



ENZ ULLETIN

January / April 2012

President's Message:

Hello,

I would like to say thank you to all those members who took the time to attend our last session at White Spot. I was blown away with the turn out! I didn't do a role call but I'd say we were close to 20 who attended and for our club we haven't seen a crowd this big for years!!

I would say the reason for this has to do with Louis Fourie and his reminder emails as well as the enthusiasm that is being created. People who have attended are going back and inviting friends and neighbours to come out for a few hours and chat about cars.

Another good news story is I was approached by the retail manager of Mercedes-Benz Canada for the Vancouver stores. Nestor Balce, is new to the automotive business and wanted to reach out to club members to see how Mercedes-Benz could help in grow the club and promote the brand. I'll keep you posted on the developments in this area. Nester has been invited to join us at one of our monthly sessions so depending on his availability I'm sure he'll be out to meet with us.

There are lots of events happening around us. Vancouver Island section has a few great events planned and south of the border the Seattle and Portland clubs always have an interesting event on. I only wish I had more weekends to get my chores done and to attend events.

Our Mercedes club event we have held in past July's will be moved to September. This was great to hear as this event closely followed the German Car day in June and competed with members being on vacation. Watch for more on this as we will have support from Mercedes-Benz as we will be proposing some ideas to them to help us make our event really interesting.

With the snow tires put away for the summer and a quick polish to remove the winter dulls, I'm ready for some nice sunny and warm days.

Charles

Six Decades of the SL http://carscoop.blogspot.com/2012/03/six-decades-of-mercedes-benz-sl.html?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+Carscoop+%28CARSCOOP%29

Listing of Mercedes-Benz and Other Car Events in the Pacific Northwest

- May 12, 2012 Griot's Garage Detailing, 3333 South 38th Street, Tacoma, WA
Contact Jim Houk e-mail jth@telebyte.com
- May 18-21, 2012 Okanagan Wine Tour
Contact: Bob Wilson e-mail Wilson@telus.net
- May 19, 2012 All British Field Meet, Van Dusen Gardens, Vancouver. BC
No Benzes but still interesting.
- TBA RX Autoworks Tour, 270 East 1st Street, North Vancouver, BC
We are typically invited along with the Mini and Triumph Clubs
- June 17, 2012 Italian and French Father's day Event, Waterfront Park, North Vancouver, BC
No Benzes but always an eye pleasing array of cars.
- June 23, 2012 Sequim Garage Tour, Port Gamble to Sequim, Olympic Peninsula, WA
Contact David Glass, e-mail davidr.glass@att.net
- June 24, 2012 German Car Festival, Waterfront Park, North Vancouver, BC
BMW, MBCA & Porsche Club Event, Contact Louis Fourie E-mail L4ie@telus.net
- July 15, 2012 Forest Grove Concours, Pacific University Campus, Forest Grove, Oregon
Contact: Allen Stephens e-mail allenstephens@frontier.com or 503-708-0397
- July 22, 2012 Rudi Koniczek Tour – 300SL Restoration, Victoria BC
Contact: Bob Wilson e-mail Wilson@telus.net
- Aug 12, 2012 Seattle Section Regional Show and Shine, Nile Country Club, Mountlake Terrace, WA. Contact Ian Gleadle email ian@gleadle.com
- Sept 1, 2012 Crescent Beach Invitational Concours, White Rock, BC
Unless invited, this is a viewing event
- Sept 9, 2012 Mercedes-Benz in the Park, Waterfront Park, North Vancouver, BC
This is the main event of our Section, contact Louis Fourie e-mail L4ie@telus.net
- Sept 26, 2012 "Mercedes-Fest" with MercedesSource, Bellingham, WA.
Contact Kent Bergsma email kent@mercedessource.com
- Sep 31-Oct 3, 2012 StarFest 2012, Phoenix, Arizona
See The Star for further details

OKANAGAN WINE TOUR

Secondly, I'd like to start collecting names from those who intend to participate in the **Okanagan Wine Tour** to put against our block booking. This event will take place over the **Victoria Day weekend**, with departure on Friday, May 18 and return on Monday, May 21. Vancouver Island Section residents will clearly need ferry reservations for the return trip and probably for the trip over. Participants from the USA should plan to meet us at the host hotel, the Coast Osoyoos.

The wine tour will be designated a Regional event. On the Saturday we plan to have an economy run over that day's route. All cars will be filled up at the start and end by the same person, and the entrant who beats his or her car's EPA combined fuel economy rating by the largest percentage will be the winner. Cars from before the 1984 model-year will be rated against the mileage shown in a contemporary road test.

We're still considering the route for the wine tour and taking expert advice on the wineries to be visited. I'll be having another look at the area during a return engagement with the Spring Thaw Rally for classic cars, which takes place at the end of April. However, it seems likely that Canadian participants will be taking the Hope-Princeton up, possibly with a Friday detour to the See Ya Later Ranch winery (try their pinot noir). The Executive has discussed returning via the North Cascades Highway. Please tell me if you have any ideas for the route, and remember to let me know you'll be coming and what car you're likely to drive ([click](#)

No club? Start one. No members? Make trophies.

The Man Who Gets Things Done – Barry Patchett

Our New Section President

Okay. You're a Mercedes-Benz enthusiast and you want to mingle with other Mercedes-Benz enthusiasts. How do you go about doing that? You join the MBCA, right?

It's not that simple. At least not in Barry Patchett's case. He lived in Alberta, Canada at the time, and there was no MBCA section in Alberta. In fact, there were no active MBCA sections anywhere in Canada. None.

Patchett gets things done. He's a professional engineer and a sailor. He's



Past Rear Commodore of the Ladysmith Yacht Club, and Advanced Training Officer at his local Power Squadron. He was a professor in metallurgical and welding engineering at the University of Alberta. He previously made brewing vessels and malt scotch distillery equipment with a company in England. And he's our new MBCA Regional Director.

Barry Patchett didn't take his situation in Alberta lying down. Rather than cry in his scotch, he established the club that Canada didn't have. He contacted the home office and with their support, he founded an MBCA Section in Canada — the Alberta Section, Canada's first active section.

How do you attract members to your new MBCA section? If you're Barry Patchett, you organize annual concours and rallies; and to encourage participation, you make trophies and donate them to your club. You don't buy them at the trophy store where baseball bats and bowling balls share the shelves with statuettes and chalices; you make your own. Handsome, unique trophies that tasteful Mercedes-Benz drivers would just love to see on their burnished mantelpieces.

Your club grows with you as President and Newsletter Editor. The section becomes the MBCA Section of the Year and wins a newsletter award. You win both Member of the Year and Executive of the Year Awards. Then you retire, move to Vancouver Island, and are again elected to receive the Member of the Year Award (in 2010). Two years later, you become Director of the Northwest Region.

Barry Patchett gets things done.

He has owned several Mercedes-Benz automobiles, from a 300SEL 6.3, through two diesels (300SD and 300D Turbo), to his present 1994 E320. And like the Portland Section's Allen Stephens (see the Northwest Star, December, 2011), Barry Patchett also owns an SL Class — a 1964 230SL. As Northwest Regional Director, what does he hope to accomplish? "My objectives as Regional Director would be to encourage younger people to join as members," he says. "[I plan to] encourage strong contacts at the dealerships and strong social contacts among the sections. Encouraging events which can attract attendance from several of the region's sections will be a priority, as well as encouraging regional attendance at national events." For the short term, "...my main objectives are to have a leadership meeting in Seattle in the spring...where we can discuss regional events, try to strengthen weaker sections (all but Seattle, Portland and Vancouver Island) and see what each section needs from the [Regional Director]."

He'll probably get all that done too.

Barry Patchett lives in Chemainus, BC (on Vancouver Island, between Victoria and Nanaimo) with his wife Gwen Jewett. Gwen's son David and Barry's daughter Maggie live in Alberta, and Barry's son Lynn lives in Athens, Greece with his wife Costantia and Patchett's granddaughters Eleanna (5) and Alkyoni (3).

— **Tom Lichty of the Portland Section**

Tech Session to View Ian Stewart's 280 SL on January 28, 2012 by Louis F. Fourie

It is refreshing to find someone not intimidated by the mechanical complexities hailing from Stuttgart.



Ian Stewart has finally managed to pry his 280 SL from his Father and from the articles that started in the last newsletter and continue in the current edition, he is getting to know Benita on first name terms.

Ian is a mighty resourceful character and views the 280 SL's restoration as a challenge and an education. He also has the happy knack of "storing" suitable tools for this project, such as an interesting oversized hydraulic scissor-jack. A welding machine was thrown in with the car.

There is always something new to learn about these cars. Apparently, the 280 SL sold in Germany

retained the hard door map pocket, unlike those sold in North America. Certainly those of us who visited Ian's garage came away with respect, admiration and anticipation for what is involved in preparing Benita to drive out of that garage under her own power.

Photos by Gary Hawthorn



The Story of Benita: the Sleeping Beauty – Part II by Ian Stewart

- With a quick prayer to the god of mechanical things I got out the ½ breaker bar and various extensions and universal joints to connect to the spark plug socket and attempted to undo the spark plugs. The plugs looked newish (for 20 years). Only #2 gave me any trouble and that was because of water leaking into the spark plug hole and rusting the bottom of the threads. I then shot some oil into each cylinder and will come back another day to see if Benita's engine is seized or not. I had a look at the threads on #2 cylinder with my bore scope and they should clean up just fine. I looked into each cylinder and they appear to be fairly clean and free of rust.
- I put a large socket on crank and lo and behold the engine turned over very easily. I moved it around a bit and then confirmed that Benita is still alive but just sleeping, I put anti seize on the spark plugs and reinstalled them finger tight. All went in nicely.
- I siphoned the fuel out of the tank. Smells like varnish. But after 20 years what do you expect? I was able to empty the tank without a drop of gas/varnish on the floor. But then I had a brain wave and figured that I should take the fuel to the transfer station in the ugly gas can instead of the new one because I won't get the can back. So I transferred gas into the ugly old can which filled up too quickly (apparently it is smaller than the other one) and I spilled varnish all over my shoes, pant leg and hands and parking pad. I'll see how bad it smells tomorrow – hopefully some of the smell will have dissipated. There is always still the dead cat smell to contend with... The next day the smell from the gas hasn't dissipated. I moved the gas cans away from the back door hoping it will be better tomorrow.
- I opened the trunk and started pulling pieces of interior trim, molding and some electrical parts. The small bits were in a gold pan confirming their worth. Found radio knobs and trim pieces but no radio. I guess its gone for good. I found the clock – cute little thing and lots of little wood pieces – I wonder where they go....
- I took all interior items I left on the hood and placed them nicely on top of my MGB for identification and cleaning purposes. It looks like there are enough parts but I have no idea where they all go. I know that there is some trim and interior side panels and other stuff which I can't identify yet. Most covered in mould but that is easily remedied.
- I went to the Mercedes Dealer and introduced myself to the parts manager – all he kept saying is “ oh...very expensive...very expensive”. I didn't order anything yet.
- I was missing a bolt for the hood hinge so I got a 6mil bolt and tried to put it in the hole in the hood where the hinge attaches. No threads, so I got my borescope out and had a good look – no threaded backing plate. I guess I will have to fix that. I had a look at how I would remove the hood and I can now tell how many of the chips in the hood happened. Sometime in the past that hood came off and went on again – probably a one man show damaging the paint. I think I can make the hood fit – I just need to secure it first. I will read up on how to remove the hood by myself so I can remove and clean the rad.
- I opened up the trunk again and looked closely at the wooden stakes (little thingies) and figured that they were from the speaker cover – one broken top piece and one broken bottom brace - I figure I can make a new one pretty easily. I took out the carpet from the driver's side and vacuumed up more maggot shells and removed the insulation under the carpet. No sign of rust through. I also cleaned some of the interior panels with my saddle soap. Looks much better now.

- I got some touch up paint and sharpened my chop stick and dabbed the first coat of paint into the chips around the wheel wells / door edges / hood edges and other weird places. I expect that I will need to do 5-18 more fills in areas to get to the point where the thickness of paint is matched. Benita looks awesome from 8 feet in a dark garage – she’s ready for the bar scene any day now.
- Put a few more dabs of paint in the chips to try to get the colour correct. I am not expecting to do any real filling until Benita can run under her own power but the colour is darkening nicely with each drop of paint I apply. Too bad it matches the glove box instead of the exterior paint.
- I pulled off the trim on the driver’s side. I cannot believe that there are metal screws holding on the bodywork. Of course there will be rust where the screws contact the body???? I will clean up these blemishes next week. Hopefully I can find someone to help me pull Benita’s hardtop off so I can see if there is a soft top and what condition it is in.
- I cleaned up the area where the door trim was and gave a quick sanding and then put 1 coat of paint on the lower area. The paint doesn’t match but it is better than a rust coloured primer. The lower metal under the door sill was replaced 20 years ago and I can see all of the welds holding it up. The seam sealer is separating in a few locations but will be ok.
- I put two more coats of paint on the area, pulled the masking tape off the area and let it sit. When clearing the nozzle of the spray can I accidentally sprayed paint all over the driver’s side seat. Didn’t come off with paint thinner so I had to get the reducer can and pray that I didn’t muck up the leather. As soon as the paint was off I smothered the area with hide food and crossed my fingers.



- I siliconed up the rubber seal under the driver’s door as it was peeking out from under the door when I closed it.

- I started to clean the mud out from around the driver's side headlight bucket and realized that there was a tremendous amount of rusted metal being held in by the undercoating. Two layers of undercoating in places all cracking and bubbling due to internal rust. I pulled approx. 3 lbs. of undercoating, rust flakes and mud from around the headlight and under the fender. The undercoating was put in there to hide the shitty past repair jobs. I know this because of the large goops of Bondo that was pressed through rust holes. Poor Benita, I will fix you, I promise. Johnny thought he bought a restored car too. Restored with a gallon of Bondo I expect.
- I went at the passenger side headlight area and the rust was twice as bad as drivers side. There was a metal plate riveted to the engine bay with a large glob of fiberglass behind it. This was Johnny's work – I recognize it. There are more globs of fiberglass in the engine bay, shock tower etc. I'm starting to understand why Johnny became disenchanted with Benita. Here was a (supposedly) totally restored car that he spent \$20,000 for in 1988, then spent another \$10,000 on bodywork (rocker panel, plates in front of drivers feet and some mechanical and trim pieces) and the front end is rusting off due to a crappy restoration job. I find rust through in the headlight bucket at the bottom, rust through the inside of the engine bay and under the top of the fender. The previous restoration saw Bondo lathered directly over rusted metal and held in place with undercoating. I pulled out another 3 lbs. of dirt, rusted metal and undercoating. I tell Benita that it will all be ok – I will learn how to weld.
- I'm feeling better about Benita now – I have uncovered the sleeping giant (rust) and I will kick his ass – Benita and I will have fun together as I bring her back to her glory.

For Sale

This 1995 Mercedes-Benz E320 Cabriolet is a BC car. 109,000 kilometers, I'm the 3rd owner, BC car, recent big service at MB, polar white, blue leather, burlled walnut, blue canvas top. This is a very nice car!

Kim Spencer

kspencer@rebgv.org



Editor's Excuses:

Your scribe has not used MS Publisher frequently enough to master even its basic intricacies, resulting in much frustration in creating past newsletters. Having bought a new computer, I will attempt to see if the latest version of MS Word will suffice. So if you find the creativity of this newsletter non-existent, wait a while to see if Bill Gates can teach this old dog some new tricks