

PSVSA

Puget Sound Chapter,
Volvo Sports America
5115 NE 188th
Seattle, WA 98155-3014



Swedish Iron Review



Swedish Iron Review

January 11, 2007
Editor: Gail Ritchie

The Newsletter of the Puget Sound Chapter of Volvo Sports America



VSA's 30th Anniversary

By Gail Ritchie

The Volvo Sports America 30th Anniversary Party at Cape May, NJ was a huge success. I wish all of us could have attended. Below is the very nice dash plaque that was presented to all that participated in the concours event.



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PSVSA Is Looking for More Members & Advertisers

We need to be looking for new members to participate in our many events and advertisers to support our club. So talk up the club with people who own old Volvos. If you have some of our brochures (which are available from Gail), stick them on windshields of old Volvos. Talk to your service providers to see if they would like to advertise with us at \$25 per year (cheap) or ask them if they would display some of our brochures..

We need to keep the funds rolling in so that we can continue to provide you with newsletters, a website, etc. in the future. Thanks for your help! Gail & Gary

See what fun you can have with MS Picture Manager and your Volvo!

1800 Found in Seattle Carport—Member Mike Mauer Purchases It for \$800

By Gary Ramstad
(Edited by Gail Ritchie from emails from Mike Mauer)

On September 9th, I inspected a 1967 1800S just south of Magnuson Park. The second owner of this Volvo was going to retire and decided he didn't want to work on cars any longer. He had planned to donate the car to a charity for a tax write-off, but instead contacted me from information on our PSVSA website. He gave me a deadline of two weeks to find a buyer in our Club before it went to charity.

The 1800S had been stored under a car cover in a carport for the past 15 years after being used as a daily driver until 1985, then driven occasionally until put under cover around 1989.

It was British racing green with a golden/tan interior. The interior was clean and had new front seats redone in black. It only had 125,000 miles and the engine was rebuilt at 100,000! The body was straight with good chrome, grill and surround and I could find no body rust or filler with my spot check magnet. I forgot to check the

floor pans but the interior was dry and the key was missing for the locked trunk. The paint was faded and the dash cracked.

I felt it was just too good a car to go to charity or a wrecking yard for a parts car and felt it could be back on the road for as little as \$500.

So we sent out an email to our PSVSA members about the car...By September 18th, PSVSA member, Mike Mauer from Chelan had purchased and picked up the car but it took him 8 hours to get it home on a dolly.

The next day Mike put some oil in the cylinders, disconnected the fuel line, filled up the carbs via the fuel pump and started the car right up and DROVE it into the garage. (Obviously, Mike is a Volvo mechanic!) He had previously filled up the clutch and brake master cylinders and got the brakes and clutch back to working condition. It took him less than 1/2 hour to get the car running and moveable and with only this much work to get it running with 50 psi oil pressure at idling speed.

By the weekend of Sept 23rd, Mike had cleaned up the paint, grill and bumpers but found seriously stuck calipers, worn brake pads, rusty brake rotors and a pin hole of rust in the trunk under the seal. He fixed the fuel gauge sender, installed new carb floats, needle and seats, brake pads and calipers. He also sand blasted the calipers. 9.75 hours and \$800 invested at this point.

By October 1st, Mike was on the road from Chelan to our XXX 30th Anniversary Party and drove it over again on Oct 15th to our Golden Gardens meet. (Editor: I remember him pulling out his tool box at both places and doing a little work before hitting the road home).

As of December, Mike had already had 3 offers from people who wanted to buy the car!

See following article "Getting to X-Ray the Hard Way" about Mike's grueling trip to and from Chelan to get parts.



In the carport for 15 years



Mike's first trip back over to Golden Gardens Meet

Making the purchase



See what fun you can have with MS Picture Manager and your Volvo!

Getting to X-Ray Auto the Hard Way

By Mike Mauer & Gail Ritchie

(Editor's note: This is the riveting but true story of Mike Mauer's trip from Chelan to Seattle in the 1800 he just purchased from emails he sent to Gary.)

Well I think I'm finally recovered from last Saturday's epic drive to Seattle.

I've replaced both the booster & the master cylinder after frustratingly trying to rebuild it [the master cylinder] with the parts I got from X-ray. As a result of all the bleeding, brake fluid disintegrated the steering coupler which gave me extremely loose steering. I wrapped the coupler with 3 large hose clamps and set off to Seattle thinking I would pick up my new snow tires on the way [the rims on the snows from Matt fit later cars and I haven't swapped them out yet].

I had painted the original rims and had them along with me to mount the new tires but realized that I was running too late to get them mounted in time to catch Matt at X-ray, thus rendering the trip useless.

I was a little worried about Stevens Pass on the way to Seattle but managed to get over with just a little trouble by being very careful. Of course I ignored all those alarm bells going off in my head that said "GO BACK".

When I got to Seattle I ran into horrendous traffic and finally got to X-ray at

5:40PM. Rats! Doors locked but radios blaring. I pounded on it till Fred [the guy with the 50 Ford] answers and says Matt left 10 minutes ago. He calls Matt who tells him where the part is and it looks like I'm in business. He doesn't know where the replacement springs are [more on that later], so I just take off.

Everything is fine until I stop for supper in Monroe. As I drive out of the restaurant lot the repair on the steering coupler lets go. I re-clamp it and go to a gas station to fill up and as I pull out it lets go again.

Since it seems really loose now I figure O sh.... and pull off in Sultan and find a convenience store that has light and start to replace the coupler [at least it's no longer pouring as it was a little before].

After about 2 hrs of frustrating labor I can steer again. If you ever have one of these that start to get bad REPLACE IT right away! You can lose your steering completely: Believe me: I know!

The next hurdle is to get over the pass and back home in one piece. As I approach the pass it's snowing nasty, wet, sloppy snow, getting worse as I go along. The flashing sign says TRACTION TIRES REQUIRED!

I ignore it [they don't mean me do they?] As I get to the first curve on the pass I lose the back end like a starving barracuda going after supper. Up until this time traffic has been sparse, now I've got one right on my tail.

He pauses slightly to allow me some room, then passes when I recover my composure. [I could hear him say "Damn sports cars" as he went by].

Prudence now dictates chains so I make U turn [yeah I know it's illegal] to go back down to the chain up area and get them on.

Remember those springs? Well it seems that due to the sagging original springs and the 122 wagon springs that don't fit, I still don't have enough clearance to easily install the chains. 45 soaking minutes later I make another [illegal] U-turn and head up the Pass.

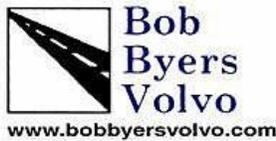
Whack whack whack go the chains against the wheel well while I slowly progress in first gear at 10mph. 2 hrs later I get to the rest stop on the other side and try to remove the chains. 45 minutes later as I pull out of the rest area the driver's wiper arm liberates itself from the body. I pick it off the cowl, see that the wiper trans is broken and figure hell and head off, my head in the center of the car so I can see. [Did I tell you it was pouring again?]

I make it past Wenatchee when the speedo cable which I changed earlier in the day to repair a bouncing speedo needle [which continued to bounce and also started screaming at me] finally says "ENOUGH" and breaks, leaving me wondering if a speeding ticket will be added to my woes.

So ends the tale of Ulysses'
e r
Mikey's Odyssey. Cheers



How to Safely and Effectively Forward E-mails



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By Gail Ritchie

Do you know how to correctly and safely forward e-mails?

Great Information; we can all learn something from this! Do you really know how to forward e-mails? This was written by a system administrator for a corporate system. It is an excellent message that ABSOLUTELY applies to ALL of us who send e-mails. Please read the short letter below.

Do you really know how to forward e-mails? 50% of us do; 50% DO NOT.

Do you wonder why you get viruses or junk mail (Spam)? Do you hate it? Every time you forward an e-mail there is information left over from the people who got the message before you and sent it to you, namely their e-mail addresses and names.

As the messages get forwarded along, the list of addresses builds, and builds, and builds.

All it takes is for some poor sap to get a virus, and his or her computer can send that virus to

every e-mail address that has come across their computer. Or, someone can take all of those addresses and send junk mail to them or sell them to spammers in the hopes that you will go to the site and they will make five cents for each hit that they sell. That's right, all of that inconvenience over a nickel and because someone included visible email addresses in their forwarded message!

How do you stop it? Well, there are four easy steps:

1. When you Forward an e-mail, DELETE all of the other addresses that appear in the body of the message (at the top). That's right, DELETE them.

2. Highlight them and delete them or backspace them or cut them - whatever it is you know how to do. It only takes a second. You MUST click the "Forward" button first though and then you will have full editing capabilities for the body and headers of the message. If you don't click on "Forward" first, you won't be able to edit the message at all. Whenever you send an e-mail to more than one person, do NOT use the To: or Cc: columns for adding e-

mail address. Always use the BCC: (Blind Carbon Copy) column for listing the e-mail addresses. This way the people you send to only see their own e-mail address and no one else's. If you don't see your BCC: option, click on where it says To: and your address list will appear. Highlight the address and choose BCC: and that's it, it's that easy. When you send to BCC: your message will automatically say "Undisclosed Recipients" in the "TO:" field of the people who receive it, providing extra security and privacy to all the people in your Address Book.

3. Remove any "FW:" in the subject line. You can re-name the subject if you wish or even correct spelling.

Advertisers' Trading Post

PSVSA advertisers may sell parts or cars here as part of their annual advertising fee. Send an email to Gail Ritchie (lakejoygirl@yahoo.com) with items and pricing and contact information.

V Treasure Hunter

Greg Blake

(909) 338-5323

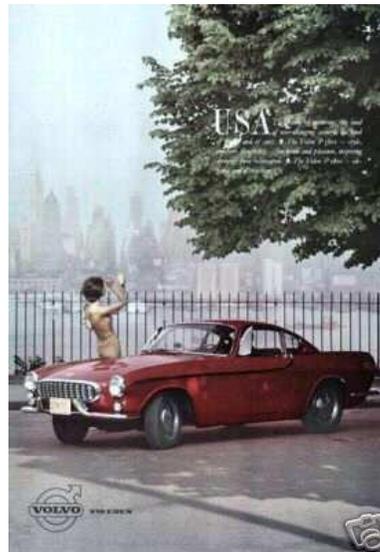
Email: vtreasurehunter@verizon.net

www.vtreasurehunter.com

Key chains: \$14.95 plus shipping

1800 Poster: \$14.95 plus shipping

Tee shirts: \$21.95 plus shipping



Volvo Cars of North America and VSA have joined to offer the Volvo Special Purchase/ease Program available to every VSA member who has been a members for at least six months. You can save an additional \$500 over and above any negotiated price you can get and other local retail incentives offered at your local Volvo dealer.

For complete information and access to this program, see the VSA website at www.vsa.org.

Members' Trading Post

Members may advertise cars, parts, memorabilia here for free as we do for you on the website. Just send your information and photos to Gail and they will be added here and on the website.

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1973 1800ES in good condition. New paint in 1985, Cinnamon - Dupont Imron. New suspension bushing; balanced drive shaft, recent tune up. Chrome in excellent shape. IPD mag wheels and stock size tires (have original wheels). Four speed with electric overdrive; runs strong. New vent window rubber. Interior original, nothing redone (read this fair condition). New bearings and syncros in transmission. New IPD sway bar included (not installed). \$7,500 . Contact George Batterman at 509/289-3455 or email: geo.batt@gte.net.

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Batterman's 1800ES

Gary Ramstad's Volvo Garage

All of the following are for sale by Gary Ramstad (206/365-6913). Seattle only or pickup. No shipping due to size and weights. Email: ramslfp@hotmail.com.

240 DL Series Parts

1979-80 240 GT 15" Turbo Wheels with caps and chrome lug nuts. Perfect condition and the correct 15" for the 1800 1970-1973 1800E and ES Volkos. \$225 firm.

1979-80 240DL front bumper air dam. New-old stock (NOS). List price is \$312 and now unavailable. Silver color, Volvo factory part #1128455 with mounting brackets and never used for \$100. Made for 1979-1980 242 Volvo GT model. It would not fit on my 1978 245DL wagon so need to sell.

PV544 Series Parts

PV544/122S original made in Sweden vinyl/metal roof rack. Purchased in 1965 from Topping Volvo in Tacoma and used until 1977, then stored inside for 27 years and cleaned up in 2005 to sell for new 444/544/122 owner. It's only 40 years old and almost new@ \$200.

122 Series Parts

1966 122S front grill, good condition—\$40.

122S and 1800 aftermarket wheels. Made in England, used set of 15"x 6" 18 spoke aluminum wheels—\$40. Volvo must have front disc brakes to use for 1967 to 1969 Volkos.

Pre-1975 VOLVO PARTS COLLECTION

Tons of pre-1975 Volvo parts, all models (544/122/1800/140/160) sorted and accessible. Give us a call. John Cripps (604) 466-9110 or Email: volvorange@hotmail.com or Gregg Morris (604) 469-1216 or Email: grmorris@moody.bc.ca.

Parting out a 1971 1800ES and a 1969 122S.

Both cars are still complete and all parts are available. Contact Gregg Morris (604) 469-1216 or Email: grmorris@moody.bc.ca

PV544 front bumper with over-rider (fits 1959-1962). No rust but not as shiny as new. Includes two brackets. \$175. Contact Dick Libby 20/365-5742 or email to: volvodick@foxiinternet.com.

Air Conditioning Unit for 1800

Condenser, compressor and original dash mounted controls, vents, etc. It worked good 15 years ago when it came off. I need an exhaust system and will trade etc., otherwise, best offer.

Dick Harrison
Phone: 425/806-5620
Email: dikjan@aol.com

Parts for Sale by Bob Martin

- 245 3rd Seat—tan in excellent condition (install instructions included). \$110
- 140 series tire chains \$16
- 240 trim rings—1986, 3 for \$10
- Early 240 black center console cover - free!
- 1980 diesel grill—free!
- 140 hubcaps—4 for \$40
- 140 Volvo radio—1970 \$30
- 140 alternator—35 amp—rebuilt \$45
- 240 complete instrument panel (with clock) in excellent condition \$20
- 240 left front fender for 1985 \$15

Questions? Please call Bob Martin 253/846-7932 (evenings) or email bobnan62@comcast.net

2006 Event Photos

VSA 30th Anniversary Party at XXX Drive-In, Issaquah, WA



Howard Haefner won the "People's Choice Award" with his Yellow ES shown below.



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2006 Cruising Club Photos



Scenic Stops on the way to Rainbow Auto in Bellingham



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Larry's Volvo Service
6301 Beacon Ave S
Seattle, WA

By Gary Ramstad

Larry's Volvo was founded in 1980 by Larry Herert, a past Volvo dealership technician and service manager since the early 1960's. Larry's fair pricing and honest service spread through word of mouth by his loyal customers, which allowed him to retire in 1995. Warren Moy, the current owner of Larry's Volvo, decided to take over the business after careful consideration by Larry to make sure the quality of his business was kept.

Owner Warren Moy has been working on Volvos for 27 years at Larry's Volvo and has established lasting relationships with all his customers and employees for integrity, honesty, and goodwill in the past years.

Larry's Volvo is a family run independent car repair shop specializing in Volvos located in the heart of Seattle's nicely landscaped Beacon Hill Avenue. The easy I-5 exit at Albro Place, exit 161, leads east and up hill to Graham Street and Beacon Hill Avenue with Larry's Volvo repair on the corner. There is plenty of parking in the center avenue divide section of Beacon Avenue.

Warren, I discovered is a real car nut. When he purchased Larry's Volvo years ago he also purchased a nice black, 1947 Ford coupe now stored in the lower parking lot. He also owns "Swede Pea", a show class Red 1962 PV544 Volvo with the last B16 engine. It was owned for years, and stored by the owner of the past and now gone Bel-Kirk Motors Volvo dealership in Kirkland, Washington, in his carport. Warren's huge upper storage parking lot also has many 122S, 164, 240, 740, Vol-

vos waiting for repairs and restorations and sales to customers. Warren again is a real Volvo car collector!

My new Volvo experience with Larry's Volvo came from a fellow PSVSA member Larry Goetz with his orange 1972 1800ES. He said he was tired of paying very high prices at another independent Volvo service businesses in Seattle, and decided to take his Volvo to Larry's Volvo. He later said they fixed his ignition problem after quite a bit of time troubleshooting and was very happy as a first time customer with the repairs completed and the low cost Larry's charged. I guess this is how the secret spreads by word of mouth in our PSVSA Volvo car club.

I decided then to take my 1978 245DL Volvo wagon there with a list of repairs and a trunk load of IPD parts. I had some major 240 245 DL Volvo repairs such as a leaking heater core, no fan motor for heat in the winter, a bad clutch, plus poor A/C, and worn suspension bushings. I left my 1978 245DL Volvo at Larry's Volvo without any schedule, since I could drive my other 1978 242 DL Volvo for the summer. I could not believe the how low the repair bill was which was one half the other Seattle independent Volvo repair garage I'd visited for estimates.

When the last time in your life that your Volvo mechanic said your Volvo didn't need the new rear end suspension bushings you provided and that you could return them to IPD? The repair cost for the heater and fan was \$650 rather than the \$1200 estimate from other independent Volvo repair shops! I was very happy with the repairs and cost.

I'm sold on Larry's Volvo now for Volvo repairs. Most independent Volvo repair shops work now only on 1975 to 2007 Volvos. Larry's Volvo works on all Volvos 1958 to 2007. Larry's Volvo has two great technicians; Shop Foreman, Janusz, and Head Technician, Ringo. These guys work hard and fast. When I was there for a quick follow-up on my Volvo, it looked like a fire drill with mechanics repairing and running Volvos back and forth as Warren was trying to talk on two phones at once, plus dealing with customers from the front door. They are always very busy with customers. I wrote them another "Thank You" card for the great service fixing both my 1978 240 Volvos for the summer of 2006.

Larry's Volvo, Warren Moy Owner, 6301 Beacon Hill Avenue South, Seattle, WA. 98108, Phone (206) 722-4070. Please checkout Larry's Volvo at their website: www.larrysvolvo.com. For information concerning location, and repair prices.

I recommend Larry's Volvo for repairs to your Volvo for 2007. Warren Moy is also PSVSA member of our club and PSVSA advertiser..

Thanks, Warren Moy, and Larry's Independent Volvo Service on Beacon Hill which I hope won't be a Seattle secret anymore for 2007.



Warren Moy

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Web: www.vtreasurehunter.com	

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Email: lakejoygirl@yahoo.com

*The car club in Washington
for owners of classic Volvos.*



PSVSA Event Schedule for 2007

See website or mailed schedule for full details of events. This year we are planning a couple of joint meets with PSVCOA and local Saab clubs.

Jan 3	Wed	10am	Volvo GT Club Meeting
Feb 7	Wed	10am	Volvo GT Club Meeting
Feb 18	Sun	Noon to 3pm	PSVSA Swedish "Cruise In " at XXX Drive-In
Mar 7th	Wed	10am	Volvo GT Club Meeting
Mar 18	Sun	10am	Classic Cruising Club Cruise
April 15	Sun	Noon to 3pm	PSVSA Spring Rain or Shine Volvo Swap Meet
April 29	Sun	10am	Classic Cruising Club Cruise
May 19	Sat	All Day	IPD Garage Sale
May 20	Sun	10am	Classic Cruising Club Cruise
June 10	Sun	10am	Classic Cruising Club Cruise to Everson, WA
June 23	Sat	6am-4pm	Greenwood Car Show
June 30 to July 1st	Sat/Sun	All Day	Pacific Raceways Historics and PSVSA Car Corral
Aug 19	Sun	10am	Classic Cruising Club Cruise
Sept		Date to be announced	PV Festival
Sept 23	Sun	All Day	Annual Volvo Club of BC Picnic
Oct 14	Sun	Noon to 3pm	PSVSA Fall Rain or Shine Volvo Swap Meet
Nov 7	Wed	10am	Volvo GT Club Meeting

PSVSA Has Two Winners at Volvo Club of America Meet

By Gail Ritchie

The Volvo Club of America (VCOA) held their 2006 West Coast National Meet in Lake Tahoe, CA in October which included a car show/concours event on Saturday. PSVSA member, Jerry Palfenier won 1st Place Mas-

ters Class Modified with his 1971 1800E.

PSVSA Advertiser, Mike Dudek, Owner of iRoll Motors/Foreign Autotech won 1st Place Masters Stock with his 1973 1800ES.

You may recall that Jerry won

the "Peoples Choice Award" at this year's ipd Garage Sale and first place, 1970-1980 vintage at the 2005 Pacific Raceways event.

Way to go Guys!