



Upcoming Events

Slide Presentation by Nigel Matthews Planned for January 2011

There are few people more integrated into the Vancouver classic car movement than Nigel Mathews. Besides his weekly column in The Province, he is a highly regarded concourse judge at events such as Pebble Beach. Nigel used to head the collector car department of ICBC and is now with Hagerty Insurance.

We are privileged that Nigel has volunteered to provide a slide show of a very significant celebrity collection. I am not at liberty to disclose whose collection this is. Suffice to say that photographs of this collection are strictly forbidden but an exception was made in the case of Nigel. This will be a unique opportunity to see a prized collection.

RX Restoration Tour Early 2011

Early each year our club is invited along with the Triumph Club to see the current projects that RX Restoration are working on. Considering the many Pebble Beach awards their work has received, this is a fascinating look at their craftsmanship as well as some of the exotic carriages that they return to better than new condition.

More precise dates will be announced once these events firm up.

Remember our Regular Monthly meetings the First Tuesday of the Month at the Coal Harbour White Spot on Georgia Street. These are not formal meetings, simply social gatherings with a little planning of what events lie ahead.



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Presidents Message

If you have been to the last few monthly gatherings at White Spot for the MB Club you may have noticed one, some new faces in the crowd and two, we have a crowd of people now. I would like to acknowledge Louis Fourie for his efforts to pull in Mercedes Enthusiasts from off the streets of the lower mainland

and have them attending on a monthly basis. Thank you Louis for this! The monthly gatherings are great to meet people who have a passion in Mercedes and cars, plus you also get to see a set of new and interesting cars. We have a 500E showing up and a wonderful old 280SE coupe, not to mention we probably have the highest number of w124 wagons appearing on a regular basis. As most of these cars are either a classic or close to becoming a modern classic, it's great to have our own little car show every month.

The cover comes off – As a result of a failed clutch in my other car, it provided me the excuse I needed to bring my 190E 2.6 out on the streets to see some activity. As I stuffed the car cover into the trunk and stood back and looked at the car I had forgotten how nice the W201 body style looked, not to mention how clean and shiny it looked (too bad I have to drive it in the rain). As I shifted through the gears (yes it is a manual) and listened to the smooth inline six, it all came back to me as to why I enjoyed this car. The car is a great size for the city, but you certainly do feel small around all the SUV's and minivans. I will be enjoying every outing I need to make and may find new ones just so I can get out and drive this fun little car.

Winter – As we are now in November it is time to think about winter and prepping your car. Check tire pressures, lights, wipers, remove all leaves and debris from air intake ducts to help keep your interior windows clear. If you are using the car in the winter, snow tires are better for sub 7 degree temperatures. Have your battery checked. Running the headlights, wipers, heater and seat heaters really drain old batteries. You don't want to be with a dead battery in the rain.

Thanks again to everyone who is attending the monthly gatherings. They have been a lot of fun.

Charles



Greg Bedard's meticulous
230 SL



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This and That

Here in Vancouver we have a healthy debate over the pros and cons of the bike lanes. The Society of Automotive Historians recently shared this youtube of how traffic control was handled or rather ignored over a century ago and provides a great contrast to our regimented downtown core. This is a great period movie showing some early cars and demonstrating that people's driving habits haven't changed all that much in 100 years!

This film was "lost" for many years. It was the first 35 mm film ever. It was taken by camera mounted on the front of a cable car in San Francisco. The number of automobiles is staggering for 1906. Absolutely amazing! This film was originally thought to be from 1905 until David Kiehn with the Niles Essanay Silent Film Museum figured out exactly when it was shot. From New York trade papers announcing the film showing, to the wet streets from recent heavy rainfall & shadows indicating time of year & actual weather and conditions on historical record, even when the cars were registered (he even knows who owned them and when the plates were issued!).. It was filmed only four days before the quake and shipped by train to NY for processing. Amazing but true!

Please note this date preceded the arrival of the Model T Ford as well as the creation of General Motors. Surprisingly, there are no signs of the most popular car up to this point, namely the curved dash Olds nor any other inexpensive runabouts. Besides serving as a form of skittles to be avoided, it would appear that the people standing in the street are expected to get on or off the trolley while it is in motion. In spite of the lack of rear view mirrors, shoulder checking is totally absent, but then who is likely to be faster than a motorist. Besides, there is plenty of activity to monitor ahead, especially considering the lack of braking power of the period.

http://www.youtube.com/watch_popup?v=NINOxRxze9k

Enjoy!

MarketPlace

1988 300CE Charles Godwin has to trim the fleet so is selling this coupe he bought from Leigh Gayman. Regularly maintained by Milo. Contact Charles for further details. Charles.Godwin@TELUS.COM

2004 500E 4M Eddy Lai is wanting to make a change so has this 56,000 km beauty on the market. Contact Eddy for further details. eddy@flyingtiger.ca

1973 450 SE Here is a bargain. Some rust in the rockers but Joseph Anthony is only asking \$1,000. Trim, chrome all great and within specs to pass aircare when last run a little over a year ago. Contact Joseph at joseph.anthony@jsma.ca

190 SL Hardtop Here is a rare 1957 item looking for a home. Contact Dirk Langezaal at 604-984-9696

Unknown grill A Mercedes-Benz grill 25.5 inches wide by 21 inches high is for sale for \$50. Unless someone can identify what model it belongs to from the dimensions and put it where it rightfully belongs on a car, it would serve as ideal art hung up on the wall, in spite of what your spouse may say. Contact L4ie@telus.net and your scribe will put you in touch with its vendor. I will even help you debate the merits of its placement on the wall.



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Recent Events

by Louis F. Fourie

Vancouver Show and Shine July 18, 2010

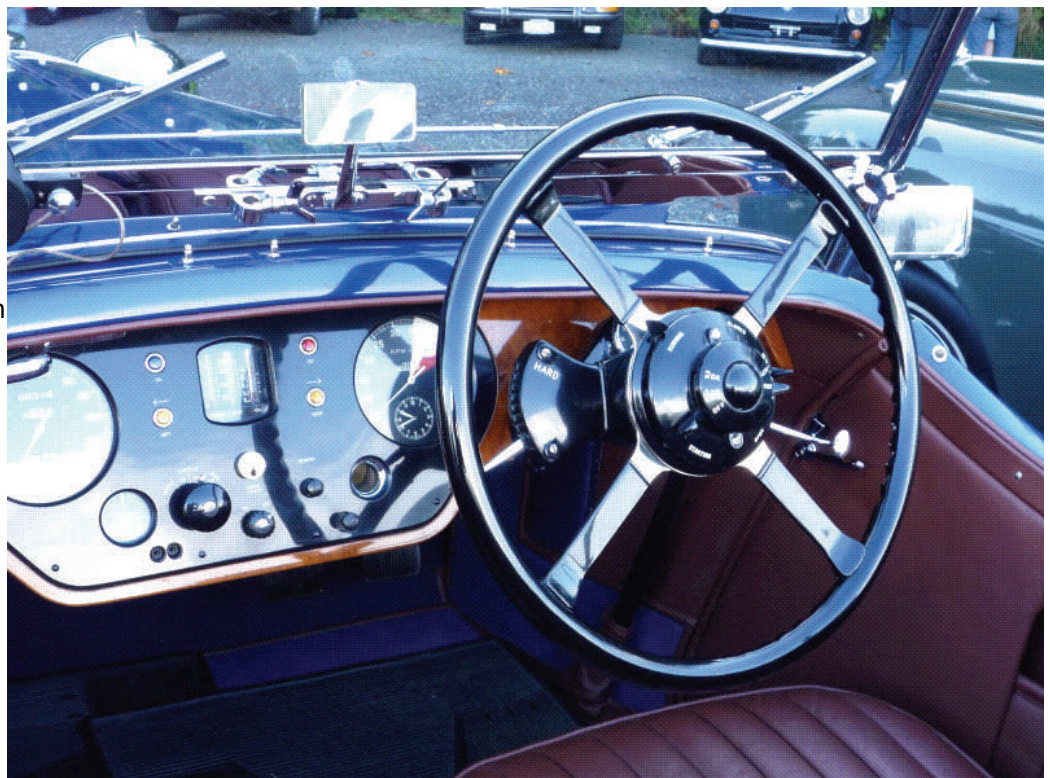
The challenge with this event is that it has occurred the last two years on the same day as the Historic Races out at Mission Raceway and it is also in the middle of the holiday season when many people are out of town. To get numbers up we have encouraged other clubs to share the Waterfront Park space, but that plan fell through as well this year.

In spite of these challenges and much to the relief of your organizer, we had a better turnout than initially expected. We must have had 20 cars in total even though they were not all there at the same time. Like most of the events we are scheduling, non-members have been welcome in the hope that we can gather sufficient momentum, exposure and interest. As such, some new faces and cars were seen. Older SL editions were the most prominent and an immaculate 280 SL arrived late in the event. We hope to see it and its owner at future outings. Anyone who attended got a prize of some sort, made up of models, free memberships and a number of goodies acquired from the dealership.

Sea To Sky Classic Car Event October 11, 2010

This fun event was organized by the Classic Car Adventures team and most of you missed a great event. About fifty cars headed from the Park Royal Shopping Mall in West Vancouver to Squamish, enjoying great but cool weather, which stuck around long enough before deteriorating later in the day. The assortment of cars was vast, the oldest being an amazing Talbot fresh from the lawns of Pebble Beach. The pride of Britain included a Rolls-Royce Cloud III as well as a 50s Aston Martin DB 2 or 3. Size varied from a Packard convertible down to a Lotus 7. All countries seemed to be represented, Japanese Datsuns, a French Renault Gordini, Sweden's Volvo 1800 two seater and a delightfully small 50s Alfa Romeo 1.3 Giulietta Sprint, which I followed in the 230 SL. A new Benz enthusiast Glen Pace brought out his 107 SL and Gary Pullybank hopped a ride in a newer Porsche Boxster. Either I have forgotten how to operate the heater, or its cables are stuck or whatever, we did not get it to work. The ride north in the slow lane allowed the exhaust to sound off against the mountain, providing enjoyment only a gearhead can understand even though my hands were cold. My son drove back, which allowed me to keep my hands warm in my pockets. He muttered a bit about my motives for letting him drive but concluded that the 230 SL is a joy to pilot even compared to his M3 BMW.

The Talbot cockpit. The lever to the left of the steering column adjusts the ride stiffness. On the right (partly obscuring the door handle) is the pre-selector for the transmission. Whatever gear you have pre-selected is only activated once the clutch is depressed.





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230, 250, 280 SL Tech Session October 16, 2010

We had a turnout of about a dozen people who wished to learn more about the 113-series. Ian Stewart brought along a fuel injector pump that we disassembled to learn its hidden secrets. Greg Bedard showed us how to free up the mechanism if it becomes inoperable after sitting for a while. It turns out that only the 230 SL injector pump has a separate oiling requirement with a dipstick that is impossible to find. Joseph Anthony brought a friend from Australia who has a 250 SL and subsequent correspondence indicates that John was applying some of the wisdom gained from the event by shimming his soft top to get it to fit better. Joseph brought along his fintail to see what similarities existed between these contemporary models. Besides Greg's immaculate 230 SL, Sharman King brought along his 250 SL. Others, like Sean Clark came along to determine whether a 113 should be on a future wish list and it appears that he has been seduced. Alex Roethe revived some memories of the Pagoda that his mother owned when he was young. Interestingly his father was content to drive Opels instead.

Having removed the end cover, your editor has inserted a bolt into the cam that activates the injector plungers. By moving the bolt in and out, a long stored injector pump can be unfrozen according to Greg Bedard. Supposedly, this threaded receptacle is simply there for just such a purpose. The temporary bolt needs to be removed to refit the end cover. For once, someone was thinking ahead.

Ian Stewart, on the right, monitors that his pump is not completely destroyed by the novice do-it-yourselfer.





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Why I am a Mercedes-Benz Enthusiast by Louis F. Fourie

This is a continuation of my previous contentious articles in which I share my exposure to the magic and metal from Stuttgart. One Mercedes that has left me rather underwhelmed was the top of the line 6.9 owned by the late Bud McCaig of Trimac Limited. Somehow, because I was entrusted with the books of his company, I was also allowed the privilege of driving this car when it needed ferrying to or fro for maintenance and repairs. Maybe I was expecting too much from the hydraulic suspension, because I failed to perceive much difference from regular steel springs. Certainly there was no carpet ride and although I have not done a back to back comparison, I would be inclined to bet the W124 series superior. There was little doubt that the 6.9 V8 had plenty of grunt, but rather than seduce you with constantly feeling alive, I felt it needed an intentional prod to get going. So while the heft did not smoothen the ride, it also blunted any taunting habits that might relieve you of your license.

One trip to fetch the 6.9 from the dealer remains memorable. It was the dead of winter in Calgary and the roads were particularly slippery. While the 6.9 may have been heavy, its considerable torque made it more than a handful on the icy roads. Considering the car's value and my subservient relationship to its owner, the utmost care was taken to keep this menacing vehicle out of harm's way. Besides my continued employment no doubt depended on the car's safe return.

It was also the occasion when I experienced some rather unique dealer treatment, that frankly left me speechless. The service attendant severely lectured me about a scratch that was under the bumper and the dire implications to warranty coverage. Even if I had not inflicted said damage, and on the ridiculous assumption that I might convey the same wrath to the owner, this dressing down caught me completely off-guard. I truly felt like the kid who had damaged Dad's treasured car and was about to be disowned from the family. Driving back to the office my mind was distracted with the words I wished I had formulated earlier as what to do with the damn scratch. However, the utmost attention was needed because even the gentlest nudge of the accelerator prompted a sideways move of the tail end. Continued next page



Except for the cat, you could not ask for a more attentive audience. The Pagoda group trying to figure out what is so intimidating about an injector pump that it costs over \$3,000 to renovate.



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Why I am a Mercedes-Benz Enthusiast continued

The fun really started while negotiating my way down the narrow alleyway to get the 6.9 into the underground parking. One courier van was partially blocking the entrance way to the garage door. A sharp three point turn was needed on this slick poorly sloped alleyway. Each time I tried to move the 6.9 back or forward the immense torque slid the rear wheels sideways on the icy road, getting us closer to the poorly parked van. The assembled courier drivers watched my feeble performance with scorn and delight that a "rich" guy could not maneuver his fancy wheels. It was a case of having "stationary" under-steer which completely defeated my attempts at a turn. What I urgently needed was immediate and vicious oversteer to move the fat backside of the Benz in the opposite direction to which it was currently sliding. Besides I desperately wanted to redeem myself in front of the courier drivers. But now was not the occasion to try any Nascar style victory doughnuts. Instead, all I could imagine was another scratch or worse with a completely justifiable lecture from the dealer. There would also be a moment of reckoning with the owner with possible career limiting implications. I conceded defeat and decided to await the return of the driver of the offending van, stranding everyone else in the process.

The choice words that had eluded me at the dealer were adequately inflicted on the van driver upon his return. The poor fellow obviously had no idea what had wound my spring so tightly. Once the 6.9 was reinstated safely in its parking stall, I advised the chairman's secretary that I had taken a bullet for the boss over a measly little scratch which needed to be repaired with dispatch. If not, Bud McCaig had better avoid the dealer at all costs. I also suggested that his car had too much power for its own good in slippery conditions.

It was not 'that' cold. Some people are better prepared than others. Or maybe, like your scribe's 230 SL, another heater was not working either. Glen Pace at the wheel of his recent purchase on the way up to Squamish





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