

PSVSA

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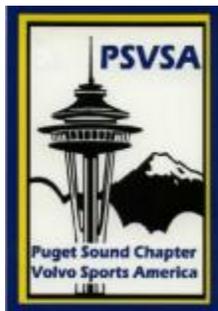
Swedish Iron Review



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January 25, 2009
Gail Ritchie, Editor

The Newsletter of the Puget Sound Chapter of Volvo Sports America



Winter in the Northwest



16th Annual Greenwood Car Show-June 28, 2008

By Gail Ritchie

The organizers of the show "got their brains back" and lowered the entry fees to back where they used to be so the show was again, a huge car show. However, 3 months after the show they still didn't have the winners or photos on their website so there is still some improvement to be done there.

PSVSA members met at 6am to get in early and got our spot in front of the church on a corner. With the clubs new magnet signs on Gary's car, we really attracted some attention.

We had a perfect weather today again too.

One of our members, Peter King, was invited to bring his 1967 122S to the Griott's Garage tent to be used as a display car for demonstrating their products. He left about 9am and we never saw him again that day.

More photos on page 6.....



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Pacific Raceways 20th Annual Historic Races—July 5-6, 2008

By Gary Ramstad

Once again, our members really turned out for the 14th annual car corral at Pacific Raceways Annual Historic Races over the 4th of July weekend. This year we had ten classic Volvos in our VSA Car Corral along with the other twenty foreign and American car clubs with a total of 200 cars on display.

PSVSA Club members attending were: Steve Tomcal, 1970 1800E; Gary Ramstad, 1962 PV544; John Swenson, 1973 1800ES; Dick Libby, 1964 PV544; Mike Mauer, 1968 1800S; Bob Hemion 1973 1800ES; Len Holm, 1968 1800S; Howard Haefner, 1972 1800ES; and Jerry Palfenier, 1971 1800E and Peter King, 1967 122S. Mike drove from Chelan while Jerry drove all the way from outside Portland to attend.



During the noon lunch break from vintage racing, we had two fast, fun parade laps around the race track.

The British Columbia VSA Chapter Coordinator, Gregg Morris, and the Volvo Club of B.C. always bring some racing Volvos to the vintage racing track. Gregg is the crew chief and works with other members of his club on the PV Volvos that participate in the vintage races. These classic Volvos racing at Pacific Raceways always make this event special for us, as well as the visits to the Volvo pit.

While there have been rumors about PRW not holding the vintage races in the future, it appears we're already set for 2009.



Non-Technical Tech Tips

By Gail Ritchie

Since I basically don't know anything about cars other than when they need to go to my mechanic, you'll not be getting any technical/repair tips from me. However, once in awhile I discover or hear about "non-technical" tips that are useful in maintaining your classic Volvo. This will be an ongoing/continuing list as I hear about new ideas so feel free to pass anything along that could be included in this column. And yes, we are giving free advertising here for great products.

Duct Tape for Everything

There is a published book on duct tape called "The Duct Tape Book" with 123 pages of uses for duct tape. I always carry some in my car for hose breaks and for propping my doors open if/when the clips break. I will tell you that the judges at the West Coast meet in Vancouver, BC a few years ago were NOT impressed with my clever door clips. Available everywhere. (Gail Ritchie 8/07)

Keep Moisture Out of Your Car with Damp Rid Hangers

Most of you know about "Dries the Air" or "Damp Rid" which have been around for years to remove excess moisture from rooms, boats, motor homes, etc. It has traditionally come in a plastic container where you put the crystals in the top and the water accumulates in the bottom. However, they are easily tipped over which makes a real mess as the water contains the chemicals from the crystals that collect the water. However, Damp Rid now comes in a hanger form. Crystals are in the top and water collects in the bottom with no drips and no possibility of spilling. I was using in my utility room but now have one hanging from my rear view mirror (also hangs well from window crank). They are not inexpensive (approx \$3 ea) but well worth it to keep your car dry on the inside during the wet months. (In the first two weeks of Sept mine is almost full with the car in the garage.) Not available everywhere yet but check grocery and drug stores. (Gail Ritchie 8/07)

Dust Off Your Car with California Duster

Greg Kauffman pulled his out on a cruise once to dust off his 1800ES and I commented on how dirty it was and he said "the dirtier it gets—the better it works". True! Comes in a handy cover for storing in your trunk and does a great job of dusting off your car in a flash. Available at Schucks. (Greg Kauffman 8/07)

Clean Your Car with Meguiar's Quick Detail

Don't want to wash your car and get water where it doesn't need to be? Gary Ramstad hasn't washed his cars for years. He dusts them off with the California Duster and these uses Meguiar's Quick Detail for a wax shine and protection. He also used it on his windshield and found that it works great in repelling rain. Available at Schucks. (Gary Ramstad 8/07)

Clean Your Chrome with Glass Cleaner

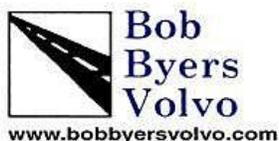
Glass cleaner does a great job of cleaning and shining up chrome bumpers. I like the foam spray "Invisible Glass" for all my windows and chrome available at Schucks. (Gary Ramstad 8/07)

Clean Your Exterior Rubber with Black Chrome

Turtle Wax has a great product for cleaning and restoring your rubber/vinyl trim, moldings and they also recommend for simulated wood grain. (Gail Ritchie 8/07)

WD-40 for Everything Too!

There's a book on this product too by the same guys that wrote "The Duct Tape" book. Here are just a few uses. Removes road tar and grime, lubricates noisy door hinges, removes bugs from car finish, grills and bumpers, restores and cleans roof racks, removes all traces of duct tape. Also says you can spray on distributor cap, displacing the moisture and allowing your car to start. (Gail Ritchie 8/07)



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Advertisers' Trading Post

PSVSA advertisers may sell parts or cars here as part of their annual advertising fee. Send an email to Gail Ritchie (volvo1800s@comcast.net) with items and pricing and contact information.

V Treasure Hunter

Greg Blake

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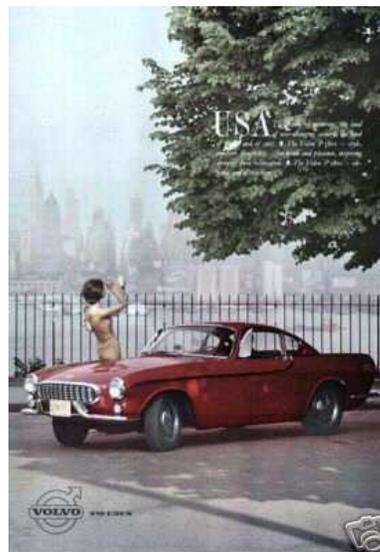
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Key chains: \$14.95 plus shipping

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 Program. **This promotion has been cancelled by Volvo as of 12 /31/08.** The Volvo Special Purchase Program is available to every VSA member who has been a member 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.

16th Annual Greenwood Car Show— June 28, 2008

Experience the 16th Annual Greenwood Car Show
THE GREENWOOD MILE



By Gary Ramstad

This year was PSVSA's 6th year of participating in the Greenwood Car Show. This is one of the best old car shows in Seattle where a guy can pull out an old, not restored, original car from the garage and show it next to the big money show cars without any problem. This show always attracts 500-600 nice cars every year and brings in about 30,000 spectators for the day. With advanced pre-registration required for this show, cars are always turned away when the streets are full.

The past and present Volvo dealerships and repair shops, and the Scandinavian population in Seattle, have produced many Volvo owners, and they love to see our old Volvos at this car show. We are always proud to be there to show them. We once again had a shaded, reserved parking space in front of the old Phinney Ridge Lutheran Church for the day thanks to some Volvo people on the car show committee.

This year we had five members and their Volvos: Warren Moy, 1961 PV544; Dick Libby, 1964 PV544, Gary Ramstad, 1967 122S; Peter King, 1967 122S; and Gail Ritchie, 1969 1800S.

We also had a beautiful, sunny day to enjoy showing our cars and admiring others.

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.

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: rاملfp@hotmail.com.

240 DL Series Parts

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. Made for 1979-1980 242 Volvo GT model. It would not fit on my 1978 245DL wagon so need to sell. List price \$312, sell for \$125.

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: volvoridge@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

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

Members: Please let me know if your listings need updating for the next newsletter and for our website!

Thanks, Gail

PSVSA Website Revamp www.psvsa.org

By Gail Ritchie

This summer, when the weather was lousy, I spent a few days and revamped our website. I hope you have taken a look at it lately. Our site visit statistics indicate we have a lot of people viewing our site. If you've been there, you've seen that the entire site was redone for ease of use and hopefully you'll agree it looks more professional. We had 258 visits in May which was our biggest month so far. Most new visitors come from Google searches or from the IPD website.

I hope you like the look of our new website. Any suggestions are welcome!

www.psvsa.org

Hand Painting My 1800S Engine Compartment

By Gail Ritchie, Assistant Coordinator, Puget Sound Chapter

I purchased my 1969 1800S in 2000. It was originally British racing green with tan interior, both of which I don't care for. The car had been painted a darker green by the time I got it, but had been sitting out in the weather for a long time and looked very bad.

In 2001 I had a "temporary" Macco paint job on the car that included under the hood and trunk. My "temporary" paint job is still on 8 years later and will probably be there for some time. I do get compliments on the champagne (with metal flake) paint job if they don't look too closely, but my dream paint job is a 1969 Volvo medium blue that was used in my model year.

While the interior has been completely redone in black and looks very nice, the engine compartment has always been a complete embarrassment to me, especially at car shows where everyone opens their hood for people to admire. My hood has been closed at 7 or 8 car shows.

For those of you with an 1800 or familiar with one, the engine compartment is packed and mine is made worse with the air conditioning system and cruise control (yes I like accessories!). There is no unused space and everything is very hard to reach especially with all the hoses and wires. However, I was encouraged a year or so ago by PSVSA member, Greg Kauffman, who had done his and was certain I could do mine also.

So I decided to give it a try and went and purchased black and silver 500 temperature spray paint at Schucks and a whole bunch of brushes of various sizes and types, mostly small craft brushes. In speaking with PSVSA Coordinator, Gary Ramstad, he suggested POR-15 paint (1500 degree) for the engine and exhaust manifold as the 500 degree paint wasn't enough. I got gloss black and Chevy red in the POR-15. He also suggested a lot of Acetone for mistakes. I also bought a quart of Rustoleum gloss black for the body and bracket paint and for the wheel wells and body in the trunk.

After cleaning the engine twice, the first time with the pressure washer, I was actually able to see some red on the engine for the first time! The exhaust manifold was a brown rust color along with the exhaust pipes that you can see when looking down into the engine compartment. The body was still British racing green sort of.

I set to work on the engine first with the POR-15 Chevy red using small brushes, much of the time taped to the end of a paint stir stick so I could reach way down. Same thing with much of the black. The silver spray paint had to be sprayed into a container and then applied with a brush. Nothing could be sprayed.

The fan proved to be the hardest even with the brush on the end of a stir stick. You can only get parts of it and it's very easy to get paint on the radiator. I finally got smart and covered the radiator. You have to start the car for a minute and then turn it off to get the fan in a new location to be able to paint it.

What did I use to cover the radiator, sides of the engine compartment and underneath the car for drips? Unused puppy pee pads. My new puppy got house trained so quickly that I had 20 left over and they proved to be excellent for covering the sides, sliding down between the radiator and fan and to put under the car to catch spills.

This is a back breaking job, especially when you're 5' 3". Although I had a clip light hooked on the hood along with an overhead light, I spent most of the time with a flashlight in one hand and the paint brush in the other as I was working in my garage rather than outside.

Due to a complete lack of knowledge on my part of how cars run and what is actually in the engine compartment, I only removed the spark plugs and the battery. Every hose and wire was still in place during this paint job - obviously making it harder. I had also been painting everything that I could get to so I was truly hoping the car would start when the job was complete and the paint dry.

Gary also suggested that after the 4-6 day waiting period that the POR-15 requires, that I start it up and immediately drive it outside and let the engine run with the hood up in the event there is smoke from the new paint - good idea Gary!

By the time I was done I had at least 30 hours of work into it but only \$112 in paint, materials and parts. While I know I didn't get to everything under the hood, mostly the bottom of the engine, I got most of it and it really looks good. I keep going out to my garage to admire my work.

After three weeks of working on the paint job, the day came to see if the engine would turn over and amazingly it started right up! I drove it out and parked it and let it run for 20 minutes as there was paint smoke as Gary predicted but just from one area under the

Hand Painting My 1800S Engine Compartment—continued

carburetor that I had painted red as it looked like part of the engine. It burned off so I repainted it black.

After taking the car to a couple of events, the black paint on the exhaust manifold and pipes below the engine had burned off, almost completely on the exhaust manifold even though the paint was supposed to be good to 1500 degrees. So that's a problem I still have to solve. Greg Kauffman, PSVSA member, gave me a lead on some higher temp paint which I will be purchasing and reapplying on the exhaust manifold and tail pipes.

The only thing I broke was a wire end that hooks to the battery. It was so old it just sort of disintegrated as I tried to hook it back on so off to Schucks again. I did pick up new nut and bolts for the battery clamps that definitely look better than the rusted ones I had previously. I also bought some plastic cord covers that I used to cover some of the older wiring.

When I completed the painting, I cleaned up all the hoses with Mequiar's "Endurance High Gloss Tire Protectant Gel" to make them look shiny and new. Then it was off to the trunk for a new paint job.

The only thing left is to buy a nice new, black battery.

Another thing I should have done was to take it to a detailer that had a lift so the entire engine could have been pressure washed. I guess a ramp would also have allowed me to paint the bottom of the engine and a couple of other areas that I couldn't reach but I'm still very happy with the results.



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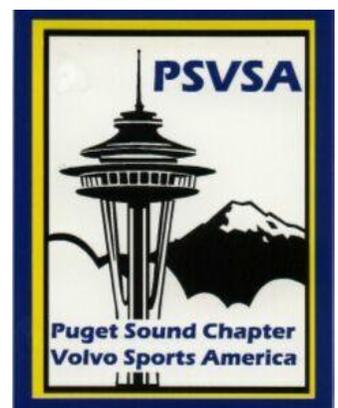
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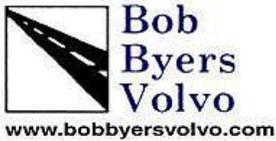
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Norwegian Constitution Day Parade—May 17, 2008



By Gary Ramstad



For the first time, our PSVSA club members lined up in Ballard, an area north of Seattle, for the annual May 17 Norwegian Constitution Day Parade. On May 17, 1814, the Norwegian Constitution was signed giving Norway its independence, similar to our July 4, 1776 Independence Day. Seattle has celebrated this event since 1889 with proclamations, speeches and a parade. Today, it is still the largest Norwegian Constitution parade in the U.S.

Gary Ramstad, a proud Norwegian, led the group consisting of Dick Libby, Peter King and Phil Lacefield, Jr.. Gary displayed the new club magnet signs on the doors of his car which really show up well against the deep red paint. Our classic Volvos caused quite a stir and I'm sure our club will be invited to attend again in the future.

The spectator crowd was around 20,000 people including 200 organizations entered for the parade on this hot 90 degree Saturday. Everyone had engine over heating problems so it was "engine off / engine on" and coasting down hills whenever possible. The crowd loved our old Volvos and were yelling questions and comments to our members as we drove by.

This was a very fun event that we plan on participating in again in the future.



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Web: www.vtreasurehunter.com	



Edmonds Hot Autumn Nights Car Show, September 5, 2008

By Gary Ramstad

This year was our 2nd joint PSVSA Volvo and Northwest Saab Owners Club car show together in downtown Edmonds. Edmonds is a small town on Puget Sound and this show draws huge crowds to view the 260 show cars in the downtown area streets. This year again, we had prime parking space just east of the fountain intersection.

We had four Volvos: Dick Libby, 1964 PV544; Gary Ramstad, 1967 122; Dick Klomp 1965 1800S; and Gail Ritchie 1969 1800S. The two participants from the NW Saab Owners Club were Rich Hammond in his 1967 Saab Monte Carlo and Dan Morley, 1975 Saab Model 95 with a matching 1961 "Trailerboat" trailer which was made in San Rafael, CA. This 1961 classic trailer with a boat on top drew crowds all day. It had it's original 60/70's interior and the first owner had made a custom kitchen in the back complete with a fringed canopy.

It was a fun event on a hot, sunny day summer day and it was great to see many old friends among the visitors .



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



PSVSA Event Schedule for 2008

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

Jan 7 (Wed)	Volvo GT Club Meeting
Feb 4th Wed	Volvo GT Club Meeting
Feb 15th (Sun)	PSVSA 3rd Annual Swedish Car Cruise-In
Mar 4th (Wed)	Volvo GT Club Meeting
April 1st (Wed)	Volvo GT Club Meeting
April 19th (Sun)	PSVSA Spring Rain or Shine Volvo Swap Meet
May 3rd (Sun)	PSVCOA Show and Shine
May 6th (Wed)	Volvo GT Club Meeting
May 16th (Sat)	IPD Annual Garage Sale
May 17th (Sun)	Ballard Parade
June 3rd (Wed)	Volvo GT Club Meeting
June 6th (Sat)	Swedish Day Car Show
June 27th (Sat)	Greenwood Car Show
July 1st (Wed)	Volvo GT Club Meeting
July 4-5 (Sat/Sun)	Pacific Raceways Historic Races & PSVSA Car Corral
July 11-12 (Sat/Sun)	Tivoli/Viking Days Volvo and Saab Display
Aug 5th (Wed)	Volvo GT Club Meeting
Aug 16th (Sun)	Backroads Cruise to Stanwood and Camano Island
Sep 2nd (Wed)	Volvo GT Club Meeting
Sept ???	Edmonds Car Show
Sept ???	Volvo Club of BC Picnic
Oct 7th (Wed)	Volvo GT Club Meeting
Oct 11th (Sun)	PSVSA Fall Rain or Shine Volvo Swap Meet
Nov 4th (Wed)	Volvo GT Club Meeting
Dec 2nd (Wed)	Volvo GT Club Meeting

Come and join us for an event!