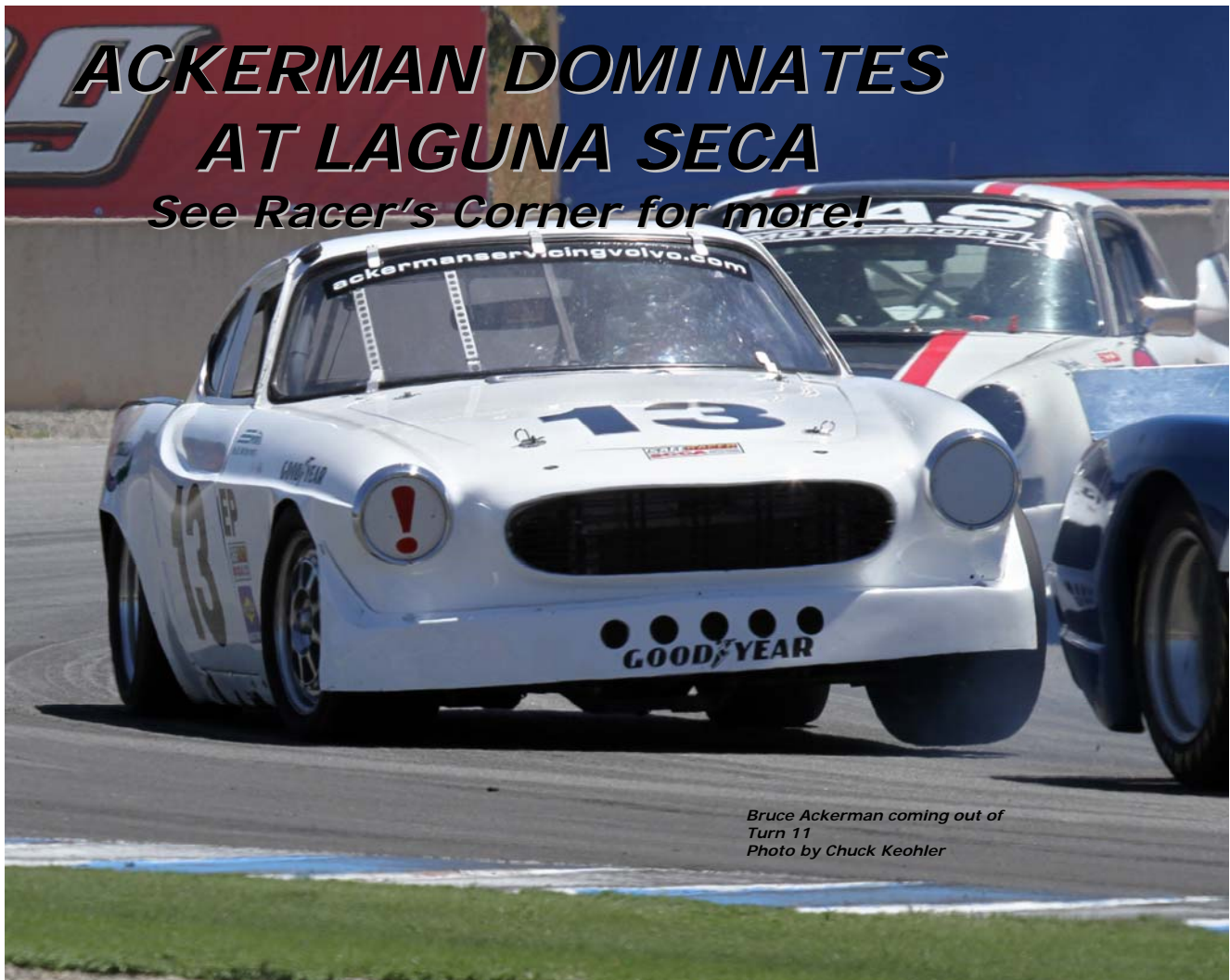


# 1800 NEWS

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# CONTENTS

Cover.....	Page 1
OVERDRIVE- aka President's Message.....	Page 2
From the Editor.....	Page 2
ANNOUNCEMENT.....	Page 3
Schedule of Events.....	Page 4
Feature Articles.....	Page 5
Club Activities.....	Page 10
Restoration Alley.....	Page 11
Racer's Corner.....	Page 13
ANNONSER (Classified Ads).....	Page 14
Volvo Resources.....	Page 15
Back Page.....	Last Page

## OVERDRIVE: President's Message

Hello SDVSA members

As I write this note I am in the COOL climate of the Pacific north west my former home for over 10 years. This past 4<sup>th</sup> of July here reminded me why we are all so lucky to live in San Diego. It was a cool 53 degrees with drizzle. I found myself in the fetal position wondering how I survived as long as I did in this type of climate. I am away from home working on a house we still own here and more importantly I am performing some much needed upkeep on the five Volvo's I have stored. The reason I keep the Washington home is the Swedish Iron. The Volvos would have to go if I sold it: a problem for the future. I have two PV cars, two ES types and a P210 pane . One of the 544s came with me from San Diego on the move here in 1992. I have not let that one spend a night outside in Washington. Hopefully someday I can bring the cars to San Diego if I can talk my wife into buying the dream home... a one bedroom house with a 12 car garage.

I apologize for the last minute canceling of our coastal drive but that will be made up on a date to be announced. I hope many of you plan on attending the barbecue and pool party at Volvo Gene's place. It should be great fun. Hope to be back in the sun soon!!

Overdrive is on and I am out of here for now. Keep them rolling!

-Volvo Jim

## From the Editor: About this issue:

Okay, so the novelty of coordinating the newsletter is wearing off and it is becoming more like a job. But reading the article submissions and racer updates helps keep me motivated and is fanning the smoldering flames of my dream of building a racy 1800. Hopefully I can recount the excursion in later issues, much like the "Cautionary Tale" written by Steve Syson in our "Restoration Alley". The cover shot is of Bruce Ackerman running at Laguna Seca, one of my favorite tracks in California. The picture was graciously contributed by Chuck Koehler, check out his website if you would like to see more - [www.cwkracephotos.com](http://www.cwkracephotos.com) , there is some great stuff! For that story and more racing updates, see the Racer's Corner.

We have two articles this issue about restoring 122s. Add to that that Alan Berry recently bought one himself. I have to admit they are growing on me, maybe I will have to add one to my stable... (don't tell my wife...wait a minute, she is on the distribution list).

I rode my motorcycle to Mike Schreiber's tech session, which was a lot of fun. The address would not come up in my GPS so I figured I would make a "redneck GPS", basically by taping a map to my magnetic gas-tank bag. Well at about 50 mph the map started to flap in the wind so I pulled it off and tucked it into the bag, which also contained my wallet, Blackberry and other valuables. When I got about 5 miles from the off ramp I reached into the bag to get another look at the map. Well, the tape on the map picked up my Blackberry and promptly dropped it onto Hwy 94 at approximately 80 mph. Since there were several pictures and other information I wanted to keep, I decided to take a chance and go back searching for the carcass of my phone in hopes I would find something salvageable. After a slow speed strafing of the emergency lane, with 80 mph traffic whizzing by me (California freeways, what can I say?) I spotted the back cover lying upside down. I parked the bike, got off and searched the area for the rest of the device. I found the main body about 10 feet from the cover, but could not find the battery anywhere. I shoved the pieces into the tank bag and continued with my day. Later that day, I went to a local electronics store and purchased a new battery, fearing the worst. The new battery had a residual charge and to my surprise the phone sprang back to life. In all, a big relief.

-Mike

## Membership Corner: "Take a stroll down membership lane"

We continue to add members one or two at a time. The most recent prospects are John Hokkanen (nice '62 P1800 Jensen) and Chris Feddersohn ('73 1800 ES), both residing in North County San Diego. Welcome to you both! Also joining the club, Alma Nartatez, Martin Scholz, welcome! Hope to see you all at future club events.

We have the pool party coming up and the Coronado Speed Fest in October, both good opportunities for socializing and bench racing. Alan Berry is petitioning for his 544 to be included at Coronado, a few e-mails from our members to HMSA (see the Coronado Classic Speed Fest link on the next page) might help...

-Gene

# ANNOUNCEMENT

## In Memory of Roger von der Hellen



Long time Volvo enthusiast, technician, restorer and So Cal VSA member Roger von der Hellen has passed away after a courageous and long battle with lung cancer. Below is a short excerpt from the VSA article.

*"Roger is survived by his wife Cheryl, a great friend to the club who frequently attended events with him. Roger von der Hellen will be deeply missed by the Volvo community, as we carry on his passion for Volvos and his generosity in helping others."*

Our thoughts go out to Cheryl and all of Roger's friends around the Volvo community. Please follow the link below to read the full story. For more information please contact So Cal VSA.

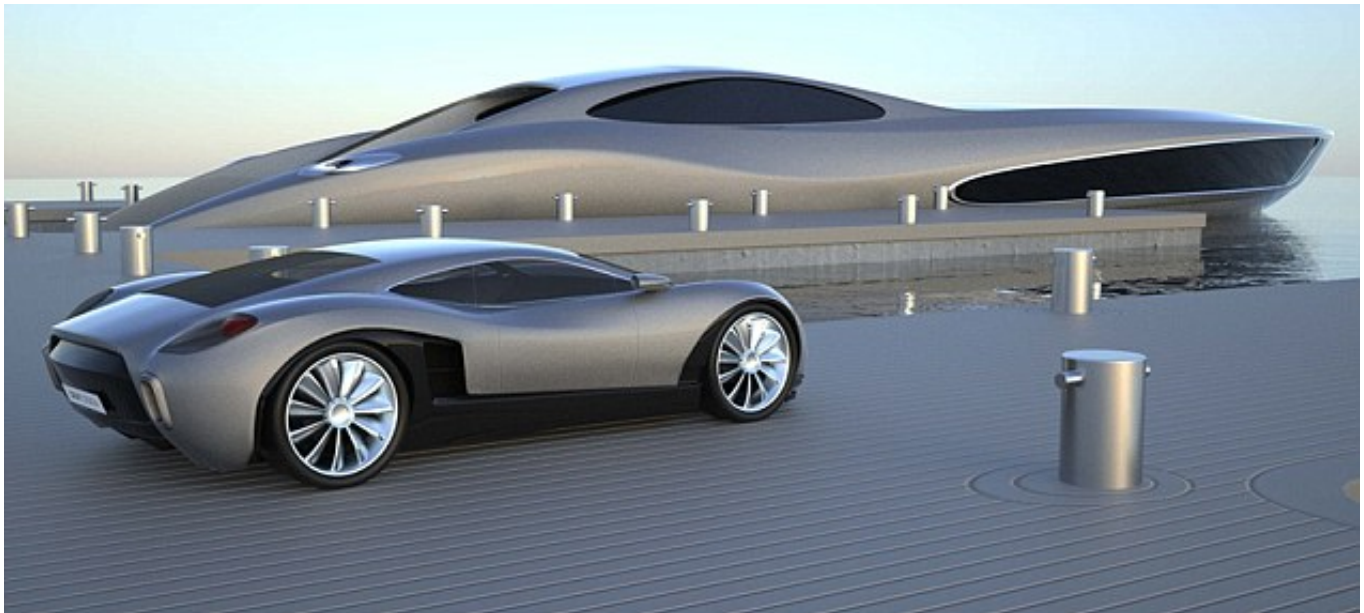
*-Thank you Tom Dougherty for keeping us informed.*

<http://www.socalvsa.org/news/>

## ***SCHEDULE OF EVENTS***

- **Saturday August 14:** Summer BBQ and Pool Party at Gene Bellegarde's house.
- **September 25-26:** [Coronado Classic Speed Festival](#). (link)
- **Saturday October 9:** San Diego Junk Yard Tour.
- **Saturday November 13:** SDVSA Swap Meet, BBQ and Horse Shoe competition
- **Sunday December 5:** SDVSA Holiday Party.

## ***In Other News***



*Who says the Swedes only make practical vehicles? This luxury yacht comes with its own "free" supercar, both designed by the Swedish company Strand Craft. To see the full article, follow the link below.*

<http://www.dailymail.co.uk/sciencetech/article-1284892/The-17million-yacht-comes-supercar-quick-going-them.html>

*Thanks go to Peter Webb for this contribution*

# RESTORATION OF A 122S

Contributed (via Jim MacIndoe) by Gregg Morris of Port Moody, BC, Canada [grmorris@shaw.ca](mailto:grmorris@shaw.ca)

Revision Date January 12, 2010

## WINDSHIELD INSTALLATION

*(This article was originally written for the Volvo Club of BC newsletter. It is a good and informative article, translated from the original Canadian language, which was only partially successful... -Ed)*

### Introduction:

As the monsoon season starts in Vancouver it is an ideal time to talk about fixing leaky windshields. Of course it would have been better to fix the leaks in August when everything is dry but in the summer we tend to forget about sopping wet floors and driving around in a mobile sauna. Well, winter is here and the leaks are back. On the principle of 'better late than never', here goes....

All the early Volvos are prone to leaking and the most common source of leakage is the windshield. The 544, 120, and 1800 series have their windshields mounted into a rubber seal which is in turn mounted into the body work. This leaves lots of scope for leakage if installation is poor. Water can leak between the glass and the rubber or between the rubber and the body flange. Either way it ends up in the car and contributes to rusty floors and foggy interiors. In 1971 140 series Volvo started gluing the windshield glass directly into the opening in the body and that reduced front windshield leakage. However the rear windows continued to be installed using rubber seals so owners of 240, 740 etc may want to pay attention, as these can leak too.

You would think that after all the years of windshield installation that the glass shops could install these windshields without leakage. Think again. I have had so little luck with auto glass shops that I have had to learn to install the windshields myself. Why do shop-installed windshields leak? There can be a number of reasons, such as: using too little sealant, using the wrong kind of sealant, putting it in the wrong spots and in the wrong order. They are not trying to make the windshield leak, they just want to do the job fast and with as little cleanup as possible.

Volvo's may be more difficult to seal than other makes that use the similar rubber seal system. If you hold a windshield glass for a 544, 122 or 1800 up to the body without the rubber seal you will notice that the windshield is not a very

good fit in the opening. The 1800 is particularly bad. All those gaps have to be filled with the rubber seal and the sealant.

Before you start you will need the following materials:

- **Rubber Seal.** Find a new or good used (and meticulously cleaned) rubber windshield seal. New windshield seals are available from Genuine Classic Parts via your Volvo Dealer or other suppliers of parts for old Volvos. Be cautious of some aftermarket seals. Compare them to the original to make sure they are the same size in both cross section and length. I installed an aftermarket seal in my 1800 and it fit so tightly around the glass I was afraid the windshield would crack. With the windshield installed in the car it was obvious that the seal was a bit small as the rubber actually tucked into the windshield opening at the upper corners.
- **Windshield** Used windshields are fine. Just inspect it thoroughly for cracks, bad wiper scuffs, fine overall pitting or clouding around the perimeter. If you have to get a new windshield they should be available through Volvo or from glass shops or from one of the companies specializing in Vintage Volvo parts. If you try the glass shops you will have to find one shop that is willing to do a bit of searching and they need an old parts book to get the part number. Charlie Teetzel provided me with what he thinks may be universal glazing numbers They come from a catalogue from North American Auto Glass. The 122 number is FCW122, 1800 series is FCW138 and will have a T if tinted, 140/240 series FCW199. These may be worth a try.
- **Sealant** The butyl rubber sealant historically used for this type of glazing is no longer available. The **only** good replacement that I have been able to find is a "3M" product "08509 Glazing and Bedding Compound" available from a NAPA parts dealers. It comes in a typical caulking tube and I buy 2 for a windshield and have some of the second tube left over at the end. Do not let a glass shop or a parts supplier talk you into using a urethane sealant. It is not suitable for use with rubber seals and will leak and be particularly nasty to remove.

## Tools and Supplies

8 feet of 3/16" diameter cord, nylon flat stick from an auto glass shop (optional but handy), 1.5" wide plastic putty knife from a paint or building supply store, a used tooth brush or 2, varsol (solvent), masking tape, poly, duct tape;



lots of paper towels. Optional but nice are a couple of glazing



suction cups for holding and repositioning the windshield. These are available for sale from some glass shops and very likely from some auto or autobody parts suppliers. The most important supply is a helper that doesn't mind getting dirty.

This whole chore is a bit messy but not difficult if you follow the procedures described here. To get a better idea of how the windshield fits in the rubber seal, and how the seal fits in the body, look at a sectional view of a front or rear windshield in any of the Volvo repair manuals for the 122, 1800 or 140 series. Good luck.



## How not to fix a leaking windshield:

If your windshield is leaking and anyone suggests fixing it by leaving it in place and squirting in more sealant from the inside or outside, **don't do it**. First of all it won't help the leak and second if the windshield has been leaking for a while, the flange on the body that retains the windshield may well be rusty and will need repair and rust proofing. You must remove the windshield to do the job right.

Just to contradict my own advice there is a time when adding more sealant is a good idea. As I have mentioned, often the windshield is not a particularly good fit in the body opening. When you install the windshield (as is described in detail below), you actually deform the glass somewhat. After it is installed it will keep trying to return to its natural shape and may pull away at the corners leaving a gap in the sealant. Also I think the sealant itself shrinks in the heat of summer. When this happens the windshield may start leaking again. Now I take time to inspect the outside perimeter of the windshield seal before the rainy season to see if it has pulled away from the body anywhere. I reinsert the caulking tube behind the seal and generously add more everywhere that looks suspect.

## Removing the windshield by cutting it out of the rubber seal

If the windshield is in good condition you will want to re-use it. Don't be tempted to pry it out of the rubber. It will break. The safest method of removing your windshield without fear of breaking it is to sacrifice the rubber seal and cut the windshield out. Remember that the windshield is far more valuable than the seal.

To cut the windshield out use a sharp carpet knife (wooden handle and curved blade) and slice behind the chrome trim until it is loose and can be removed without distorting the trim. Next slice the rubber away from the front of the windshield and remove the glass. Remove the remaining rubber seal and throw it away.

## Removing the windshield and rubber seal as a unit.

If you decide that the rubber is too good to sacrifice, then the seal and windshield can be taken out as a unit. Beware that if you do not do this carefully you run the risk of breaking the windshield. Note: Do not be tempted to pry the windshield out from the outside or you are guaranteed to break it. Guess how I know.

I have used the following method with success: From outside the car, working your way around the top and sides of the windshield, pull the outer lip of the rubber seal free of the body using a nylon flat stick available from body shops or a plastic putty knife available from paint stores or building supply stores. Be careful not to scratch the paint. It can help to lubricate the stick in liquid detergent. Next, take a piece of 1/2" diameter rope and press it between the seal and the bodywork along the top of the windshield and down both sides. Do this gently and slowly working your way back and forth around the windshield until the rope is pushed well into the space between the body and the rubber seal.

Now go inside the car and look at the rubber seal. (Note: For the 120 series you must first remove the black metal trim pieces that surround the inside of the windshield) Notice how the rubber flap of the windshield seal is exposed inside the car. This flap is what retains the windshield/seal combination in the windshield opening of the car. To remove the windshield and m seal you must convince this flap to go back to the outside of the steel flange of the windshield opening. This requires 2 screwdrivers and some patience. Take one screwdriver and start somewhere at the top of the windshield and gently fold the flap back on itself and stuff it between the flange and the windshield. Be gentle so as not to stress and crack the windshield. Leave that screwdriver in place and work your way around the top and both sides of the windshield pushing the flap behind the flange. The rope on the outside is helping in this process by trying to pull the glass away from the bodywork. Once the top and sides are released push out on the windshield and it will pivot out at the top.

Now that you have the rubber seal, aluminum trim and windshield out as a unit, carefully remove the aluminum trim from the seal. The trim is quite delicate so try very hard not to deform or kink it. Once the trim is off, you can pull the rubber seal from around the windshield.

## Preparing the rubber seal for reuse

Before you can reuse a rubber seal it will have to be thoroughly cleaned to remove all the old sealant from the slot that the glass sits and the outside of the seal where it mates to the body flange. This takes lots of scraping and then cleaning with solvent and finally cleaning with whitewall cleaner. All the slots in the rubber and the perimeter of the

rubber have to be as clean as new if you expect to reuse it without leaks. If the rubber is ripped, or checked or cracked or brittle at all, throw it away.

## Preparing the body flange in the windshield opening

Now you have access to the body flange that retains the windshield. Remove the remains of the seal and remove any residual sealant from the flange with solvent and then carefully inspect the flange and surrounding bodywork. If windshield has been leaking, there will almost certainly be rust in the bottom corners of the windshield opening and probably rust scale all the way around the body flange on the inside and outside. Use a cup brush on an angle grinder to scour all the way around the windshield opening being extremely careful not to damage the body paint or the dash pad that is now exposed. If there are any holes in the bodywork they will have to be welded or filled with epoxy or some other concoction of your choice. Once the flange has been repaired it can be repainted with a brush using rust resistant primer and a body colored top coat.

## Installing and sealing the windshield

As previously mentioned, these windshields leak because the glass and the seal do not fit particularly well in the windshield opening, especially at the corners. Some of the aftermarket windshields fit even more poorly than the stock items. To compensate for the poor fit, you must use generous amount of sealant to fill up the various voids. Do not use polyurethane sealant!! The correct sealant material is "3m 08509 glazing and bedding compound", available from a NAPA auto parts dealer. It comes in a typical caulking tube and I buy 2 for a windshield and have some of the second tube left over. In the following text I will refer to this sealant by one of its less scientific names, "goo" or "black yuk".

To generally familiarize yourself with the installation process take a look at the windshield installation section of a Volvo manual or an aftermarket manual such as Clymer or Haynes. The manual can be from a 120 or 140 or even 240 (rear window). Look at the cross sectional view of the rubber seal to see how it fits into the body opening and how the glass and trim fit in the seal. Also note the use of the cord to "pull" the window/seal combination into the opening in the body.

***Ignore the sealing methods shown in the manuals because they are not adequate.***

So how do you do it right? Place the windshield on a couple of pieces of wood on the work bench such that the glass is elevated (curved ends facing up) and the perimeter of the glass is accessible. By the way, this whole job is much easier to accomplish with a helper. If the helper does not like the idea of getting their hands covered in black yuk then give them some disposable rubber gloves. To ease the cleanup you can tape a sheet of clear poly to the inside and outside of the windshield leaving about 2" of glass free around the perimeter.

Take a look at the rubber seal. All the way around the seal it has 2 slots and one flap. The flap will be pulled inside the car over the flange that runs around the perimeter of the windshield opening. The large slot in the middle will accept the glass and the outside slot will accept the chrome (aluminum) trim. Fill the slot for the glass 3/4 full of goo with the caulking gun. Now fit the seal onto the windshield starting at one corner. This is easier with 2 people. Don't lean on the glass or it may break. As you work the seal onto the glass, goo will ooze out on both sides showing that there are no voids. Pay particular attention to the corners. Once the seal is on all around the windshield continue to squeeze the seal firmly around the glass to insure that the glass is embedded all the way into the slot. Now scrape off the excess goo. I use

a plastic putty knife and paper towels and solvent. Don't get a lot of solvent into the goo that is in the slot in the seal.

Next apply goo all around the outside of the rubber seal where it will mate with the body work of the car. Use the goo liberally and put lots! of it on the corners because it is the corners that make the poorest fit with the bodywork. The corners are the most common places for leakage. By now you

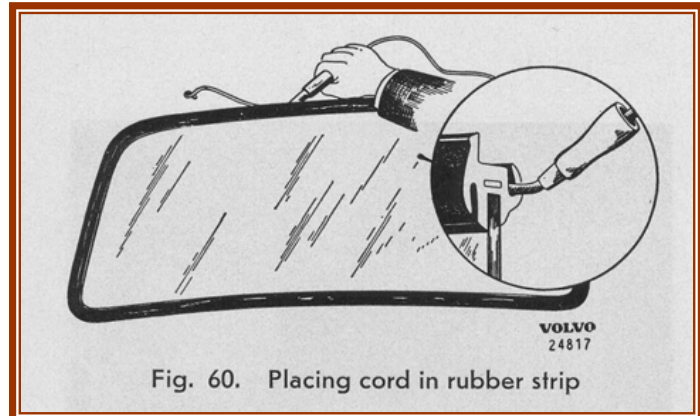


Fig. 60. Placing cord in rubber strip

will have used most if not all of a tube of goo. Try not to get goo inside the flap which will be pulled into the interior of the car to retain the windshield.

The installation procedure is as follows: Get a piece of cord (I use macramé cord) about 3/16" in diameter (not smaller) and 2 feet longer than the perimeter of the windshield seal. Soak

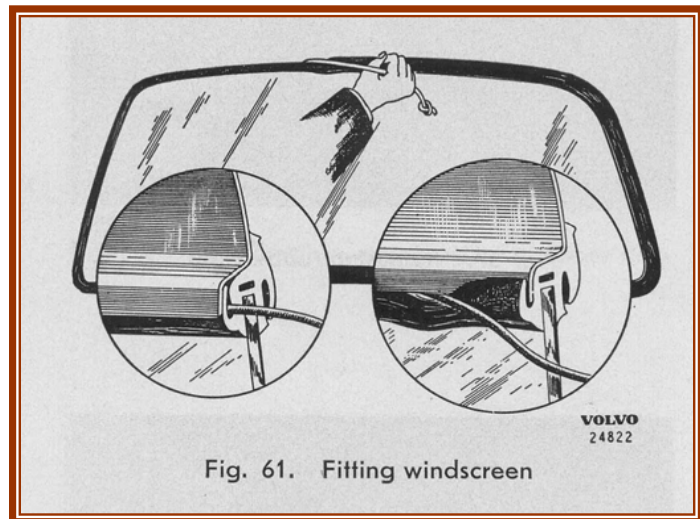


Fig. 61. Fitting windscreen

the cord in slightly watered down liquid detergent. (I have always used Armorall for this lubricant but operators of body shops have a fit when they hear that, as it makes repainting the vehicle hard.) Squeeze out the excess lubricant from the cord and slip the cord behind the flap in the rubber seal starting at the top centre and overlap the ends by a foot, and leave the free ends dangling to the inside of the windshield. If this description is confusing look at the figures included in the Volvo manual.

Now pick up the windshield complete with goo, glass and cord and with help, place it into the window opening, making sure the free ends of the cord are hanging inside the car. Tie a knot in one end of the cord so it can not be pulled into the groove. Press the windshield and seal firmly into the opening and shift it up and down or side to side to centre it as well as possible into the opening. Now one person get into the car and pull down on the unknotted end of the cord while the helper applies gentle pressure to the windshield from the outside of the car. As the cord is pulled down the inside flap of the seal will be pulled into the car securing the windshield.

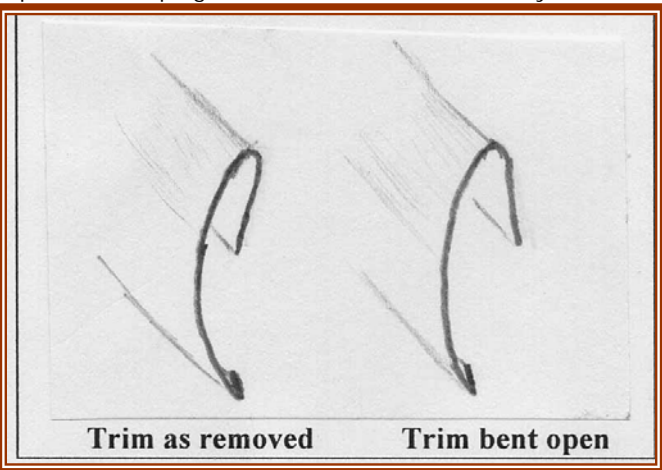
Slowly work your way all around the windshield until all the flap is pulled into the car. Note that you are always pulling the cord towards the centre of the windshield. Amazing! The windshield is in.

Next inspect the fit of the windshield and rubber in the opening. If it is not centered then try to nudge it into the best position. Take the caulking gun and insert the end of the tube between the rubber seal and the body on the outside of the car starting at the top centre. Inject goo all the way around the perimeter of the seal putting lots!! into the corners. Now firmly press the windshield and seal against the car, getting it set tightly against the body. It is ok to hit the windshield firmly with your palm to seat it well into position.

Here is what you will have accomplished to this point. There will be black yuk squeezed out between the rubber and the glass inside and outside the car. There will be lots of goo squeezed out between the rubber seal and the body on the outside of the car and you will have no voids any where between the rubber and the body or between the rubber and the glass. Now at least the windshield won't leak. The cleanup is less than fun. Scrape the bulk of the excess off with a fiberglass putty knife or something that won't scratch the glass or the paint. Next with lots of paper towels and solvent clean off the rest of the black yuk. At this point I usually quit for the day and let the sealant set up a bit. Do not get it wet for at least a day. The next chore is to install the chrome trim.

### Aluminum trim installation made easy

Most people who have installed the chrome trim themselves have not enjoyed the experience. Some may even say that reinstalling the trim is impossible or is the most frustrating chore they have ever attempted. This need no be you. If you follow the technique described here you will be able to do it no problem. The most important part of the job is preparing the trim. Take a look at a piece of trim and you will see that it is formed with a "return" at the back that fits into a slot in the rubber windshield seal. For the trim to be reinstalled easily, this "return" or "metal flap" must be opened up significantly. (See the sketch below) The reason that the flap is usually closed up is that after the trim is installed in the rubber, the installer will press it into the rubber seal with the palm of the hand to make it nice and flush to the rubber. You have to open it back up again before it can be successfully reinstalled.



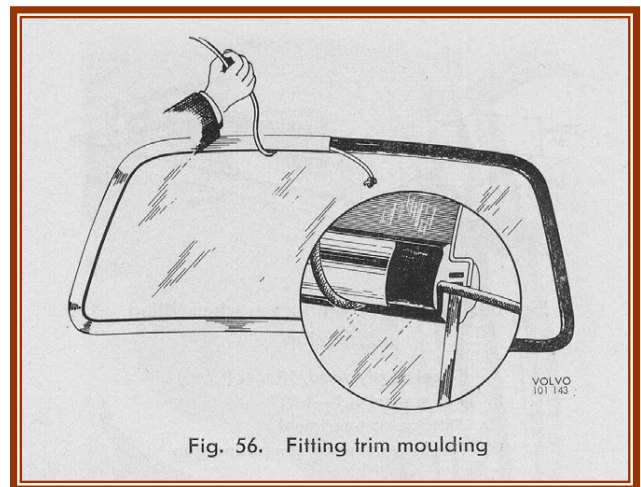
To open up the slot DO NOT just use a screw driver to bend it open because the trim is soft and you will leave a row of small dents visible from the outside of the trim. You can guess how I learned that.

A much better method is to use the handle end of an old tooth brush and work it into the flap at the back of the trim and move it around the perimeter of the trim piece opening up the slot as you go. With the slot opened up to about 3/16"

you are almost ready to install the trim. Don't worry that the trim will stick out from the rubber seal after installation because the trim is soft and once it is in the slot you can press it flat against the rubber seal by gently hitting it with your palm.

Next hold the trim piece up to the rubber seal and see if it is the correct shape. If it has dents in it use a punch and knock them out from the inside on a piece of soft wood. The trim is very soft and so it was probably bent or deformed when it was removed. Gently bend the trim until it is as close to the correct shape as possible. Take your time with this and do not kink the trim while straightening. The better the fit the easier it will be to install.

To install the trim you will need another piece of macramé cord the same thickness as the one you used to install the windshield. It needs to be longer than the piece of trim you are installing. i.e. more than half the perimeter of the windshield. Wet it again with soap or Armorall and press it into the slot in the rubber seal which will accept the trim. The trim is in 2 pieces so just insert the cord a bit more than half way round the seal. Take a look at the diagram in the text because it is a bit difficult to describe the next step. The cord will have opened up the slot in the rubber. Start one piece of trim into the opened slot. Start at the top centre of the windshield and wrap the exposed end of cord over the end of



the trim and pull the cord up which will force the trim into the slot. A helper holding the trim roughly in position will help. If you are on your own, use some duct or masking tape to secure the start of the trim in place in the slot. Work your way around the seal, always pulling the cord towards the outside edge of the windshield. Keep applying strips of duct tape from the windshield over the trim and onto the bodywork to keep the trim from coming out of the slot as you proceed. Be particularly careful in the corners to have the trim held in position or the cord will slip and you will have to start over again. As you go make sure the portion of the trim that has been installed in the groove does not slip out. Once you have installed the first half of the trim, slip the 2 centre connector pieces onto the installed piece. You will have to open up the connectors the same as you did the trim so they will slip over properly. Now put the cord into the other half of the seal and install the second part of the trim. Finally slide the connectors back over both trim pieces. The trim is now in place but probably in not nice and flush with the rubber seal because we bent the "return" open. Using the palm of your hand press and gently pound the trim flush with the seal and you are finished.

As preventive maintenance, remember to inspect the perimeter of the seal periodically to make sure there are no voids forming in the sealant, particularly at the corners. If you find voids or cracks inject more goo.

## Other Sources of Leaks

Don't panic if after the first rain you still have water on the floor. There are a few other sources of leaks into the front of a 120 series that can test your patience. Here are the ones that I am aware of:

- Leakage around the hood opening cable. Open the hood and look just below the driver's side hood hinge where the cable passes through the firewall and into the cab of the car. That pocket formed by the inner wheel arch, inner fender wall, and firewall forms a pond when it is raining. The only way out for the water is to follow the cable into the car if the grommet is gone or cracked. A lot of water can enter here. The fix is to use some dum-dum or better yet the strip caulk used to install flush mount windshields. Wrap it around the cable sheath and plug the holes. Then take a hammer and a punch and pound a drain hole in the inner wheel arch just in front of where the cable goes through the firewall. Make sure the drain hole passes water to the road and not into the car.
- Poorly fitting vent windows.
- Leaky heater control valves.
- Windshield wiper post seals.
- Poorly fitting door.
- Leaks under and around the aluminum door sill.
- Foam seal that goes around the steering column as it passes through the firewall.
- Any hole in the firewall under the hood where water can find a way in. Plug any hole with dum-dum and check grommets where wires pass into the car.
- Also do not discount that there may be unknown rust holes in the floor or the firewall or the vertical panels to the left of the driver's foot well behind the black cardboard cover. Inspect these panels thoroughly and I recommend removal of the undercoating. I knocked the undercoating off the inner wheel arch and face of the firewall and found a large hole that was completely invisible by looking at the undercoating.

I hope this has helped, and you now have a relatively dry interior. Remember, Volvo is Latin for "I Roll", but it could just as easily have been "I Leak".

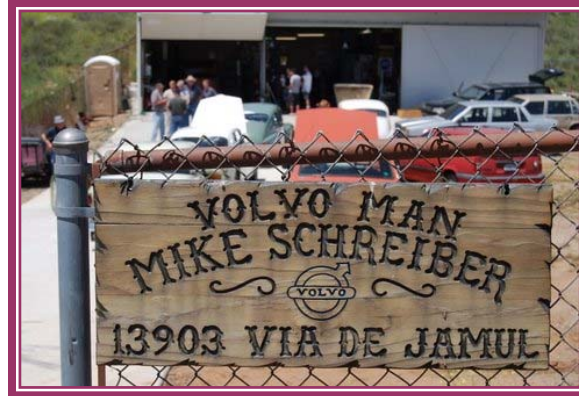
-Gregg

## CLUB ACTIVITIES:

# Volvo-man Mike Schreiber's Tech Session

Volvo Tech Session 5-8-10

Photos and text by Randy Blum ('63 & '64 122 wagons)



It was a beautiful Spring Saturday, perfect for a ride in the country. Plus, the opportunity to visit with other Volvo enthusiasts and maybe learn a few things about the cars was excuse enough to forego the chores at home and hop in the car for a ride out to Jamul.

The destination was the home and shop of Mike Schreiber, "the Volvo-man". Never having been there, I followed the map from the newsletter, looking for signs and

landmarks. As I drove into Jamul, I noticed a large windmill on top of a nearby hill. Some smart man, I thought, to take advantage of the wind for energy. As I approached Mike's place I realized that the owner of the windmill was our host, Mike Schreiber. His place sits on top of a hill with a great view in all directions, a big lot to store cars, a great house, and a killer shop we'd all like to have in our back yards. And apparently, a good stiff breeze to run that windmill.

It was a great turnout. Around 20 people showed up with an interesting variety of cars, and stories to tell about each of them. As each new one arrived, the crowd would gather around, waiting for the hood to rise. We were not disappointed. There were enough models represented to satisfy all of us, including several fine 122s, P-1800s, and a few super

clean ESs 544s and a 444. It was worth the drive just to get a chance to see all the cars.

Mike, a congenial man with experience galore, gave an interesting

talk with the crowd gathered around the engine compartment of a 544, explaining some service procedures, battery maintenance, oil recommendations, and troubleshooting. There was adequate time for several members to seek advice about their own cars, with various members joining in to add



their own experiences along the way. That's the best part about getting together with other Volvo Club members.--the chance to talk about the cars, compare notes, and often solve a perplexing problem, with help from someone who's "been there". Plus, the camaraderie of the Club makes it all worthwhile.

And, if your trusty Volvo needs a little TLC, consider giving the Volvo-man a call. He offers a full range of repairs, from tune ups to compete rebuilds, and anywhere in between. To find his place, when you get close, just look for the windmill!

If you couldn't make it this time, plan to attend another Volvo Club event soon. You'll be glad you did.

-Randy



# RESTORATION ALLEY



## A Cautionary Tale

Steve Syson recounts for us his history with a 122 race car.  
Photos and text by adoptive member Steve Syson

Once upon a time, actually July 7, 1966, in the Midwest, a boy bought his first Volvo. His prior experience with Volvos had been mostly from watching his dad's friends race them, even including those weird 1940 Ford clones called PV444. Some of those Volvos were used in the Trans-Canada rally. One even finished the rally after rolling down a cliff in the Cascade Mountains. The boy had the feeling that even he would have a hard time breaking this car. It was devastatingly attractive in Air Force blue with a blue/grey interior. Unfortunately, he was extremely skinny and had very knobby knees.

His expectations of the bullet-proof nature of Volvos were only partially diminished when it suffered from "Michigan camshaft disease." Since his dad worked near the factory in Michigan where Volvo camshafts were cast, he installed a free new camshaft and, after cleaning out the oil system, drove the car a total of almost 200,000 miles. The exact mileage is unknown, since the odometer failed at 167,000.



66  
AUG

Since his experience with Volvos had always been related to racing, the boy, older but no wiser, decided to turn the elderly beast into a fire-breathing race monster. He enlisted the help of his older daughter, who was demonstrating excellent mechanical skills for a pre-kindergartner. Of course, his colleagues at General Motors were slightly happier that he was turning the 122s into a racing car, rather than disgracing the parking lot with an out-of-date import. Many months later, the car was completed and towed to Watkins Glen for his first driver's school. Of course, the Solex side drafts that worked perfectly in Michigan fell apart on the way to the Glen and couldn't be made to run, despite the ministrations of several real mechanics.

The car was towed back to Michigan and Jim Chambers, a certifiable Volvo nut and PV544 racer agreed to work the bugs out of the car. He generously loaned the Volvo a set of race-prepped SU's and manifold, which cured the Solex problem and agreed to drive it in its first race. The Volvo finished its first race at Grattan, Michigan in May of 1973, with the brake caliper piston dust seals on fire. Obviously, the seals weren't really necessary on a racing car, so the seals were peeled out of the calipers and new brake pads were installed. Later in 1973, the Volvo successfully completed driver's school at both Nelson Ledges and Mid-America Raceways, despite an argument with the "Wentzville National



Bank." The boy became a licensed racing car driver with the Sports Car Club of America. He was finally beginning to enjoy the Volvo, again. In 1974, the Volvo competed in the Western Michigan Regional at Grattan, the WOR (Western Ohio Region) Games at Indianapolis Raceway Park (below), and the Great Pumpkin Races at Nelson Ledges. The Volvo was in its element at Nelson Ledges, since it snowed!

It was repainted for the 1975 season and ran well at Grattan and IRP.

It, then, ran at Blackhawk Farms, Waterford Hills, Grattan and Road America in 1976.

The Volvo was sold in 1977 to a gentleman in North Dakota, who removed several mechanical parts including the close-ratio gearbox, then sold the rolling chassis to John F. Willers in June of 1980. Mr. Willers put in a new engine and transmission and raced it at Watkins Glen and the Summit Point 2.5 Challenge Race in 1980. He ran at Summit Point a

couple of times in 1981, also at the Glen and at Pocono. Here's the Volvo at Mr. Willers' house. The Volvo's subsequent racing history hasn't been documented; however, we know that it raced as a GT3 car at some time in the 1980's. Note that it was repainted white, but the white and blue paint scheme is still visible at the cowl.

We also know is that, in the December 2002 issue of Hemmings Motor News, a gentleman named Donn Nobility was advertising a 1966 Volvo racing car for sale. It turned out to be the same car that the young hero of our tale had purchased that fateful July, some 36 years before. Being much, much older, but even less wise than in 1972, our now elderly hero bought back the Volvo.

After vast infusions of cash and much labor, the Volvo is back in the hands of its original owner, restored, and ready for vintage racing.

*-Steve Syson*



## Tales of Ol' #544

Update between races from our member racer Alan Berry



### Vintage Volvo Racing Report:

As I reflect on my last race in my PV 544, I think the biggest adjustment was racing the car for the first time with the newly installed Dana 27 LSD and 4:30 gear ratio which replaced the welded rear end with 4:56 gear ratio.

I went out to test the car at Sears Point on Friday afternoon to make sure everything was buttoned down for the weekend's racing. I had not raced at Sears since 2005 and that was in my old problematic 1964 Mini Cooper.

On the first lap the car felt about the same but as I got up to speed several things became clear. On hard braking for corners the car would not slow as quickly as it had with the welded rear axle. I actually went off twice on Friday, as when I braked HARD the car would just not slow down as well. I guess welded rear ends do help on hard straight line braking.

Once I adjusted and got into the corners the improvement was astounding. The car now just tracks through the corners with little adjustment needed. I know my lap times will improve as the old racer's saying "slow in fast out" from the corners will likely hold true.

Additionally the 4:30 gear ratio should help on the fast SoCal tracks (Fontana, Willow Springs, Buttonwillow) which I will be running on in the fall. Probably a direct comparison of the improvement will be when I run the "Big Bore Bash" at Willow Springs November 6-7th.  
-Alan (#544)

## Racing Update from #13

### Laguna Seca update from Bruce Ackerman

"I had a good drive, beat my previous track record by three tenths in qualifying, down to 1:38.971 - pretty quick for the old gal! But the sad story of the weekend was my Volvo was the ONLY EP car entered! The economy is not helping our sport/hobby.... So I did finish both races there by winning.... To add some fun/satisfaction I started dead last on Sunday and passed every car I possibly could from other classes finishing 7th out of 20 with out any undue drama - no break downs/body contact - so a good weekend. Did get a neat action shot coming out of turn 11 amongst a 911 and a Corvette (see cover pic). Thanks for remembering the race schedule!"  
-Bruce (#13)

Okay, so maybe I misled you with the cover title "Ackerman Dominates..." but he did have a 1/1 finish none the less, and it got you to read this page! -Ed

# ANNONSER (CLASSIFIED ADS)

(Please forward any SDVSA Volvo related classified ads. Ads for SDVSA members are FREE!!)

- 1800 bonnet (hoods) \$100 ea.
- 1800 boots (trunk lids) \$50-\$75 ea.
- 544 rear left fender \$150
- Weber side draft carburetors, pristine pair \$1000
- Malory dual point ignition distributor \$100
- Other parts too numerous to remember or list, inquire

Contact Gene [lanisdad@hotmail.com](mailto:lanisdad@hotmail.com) please use email, do not call.

- 544 parts, 1964 and 1965 bodies, one is almost rust free would make a great vintage racer. no engines or transmissions. Make an offer.

Contact Jim [macvolvo@cox.net](mailto:macvolvo@cox.net)

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1800 NEWS



# VOLVO RESOURCES


## REPAIR:

Who	Phone	Location	Website
Bob Workman	(760) 630-7674	Vista, CA	<a href="http://volvobob.com">http://volvobob.com</a>
Just Dashes	(818) 780-9005	Van Nuys, CA	<a href="http://www.justdashes.com">www.justdashes.com</a>
Car Coat	(760) 747-1242	Escondido, CA	NA
Franco's Upholstery	(760) 431-9874	Carlsbad, CA	NA
Oceanside driveline	(760) 439-9719	Oceanside, CA	-
West Coast Plating	(760) 940-8777	Oceanside, CA	NA
Andy's auto glass	(760) 726-0130	Vista, CA	NA
Electro-tech powder coating	(760) 746-0292	San Marcos, CA	<a href="http://www.electrotechcoatings.com/">www.electrotechcoatings.com/</a>
Island Automotion	(250) 479-5482	Victoria, BC, Canada	<a href="http://www.sucarburetors.com">www.sucarburetors.com</a>
Volvoman Mike Schreiber	(619) 640-3896	Jamul, CA	

## PARTS:

Who	Phone	Location	Website
IPD	(800) 444-6473	Portland OR	<a href="http://www.ipdusa.com">www.ipdusa.com</a>
Skandix	N/A	East Lansing, MI	<a href="http://ssl.kundenserver.de/">ssl.kundenserver.de/</a> <a href="http://www.skandix-usa.com">www.skandix-usa.com</a>
Genuine Classic Parts	+46 (0) 36 39 33 50	Sweden	<a href="http://www.gcp.se">www.gcp.se</a>
Summit Racing	(800) 230-3030	Akron, OH	<a href="http://www.summitracing.com">www.summitracing.com</a>
VP-Autoparts	(843) 760-0170	Charleston, SC	<a href="http://www.vp-autoparts.com">www.vp-autoparts.com</a>
Don Thibault	(508) 888-9715	Sandwich, MA	<a href="http://www.p1800.com/">http://www.p1800.com/</a>
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*There were many options available on the 1800; some in the catalogue, some not. Two that can be seen here: the anti-gravity shock absorbers, later stolen and copied by Pops Racer (Speed's father) for the Mach 5 and renamed "Aero-Jacks", and the invisible steering wheel, which was an early form of anti-theft device.*

*Those Swedes... way ahead of their time!*