

REBIRTH OF A

PAGODA



WORKSHOP SCHEDULE

The vehicle was purchased by JKEngineering on behalf of Simon Gulliford. The Mercedes was sourced through H&H Auctions, during March 2015. Simon has been an avid collector of classic motor vehicles for more than 25 years and currently has 9 cars in various stages of restoration.

For the past 15 years Simon has used JKEngineering to carry out work on his behalf. He has a close working relationship with Edward Hamilton, the owner proprietor. Edward allows Simon to carry out work in his premises under close supervision. It must be stressed all welding, bodywork and trim renovation work has been carried out by his team of highly trained specialists.



Simon is fastidious and demands very high standards

On inspection, the vehicle was found to be in reasonable condition. Previous owners had tended to take a “mend and make do” approach whilst making very little use of the car.

Essentially the car was rather tired and somewhat frayed at the edges. It was physically sound but needed a great deal of TLC. Accordingly a programme of restoration was put together and undertaken over a 30 month period.



Following a 2^{1/2} year restoration programme.

The car is now in outstanding condition and has been used to participate in classic car tours on 2 occasions. Although not quite concours it is one of the very best 250SL available in the UK

Simon has decided to sell as he has recently acquired and Jaguar XK 140 and simply does not have sufficient storage available













PAINTWORK





BODYWORK

The was stripped of all chrome, glass, interior and associated fittings. The engine and all ancillaries were removed. Door, bonnet, boot lid and hard top were stripped to bare metal.

Front wings were taken off and the inner wings were replaced. Rusted rear wheel arches were cut out and repairs were made to inner panels. New wheel arch sections were sourced and welded in place. Boot floor was repaired as were seat belt mounting points.

The shell was inspected and when considered perfect was prepared for a full respray. This included all internal sections and the complete underside of the vehicle.

The same meticulous attention to detail was applied to the hard top with once again lead loading being used to ensure a high quality surface for painting.

The car was reassembled with enormous skill being brought to bear to ensure perfect panel fit and uniform panel gaps. These are now to a standard beyond that of its original condition in 1967

CHROME

New chrome trims were purchased from Mercedes for the hard top. All other chrome work was carried out by V.G.P.P. Enormous care was taken to guarantee a perfect fit.





ENGINE

Engine removed and completely stripped down. The cylinder head needed to be modified to accept new valves in line with the demands of unleaded petrol. All valves and valve seal were replaced. The camshaft was polished and all new bearings fitted.

When the pistons were removed, the bores were seen to be in good condition but were honed in preparation for rebuild. Pistons were fitted with new piston rings. Crankshaft was removed, checked for wear and subsequently polished. New main and big end bearings were fitted. All seals and gaskets were replaced. Oil pump and water pump were found to be in excellent condition. Engine was detailed and refitted into engine bay.

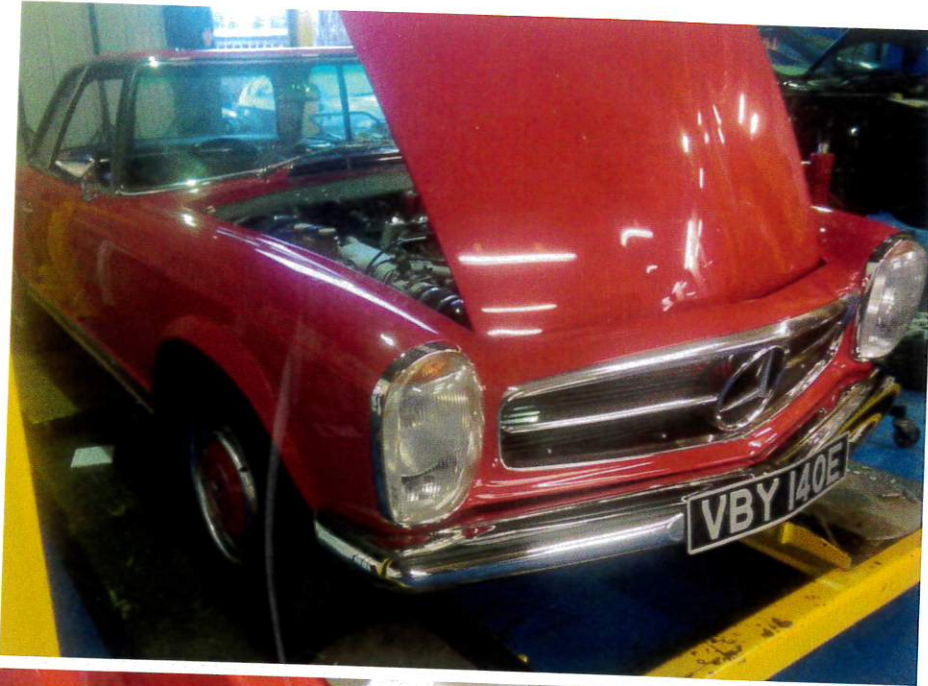
FUEL SYSTEM

All aspects of the fuel system were dismantled and checked for wear. Injectors were cleaned and fuel pump was completely dismantled and rebuilt to factory specification. The fuel tank was found to have a small leak. Accordingly dispatched to Kempton radiators where repaired, sealed, cleaned and returned to as good as new condition. It was subsequently pressure tested and refitted to the vehicle

GEARBOX

Gearbox was removed dismantled and checked for wear. New bearings and gaskets fitted and reinstalled in vehicle. All tolerances built to factory specification.





EXHAUST

When removed both from down pipes were found to be badly corroded. New pipes were manufactured and system was cleaned, adjusted and refitted. All new mountings were installed.

DIFFERENTIAL/ DRIVESHAFTS & PROPSHAFT

Removed from vehicle, checked for wear and fitted with new seals, wheel bearings and gaskets.

SUSPENSION/ STEERING

Removed from vehicle. All new bushes fitted together with new shock absorbers. Refitted and set up to manufacturers specification. Steering checked and found to be in excellent condition.



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WHEELS / TYRES

Steel wheels were stripped, sand blasted and repainted. All new tyres fitted and balanced

INTERIOR

All interior was removed. Seats were rebuilt as springs and webbing were in poor condition. New headlining was fitted to the hardtop. All new carpets were manufactured and fitted. Woodwork was stripped revenered and lacquered.

A new set of carpets was made for the boot. New door cards were manufactured and installed. All door seals were replaced with new items and fitted with obsessive precision in order to ensure an absence of wind noise and water ingress.

Rev counter repaired and reinstalled.

BRAKES

The entire braking system was removed and inspected. Both front callipers were replaced. New front discs and pads were fitted. New rubber hoses were installed and all brakes pipes were renewed and installed

The rear brake shoes were replaced, brake drums were inspected and refurbished. Brakes cylinders were dismantled and rebuilt using new seals



THE TEAM

J.K.Engineering



Proprietor



Paint Guru



Body Genius



Mechanical Wizard

