



Hello all and Welcome to the January 2020 - Newsletter.

Introduction:

A happy new year goes out to all, let's hope it is a healthy and happy one for our members, their respective families and friends.

This month we have photographs and input submitted from our members.

Barry and Brenda submitted an article relating to the work he has undertaken on his classic Mercedes.

Articles submitted by members:

1980 Mercedes Benz 300D 5 Cylinder 3000cc Diesel.

I have owned 'Stella' for 18 months and she has always had a lumpy tick over. Various websites suggested a host of problems that can cause an uneven idle from valves out of adjustment to injector spray pattern, low compression, timing chain stretch, worn rings etc etc. I knew there was a problem just needed to isolate it.

Usually the first thing I would do is a compression test but not owning a diesel tester I put that on the back burner and concentrated on the first on the list, valve adjustment, the clearances are quite tight on the 617 engine 4 thou on inlet 7 on exhaust and as suspected 4 out of the ten were tight, perhaps that was the problem. Engine reassembledstill lumpy.

I had intended to replace the injectors in any case as with most Spanish cars it had no service history and over 400,000 km on the clock they probably needed replacing so a new set of Monark nozzles obtained and fitted...still lumpy, but at least a bit more power.

Bill Geldard very kindly lent me his diesel compression tester so finally I could carry out a test (which I should have done in the first place) the figures were as follows.

No1 310 psi, No 2 310 psi, No 3 100 psi, No 4 310 psi, No 5 310 psi. So No 3 was the area I needed to concentrate on. The first test was dry so a wet test was required to see if it was a valve or piston problem. 15cc of engine oil was poured into No 3 cylinder which creates a temporary seal over the surface of the piston and the test carried out againNo 3 still read 100 psi, so it was a valve problem. Cylinder head removed (80cm long, cast iron, nearly had a hernia getting it out the engine bay) staggered over to the bench and turned it on its side to do a water leak test, inlet and exhaust ports filled with water to check valve seating, all ok except No 3 exhaust valve, finally found the fault.

The valve and valve seat looked fine and just needed a regrind to reestablish the seal. All valves reground and new stem seals fitted, engine reassembled, compression all cylinders at 310 psi, smooth idle (if you can call a 40 year old diesel smooth).

What I love about these old cars is that they are a pleasure to work on, most things are bolted together, made out of metal not bloody plastic that tends to break at the first touch, the engine bays are a decent size giving plenty of elbow room, and there is no electronics to cause headaches.

I will keep you posted..... Cheers Barry

David and Sue also submitted photographs on the progress he has made on the rebuilding of his USA imported MGBGT.





Resprayed and the engine is in !!! Looking good Well done gentlemen, keep us posted.!!!

Bob & Carol have you got any photographs of the MGBGT you are having refurbished. ??? What about the MGB's roadster's new seats??



Articles submitted by members:

I request we have a 'member' to submit their motoring history, it does not need to be 'exotic', just a potted history from years gone by.

I will start this off (told you it does not need to be exotic). I learned to drive in 1975. I had a couple of lessons from my uncle Phil in his White 1970 Morris 1800 before joining a driving school, I then had the luxury of passing my test in a Morris Marina Coupé 1300cc. Pageant blue If I remember correctly.

My first car was a 1969 White Hillman Minx, bought off my mates brother. (Crashed after 3 days of ownership, my father's friend rebuilt the front end for me). I then progressed to a Triumph 1500 (posh, as it had leather seats, it did catch me out as it was a positive earth car and I bought a negative earth starter motor for it). I also had an Electric Blue 1973 Hillman Avenger automatic, with a white vinyl roof, at the same time.

I then moved onto a 1979 Chrysler/Talbot Alpine GLS in Bronze and then a white Chrysler/Talbot Lotus Sunbeam. My next 'project' car was a 1972 RHD VW-Karmann Ghia. Which I along with another uncle, who was a mechanic, my uncle Jack virtually rebuilt this car. It had suffered badly with rot, therefore a lot of body and mechanical parts were replaced, he did all the welding and I recall the heat exchangers and associated ducting were a bugger!!! I also had a mate who ran a body/paint shop and it was eventually re-sprayed in its original colour of Clementine Orange, with a new Black Vinyl roof. I loved that car and wish I still owned it, I sold it privately along with a private plate !!!

After my son was born, necessity and practicalities kicked in. We owned a Renault 5 Le Car (Silver with red go faster stripes along the bodywork) and a light blue Austin 1300 followed soon after by a Dark Blue Austin 1300 Estate.

Later I started to drive company cars. The first of which was a light blue 1986 Ford Sierra two litre Estate. Ugly shape but a nice car to drive, I did over 200,000 miles in that before it was replaced by one of the first Peugeot 405 Estates (Gun metal grey), to leave the Coventry factory.



Numerous 405 Peugeots followed, but in 1994 I had a lucky escape when I overturned my beautiful 4 week old Diablo Red Peugeot 405 GLX due to black ice, this on a freezing winters night up there in Weardale, Co. Durham.. (Very Scary, the engine was later sold for £480 and I still have the Peugeot logos from that car).

Numerous Peugeot 406's followed,(Our fleet manager Martin liked Peugeots), these were replaced every 18 months as at that time I was doing 70 to 80 thousand miles a year as an Engineering Manager, around the UK and Europe. I must say the Peugeot I most enjoyed driving was a black 2004 Peugeot 607. It was very comfortable and effortless to drive.

(In between the Peugeots I had a dog of a non-turbo diesel VW Passat estate, a Citroen Xantia (Very uncomfortable) and a hatchback diesel Cavalier. (These were used as pool cars while I waited for my replacement vehicles to arrive. The Cavalier was stolen in Newcastle-Upon-Tyne. What idiot wanted to steal a slow non turbo diesel Cavalier???-It was never recovered and the local Police told me it would be stripped and used for parts by local taxi firms).

I then moved up market a little in the later 90's. It became more tax efficient for me to purchase my own car and receive a cash disbursement from my firm. A two litre Mercedes 190E in a light gold colour was purchased followed soon after by a metallic red 2.0 Mercedes C Class Kompressor. Numerous C Class CDI estates followed, all in various shades of silver. Before I purchased the last of the aforementioned C Class CDI estates, I took ownership of a black 6 cylinder BMW M3 Cabrio, directly from a 'friend' in the trade. (He was a fleet manager and also supplied and delivered some really expensive vehicles to the players of Chelsea football club). I had this vehicle for a period of nine months as it was a real bone shaker on our poor British roads. It could shift but with it's stiffened suspension and ultra low profile tyres I felt every crease let alone bump in the road, it put a jolt up the back of your spine. .Not suitable for the mileage I was doing, even on motorways. You learn by your mistakes.



Two more Mercedes E class were purchased, one black 2 door sports coupe 2.2 CDI and a silver 2.2 CDI estate, this more or less brings us up to the year 2014, when I was fortunate enough to take early retirement at the age of 58.

I then purchased my 2003 Mercedes V8 500SL in Tahiti Blue. This being my retirement present. I also owned a Le Mans Green MG TF 1.8 (2003) and a diesel version of the BMW-Rover 75 Connoisseur (2006) in black. (Both of which are now residing in car breaker heaven). Finally in July of this year, over here in Spain I traded in a 2 year old Ford B Max when Jacquelyne and I purchased a brand new Blue Ford Eco Sport Automatic, from 'Loli' (You hear her advertising on Spectrum Radio) at the main Ford dealer in Cuevas de Almazora. What's next, I don't know as yet ?? but I know what I aspire to and what I have my eye on. You will have to guess !!

Now tell us your story !!!!

December Run and Luncheon.

Below is a reminder of our Christmas event organised by Jacquelyne & Ken. It was very well attended and after a short 41km run we all had a lovely luncheon thanks to Lenka and her staff at Los Conteros Restaurant.

We also have additional photo's from our initial meeting point and coffee stop at Blu Cafeteria on Mojacar seafront and Karen's sports bar at Centro Commercial Valle Del Este respectively. It is always a pleasure to enclose such items, so we can share and enjoy thus reminding us of the great days out we have.



Above we have the hosts and owners of our starting point at Blu, Snr A - Adelio , standing along Chas' and Judy's Vitesse and Senora Karen from Valle Del Este alongside Barry and Brenda's Mercedes.

Meeting at Blu Restaurant



Pitstop at Karen's Sports bar





Here we have Peter in the Sports bar.... OOPs !!!
A picture of a man at work.

A prize at our next meeting for the funniest caption. !!!
Entries to:- ken.oliver@sky.com



Expensive or WOT !!!

Take some time out to look up these production cars. I appreciate they don't come under our classic umbrella, however they are stunning. The technical specifications for each is mind boggling. (They have eye ball melting price tags and subsequently as a mere mortal I will have to resort to looking at pictures)

- Zenvo ST1 1.2 Million Dollars.
- Ferrari. Le Ferrari 1.4 Million Dollars
- Pagani Huayra 1.4 Million Dollars
- Aston Martin One-77 1.4 Million Dollars
- Koenigsegg One:1.4 Million Dollars
- Aston Martin Valkyrie 2.4 Million Dollars
- Mercedes AMG One 2.5 Million Dollars
- McLaren P1 LM 3.0 Million Dollars
- Bugatti Chiron Sport 3.3 Million Dollars
- Mansory Vivere Bugatti Veyron 3.4 Million Dollars
- W Motors Lyken Hypersport 3.4 Million Dollars
- Lamborghini Veneno 4.5 Million Dollars
- Koenigsegg CCXR Trevita 4.8 Million Dollars
- Bugatti Divo 5.8 Million Dollars
- Mercedes Maybach Exelero 8.0 Million Dollars
- Bugatti La Voiture Noire 12.5 Million Dollars
- Rolls-Royce Sweptail 12.8 Million Dollars



Forthcoming Events:

Club monthly runs. - Month. Organiser(s)

JANUARY	David/Sue
FEBUARY	Will/ Charli
MARCH	David M
APRIL	Steve/Amanda
MAY	Ken/Jacquelyne
JUNE	8/9/10Malcolm/Jean
JULY	TBA
AUGUST	Chas/Judy
SEPTEMBER	Keith/Sue
OCTOBER	Alan/Brenda
NOVEMBER	Alan/Margaret
DECEMBER	Peter/Karen

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