

February 2018

# Gazette



GEORGE HARRISON'S 280SL  
SINDELINGEN IN THE 1970S AND 80S  
E300 COUPÉ  
RALLY PREPARATION

THE OFFICIAL MERCEDES-BENZ CLUB FOUNDED 1952



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# Gazette

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## Membership benefits

- First ever Mercedes-Benz Club – founded 1952
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## NATIONAL WEEKEND AND SL DAY, NOTTINGHAM – FRIDAY TO SUNDAY JULY 6-8



The Nottingham Belfry Hotel.



Dinner will be served by the 'Faulty Towers' team.



The SL Day will be at Wollaton Hall and Park.

Details for the next National Weekend and SL Day are now confirmed and ready for you to peruse over a cup of Earl Grey prior to booking. The weekend will commence on Friday July 6 with your arrival at the four-star Nottingham Belfry Hotel, Mellors Way, Nottingham NG8 6PY from 12.00 noon.

After booking in why not join us for a short coach trip (at 1.00pm) into Nottingham where we will meet 'Robin Hood' who will guide us around this historic city on foot. Or just simply relax with a pre-booked spa session or perhaps a swim in the large indoor pool before dinner.

On Saturday after breakfast we will take to the roads for our traditional drive around the local countryside and this year there is the option of attending the National Space Centre in Leicester which is a fascinating place full of things you probably did not know about space and space travel. There will be various lunch options along your way or you could save yourself for a pre-booked cream tea back at the hotel.

With tea and coffee being served at the hotel later in the afternoon you can then ready yourself for a very special dinner that is being organised for your entertainment.

Our Saturday evening will kick off with a drinks reception where you can catch up with friends or swap witty banter over a glass or two of your favourite tippie before our black-tie dinner gets underway with some very special guests assisting the evening along... yes the proprietors of that

infamous Torquay hotel with 'views of the Hanging Gardens of Babylon and herds of wildebeest sweeping majestically'. 'Faulty Towers' 'Basil', 'Sybil' and 'Manuel' will be joining us to keep us entertained for a riotous evening of fun and Spanish waiter mishaps!

Then later, assuming we all survive the dinner, you will be able to dance the night away to music provided by Trax Disco.

### SL Day – Sunday July 8

The SL Day this year will be at Wollaton Hall and Park in Nottingham, where we will be displaying parked overlooked by this fine 16th century house and deer park.

For the film fans amongst us this location was used as 'Wayne Manor' in the Batman film *The Dark Knight Rises* in 2011 starring Christian Bale, Anne Hathaway, Tom Hardy and Michael Caine. Entrance to the house, its indoor natural history museum together with private tours of the tunnels and roof-top views will be available.

This year we will be welcoming a small number of our W113 Pagoda SL friends from Germany who will help to make this weekend as successful as they have been in the past.

It is hoped to see all SL models attending, including W198, W113, R/C107, R129, R230 and R231s together with all SLKs. As with every Club event *all* models of Mercedes-Benz will be welcome and encouraged to come along, and there will be a display area for non-SLs. There will be

a 'show and shine' section throughout the day with prizes for winnings cars from SLs, SLKs and other models.

The cost of the full three night National Weekend package is £470 per couple at the Nottingham Belfry Hotel, which includes all dinners, bed and breakfast, plus entry into the drive on the Saturday. The 'Faulty Towers Dining Experience' on the Saturday evening is also included in this. Other package options are available upon application.

The coach trip into Nottingham to meet Robin Hood for a private escorted tour of the city on Friday is only an extra £5 per person.

The cost for attending the SL Day on Sunday, including parking, show and shine entry (if required) and admission to Wollaton Hall with a tour is £15 per car with two people. Cars with one occupant will be £10. All extra people will be charged at £5 per head.

For a booking form please contact Catherine Barlow via [catherine.barlow@mercedes-benz-club.co.uk](mailto:catherine.barlow@mercedes-benz-club.co.uk) or 01780 482111. Please remember to enclose an A5-sized, stamped, self-addressed envelope with your completed form. The closing date for *all* applications is May 5. I look forward to welcoming you all to these events.

**Red Mackinnon, National Events  
Co-ordinator**

## SILVERSTONE CLASSIC – JULY 20-22

The Silverstone Classic 2018 is now available for booking. If you like historic motor racing and all the other amazing events due to take place at Silverstone over the weekend, please join your fellow Club Members at this event, you will be in for a great time.

At the time of writing I am awaiting confirmation of a special opportunity for Members to take part in a parade lap of the famous track in celebration of the /8 (W114 and W115) 40th year. We will also be celebrating 20 years of the Smart, which is still going strong today albeit a little larger than at its first appearance. As soon as I know if we are fortunate enough to be allocated a parade lap slot I will post the information on our Club internet forum and in the next available Gazette, so keep an

eye out for any updates.

As well as ours and other anniversary celebrations, the Silverstone programme for 2018 will include:

- Over 10,000 classic cars on display.
- Over 120 car club displays, a vintage fun-fair and a shopping village.
- A packed schedule of the best historic racing on the famous GP circuit – qualifying for all grids will be on the Friday with racing on Saturday and Sunday.
- Full access to the paddocks providing the chance to get close to the cars and talk to the drivers.
- Access to the grandstands for great viewing as well as big screens around the circuit.

- Live music on Friday and Saturday evenings (the line-up will be announced before the end of March).

### Plus

This year on the Saturday and Sunday, for those who wish to take part, we will be gathering at the Club stand for lunch and a raffle. You are asked to bring with you something that you would like to eat yourself and also share with the rest of the group, this way we *all* get a good, large, free lunch and enjoy each other's company.

Tables and chairs will be provided but please bring your own plates, cutlery and drinks. This 'Dutch' style lunch has worked very well at other Club events over the years and I hope you will join us as we





These badges can be supplied with either provision for mounting on a bar or on a grille.

## CAR BADGES

Car badges are available from the Membership Office. They come in two types – grille or bar fixing and are approximately three inches (76.2mm) in diameter plus the base for the bar version. The badges come with fittings enabling them to be mounted on most radiator grilles. The bar type require a clamp to affix the badge to a bar (not supplied).

The cost is £25 for either type. These prices include postage and packaging. Please specify your car model when ordering. To order your badge please contact Catherine Barlow on 01780 482111 or e-mail [catherine.barlow@mercedes-benz-club.co.uk](mailto:catherine.barlow@mercedes-benz-club.co.uk)

Tony De Frates

## VALUERS REQUIRED

We are looking for new Club Valuers in the following areas to enhance our coverage across the country and enlarge our valuation team:

M4 corridor – Reading and Swindon areas.

Milton Keynes, Northampton, Bedford, Cambridge and Bury St Edmunds.

South Coast – Brighton, Portsmouth, Southampton, Bournemouth, Poole and Weymouth.

Scotland – all areas except Glasgow.

North West – Carlisle, Lancaster, Preston and Blackpool.

South Wales – all areas.

If you live in or around these areas, have a good eye for cars, enjoy meeting Club Members and think you could do the job, it is very enjoyable and not too onerous. A valuation takes around an hour to complete with a simple form to fill in and post to the Chief Valuer. If you are interested in getting involved, in the first instance please e-mail me via [ray.waker@mercedes-benz-club.co.uk](mailto:ray.waker@mercedes-benz-club.co.uk)

Ray Waker, Chief Valuer

## MEMBERSHIP BENEFITS

We have been working hard to ensure that existing special offers for Members are up to date and negotiating new discounts and savings. The process is a work in progress... The February Club Directory includes these new and updated offers:

### Classic Additions Limited



This company is offering Club Members 15 per cent off all its standard

products, including car covers, accessories and wind deflectors. Any hand-made custom made covers are excluded from this offer. See [www.classicadditions.co.uk](http://www.classicadditions.co.uk) or call 01938 561717 quoting MBCLUB15.

### Mini Merc



Members get free postage on all UK

orders for model cars from Mini Merc – just quote your Club membership number when placing an order via [www.minimerc.co.uk](http://www.minimerc.co.uk) or 07808 121013.

### My Parker



Home parking is made easy with this remote control parking platform system.

There is £250 off either the short or full platform via [www.myparker.co.uk](http://www.myparker.co.uk) or 08007 723328 quoting you Club membership number.

### Chipex



There is a 15 per cent reduction from Chipex Paint Chip Repair System – see [www.chipex.co.uk](http://www.chipex.co.uk)

or call 01295 258308 quoting MBCLUB.

Vivienne Franks

## CLUB DIRECTORY

See the Club Directory enclosed with this Gazette for all the latest updates to contact details for Club Officials, offers to Members and 'Good Garage Guide' recommendations.



## NEW A-CLASS ON THE WAY



New A-Class interior – new features and more space.

In advance of the new A-Class's launch later this year, details have been released of its interior. The standard wide-screen cockpit for the first time has no cowls above the instruments and the air vents are said to have a 'turbine-look'. The 'multi-functional' steering wheel comes from the S-Class and the front seats have options for climate control and a massage function.

More interior space is promised and easier access to the rear seats. The luggage area will have 29 litres more capacity than the current model and its loading aperture will be 20cm wider. All-round visibility is said to be improved by 10 per cent.





## Letter of the Month

As a thank you (and as an incentive for even greater efforts) we like to choose a letter of the month. Meguiar's have kindly agreed to sponsor this and the Member whose letter is selected receives a Wash & Wax car care kit.



### ROGER'S OTHER CAR

Dear Chris,  
With the sad passing of Sir Roger Moore in early May this year, there is currently a feast of his back catalogue to be viewed.

Roger was inextricably linked with the Volvo P1800, from his role in ITC's *The Saint*. Apparently Jaguar was initially approached for a free E-type as his wheels, an early offer of 'product placement', but refused on the grounds it was already selling as many as it could make. Whoops!

However Roger's daily driver was a silver 280SE as this photo from *In Aller Welt* (Mercedes-Benz's house magazine) issue 97 (February/March 1969) shows, next to his personalised parking bay. A car he obviously enjoyed as its cameo appearance in several of his TV and films proves.

The BBC's *Talking Pictures* series profiling Roger's career, narrated by Sylvia Syms, is still available on the BBC i-player. I particularly like the interview conducted at the height of his *Saint* success. When the interviewer asked, "You've been through plenty of actresses?" Roger, breaking up, replies, "You can't say that".

As 'Bret Sinclair' he was in a yellow Aston Martin DBS, which incidentally had a six-cylinder engine not the V8, but was dressed with spoiler badges and alloy wheels so as to have the appearance of the soon to be launched V8 model. The sharp of hearing will detect the six-cylinder sound track, next to the aria of the beautiful Ferrari 206 Dino (driven by Tony Curtis).

*The Persuaders* series' camped up psychedelia is packed with great street scenes, many being shot in continental locations such as the south of France or Spain – compulsive foreign car spotting, with a varied cast of familiar faces in the supporting actors playing the villains, one being *Dr Who* number two Patrick Troughton. As Roger directed many of the episodes, looking carefully at some of the external shots you can see a silver 280SE parked across the road away from the focus of the action, which I'm sure must have been his car used as a prop.

One of Roger's personal favourites was *The Man Who Haunted Himself*. Made in 1970, he plays Harold Pellum and his alter ego, who drives a 1970 Lamborghini Islero S. His regular boring self driving a rather more mundane Rover 3.5 saloon. There is a Mercedes connection here too, in that when Mr Pellum becomes possessed and his driving becomes erratic the action takes place along the elevated section of the M4, just past the Mercedes-Benz Great West Road showrooms. The crash sequence, shot with the camera pointing most of the time at the Rover's front wheel, is on a skid pan. I guess the budget didn't stretch to destroying a Rover.

Roger's self-deprecating interview style charmed almost everyone. His contribution to TV, included 120 episodes of *The Saint* which where shown in every country the world over, with the exception of Russia and Red China. His Hollywood career at MGM and as a certain 'secret agent' for 10 years was also very significant. Later in life he had a much valued role as a UNICEF ambassador for children in need. We can add to this his superb taste in automobiles, proving he was much 'Moore' than just a light hearted japester. May he be enjoyed for many years to come.

Does anyone know of the whereabouts of a 1969 silver 280SE, registration VMY 627G?

True Entertainment, channel 61, has *The Persuaders* showing at 8.00pm most weekday evenings. I'm pretty sure Roger's 280SE makes a cameo appearance in his 1969 film *Cross-Plot*, well worth a view if only for the clothes.

Roger Moore October 1927-May 2017.

Nick Kisch, via e-mail



Roger Moore with his W108 280SE, from *In Aller Welt*.

## USEFUL SAFETY ADDITION?



Ron Capes' additional equipment set in the centre of his R129 SL's dashboard.



The screen on the left shows what the additional cameras are seeing.



Central distance sensor.



Camera bars on either side of the number plate.

Dear Chris,  
In the September Gazette you were kind enough to publish my letter on adding a reversing camera and centre console of my own design into my R129 SL. I had follow-up from a Member asking for further details and sent him some 'how-to-do-it' tips. This made me think some Members might like to hear of my latest little addition.

I am very conscious that the originality of the car should not be compromised wherever possible but am also keen to incorporate helpful additions where I can. My added centre console, although only being a push-fit in the existing centre glove-box, gave me a screen on which to show the reversing camera view. My latest idea was to also use this screen to assist with a problem common to low sports cars with long bonnets. That is to get a better view when coming out of side roads and driveways.

I have attached to the bottom of the front number plate mounting a device I made to house sideways-looking cameras.







420SL owned 2003-5.

# Viewpoint

by Ian Keers

## New look Gazette

I am delighted at the virtually 100 per cent positive feedback we have received so far about the new look Gazette which was launched last month. There have been a couple of minor negatives though, someone thought the new Gazette had a peculiar aroma (I haven't noticed that myself) and one very observant Member on the Forum asked if the paper quality had been reduced. There is some truth in this, in fact we have reduced the paperweight of the internal pages from 90gsm to 70gsm which, by reducing the postage costs, helps to offset the extra printing costs of our eight additional pages. However, this is not really a reduction in quality as with modern papers and printing techniques there is no discernible 'bleed-through' of print from one side of the page to the other, as there might have been with lighter paper in the past. Anyway, it seems that the vast majority of Members are happy with the face-lift and, as Editor-in-Chief, I most certainly am!

## Decisions, decisions...

I have owned my 450SEL 6.9 for 12 years now, my 300SEL 6.3 for 10 and my 500SEC for two years and towards the end

of last summer I started to think it may be time to reduce my minor collection of classic Mercedes-Benz cars a bit. Maintaining two highly complex M100 models in near top condition is a fairly significant commitment and I wasn't really using the big coupé much even though I really like it. My 6.9 is a low mileage, completely original car but not quite as exciting as the slightly lairy 6.3 which I restored back in 2008. I decided that one of them, plus my 'everyday classic', the 500SEC should go, but which one? Both are pretty rare cars now, although there are a few 6.9s about, you virtually never see a 6.3 at events any more except mine. I do know of four undergoing long-term restoration but at the moment they are incredibly scarce. The 300SEL 6.3 is a somewhat bonkers car with a big noise and a huge performance but it is a complicated car and the 'to-do' list is never quite completed. The 6.9 on the other hand is far more serene and understated but is less exciting, although still having immense power and torque. After much tortuous thinking, I decided it would be the 6.3. Moreover, I decided that I would buy a modern SL so that going forward I would have two (rather than three) 'hobby' cars

– the 6.9 for classic events and an SL for touring, a perfect combination I thought. I was delighted to find buyers for both the 6.3 and the 500SEC amongst Club Members and I am confident that both cars are in good hands and will be taken to the next stage in their long-term survival. This was especially important to me regarding the 6.3 having seen it taken apart in my garage 10 years ago, given a bare-metal respray and then put back together again by Doug Burton, I had a lot invested in the car (and I don't just mean cash, a lot of emotion went in too, as anyone who has lived through a big restoration will testify).

## Finding an SL

I consulted our R230/231 Model Register Captain Paul Thompson as well as several other Members who own modern SLs and I am very grateful for their advice. I did consider a couple of low mileage, 10 to 12-year-old SL55 AMGs, but decided they could be expensive maintenance challenges and so resolved that a much later car was the answer. I was aware that serial SL collector Brian Ellis had purchased a new SL400 in 2016 and asked his advice. I was really surprised when Brian told me he had traded in an SL65 AMG against his new car (with a certain amount of trepidation, wondering if he had made a big mistake) but found the 400 to be "one of the best SLs I have ever had, light, sporty and well balanced". This was a pretty strong recommendation for me and whilst my two previous SLs have been V8s, (a 420SL R107 and an SL500 R129), I felt that the 333hp and 480Nm torque pushed out by the three-litre bi-turbo V6 of the R231 SL400 was more than enough for me, so I decided to find one. (NB The very latest iteration has 367hp). My goal was to find the lowest mileage, highest spec example I could within my budget and through the Mercedes-Benz Approved Used scheme operated by franchised dealers. There are some to be found outside the dealer network but I ruled them out. I spent a long time researching the internet, refining my search to my budget which showed I would be able to find one fairly easily, but mileage, specification and colour were critical factors as this car is going to be a long-term keeper. There were plenty of black ones, plenty of white ones, quite



SL500 owned 2009-16.



Farewell 500SEC (picture by Tim Rycroft)...





# ClubShop

More detailed clothing descriptions, sizes and colours shown on the website

**Available from the Club website Post and packing is not included in the prices shown**



Baseball caps in navy, black, red, burgundy or bottle green with silver Club logo £10.00



Softshell jacket in various colours £35.00



Keyrings from £5.00



Club sweater, now in Burgundy plus other colours £30.00



Club fleece in various colours £30



Padded body-warmer with Club logo £32.00



Barrel bag in various colours £22.00



Reversible coat in several colours £55



Beanie hats in various colours £10



Coolplus polo in long or short sleeves, ladies or gents in various colours £24.00

## Buy on the Club website

Visit our Club website shop where all items can be viewed. Orders can now be made via the site with payment by credit card or cheque.

*Log onto the Club website and start shopping the easy way.* Please make cheques payable to Mike Colls.

All orders will be despatched within 14 days, if there is a problem we will contact you. Post and packing is not included in the prices given above.

Goods found to be faulty through design flaws or postage damage will be replaced free of charge.

**Contact details Mike Colls To order please ring 01934 418364**

If we are unable to answer the phone, please leave a message on the answer-phone and we will call you back.

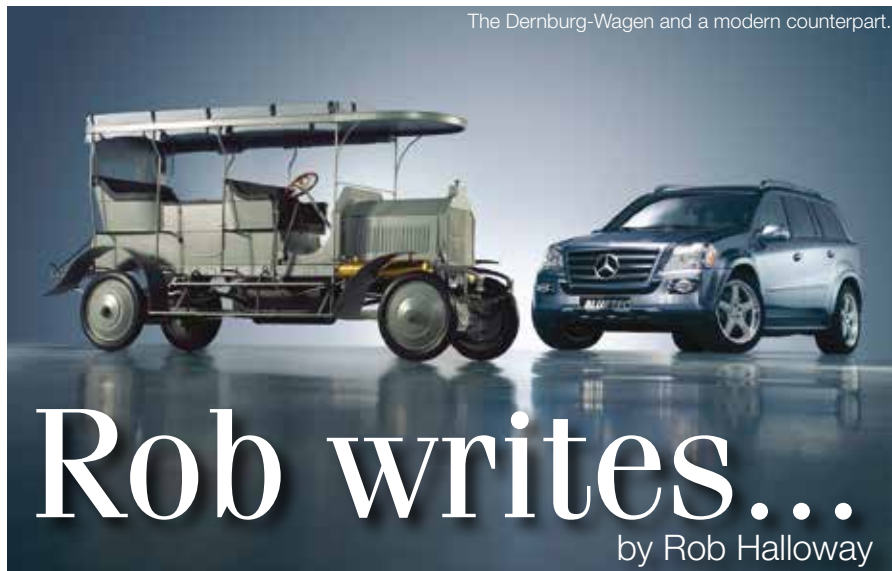
The e-mail address is [sales@mercedes-benz-club-shop.co.uk](mailto:sales@mercedes-benz-club-shop.co.uk)

Sorry, but due to bank charges, we have had to introduce a minimum order value of £5.00.





The Dernburg-Wagen and a modern counterpart.



# Rob writes...

by Rob Halloway

## Testing times

We're only a few weeks into the New Year and already 2018 is looking to be a belter for those of us who are car fans. Each year, a carefully-choreographed cycle of events is planned, at which myriad new machines and ideas are unveiled. Sometimes these unveilings are at stand-alone events, often they're held at motor shows – where the world's media focuses on the brightest and the best our wonderful industry has to offer.

Already this year Mercedes-Benz has kicked things off with a brand new version of its most iconic current car – the new G-Wagen. As you'll know, the G-Wagen has remained largely unchanged externally since its debut in 1979. Yes, of course there are lots of delicious detailed differences between W460s and W463s, but the basic shape has remained the same. Redesigning our icon has been a delicate balance of bringing the car right up to date, without losing its essence. I think my colleagues in the design and engineering teams have struck that sweet spot perfectly.

The G-Wagen unveiled earlier this month was at the first major motor show of the year – the North American International Auto Show (NAIAS). The Detroit Show is something special. Relatively small, at least compared with the behemoth that is the

biennial Frankfurt motor show, this annual event is held in Cobo Hall, the down-town exhibition centre that's played host to the motor industry since 1965.

The G-Wagen is of course a legendary model for Mercedes-Benz, and it's imperious off-road. But it wasn't, by any stretch, the first four-wheel-drive car that was unveiled by the company. That was the Dernburg-Wagen, of 1907. Sort of.

It was 2007 when DaimlerChrysler decided to celebrate the centenary of four-wheel-drive cars at Detroit, in the '4x25 years' event. The company showcased the very latest 4-Matic offerings – saloons, station wagons and SUVs – on what was probably the coolest motor show stand I've ever seen.

As dry ice crept across the display area, lights flashed and music pumped, we – the expectant crowd – waited for the cars to come on. Except they didn't. Instead a sled, pulled by huskies, careered onto the stand, followed by ice hockey players and figure skaters. It dawned on us that these performers weren't skidding around on plastic temporary ice-a-like tiles, but that the whole show booth was made of ice. In effect Mercedes-Benz had built an ice rink!

The cars had no problems negotiating the slippery surfaces, but the same couldn't be said for the rest of us. And despite the layer of crushed glassy grit that was quickly scattered on the surface, I spent the rest of the show slipping and sliding around the cars as I explained the latest models to journalists.

There was no respite in the interview rooms either. As I sat in on the interview between some of the more senior UK editors and our executives, my toes, then my feet, then my legs started to stiffen up. Because the whole stand was an ice rink, the offices at the back of the stand were, effectively, ice rooms, with a thin layer of carpet on top. My leather-soled comfortable loafers (always wear comfy shoes to a motor show!) didn't stand a chance! As I said, it was a really cool stand (pun intended).

But back to the Dernburg-Wagen.

The real car wasn't at the show, as in the intervening 100 years since it was built and shipped off to what is now Namibia, it had been scrapped. But the model made to commemorate this remarkable feat was beautiful. Originally by Paul Daimler (one of Gottlieb's sons), the vehicle was made for Secretary of State Bernhard Dernburg, for use in Africa. Its all-wheel-drive was supplemented with all-wheel-steering, and it was a technical marvel of the day.

The 6.8-litre engine pumped out 35hp at 800rpm and the vehicle's components were made to resist the clouds of airborne sand that would have clogged other cars. But it isn't the four-wheel-drive or four-wheel-steering that's the most interesting thing about the Dernburg-Wagen, at least in my opinion.

Before it was shipped out to Africa, the vehicle underwent 1,000 miles of rigorous testing on some of the most inhospitable surfaces available – crucial work to ensure dignitaries didn't get stuck out in the field. 'Near Wittenberg the vehicle was driven into a sandpit, in which it sank well up to its axles in the sand, but from which it managed to free itself with ease despite gradients of 20 and 21 per cent,' said a Colonial Office report at the time. So there you are – unwittingly it was the debut of proper long-distance reliability trials for a new car. Another first for Daimler! More on testing in a future column...



The Dernburg-Wagen in its original incarnation.







# Car of the month

If you would like your car to be a Car of the month, please send a good photo (conventional or digital) and a few details to the Gazette Editorial Office: PO Box 284, Stamford PE9 9BY or [chris.bass@mercedes-benz-club.co.uk](mailto:chris.bass@mercedes-benz-club.co.uk)



## Stuart Mallett's SLK320

Stuart writes: 'This is the tale of how H5 AHF arrived in our lives... My wife's uncle Tony was visiting and asked me if I would like the opportunity to own his hardly used 2001 silver SLK320. I of course became excited and depressed in the blink of an eye, "But I can't afford it," I replied dejectedly. "Ah well I already thought of that," he said and went on to offer me instalments over two years. "That way you get the chance to own and enjoy it". Well I of course said, "That is great," and was soon the proud owner of an R170 V6 SLK320 six-speed manual with only 26,000 miles. The only stumbling block was that we had a young family of two, (plus a large golden retriever), so I rarely got the chance to use the car.

Quite a few years later on and poor old uncle Tony has succumbed to the ravages of age, but with our kids in their later teenage years I can at last see some opportunities appearing where we can make better use of the SLK, even taking my son to two SLK Days at Mercedes-Benz World. The car is still rather 'garage bound' and had still only done 27,000 miles. Even the chap where I get it serviced every year tells me off for

not making the most of 'the best SLK he has ever seen' (his words not mine as I have seen other very nice ones at the SLK Days).

So far I have not had to do any bodywork at all and there is no visible rust, but I know the dreaded tin worm will have been at work behind the scenes despite the car's dry life in the garage. I have attended the technical talks by Tony Leach from the Club on the SLK Days and I now have a good idea of all the things I need to look at, but time is still my enemy with work, kids and 'a few' other cars. The rebuild of my 1984 Mazda RX7 we have owned for about 25 years has precedence (at least until I have the rear axle bolted back on with new brakes so I can get it out of the garage when needed), and most recently the recommissioning work on a one-owner, abandoned 1998 CLK320 sport coupé I had to 'rescue' from a front garden (no rust! Got to have it – a small bundle of cash later and it was mine). "But you already have six cars Stuart," said my wife... she is luckily very understanding!

The SLK has a full service history and I am the third lucky owner. At the SLK Days I searched in vain for another 320

with a six-speed manual transmission but could not spot one in the 120-plus cars there, so I guess it is quite a rare beast in this configuration, even if it is 'yet another silver arrow' SLK (the right colour in my opinion even if they are rather common). It is great to drive once you are out of first gear, which is difficult to use without spinning the rear wheels, but you get used to it.

One thing other owners may not be aware of is that the R170 SLK can be insured on a classic policy, as long as you are a Member of the Club, so my insurance dropped from around £350-plus per year to a more affordable £147. It is now insured and taxed throughout the year but does not come out in the bad weather much – not a fun drive in the wet anyway! Hopefully we will get the chance to go to a few more events in the future, such as the Club stand at the Bromley Pageant of Motoring, kindly arranged by our Kent Regional Officer Mike Walker. So if you see H5 AHF come and say hello. (Does anyone want to buy a lovely Saab 93 Turbo – I need the space!)





Pattie Boyd at the wheel of the 230SL.



# A happy-making car

by Richard Mason

A red 280SL speeds out of Knightsbridge, destination Esher. Heads are turning, the driver, blonde hair flowing behind her, is revelling in the impression she's creating, this is 1968, the swinging 60s. Pattie Boyd is a super-model, long before the term was used, and she's wife of George Harrison, one quarter of the biggest rock band in history – The Beatles. This was one of many treasured memories Pattie shared with me of driving her Pagoda.

My contact with Pattie came through research for an article on the many Mercedes owned by George Harrison. One that had found its way to her heart was a 1968 red 280SL. Pattie is no stranger to fast cars and has driven everything from Minis (and worn them) to Jaguar E-types and Ferraris. For her to hold the W113 Pagoda in such high regard is an impressive endorsement.

Compared with say an E-type the 280SL may look a little slow – top speed 125mph and nought to 62mph in nine seconds, but it would have been easier to

drive, particularly in London traffic, as well as easier to park. Even one of the current generation of super models, Kate Moss, has owned one. At the time of the launch of the 230SL in 1963 motoring journalists were praising its handling, one describing it as just about the most forgiving fast car he had ever driven. In terms of performance there's little between a 230SL and a 280SL, the former being 0.7 seconds slower in the dash to 62mph.

For the YouTubers amongst you check out the Pattie Boyd commercial for *Dop Shampoo*. She can be seen driving an E-type through a car wash, using its various wash cycles to shampoo her hair. Over lunch Pattie recounted the shoot for the commercial. There were five takes and she

was wet and cold. She really did go through the car wash, no health and safety then. Steps were taken to prevent the E-type getting too wet. Later Pattie indulged herself with a blast in the Jag on an airfield.

Back in the 60s a Pagoda was nearly twice the price of an E-type, partly because of the high import tax on foreign cars. It must be said the car was built to a higher standard too. Pattie fell in love with the look of the car, its understated, svelte lines with a delicacy that only a woman could appreciate. George liked it too, but he didn't get to drive it much, as it was Pattie's favourite. Still he had a 600, registration OLA 600E to keep him occupied.

When George lost his licence following an altercation with a policeman, Pattie



Pattie at the wheel of George Harrison's and her 280SL in the 1960s.



Taking photos on seeing the 230SL.





Some of the cars on the Pagoda Rally at a mountain stop.



# A memorable rally and 'Grand European Tour'

by Ashley de Safrin

Encouraged by another Club Member we decided to join the 37th annual Pagoda Rally, traditionally organised by the German Pagoda club. This year, however, we were in Davos, famous for the World Economic Forum and the Swiss were the organisers.

We have been on many rallies organised by the Mercedes-Benz Club and the Rolls-Royce Enthusiasts' Club among others. This was easily the best organised and possibly the most enjoyable. 150 cars participated, including five from

the UK. As you can imagine, 150 cars means 300 people and the organisation was like clockwork. Most of the participants were German or Swiss but as well as the British Pagodas there a handful from other countries, including Denmark and Sweden. The Dane's number plate was 230MB.

We were based at the Intercontinental Hotel in Davos. Apart from an unexpected fire alarm at midnight one night, the hotel was exceptional. Even its shape, like a golden rigger ball, was unusual. This hotel houses many world leaders during the

World Economic Forum so its standards (and prices) are exceptional.

The Swiss Pagoda club team spared no expense to make this an outstanding rally, with all sorts of gifts and entertainment.

We spent the first night in a nice chateau hotel in Champagne Country, Château Etoges – in the middle of nowhere but full of foreign visitors. The food makes the reputation of this hotel and its *Trip Advisor* reports are excellent. As we also stayed there on the return journey we discovered that the rooms vary in quality! However, dinner is served in traditional French style, including a terrific cheese trolley and superb service.

Our second night was spent at a hotel in the centre of Colmar, a delightful town in the middle of Alsace. The hotel less good, but the location fantastic. We had arranged parking in a private garage five minutes' walk from the hotel.

Then onto Davos. When you get into Switzerland you have to buy a motorway vignette for 40 Swiss francs. We were an hour into Switzerland before we found a suitable motorway service station to buy one. Coincidentally Michael and David Smith were there at the same time in their Pagoda so we were able to say hello to them.

We don't need to tell any seasoned continental driver how beautiful Switzerland



Hotel Intercontinental Davos.





# Personal recommendations by Chris Bass

## Tewkesbury Park

Lincoln Green Lane, Tewkesbury GL20 7DN 01684 272300 [www.tewkesburypark.co.uk](http://www.tewkesburypark.co.uk)

From its hill-top location this hotel has panoramic views of the surrounding countryside and Tewkesbury with its abbey. It has been restored by and is now run by the McIntosh family who enjoyed staying there and bought it when the group that previously owned it fell into financial difficulties. A hotel being run by a family who like it has got to be a good thing.

A lot of money has been spent on refitting and decorating the hotel and the suite we stayed in was very comfortable and well appointed. The same standards are carried through to the restaurant, where the food was outstanding. There is an extensive wine list but even the house wines are first-class and the champagne, offered by the glass, was also excellent. The staff were well informed and well motivated.

Apart from these attractions, this hotel is particularly good for those of a sporting inclination. It is surrounded by its own 18-hole par 73 golf course and has squash and tennis courts, an indoor pool, sauna, steam room and gym. What better reason for taking your Mercedes on a pleasant drive through the Gloucestershire countryside?

Until May 1 2018 Mercedes-Benz Club Members can enjoy two nights' dinner, accommodation and breakfast in a 'Touch of Class' room at Tewkesbury Park, with a round of golf on each day

Tewkesbury Park – a stunning hill-top location.



plus a back, neck and shoulders massage, for £215 per person, based on two people sharing. Suites are available from £275 per person. This offer is subject to availability

and cannot be taken over public holidays or during the Cheltenham Race Festival. There is no single availability. Please quote MERCEDES2017 when booking.



Café Class – authentic Italian cuisine.

## Café Class

14 The Broadway, Woking GU21 5AP  
01483 723080 [www.cafe-class.co.uk](http://www.cafe-class.co.uk)

Woking is not the most pre-possessing of Surrey towns, and its town centre is probably not its best feature. But hidden away in a rather run-down street, conveniently opposite the railway station, is this delicatessen, café and restaurant that offers the very best in authentic Italian cuisine. It's star turn is dinner. There is no menu – the friendly and well-informed staff bring you a seemingly never-ending stream of antipasti. Just when you think you are going to burst they announce the pasta course. That is followed by the meat course – usually a variety of different dishes, and then there is a delightful selection of home-made sweets.

This might not be as surprising as it sounds as Woking has had a significant Italian population since the early 1950s – when many families came over to work at the market gardens then occupying the land that is now home to McLaren. Driving and parking in Woking is not enjoyable, even in a Mercedes, so it might be best to go to Café Class by train – then you will also be able to enjoy its comprehensive selection of Italian beers and wines.





The seat design group hard at work mid-afternoon on the occasion of Herr Klein's 40 years' service with Daimler celebration in October 1979. Michael Sugars is second from the right.



# Reminiscences of Sindelfingen

by Michael Sugars, additional photos from the Daimler AG Archive and Chris Bass, heading photo restored by Mike Venables

**D**uring my career I had worked in automotive design, gaining experience at Vauxhall Motors, British Leyland, MAN, Opel and Audi prior to commencing a post of Consultant Design Engineer in Mercedes-

Benz Passenger Vehicle Design at the Sindelfingen plant. I joined the Interior Trim Department (Innenausstattung Abteilung), working in the Seat and Door Design Group from August 1979 to May 1981.

Sindelfingen is located 15km (10 miles) south west of Stuttgart in the province of Baden-Wuerttemberg. The giant Mercedes-Benz factory on the edge of town was the main manufacturing plant for most MB passenger vehicles and the facility also included the Design and Development Centre.

The local people are called Schwaebians and the regional dialect is Schwaebisch; they have a reputation for being thrifty and hard-working. One of the local sayings often heard was 'Schaffe, schaffe, Haeusle baue' which literally translates as 'Work, work, to build a house'. Their regional neighbours, the more outward-going and cosmopolitan Bavarians, regard the Schwaebians as rather boring.

I have delved deep into my memory banks and would like to share some recollections which some of you may find of interest.

Although the marque is called Mercedes-Benz, employees always referred to the company as Daimler (Benz). The designers wore white dust-coats and worked on upright drawing boards, a bit of a surprise, as traditionally in automotive body and trim one would work on a horizontal 'layout' table – easier when



The Sindelfingen plant circa 1980.







Lewis Hamilton (centre) with Sébastien Ogier (rally champion) and his partner (left) and Suzie and Toto and Wolff at the FIA prize-giving in December.

# F1 NEWS

by Will Gardner

## WILLIAMS

The Grove based team went into the new year still without confirming who will take the last remaining seat in F1, vacated by the retirement of Felipe Massa. Robert Kubica was the early favourite, with Mercedes team boss – Williams’ engine supplier – Toto Wolff saying that Kubica should be the team’s prime target. Polish born Kubica had six years in F1, ending in 2010; his best championship finish being fourth place racing for BMW-Sauber. He went on to drive in the World Rally Championship where an accident in 2011 saw him suffer severe hand and arm injuries.

However rumours before Christmas suggested that the Russian Sergey Sirotkin would take the seat. Performance data from testing at the Yas Marina circuit is said to have shown Sirotkin to be the stronger performer, helped no doubt by the

rumoured £15 million of sponsorship from Russia’s SMP racing that he brings with him. Sirotkin’s major success to date has been to win the Formula Abarth European Series title, whilst he also came close to an F1 race seat for the Sauber team in 2015.

Rumours also suggest that the insurance payout Kubica received after his 2011 accident, as compensation for ending his F1 career, would have to be repaid if he returned to the sport, although the Williams team has denied this. It seems though that talks with the 2017 Renault reserve driver Sirotkin are at an advanced stage, with a final announcement expected early in January.

## ALFA ROMEO

Alfa Romeo, part of the Fiat Chrysler Automobiles group, is set to return to the F1 grid in 2018. A sponsorship deal

has been agreed with the Sauber team, providing a multi-year technical and commercial agreement. The team will be named Alfa Romeo Sauber F1, but will run Ferrari not Alfa Romeo engines – Ferrari was also part of the Fiat empire until 2016.

Alfa Romeo last raced in F1 in 1985, prior to this the team won the first two F1 titles in 1950 and 51 with Guiseppi Farina and Juan Manuel Fangio.

## MERCEDES

After four consecutive double title wins, totally dominating the current hybrid-turbo era, Toto Wolff says that he expects Ferrari and Red Bull to be the team’s main competition next year, but also said he was wary of the potential of both Renault and McLaren. Both have enjoyed dominant periods in F1 and will run the Renault power plant in 2018.

Meanwhile, the Mercedes team has formally opened talks with Lewis Hamilton, whose contract has just one further year to run. Whilst nobody expects him to leave, interest is focusing on how long he will commit to the team, but whatever time-scale is finally agreed, the contract is widely expected to be the most lucrative in the sport’s history.

## FORCE INDIA

Esteban Ocon, who drove for the team for the first time in 2017, has said he believes he can challenge Valtteri Bottas for a Mercedes drive in 2019 if he can maintain his form. The talented French driver raced team-mate Sergio Perez hard this year, finishing the season just 13 points behind in the drivers’ championship and often out-qualifying the far more experienced driver.

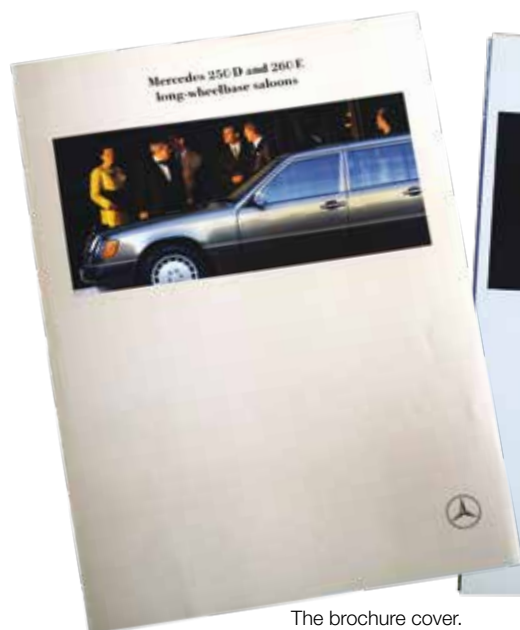
The team has yet to announce the name it will race under next year. ‘Force One’ seemed most likely for a while, but issues with ‘cyber squatters’ as reported last month, together with the name being deemed to be too close to ‘Formula One’ means that other options are still being considered.



Lewis also visited the Sindelfingen assembly lines to celebrate his success.







The brochure cover.



Inside there is a full description...

# From deep in the Archive

by the Archive Team

This series has commented previously on how Mercedes-Benz has a long history of producing a vast range of vehicles, across all automotive sectors, yet keeping intact its reputation as a maker of prestigious cars.

This was brought home to one of the Archive Team recently after he had attended a friend's funeral (as an aside it must be a sign that one is beyond middle-age when one goes to more funerals than weddings in a year).

In the subsequent days, while vaguely mulling over the fact that he was now knocking on a bit and all flesh is grass etc he was aware that there had been something missing at the funeral which he could not place. Then, at his next session in the Archive, he realised what it was – there were none of the once ubiquitous Mercedes-

Benz stretched limousines in the funeral cortège. Or, as the newly found brochure which had triggered this realisation, described them: 'Mercedes-Benz 250D and 260E long-wheelbase saloons'.

It's not so long ago that many funeral directors up and down the land had these cars in their fleets. As such any funeral worth its salt had a cortège which included a respectable number of Mercedes long-wheelbase saloons. At the same time many council leaders, obviously before the days when their chief executives were paid more than the Prime Minister, were often driven to their business in these useful vehicles. And, in municipal service, these cars could also double up to take teams of council officials on site visits and the like.

Looking at the date of the brochure, 1990, it becomes apparent why so many

funerals today do not feature these cars – as the youngest of them must now be approaching 30 years old. But, in their day, these vehicles had a number of major benefits that well suited them to their trade; be it funerals, municipal duties or specialist hire car work. For starters these cars could be ordered off the peg from any Mercedes-Benz dealer, with all the associated benefits of manufacturer warranty cover, factory standards of engineering consistency and quality, as well as shorter lead times.

In the UK – if you did not order a Mercedes 250D or 260E long-wheelbase saloon – your only factory-built option, and a very expensive alternative, was a soon to be obsolete Daimler. Otherwise you had to have a big saloon converted, such as a Ford Granada/Scorpio, Rover 800 or Vauxhall Carlton/Senator – with all the additional difficulties that this process could entail.

The factory-built Mercedes long-wheelbase saloon offered its customers the ability to carry up to seven passengers and the driver in three rows of seats. And, to make passenger access easy, there were six doors, a pair for each row of seats (fortunately central locking was standard).

Also, with an impressive overall length of 5,540mm (18 feet, 10 inches), these cars provided a generous amount of leg-room for their passengers. Ride comfort was also enhanced with the standard fitment of self-leveling rear suspension.

While Mercedes probably supplied most of these cars in funereal black, there was a total paint choice of six non-metallic and five metallic exterior colours. These could be teamed with four interior colours with a choice of fabric, MB-Tex or velour trim.

Though, understandably, Mercedes-Benz did not provide nought to 62mph acceleration times, the brochure showed that the 260E could comfortably crack 100mph – something the 250D could only just about manage. However, as these were cars that spent most of their working lives in urban/suburban environments, high speed was not an operational priority.

*The Mercedes-Benz Club's digital archive is having new material added every month and now includes thousands of items. If you haven't yet done so please take a look by registering. It's a simple process, just go to: <http://archive.mercedes-benz-club.co.uk> and follow the on-screen instructions – happy browsing!*

*If you would like to dispose of surplus Mercedes-Benz literature or photographs please let us know. Whether it's one brochure or a car-load your surplus material will benefit Club Members. Even early Gazettes are welcome, although the Archive does have a full collection of the later A4-format editions. Please contact the Archive team: Jon and Lynne Bell, Phil Reed, Sophie or Andy Holmes ([archive@mercedes-benz-club.co.uk](mailto:archive@mercedes-benz-club.co.uk)). If you do not use e-mail please telephone 01932 346981 and leave a message.*



...and a gate-fold photo.







Villa d'Este – on the shore of Lake Como.

# Villa d'Este 2017

by Peter Brown

There can't really be a better place to hold a concorso d'eleganza than at Hotel Villa d'Este in the village of Cernobbio by the shores of Lake Como, the location is absolutely stunning. Since 1999 the event has been sponsored and organised by BMW and this year no fewer than 50 historic cars and 36 motorcycles were entered in the event, coupled also with an RM Sotheby's auction taking place on the Saturday evening.

The theme for the 2017 event was 'Around the World in 80 Days – Voyage through an Era of Records'. The event ran over three days with viewing of the cars on offer at the auction on the Friday, the Saturday was an invitation-only day at the Grand Hotel Villa d'Este for participants, the media and invited guests, while at the same time, for the general public, at nearby Villa Erba, motorcycles and other BMW group themed displays could be viewed. On the Sunday the cars that had participated the previous day at Villa D'Este travelled down to Villa Erba for the third day where both the cars and motorcycles were presented to the general public.

We arrived in Cernobbio on Thursday and the village was already in 'Concorso Mode', with some cars dotted around the



A 300SL Gullwing always attracts attention.







Jim Clark's 1966 Lotus.



Early 'brass' Fiat with Christine Keeler's Cadillac in the background. Rare Benelli 6 to the right.

# The Caister Castle Motor Car Collection

by Paul Kelly



First Ford Fiesta of the Dagenham production line in 1977.

The Caister Museum.







Under the bonnet more could be seen of the four-cylinder 245hp engine than on a lot of recent Mercedes. Bright metal alloy body parts were also prominent.



White upholstery came as a bit of a shock – but it remained stain-free.

# More grand tourer than Monte winner

by Chris Bass

Gazette  
Road Test



The E300 coupé is an accomplished long-distance tourer.





Michael Eatough's 1965 230S.

# Preparation and more preparation

by Michael Eatough

**I**t was February 26 2017, my 66th birthday, yet another landmark, one of many. I was reading my e-mails during that Sunday morning, looking forward to a family celebration at a favourite local restaurant. There was a 'ping' and in my in-box arrived an invitation ahead of the official advertising allowing me three days grace to think about and enter the 2019 Peking to Paris endurance event. Arguably the toughest endurance event for classic cars in the world. I parked the e-mail talking myself out of it.

At this point in time I had already competed in many endurance events, had recently finished the Haka in New Zealand and was looking forward to my next event, Paris to Prague – a short, seven-day event but full on. I had also entered the third Trans Am, taking place in 2018 from Charleston to Seattle. I was silently thinking I had exhausted my self-imposed budget and perhaps I would enter another seven-day event during 2019.

I put Peking to Paris out of my mind, turned off my lap-top and began thinking about my birthday lunch as my family began to arrive.

Later in the day my long suffering wife Jane said to me, "I have seen the e-mail inviting you to take part in Peking to Paris are you going to enter?" I said, "No far too expensive and I am committed to the third Trans Am". The conversation continued all evening and, guess what, Jane talked me into it, she simply said, "You are a long time dead, do it now before you are too old".

Within 48 hours I was filling in the application form, my friend and expert navigator Steve McKelvie, a Canadian who lives in Franklin USA, agreed to come with me. Steve is within a couple of months the same age as I am and to compete in the Peking to Paris is one of his ambitions. Steve would be my navigator and co-driver during Paris to Prague, we were a reasonable team finishing fourth in our class.

My 1965 Fintail (registered on January 4 1966) has always been my rally car. Nick-named 'Reggie' by my youngest son, the name has stuck. We have been all over the world together and gradually, over the last 15 years, this car has morphed from a cherished saloon into an endurance rally car. I only use it for events. Reggie is far too precious to risk on a constant basis.

Reggie is uprated with a 2,800cc engine, a back axle from a 280, heavy-duty shock-absorbers and springs, an oil cooler, larger 15-inch steel wheels from a Sprinter van, eight-ply van tyres, a sump guard, much strengthening (to protect it from gravel, potholes and God knows what else we need to travel over), rally instruments etc. I could go on but this gives you some idea of what is involved.

With two rallies successfully completed in the space of less than a year, old Reggie needed preparation for the third Trans Am, a major event. My friend and mechanic Owen Warboys took Reggie back under his







The small pipe from the gearbox can be seen coming up by the dipstick and terminating on the left end of the inlet manifold. As a temporary repair this pipe we disconnected from the inlet manifold. The manifold and open pipe end were both temporarily blocked.

# Trials and tribulations of a Pagoda 230SL automatic gearbox

by Nick Swan

**A**lthough the engine on our 230SL was rebuilt some years ago and not too many miles put on since then (say seven years), we had been told and indeed had begun to notice that it was burning oil, as could be seen from occasional bursts of blue exhaust. This was first picked up on Rosemary and Peter Maslin's France and northern Spain rally in 2016. We kept a careful eye out but it wasn't too bad and what could we do anyway?

That was last year. Forward to this year and we joined the international Pagoda Rally for the first time, this year held in Davos. You will see an article by my partner Ashley de Safrin elsewhere in this Gazette. On the way over to Davos we noticed that the automatic gearbox stick and plate on the transmission tunnel inside the car seemed to be very hot. We know it gets hot, but it seemed *very* hot. So we stopped and I checked the transmission fluid on the dip-stick in the engine compartment (with the engine running and warm). Imagine my horror when I pulled out the dip-stick

to find not a trace of oil on it! I wiped it, returned it to the filler tube and checked again – nothing!

Luckily we travel prepared with our old cars and we had about ¾-litre of transmission fluid with us. I poured it in, waited and re-tested. Fluid about half way between the two marks – phew! When we arrived, some hours and maybe 100 miles later, at our interim destination in France, I decided to check the fluid level again – dry! Nothing on the dip-stick again! We couldn't believe it and went to bed rather worried.

Next day we procured two litres of automatic transmission fluid at the exorbitant price of £15 per litre from a Total petrol station. I put in one litre immediately and again saw the oil on the dip-stick. Again, 100 miles later, I saw nothing! And we carried on like that to Davos, the gearbox and car performing all the while perfectly OK. By the time we got to Davos from the UK we had used 2¾ litres.

Needless to say, at a rally of 150 Pagodas, we thought there would be some



A new Pagoda automatic gearbox, all wrapped up, that Roger Edwards Motors just happened to have in stock! The wrapping is removed at the point where the pipe from the manifold is attached.

experts who could help us. First of all we established that we did not have any exterior leaks. The underside of the car was remarkably clean. But we did observe that the engine oil level appeared to be on the high side. During the Saturday evening dinner we received a diagnosis. There is a pipe linking the gearbox to the engine and most likely the valve at the gearbox end was faulty – we were told that you can use the car without the connection and they don't make the valve any more. After completing the rally at Davos, and thanks to help from Josef Vlcek in the Swiss group, we arrived on Monday morning early at Procar Davos AG, where the owner, Walter Gruber, was a friend of Josef. The diagnosis was quickly checked by disconnecting the pipe in the engine bay from the inlet manifold (the pipe is shown in the first photo). Immediately we saw oil where it should not have been.

We left the car with Procar and carried on our trip to Salzburg for two days in a hire car (at expensive Swiss rates but paid for by the RAC breakdown cover that Hagerty provides). When we got back the pipe had been disconnected and capped, and the engine drained and refilled with fresh engine oil and a new oil filter fitted. We were told the car was 'driveable'. It was. We thought the changes were jerky but, oh no, much worse, the car now started in first gear not second, which it usually does when selecting position four, and it would not change up beyond third. Fourth gear was totally unobtainable. 230SLs are low geared at the best of times. And now, as a result of our 'temporary repair', we had to drive back to the UK all the way at a maximum of around 50mph, with the engine screaming at around 4,200 rpm. The petrol consumption was dire! 17mpg, almost as bad as our similar-aged Rolls-Royce Silver Cloud. But we got home safely and without incident, nor any more loss of transmission fluid.

## Bet

A call to Roger Edwards Motors, of Amersham, the friendly Pagoda specialists who look after the car for us, was made immediately upon return. Gavin Edwards and Paul Sumner there said they 'bet' they knew what the problem was. It would be



## FOR SALE

**Breaking W123 280 coupé;** 1998 C250 CDI estate; 2000 W208 CLK cabriolet; W124 300D multi-valve estate, good vented wing; W126 420SEL, good engine and box; W108 280SE. Parts off the shelf for W111 coupés and Fintails, W108, W123, W201 190 series, W124, W126, W202 C-Class and W210 E-Class. Please phone or text on 07710 672986 or e-mail [retrodave111@aol.com](mailto:retrodave111@aol.com) Dave West Yorkshire.

**Workshop manuals,** parts catalogues, special tools, owners' handbooks and sales literature too numerous to list. These are all original (not reproductions), factory-printed books for all post-war models up to 1984. Contact me with your requirements. Geoff Marshall 07414 538004 [marshall.geoffrey@gmail.com](mailto:marshall.geoffrey@gmail.com)

**Breaking W124 1989 300E** Complete. 1989 W124 260E panels. 1985 W201 2.0 complete. 1990 W124 300D complete. Set of four wheels and tyres from SLK. Charlie 01787 461751 07909 171330 Essex.

**1931 SSKL model** By Burago in die-cast metal, 1/18 scale in original box £35. SSK model £30. Both in as-new condition and incredibly detailed. I would consider a price for both together. Postage for either (or both if bought together) £7.95. Please e-mail for photos. [michael.colm.obrien@gmail.com](mailto:michael.colm.obrien@gmail.com) 07770 473999.

**2011 ML350** Set of four unmarked five-spoke alloy wheels fitted with Avon winter tyres, 3-4mm tread, size 255/50 R19. [nicholassperling@aol.co](mailto:nicholassperling@aol.co) Scottish Borders.

**W176 A-Class and W246 B-Class** MB roof cross bars for top box, bike carrier etc. Part number MA2468900093. With all keys and instructions, as-new, £110. Set of B-Class MB steel wheels, part number 246 4060002 with 195/65 R15 91T Continental Contiwinter Contac winter tyres, about 50 per cent worn, no damage, used for three winters, probably 10,000 miles use left £120. Four W124 steel wheels, some estate, some saloon, with tyres free of charge on collection. [harrisonsbearley@gmail.com](mailto:harrisonsbearley@gmail.com) Stratford-upon-Avon.

**W201, W202, W210, W140, W108, W124, W126** Used spares. Bob Choda. 0796 994323 [bob.choda@btinternet.com](mailto:bob.choda@btinternet.com) west London.

**W204 C63 AMG** Four face-lift genuine alloy wheels with tyres in very good condition, little use, staggered rims, 18-inch, two 255 and two 225. Cost new over £2,000, bargain at £700. 07947 599233 Blackburn.

**R230 SL** Indoor cover, top quality Sahara brand, breathable, unwanted gift, never used, in fact never been unpacked, complete with carry case, cost £68, will take £40, would make an excellent Christmas gift. 01759 373777 [jm@jgawk.com](mailto:jm@jgawk.com)

**W203 C220 CDI radiator** Good condition £50. Andy 07917 184429 [andrew.bloor@mac.com](mailto:andrew.bloor@mac.com)

**1997 W124 E230** Dismantling for spares, Elegance estate, good front wings, engine, auto-box and more. Mike 5,00pm to 7.00pm 07733 221592 Southampton.

**W180 M180 III engine** For Ponton or Fintail 220 for rebuild or spares £250. Numerous engine ancillaries including twin Solex carbs, inlet and exhaust manifolds, radiators etc. Contact me for full list of parts for Ponton 220S. Chris 01380 830909 [mercman@tinyonline.co.uk](mailto:mercman@tinyonline.co.uk) Wiltshire.

**W219 CLS** Stormforce four-layer, luxury outdoor cover. Complete with bag and under-car straps. Brand new, never been used due to change of car £75. Jim Paterson 01555 660399 or [jim@patersonclan.com](mailto:jim@patersonclan.com)

**W116 body panels** Front wings and outer sills, left and right (for SE not SEL). All brand new after-market parts. Wings £149 each, sills, £69 each. Collection from East Herts/Essex borders or shipped at cost. [neil.baylis@klgates.com](mailto:neil.baylis@klgates.com) or text 07956 006548.

**Carcoon storage system** Drive in tubular steel frame, active airflow, charcoal filters etc., indoor use, size 488x230x170cm, colour coded silver. Brand new, still boxed £400 [terryjcross@hotmail.com](mailto:terryjcross@hotmail.com) 07894 294633. Macclesfield.

**W113 Pagoda** Set of original bumpers, front and rear, good condition (left-hand rear has slight dink). Original radiator grille surround (used, good), used speedo (serviced, recalibrated, guaranteed), headlamps and covers, rear lamps (lenses, surrounds), rev counter (guaranteed), fuel gauge (unused), tonneau cover assembly, hard-

top, wing, door, sills (inner and outer), rear panel mouldings, b-pillar chrome caps, door swan-neck mouldings, brake calliper repair kits. David 01773 835462 [djr280sl@gmail.com](mailto:djr280sl@gmail.com) Derby.

**R170 1996-2004** Classic Additions waterproof outdoor half cover, with wing mirror locators for a secure fit. Excellent condition £25 including post and packing (UK). Paul 07708 444237 [paulcornes@hotmail.com](mailto:paulcornes@hotmail.com)

**Five in one card adapter** For use in Comand units. PCMA card adapter to play SD cards, MMC and memory stick £9 post free. Martin 01992 813132 [martin@theydon.plus.com](mailto:martin@theydon.plus.com) Essex.

**1965 W113 230SL** Original tool roll, grey MB-Tex vgc with tools including wheel locator stud (normally lost!) £75. 1964 230SL UK sales brochures, two original copies vgc, some fogging on covers but interior perfect, including spec sheet £110 each. R/C107 plug-in torch, new, part number 107 825 00 43 £50. 600 original full colour sales brochure vgc £150. Price list, small folded card c1965, including 200, 230, 230S, 250S, 250SE, 230SL, 300SE and 600 £10 or free if you buy a brochure. 230SL Bosch fuel injector pump £750. Roger 07904 243304 [rogeranddiana67@gmail.com](mailto:rogeranddiana67@gmail.com)

**Breaking 2000 CL500** Purple with black leather, most parts available. 2002 S320 all parts available except interior. 2004 S430 many parts still available. 2000 C240 AMG body-kit, and wheels, car complete, all parts available. 1988 W126 300SE saloon, most parts available. 01483 282830 Guildford.

**Breaking W201 190E** Doors, boot, bonnet, side panels, bumpers, all lamps, wheel trims etc, all in good condition. Philip 01803 558557 Devon.

**Sales brochures** R107 1985-89 £25. R129 SL (hardback) £25. Limited Edition covering Atlantic, Almandine and Silver Arrows £10. R230 SL (hardback) £20. R170 SLK (face-lift edition) £20. R171 SLK £15. W201 190E £10. W202 C-Class £5. All prices include post (within UK) and packing. Michael 01932 245711.

**W126** Pair of rear wheel arches from sill to bumper, new, with plenty of metal to repair rusted areas. Photos available. £30 each or £50 the pair plus courier. Alan 01704 893251 [allanimpetus@yahoo.co.uk](mailto:allanimpetus@yahoo.co.uk) Lancashire.

**W124** New chrome radiator grille £30. Strongman Clifton three-ton lift, new and unused. Dave 07899 934315 Manchester.

**W121 190DB** Bosch EJD 1.8/ 12.R88 starter motor, good condition £100. Bosch LJ/GEG 160/12 2600 R2 dynamo £30 plus carriage. Pair of complete headlamps for W121 190 saloon, 190SL or W180 220S £120. Bob 01992 302238 [robertcoxshall@outlook.com](mailto:robertcoxshall@outlook.com)

**Workshop manuals** R107 350 and 450SL 1971- 80 £10 plus post and packing. W124 200 to 320 1985-93 petrol and diesel £10 plus post and packing. R107 rear cross-member, part number A1076100217, cost over £400 will accept £100 plus post and packing. Michael Nixon [nixon95@sky.com](mailto:nixon95@sky.com)

## WANTED

**W124 Davia air conditioning parts and technical data** Any parts considered but especially looking for ECU (Davia ref 132061) and wiring loom, also 11-way multi-connector. Tim Ray [ray.tim@wanadoo.fr](mailto:ray.tim@wanadoo.fr) 01544 327257.

**W201 190E** Full tow-bar attachment, with electrics, also a buzzer unit for headlight warning. Peter 0207 5841940 London.

**1958 W121 190 saloon** Exhaust front downpipe (manifold to silencer) for loan to copy or purchase. Mike 07940 892579 [globetrottermdl@aol.com](mailto:globetrottermdl@aol.com)

**1985 W123 coupé** Nearside and offside draught excluder for top of side windows, nearside rear bumper section and a motorised radio aerial for rear nearside wing. James 00353 91585588 Galway.

**W124 cabriolet** Offside mirror, complete unit with fixing bracket. Howard 01981 252988 [hgg9876@hotmail.co.uk](mailto:hgg9876@hotmail.co.uk)

**W123** Plastic seat trim for 1985 coupé, must be in good condition, no deep scrapes or gouges, colour code 255 (cream) but will consider alternatives to respray. [weepudding@aol.com](mailto:weepudding@aol.com)


**1990 W201** Driver's seat, grey check, four door cards or full grey or black leather interior, four wheel trims. Jay [riverpilot43@hotmail.com](mailto:riverpilot43@hotmail.com)

**1994 W124 saloon** Part number 124 491 85 01 rear exhaust silencer. 01626 360344 [brimu.abbots@btopenworld.com](mailto:brimu.abbots@btopenworld.com)

All Spares Register entries should be limited to 40 words maximum and sent to Bob Coxshall, 55 The Avenue, Bengoe, Hertford SG14 3DS **to arrive by the 26th of the month preceding publication.** All correspondence should be by post or e-mail to [bob.coxshall@mercedes-benz-club.co.uk](mailto:bob.coxshall@mercedes-benz-club.co.uk) In emergencies only, telephone 01992 302238.







The Mercedes F1 team, after initial problems, got the very best from Pirelli in the 2017 season.

# Pirelli and Mercedes-Benz

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## Road car tyres

The P Zero is Pirelli's ultimate high-performance tyre that was originally developed for the Ferrari F40 in 1987 and has been continually refined since throughout its various evolutions. It is homologated for a number of Mercedes-Benz models, including the SL AMG, CLS, S-Class and SLK amongst others. The very latest generation of the P Zero tyre was launched in 2016 and although it has just one name, it is produced in three individual technical variants, with different applications and performance levels, each one designed for a specific type of car.

For cars with a more sporting character there is a less sculpted tread pattern design, which is intended to favour more dynamic and sports orientated performance. The second tread design is more appropriate for saloon cars, thanks to an external shoulder that is more deeply grooved and designed to better absorb each impact with the road surface, enhancing the comfort that is an important part of these cars.

For summer conditions Pirelli also offers the Cinturato P7, the Italian brand's first 'Green Performance' tyre. It provides comfort and safety on all road surfaces while being kind to the environment. It is homologated for a selection of Mercedes models including the C-Class, E-Class and CLK.

When the temperature drops below seven degrees centigrade it's time to consider winter tyres, as driving in winter conditions presents different challenges such as ice and snow. For these conditions Pirelli offers the Winter Sottozero family – ideal for any Mercedes exposed to winter driving. These cold weather tyres, created

for premium and prestige cars with medium to high engine capacities are now in their third generation. The range is designed to enhance the sporting characteristics of the vehicle to which it is fitted and forms an integral part of cold weather performance.

For Mercedes models, homologations include the GT AMG, SL, E-Class, C-Class AMG, SLK, B-Class and CLA for the Sottozero II and the S-Class, E-Class, SLK AMG, C-Class and A-Class for the Sottozero 3.

The Sottozero II tyre is the ideal choice for sports cars and luxury vehicles, balancing performance, safety and respect for the environment. The asymmetric tread pattern is divided into two distinct elements. The inner area expels water effectively whilst the external area, with its more rigid and spaced blocks, ensures high levels of grip on snow.

The Sottozero 3 is the winter tyre dedicated to high-end premium vehicles. It has been designed taking into account the evolution of modern vehicles, in order to achieve maximum safety, control and performance in all winter weather conditions.

## Original equipment – the perfect fit

Billions of dollars are invested in making a new car and yet the manufacturer doesn't build what you could argue to be the four most crucial elements of every car – the tyres, which are the only four parts of the car in constant contact with the ground. Absolutely every characteristic that the manufacturer has built into each vehicle's dynamics – the whole spirit of the car if you like – depends on those four bits of

rubber functioning as they should, and loyally replicating the mechanical inputs from the driver. Of course, a modern tyre isn't quite as simple as just 'four bits of rubber' – there are more than 100 different ingredients that go into each one, and perhaps surprisingly, natural rubber isn't a huge component. Instead, the properties of each tyre compound are determined by the chemicals that make up the compound – and also how these compounds are prepared and assembled.

Appropriately enough for an Italian tyre company, Pirelli's Chief Technical Officer, Maurizio Boiocchi, has likened making an effective tyre to making a good risotto. Not only do you have to hand-pick the best ingredients, but it's also so easy to ruin them if you don't cook them in exactly the right way, paying close attention to every stage of the process.

But the mistake that many people make is thinking that Pirelli simply produces tyres that car manufacturers then buy and put on their cars, as you would with an after-market accessory, for example. Nothing could be further from the truth. Pirelli is involved in the genesis of each new car model from the earliest phases of the design process, sitting alongside Mercedes engineers (for example) to understand the exact characteristics of each new model and tailor-make tyres to a specific design brief, in order to get the very best out of each new car and reflect its unique personality. So, whether it's in the sub-zero test facilities that Pirelli has within the Arctic Circle in northern Sweden, or hours of arid desert driving in Mojave to assess hot weather performance, you'll





# ANGLIA – NORTH

February is a strange month, it can be bright and sunny like a fine spring day or absolutely freezing and knee-deep in snow. Judging by the weather so far, it is unlikely to be drop-top motoring weather, but you never know!

February is also when Paul Jobling's birthday falls, but the less said about that the better! Paul was a young man when he first took his Pagoda SL to the Newby Hall Classic Car Rally in Yorkshire and was persuaded (by the very persuasive Steve

Emeny, then the Club's Events Director and all round good bloke), to run the event the following year. Steve then used his charms to enrol the young and enthusiastic Paul into becoming a Club Regional Officer and that was 25 years ago!

Then about two years ago Paul turned his attentions from Yorkshire to Yaxley and Gateshead to Great Yarmouth when he moved into our region and joined the already successful duo of Richard

Lee-Warder and Roger Hinton into a triumvirate. That same trio will be announcing our regional events for 2018 very soon and will include some completely new events in various parts of our region suggested by Members.

However, to round off 2017, what better way can there be than to report on the *legendary* Anglia – North Christmas Party, again held at the world's last remaining end of the pier show.

## The legendary Anglia – North Christmas Party – Sunday December 3



Cromer Pier hosts the 'Only End of the Pier Show in the World'.



Host Richard Lee-Warder (right) talking with Doug and Margaret Burns.

Having the 'One and Only End of the Pier Show' on our doorstep is worth celebrating, and that is exactly what we did when we held our Christmas party on Cromer Pier, itself a proud monument to Victorian engineering, with an amazing little theatre at its pinnacle, or as it was described in the show – 'a shed on stilts!'

Around 40 Members and their partners met at Tides Restaurant on Cromer Pier for

a festive lunch complete with their crackers, party hats and Christmas pudding, hosted as always by Richard Lee-Warder who was the organising Regional Officer for this event. Richard is the perfect host and MC for these occasions, and quickly made everyone feel in Yuletide mood. Steve and Rodica Hayes were making a return to the Club after a short absence, with Steve not being put off by the frosty weather and arriving in his lovely 560SEC. Paul Jobling and Tsende joining them at the table, having arrived in their recently acquired C-Class estate.

After much cracker pulling, hat wearing and joke reading, it was time to take a short but chilly walk the 100 yards or so to the 'Shed on Stilts' for this year's show, hosted by local celebrity Olly Day. He introduced the incredible vocal talents of Emily Yarrow and the ingenious musicianship of Leo Shavers, who played a variety of tunes from 'The Post Horn Gallop' to 'Jingle Bells'



Members discussing Christmas presents with Regional Officer Roger Hinton (second left) and his wife Sheila (opposite Roger).



Steve Hayes gives his wife Rodica a Christmas embrace.

using hoses, funnels and other implements which looked like they came out of a Mercedes-Benz breaker's yard! Dancing girls twirled and kicked, comedians told gags, singers sang, magicians mesmerised, while the audience laughed and clapped. It was all organised by Club Member, Musical Director Nigel Hogg.

Once again our thanks to Richard Lee-Warder and his partner Philippa for making the Christmas party special! We can only wonder what he has in store for 2018.

Although we don't have any motoring events planned in February or March, we do have one event to report on from 2017, which is our joint event with the Rover Owners' Club at Sandringham Park, Norfolk.



High kicking performances from the End of the Pier Show.







**230TE** 1985 metallic silver, 120,000 miles, MoT, blue cloth interior, Becker radio, refurbished alloys, new tyres, service history. £7,500. **Tel: Alastair 07710 350602 or email alastair.b.mcalpine@gmail.com** (Suffolk) (02/18/01)



**280CE**. 1983 Beige, olive cloth interior, 80,000 miles, auto, refurbished original alloys, new tyres, electric sunroof, original Becker radio, service history. £10,750 **Tel: 07710 350602.** (Suffolk) (02/18/02)



**500SEC**. 1984. Finished in gleaming black with biscuit coloured interior. 100,856 miles. Owned car for last 11 years, 4 previous owners, beautiful example of an iconic Mercedes. Usual problematic areas have all been addressed, rear screen, roof lining etc. Since this photo was taken the car has had the original set of 20 hole refurbished alloy wheels fitted & new tyres as well. New MoT. £10,950. For full details and pictures ring Colin. **Tel: 07989 397083** (Sussex) (02/18/05)



**300GD G-Wagen**. 1986 RHD automatic. Metallic silver and in very good condition with everything working. Wide alloy wheels with flared arches. MoT. £7,995. Email: [marshall.geoffrey@gmail.com](mailto:marshall.geoffrey@gmail.com) **Tel: 07414 538 004** (London) (02/18/07)



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