



March to August 2011

# B.C. Stars Newsletter

## Upcoming Events

### Euro Classic Car Show

August 20, 2011 10AM to 4PM

This event was cancelled. With a supposed \$150 entry fee, this comes as no surprise.

### Langley Good Times Cruise-In

Saturday September 10, 2011

This is the return of the largest car event in Western Canada after a year's break. While most of the cars are American there is always a good selection and variety.

### Kirkland Concours d'Elegance

Sunday, September 11, 2011

If you are heading for Washington and are interested contact your editor at [L4ie@telus.net](mailto:L4ie@telus.net)

### Sunriver Festival of Cars

Friday–Sunday, September 16–18, 2011

If you are heading further south to Oregon and are interested contact your editor at [L4ie@telus.net](mailto:L4ie@telus.net)



This opulent dash is not from a luxurious Mercedes-Benz but rather from a humble MG TA Drophead Coupe. For this and other MG photographs see page 4.

Photography of the German Car Festival and our Orphan Car Day will be featured in the next newsletter.



# MBCA | British Columbia Section

## Presidents Message

I was a little surprised when I looked into my newsletter archive to realize the last President's message was back in January! Amazing how time flies! I apologize to everyone for not getting a message out earlier. With the cold damp weather we have been experiencing on the west coast I kept thinking we were still in spring.

We have had two show 'n shine events at waterfront park, the German Car Day and the Orphan car club event. The German Car Day brought out large swarms of BMW's and Porsche's and only a handful of Mercedes. I see Mercedes being driven everywhere in this city, so it's a little troubling as to why more don't show up. We were fortunate to see the red 300SL gullwing and a very nice 300 Adenauer. And they sure made an entrance as people in the crowd lifted their head and came to look at both of these wonderful classics as they arrived on to the field. With all of the modern metal we see every day, the classic designs of past years are refreshing to see. Unfortunately I was away for the Orphan car club, so I'll let Louis speak about that event.

The club also had the privilege to visit RX Autoworks and to see their craftsmanship up close. This year another one of their cars is getting prepared for Pebble Beach, a Laguna Rapide. I dropped in 7 days before it was to be loaded on a trailer to California and the guys were very busy assembling all the fittings. As the motor had only just gone in I'm sure there were a lot of late nights to get it finished. As in true RX form I'm sure it will be a strong contender at the show.

I would like to thank Louis Fourie for all his efforts in encouraging Mercedes enthusiast to come and join us in our monthly get together at the White Spot. At are last meeting we had three new faces and they had rather unique cars, 300SEL 6.3 and a w107 280SL are the two I heard about. Thanks Louis for your efforts and I encourage everyone else to use those door hanger cards to get more people out to our events. If you need some of these door hanger cards, please contact Louis.

If anyone has an idea for an event, or willing to put one together please let us know so we can inform the group.

Cheers, Charles Godwin



For more on the MG collection see page 4. The racing body mounted on the wall used to be on the K3 Magnette chassis that is the prize of this collection.

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.



# MBCA | British Columbia Section

## This and That

### 2012 Mercedes-Benz SLK 55 AMG Revealed ahead of Frankfurt Show

[http://carscoop.blogspot.com/2011/08/all-new-2012-mercedes-benz-slk-55-amg.html?utm\\_source=feedburner&utm\\_medium=email&utm\\_campaign=Feed%3A+Carscoop+%28CARSCOOP%29](http://carscoop.blogspot.com/2011/08/all-new-2012-mercedes-benz-slk-55-amg.html?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+Carscoop+%28CARSCOOP%29)

### Mercedes-Benz's Silver Suits Burn Some Rubber

[http://carscoop.blogspot.com/2011/07/video-mercedes-benz-silver-suits-burn.html?utm\\_source=feedburner&utm\\_medium=email&utm\\_campaign=Feed%3A+Carscoop+%28CARSCOOP%29](http://carscoop.blogspot.com/2011/07/video-mercedes-benz-silver-suits-burn.html?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+Carscoop+%28CARSCOOP%29)



This MG SA four-door tourer has a 2.3-litre 6-cylinder OHV engine. This example is totally original and un-restored. Although a large car, this was not the largest MG of the era, that role belonged to the 2.6 WA series. For more on this collection, see page 4.

## MarketPlace

**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](mailto: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



# MBCA | British Columbia Section

## Private MG Collection Tour

by Louis F. Fourie

On April 18, 2001 a healthy group of enthusiasts were given a chance to see a remarkable collection of MGs, with approximately half being prewar models. The owner, who wishes to remain anonymous, has several models of which less than a dozen remain.

Pride of place is reserved for the MG K3 Magnette which the late Phil Hill drove for a feature article in Road & Track magazine. Phil Hill terrified the owner when he showed what the car was capable of on a romp up Mount Seymore. Unfortunately the drive was sufficiently spirited that stones peppered the forward edge of the rear mud guard, to use appropriate English terminology. It is difficult to tell whether the owner is upset about these scars or whether the tale and incident add to the pedigree of the car.

The collection of photographs show other fascinating models, a few with small capacity 6-cylinder overhead cams of between 1100 and 1300 cc. Those who attended realized how fortunate they were to see such fascinating cars. We are most grateful to the owner for sharing his priceless treasures with us.



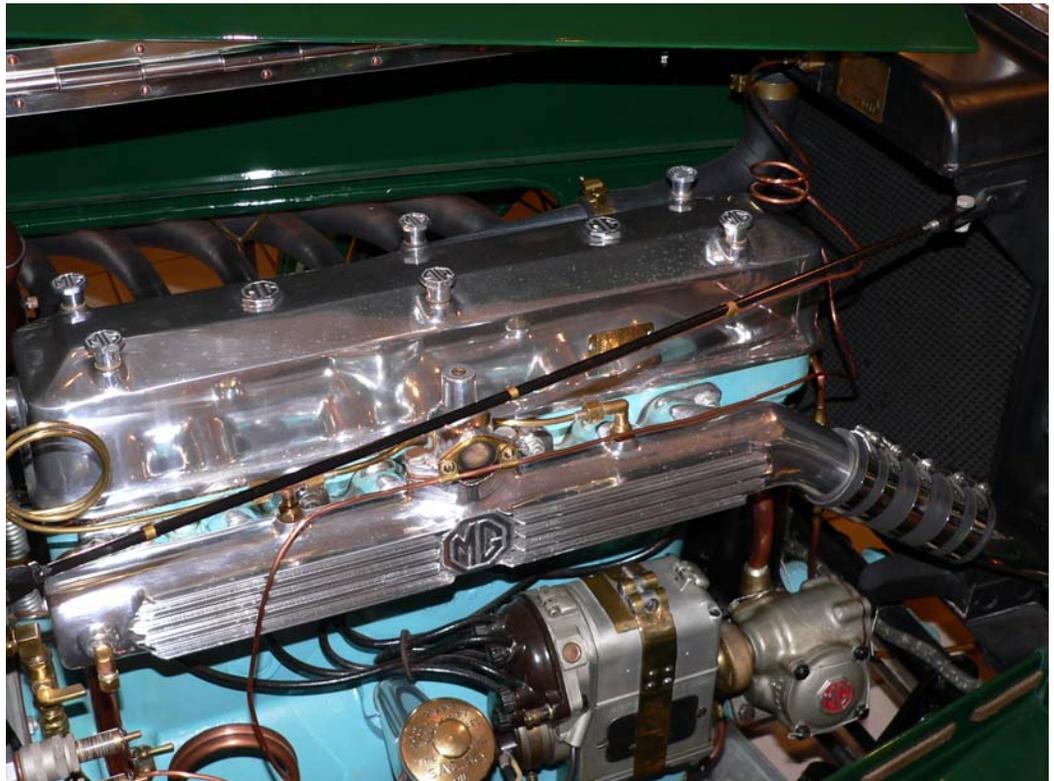
MG P-series Airline Coupe with sunroof



# MBCA | British Columbia Section



The MG K3 Magnette with its OHC 6-cylinder engine of only 1.1-litres. In the top left photo, the lower shroud hides the supercharger with the dashpot of SU carburetor just visible to the right. The long intake manifold is seen emerging from the blower in the bottom right of the engine photo to the right.





# MBCA | British Columbia Section

## Unnecessary Complexity

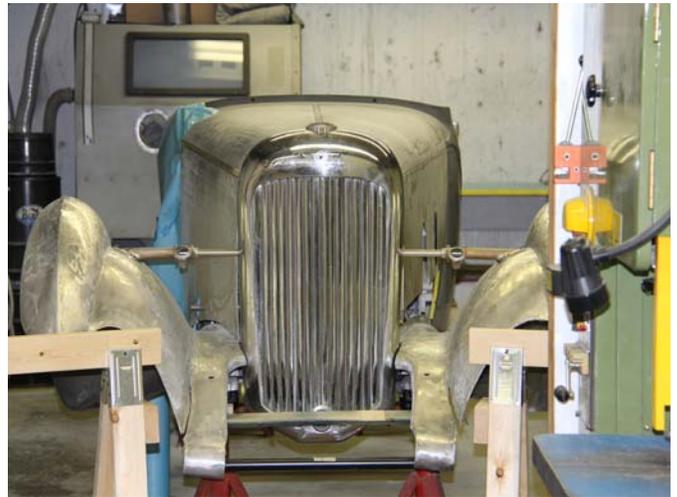
by Louis F. Fourie

This article is a tribute to all wrench turners, such as Tony, who take care of the cars belonging to many of our members at Milo's Garage. It is also a challenge to automotive engineers to raise the bar, particularly those at Mercedes-Benz.

The best engineers are those who design a solution that is simple, economical, durable and easy to maintain. Back in the good old days when engines were not covered with plastic shields that retain heat, there were fan belts. To tension these belts you selected your largest screwdriver or "Tommy" bar, loosened the bolts on the alternator, levered the alternator as far from the block as possible and tightened the bolts. This usually produced a taught fan belt, but not too tight that you wear out the water pump bearings.

Then someone designed a thinner serpentine belt likely because more pumps needed turning for power steering, air conditioning and such like. Being thin, it could bent more easily and followed a path similar to a twisty racetrack. One of the hair-pin bends rounded the tensioner pulley, which took over the earlier role of the adjustable brackets to the alternator.

The complexity of the Mercedes-Benz pulley tensioner simply defies logic. Picture a ball bearing except that between the inner and outer rings rubber replaced the ball bearings. This rubber is bonded to both the inner and outer rings, but after time and heat, no longer holds. Thus the tension between opposing rings ceases and the unit is useless. Had they splined the rings or used a pair of rectangular or triangular shapes the rubber would not be able to rotate as it does in a cylindrical sandwich. Effectively it is designed to fail as the rubber hardens with age.



## RX Autoworks Tour

by Louis F. Fourie

Sunday June 5th saw our members join the Mini and Triumph Clubs in the annual tour of RX Autoworks. It is always fascinating seeing cars being restored to Pebble Beach standards. This above car was on these lawns ten weeks later.

RX have built a reputation for restoring Lagondas (see above), the make that W. O. Bentley took control of engineering when Bentley was sold to Rolls-Royce. The other interesting car being stripped down was a Lancia Aurelia GT 2500.

Those in attendance continue to be amazed at the craftsmanship shown by this talented crew.



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*Continued from previous page*

But this is not half the problem. Besides the incompetence of the design, Mercedes-Benz add to the frustration by making this tensioner as inaccessible as possible. You cannot even see the device until you have removed a pulley. But the real idiocy is that a triangular bracket that locates the offending part has three long bolts brilliantly located behind two other pulleys. One of the bolts has a nut that is so successfully hidden, that it might as well be in darkest Africa. So two more pulleys need to be removed, one of which includes the fan. Getting that loose usually requires a special tool.

Your scribe has earned to right to rant and rave on this subject. Both the 124 300TE and 190E required replacement of the tensioner.

The long term solution to these design flaws would be for newly minted engineers to first serve an apprentice in the service department, before being let loose in the engineering department. Their first job should be to replace these tensioners. This real world education would likely provide customers with superior automobiles that are cheaper to maintain.



For any of you who are suffering severe withdrawal symptoms about the lack of Mercedes-Benz models in this newsletter, above is a picture taken five years ago on a run up the Sunshine coast. Unfortunately on this event a Smart had intentions of moving ahead when the B-class in front of it did not. There was an unfortunate loud bang as they came together. Additionally a cloud dropped its moisture over the 230SL when its top was down while its owner was walking to a viewpoint. At least two drivers were not very pleased with themselves.



## How do you make a convertible comfortable for four? If you're Mercedes-Benz, you simply re-engineer the wind.

The 2011 E-Class Cabriolet marks the debut of AIRCAP™, which refers not simply to a technology (a wind deflector in the windshield frame coupled with a wind stop between the rear seats), but to the result: a cabin virtually free of turbulence. To experience how the obsessives who design our cars breed the wind, we suggest that four, not one, of you visit a dealer or [mercedes-benz.ca](http://mercedes-benz.ca).



The All-New 2011 E-Class Cabriolet

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