is complete and ran when stored, excellent restoration candidate phildavis@shaw.ca ,
- 67-123GT-\$19,900**, Restored to better than new. No rust, repainted Eng. rebuilt, custom walnut dash. New American Racing wheels & tires. Pictures on Kijiji Vancouver under classic cars. pauljer9@gmail.com
- 71-1800E-\$6500**, turquoise blue, original wheels, clean and runs great, As is. Where is. Bill Karr, 250-553-2318, G.D. Crescent Spur, BC, V0J 3E0 (100 miles east of Prince George off Hwy 16)
- 72-145E-\$1900 obo**, Sun Yellow B20F fuel inj engine, auto, 111K miles, 2nd owner, known history, California car, v. little rust, ,runs well, straight body, good interior, nwefr.calipers, good tires. Don 360-647-7732, cascadia98@gmail.com, Bellingham
- 4 @ 164'S and parts for \$4000**, 72 Teal, 4sp od & sunroof, running; 75 gold auto running; 1 parts car with rebuilt automatic and another with a good 4sp & od, plus lots of parts, good engine, manuals etc. William, 250-285-3468, Heriot Bay.
- 75-165- \$3500**, bronze met, was collector plated. Nanaimo, Paul pmccuish@shaw.ca
- 75-164E-\$4200**,orig paint-burgundy, auto, serviced by Scandia, good mech & cosmetic cond., detailed engine bay, , Barry, 604-463-8777 barrynel@telus.net
- 78-262C BERTONE**, \$18,000, V6 auto, 54K km Silver w.black vinyl roof, 2nd owner, Mint original cond., New Michelins. Collector plated. Greta, 604-930-8121
- 79-264GE**, \$3500, 50,000km, 1 owner, black, no rust, exc cond., V6 auto. IN-vermere BC, Carl 250-342-6588, carlme50@gmail.com
- 91-945SE-gold, \$6500obo**, 168,000 km, B23 turbo, tan leather interior, excellent condition in all ways, service records from new, serviced by Scandia, 2 yrs to collector plates. Colin 604-526-8026, coldcolindover@yahoo.ca

- SANDY WILL'S PARTS COLLECTION:** Tons of pre 75 Volvo parts, all models (544/122/1800/140/160) sorted and accessible, give us a call Gregg Morris 604-469-1216 or grmmorris@moody.bc.ca or John Cripps 604-466-9110 or volvoridge@hotmail.com
- 122S parts**, from 5 cars 64 and up. Mechanical, body, trim etc. Bob Armstrong, Lac LaHache, 250-396-4456
- 73 1800ES for parts.**, Gregg 604-469-1216 grmmorris@moody.bc.ca
- 83-760GLE parts car**, all parts available John 604-466-9110
- 83 242 GLT Parts**, Body, suspension, mechanical, electrical, interior. Cam & **B18/B20:** water pumps for B18/B20/B30 , 604-931-3729, 1980gt@telus.net.
- 240 and 740 series parts up to 1990, lots of, body , mechanical interior and trim.** Mike 604-582-2837
- Good Selection of used Volvo parts for cheap.** Send requests to , volvolady@yahoo.com , 604-807-7675
- VINTAGE IMPORT PARTS**, Contact me for all your vintage Volvo parts needs. 444/544/122/1800/140, Olof, 604-992 9664 or vintage@telus.net website www.vintageimportparts.com
- ISLAND AUTOMOTION LTD - SU Carburetor Rebuilding**, www.sucarburetors.com Rhys Kent, 1-250-479-5192 Victoria or islandautomotion@shaw.ca
- Fibrenew** mobile leather & vinyl repair, Vancouver, 604 313-4703, 20% disc.
- AUTO PARTS PICKER:** Tell me what Volvo parts you need and I will pick from auto parts yards and send them to you. Low prices. Dennis 250-571-5470, Kamloops. dennis@autopartspicker.com website <http://autopartspicker.com/>



ROB & JANET SCHWIEGER
CRAWFORD BAY, BC