

ENZ

ULLETIN

September/October 2012

President's Message:

Hello,

For those of you who attended our Waterfront Park event in September, thank you. We had a wonderful 35+ cars attend with many people interested in the club and becoming members. You also got to mingle with the employee's from Mercedes-Benz and check out their wares and jump in and out of the new cars they brought out to the field. Although the new SL and SLK's look very tempting, I'd need to keep it practical so I was exploring the new GL and GLK and playing with the power seats that fold down to allow even more stuff to be carried to your destination. The only down side is I don't think you can fit a sheet of plywood in the back. I guess there is the Sprinter van for that which they also had on hand. It was a great showing and a wonderful time despite the few drops of rain.

As I'm seeing our monthly meetings at White Spot be well attended I'd like people to think about what activities they would like to do. Now is the time to start planning for 2013 and getting volunteers to organize events plus getting on the calendars of other sections. We have great momentum at the moment and it would be a shame to see this end. If members are interested in drives, short to lunch areas or long to Okanagan wineries please voice your thoughts and raise your hand to committing to attend. Other events we had done in the past are dent removal (need 15+ people to commit), car detailing where we bring in a vendor to show us cool products that make cleaning your Mercedes-Benz simple and enjoyable. Or a combination of the above and visit Griot's Garage in Washington.

These are only suggestions and if people have others please bring your ideas forward, either through email or in person. We need to start planning for next year.

Cheers,

Charles

MBCA BC Section Facebook Page

by Sean Clark

Sean continues to refine our Facebook page. Click here: [Mbcavancouver Facebook](#)

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

No current events planned but as Charles has requested, let us hear some suggestions and hopefully volunteers to organize. One event that appears to be gaining traction is a spring trip to the newly created LeMay Museum in Tacoma, Washington. <http://www.lemaymuseum.org/> Rather than get a lot of cars out, the thought is to partner up with fewer but fuller cars. A side trip to Griot's would be wise. Let me know your thoughts. Maybe the Seattle section will join in.

Recent Events

Thank you to all of you who joined us for our Mercedes-Benz in the Park event. But we all agree that we owe Nestor Balce of Mercedes-Benz immense gratitude for the really wide range of prizes, exposure, custom poster, special chamois and for mobilizing a great selection of accessories and pre-owned cars. The support provided by Nestor speaks volumes about how to build goodwill with our members. See the photographs below and page 3 by Sean Clarke

Four Pagodas, a 190 SL and a 450 SL all joined us for the Sea-To-Sky Thanksgiving Run to Britannia Beach sharing the run with fifty other enthusiasts. This event gave a healthy indication of the club's appetite for driving events because there was an age cut-off that restricted it to cars older than 33-years. See photographs on pages 6 and 7.



Gunnar Andersen's 1956 300c and Don Rutherford's early 1950's 220



At top: SL Celebration, Below left: Nestor, Joe and Bruce at Prize Giving, Below right: The Old and the New



New Magazine - Classic Mercedes

A new quarterly magazine out of the UK caught my attention, **Classic Mercedes**. The first edition is about to be replaced by the second, so if you are interested, hustle. A Gullwing dominates the cover. Below are the contents of the first issue and the cover of the second sent to me in advance by the publisher. Your scribe really enjoyed the first issue.

Classic Mercedes

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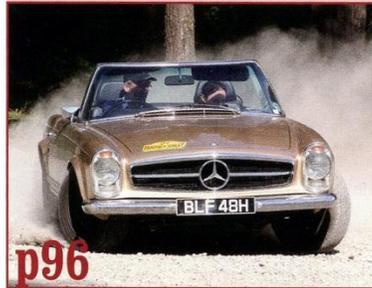
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Classic Mercedes
CELEBRATING THE WORLD'S GREATEST CARS

Issue Number 2
£4.95

BUYER'S GUIDE
1980s
S-Class

STRICTLY ORIGINAL!
Pristine 'data card' 230SL Pagoda

PILLARLESS COUPE REVIEW!

PRESIDENTIAL OPEN TOP 600 LANDAULET

HOLLYWOOD SUPERSTAR CHIC 220 COUPE

HOT & RARE TWO E36 AMG ESTATES

PLUS LEATHER CARE ♦ MERCEDES' FIRST ESTATE ♦ DESIGN MAESTRO – BRUNO SACCO

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

This is the continuation of Ian's tale of reviving a 280 SL

Jan-March

Going through the manual and trying to do all things related to a "service". Lots of pulling things apart and putting them back and trying not to break anything. It's cold in the garage so it's easier to sit and watch TV at lunch instead of trying to warm up the garage for 15 minutes of play.

March 10, 2012

Today was the day that I turned the key on Benita and she fired right up and settled into a nice idle - first time in 20 some years.

Work to date includes: new fuel lines, new oil/filter, new gas filter, new antifreeze, made sure valves were all opening and closing properly, cleaned the old plugs and checked gaps .035, new battery. She fired right up and settled into a nice idle. I was not expecting that but then I should have realized that it is a Mercedes. I now have a car instead of a decoration in the garage.

Next I'm going to take apart the brake system and play with all the other fluids, put the interior back and figure out why the driver's seat won't stay up. I have a brand new set of tires that I won from Yokohama that are calling out to me every time I head to the garage - they want to go out and play.

April 15

I finished replacing all of the brakes, lines and fluids, which was a little more involved than I thought but nothing that I couldn't handle.

April 30

Today in a light rain I backed my car out of the garage and drove it down the back alley approximately 900 feet each way. It's lunch so I figured nobody would catch me driving without insurance. I was mainly checking the tranny, clutch and most importantly the new brakes and looking for leakages.

I had a BS offer to purchase the car on the spot from one of the crowd that emptied into the lane from a construction site and caught heck from my neighbour for never telling him what I had in the garage. Is this indicative of the attention I am going to receive?



Benita stretching her legs on the Thanksgiving Run.

The car shifts ok, the revs seem a bit high at idle (1,200 or so) and the throttle seems weird compared to my other vehicles - hard to explain but seems laboured when I press the throttle but I can feel that she wants to go. It's not a linear acceleration like my motorcycle. I only revved it to a max 2,500 rpm today and brought her into 2nd gear twice to see if she would actually drive and shift in and out of 1st, 2nd and reverse.

The backup light stays on so that will be put on the list of things to do.

May 01

Today at lunch I went at the interior just to see if what I have in the "big green garbage bag" was enough to make the interior look pretty. Other than the floor mat that had the dead cat I think everything is still there and semi useable (signs that the body shop used a crowbar to snap off the aluminium trim....AAAARGH!). I just placed pieces back into the holes to see where things fit and took a picture – if you look fast the car looks complete...

The wood is warped so I am going to try to unwarped it before I install it. Don't know how yet but will get to that later.

May 13

Friday was the day - I got 1 day insurance - packed up all the tools and duct tape I thought I may need and took my car for its first drive. Drove my girls the 9 blocks to school (one at a time) at 7:15 / 7:30 then 10:10 I drove around town a bit - things seemed all right - noisy back end over bumps, divers seat has serious list to outside...- I took her onto the highway and still felt ok - (front end wanders a bit) - drove at about 80k for 5 minutes and then back into town - 20 blocks and car starts to stumble a bit going up a steep hill - I give her more gas and there is a stumbling of sorts at idle at next light - drive 10 more blocks and heading up a very steep hill I get to the top and the car dies - feels like no gas. I wave down some burly office types and with coffee cups in hand they helped push car onto the flat and I call roadside assistance.

I try to restart and it feels like no gas - I pull vents off tank – seems ok - I pull gas cap and no hissing. The fuel pump is trying.



Benita and fellow SLs at Britannia Beach Thanksgiving Run

Got the car home at the end of a tow truck and she started right up.

I figure the "infamous fuel return line must be blocked". To get to this point I have - cleaned fuel tank, all vents working well - used base guitar string on a drill to make sure lines were clean - new line to fuel pump, new filters in pump and at engine.

May 23

It's been two weeks since I broke down on the road during the Maiden voyage. I figure I'm not getting enough fuel coming back to the tank.

I checked flow at fuel pump - 1 litre in 10 seconds - ok - Fuel tank has been redone and new lines from tank to pump and all seems ok including vents. Checked fuel flow at fuel return to tank - 250 ml in 15 seconds (ahaa moment)- - started working backwards - Checked under car and found a badly dented fuel return line - figuring that the dent could be the culprit I cut out dent and checked flow at that point after fuel dampener and I get 250 ml in 15 seconds with car idling and with gas pedal pressed down a bit - no change.

Over next week I fabricate some pressure testers out of irrigation gauges and determine that the injector pump is pushing volume but not enough pressure (only 6.2 psi) to get past check valve.

Time for a different pump.

June 08

After sourcing a replacement pump I am getting 12+ psi after the check valve on the injection pump. Much better than the 6 psi I was getting with my pump.

I will take the car out for a spin in a couple weeks and see how she reacts. In the meantime I am fixing up the headlight buckets and plugging the big holes that were eaten by the rust worm. I am replacing the wood screws (aaaaaaargh) that were holding the headlight in with proper metric screws. I bought 100 so will have party favours the next time I host a Mercedes event at my place. 10 minutes with the proper tap cleaned up the damage caused by the wood screws. I ask "why would someone do that"?

Regarding the dead cat smell I was advised by an old restoration guy that vanilla mixed with water sprayed on the leather and wiped off and sprayed into the remaining carpet and vacuumed out "may" get rid of the dead animal smell. I bought two small bottles of the real vanilla and will go and try it out - I will report back. Worst case it will smell like a bakery.

June 15

This morning I installed the passenger headlight with the brand new flat euro lens into a renovated headlight bucket.

Then I went at the driver's side light to check the bucket condition - no rust through from underneath but good time to check - not bad condition so I cleaned up the flaking paint with a pick and wire brush. added some rust preventative and its ready to go. However the screws to hold the headlight cage were wood screws again ... because two of the original screws were snapped off and the DPO drilled holes above them to insert the wood screws in slightly different locations - That is why the entire headlight was a little cockeyed and too high.

I drilled out the broken studs, chased the threads with my trusty tap and put three new bolts with allen heads into the proper holes. The headlight fits much better now - just a little lower and straight.

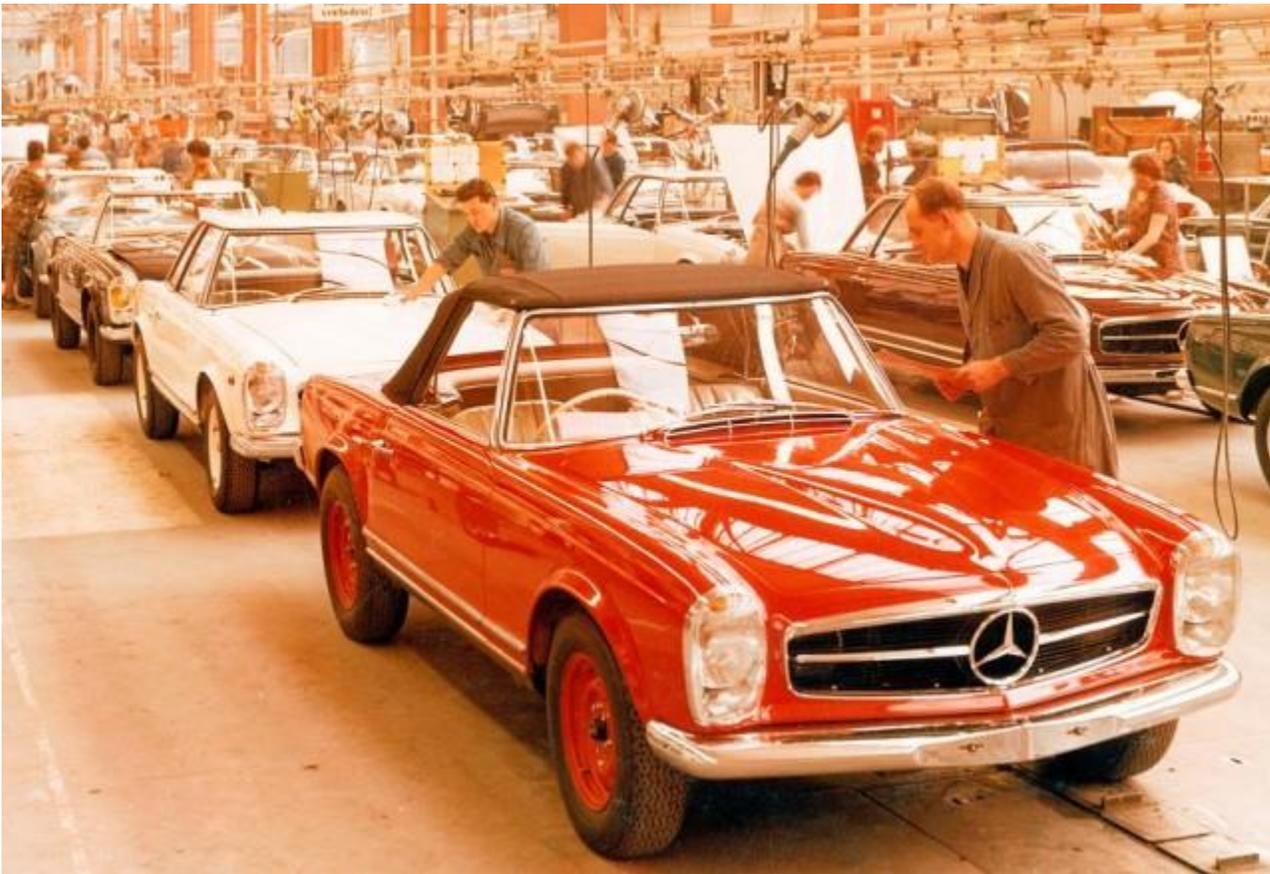
June 22

Went for the mandatory emissions testing this morning. Filled up with gas - \$82.00 - went to the Highway and saw Louis in his Pagoda waving at me – now that was a good sign if I ever saw one. I got out onto the highway to let the horses run - unfortunately bumper to bumper for 5 miles along Upper Levels so turned off and headed for Aircare - went through and failed miserably with a 8.96 for CO. Went into the parking lot and turned that big screw at the end of the fi pump counter clockwise until the car started to stumble when starting - retested and passed with a 3.69.

Now I can't get the car to start/run as well as it was and I can't figure out where I am in the adjustment process - I seemed to turn it all the way counter clockwise but it was hard to tell because I turned it the other way and nothing seemed to move either way. To me the screw turning thing seemed like I was pushing a pin over a ramp. Is there lots of turning or just 6 being one full turn? I took apart the spare pump I have and figured out that it is a delicate adjustment and should be easy to figure out.

Now to find out why the rear suspension sounds like its falling off the car.

To be concluded in the next newsletter.



230 SL production. Note a few are without the hardtop.

Digital Links of Interest

CLS 63 AMG Shooting Brake getting exercised.

http://carscoop.blogspot.com/2012/09/video-chris-harris-reviews-mercedes_20.html#more

For Sale

1973 450SLC

2-door hardtop with sunroof. Good body, runs well, ready for collector plates. Asking \$3,500.

Call Dave 604-341-3586 and leave a message.

1995 E320 Station Wagon

7-passenger. It is white with black leather interior; sun roof, radio/cassette with cd changer. I have an extra set of rims with snow tires; car bra with kevlar finish and MB roof box and carrier assembly.

It has 150K on it and has been a good family workhorse since we bought it 10 years ago. We are the second owners and bought it from MB on Boundary Road. She's had regular maintenance and the engine wiring harness has been replaced along with the muffler and service items along the way.



Kim Spencer kspencer@rebgv.org (604) 730-3071

Two 6.3 300SEL

Hector J Herbert has a large quantity of various parts, pieces, front grilles, bumpers, a few front fenders, trim pieces, etc for 300SEL, 250SEL, and other models of this era (1966 to 1972).

He also has a Silver 300SEL6.3 and a White 300SEL6.3 for sale. Both need some TL&C as they have not been used for 10 years. Both would be very good and would need minor work by a knowledgeable collector. Both are very good body wise and need air suspension work and misc. motor maintenance to be very good. The engine of the silver SEL has 25 kms. on the totally reconditioned engine. (by CARNARVON MOTORS) This alone would be worth a lot.

He no longer has the time nor the will to perform this work and does not want these two "world best sedans" of this era to deteriorate. The interiors are in excellent condition and exterior paint is very good and would need little work to be prime. Leather is in very good condition as are the wood trims.

Please contact Hector if interested in both or one of them.

His phone is 604-9438998 in Tsawwassen at 5431 - 8A Ave, V4M1V2

The all-new 2013 SL-Class.



For more information, please visit www.mercedes-benz.ca.



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