

THE | DIE *BenzPens*

MERCEDES-BENZ CLUB OF SOUTH AFRICA

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ON THIS ISSUE ...



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- George Old Car Show 2014 page 3
- A trip to Le Bonheur page 9
- Western Cape Year-end page 11
- Function

- Tea with her Majesty?
No Thanks!
- My Sad Story

page 15
page 17



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From the Desk

This is a great time to be a member of the Mercedes-Benz Club of South Africa. With 2013 being the second year where regions were financially assisted towards their year-end functions, the general feeling is that the presentation and camaraderie at these functions has escalated exponentially, in all six regions. This is also evident from photos and articles on the forum and other media.

I would once again like to invite all members to visit and join our website and forum. Go to www.mercedesbenzclub.co.za. You can also visit our facebook page on www.facebook.com/Mercedes-Benz Club of South Africa. Facebook is not only for the youngsters anymore.

It is great to see so many younger

people are joining our club, and their enthusiasm rubbing off on other members, as well as on potential new members. Well done guys and welcome. We will always endeavour to balance the "need to learn" with the "eagerness to teach".

The George old car show was once again the highlight of the first quarter of 2014, as you can see from the front page, as well as articles inside.

Why owners drive hundreds and hundreds of kilometres, in our beautiful old cars, to attend this show is obvious! The accommodation, atmosphere, scenery, company and organisation are out of this world and this show in its entirety is getting better and better, time after time and year after year.

Our sincere congratulations must

go, again, to all the SCOCC organisers and in particular to Waldo & Rene Scribante, Kobus Harris and Johan Sloet. Their attention to detail in presenting the Mercedes-Benz Club stand is really something to look forward to every year, without fail!

During the George Show, the National Committee held a meeting, where the Regional refund allocations were tabled, adjusted and approved. All Regional Chairmen were subsequently informed of their approved allocation for 2014, with the National Concours being the main beneficiary.

I wish you all happy motoring, safe journeys and wish you all the very best until next time I have the pleasure of sharing your company.

Club President: Dirk van der Westhuizen

in 2014 will remain looking very fine!

The George Old Motor Car Show, which was a stunning success, has been and gone and the AGM, in East London, is the next exciting milestone on a very busy calendar.

I am looking forward to the drive to East London – as a young man I was employed by Total Oil to look after the Transkei, Ciskei and Border regions. (One of my big clients was CDA – the Mercedes-Benz Assembly Plant on the West Bank of the Buffalo River.)

It was travelling the by-ways of those area's that instilled in me a love of the open road and made me hugely aware of the diverse beauty of the Eastern Cape.

The journey from Engcobo, on a spring afternoon, up and over a dusty Satan's Nek to Cala and then onward, via Indwe, to the prospect of Dordrecht at sunset and a soothing

double Klipdrift – remains deeply embedded in my mind, for its sheer beauty.

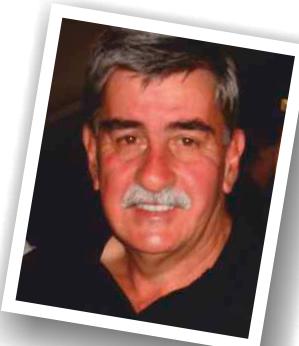
Ja Nee Oom Schalk, die land agter die Dwarsberge het iets, maar die Oos Kaap, hy het baie!

I am looking forward to introducing my good lady, '61 Benz ZN', to Kokstad, Matabele, Maclear, Ugie, Elliot as well as, Tsomo, Haga-Haga and East London.

There was the wonderful Friesland Dairy in the Quigney, (suburb near the Beach Front), back in the 70's, who sold the most fabulous milkshakes – I think I might treat her to a double thick raspberry to celebrate the journey!

I wish you all happiness and good health until we meet again. Pat da Editor.

EDITORIAL



Pat Smythe

I do hope that December was full of family, love and good cheer and that the New Year celebrations brought to you all a warm fuzzy feeling and a confidence that the world





Southern Cape:

GEORGE OLD CAR SHOW 2014.

Waldo's words...

"I would like to thank everybody from the Southern Cape, especially Kobus Harris, Johan Sloet, Peet Botha, Andre Fourie, Pieter Lourens for helping. A special 'Thank You' must go to Gareth Webster from Stanmar Motors and Kloppers, for supplying the furniture, as well as a sincere thank you to Annalie & Jaco Kachelhoffer for bringing the regalia.

Then, the biggest 'thank you' must go to the SCOCC for organising the best Old Car Show in the country.

To Karen van der Merwe, Phillip Rosser and his team, well done for organising such a great success.

The show won't be a success without the members showing their cars, thank you to everybody making the effort to bring a car or just attending, it is much appreciated!!! **OUR CARS ARE WORTHLESS IF WE CAN'T SHOW AND ENJOY THEM WITH OUR FRIENDS!**

Personally I would like to thank René and Marilize for helping!!! Thank you to Jack Boshoff & Sons for getting the trucks to the show and Theo for the BUS!

Also thank you to Andre du Toit for helping and bringing the 130H to the show for me. See you all next year again!" - Regards Waldo

Kurt Stassen

"Baie dankie aan almal. Ons het weereens n heerlike tyd gehad! Dit was lekker om weer almal te gesien het. Dankie ook aan Waldo en Rene vir jul gasvryheid!"

Niki Georgiou

"The 2014 George car show was fantastic this weekend! Saw a lot of Beautiful and rare classic Mercs and other classic cars!

It was such a glorious weekend! Met many new members and made many new friends! The trip from Port Elizabeth was well worth it!
- Thanks for the Mercedes committee for setting up the Merc tent! It was a nice relaxing place to enjoy, coffee and cookies, while chatting to members, and while surrounding by the most beautiful cars!

.... This was the highlight of my weekend!... Being in the presence of these beasts give me chills!...."

Chris Carisle-Kitz

"Fabulous cars - but special mention goes to Waldo's 130H. Well done to restore that! The trucks and the coach make great show vehicles!!! Sad I missed the show."

Gary Dodds

"Congratulations on a superb display and excellent variety of Mercedes-Benz products. Loved the Commercial Vehicles.

I must make a plan to be there next year."

Dirk van der Westhuizen

"Thanks to Waldo & Rene, and the entire Southern Cape team for the best show thus far. Something special to look forward to every year."

A word from the Editor:

Sometimes you just tell it like it is, without any fancy editing – just a touch of Tippex here and there and maybe a comma instead of a full stop.

Waldo's words below, tell it flat out straight and the responses are priceless in their sincerity.

A great show and wonderful photo's – well done to all!!

Aneet Kessow

"Thanks Waldo and the Southern Cape guys for a wonderful show!"

Adriaan Ludik

"Once again praise to the organizers, every member involved, all who attended.

The amount of work and effort can only be described as tremendous, attention to detail as well.

This is why one actually gets into a car from Jo'burg and drive the distance.....totally worth it. (Apart from of course that this is the one weekend in the year that I can let my very long hair loose to fly in the wind ne?)

And Waldo and René, as mentioned elsewhere, your hospitality as far as the spit is concerned is deeply appreciated. It just makes an already awesome weekend even more special.

And for those who wondered where the fridge was.....on the back seat ala 107 style.....

Did not think we would drive without it did you?????"

Annalie Kachelhoffer

"Guys did an excellent job with the sheep braai and even if I have to say myself, the pap was good!"

Anybody for left over chocolate sauce??[/quote]

Yummy!! At least just put a





picture of the sauce on the forum!!
Thanks again Waldo - it was a great
evening and all the food called for
seconds and thirds!!"

Adraan Ludik

"Yet again you did an excellent event Waldo, it was Great!!!
And also tell those guys that did the sheep they can stop practicing
now.....I think they more or less
'perfected it."

Morné du Toit

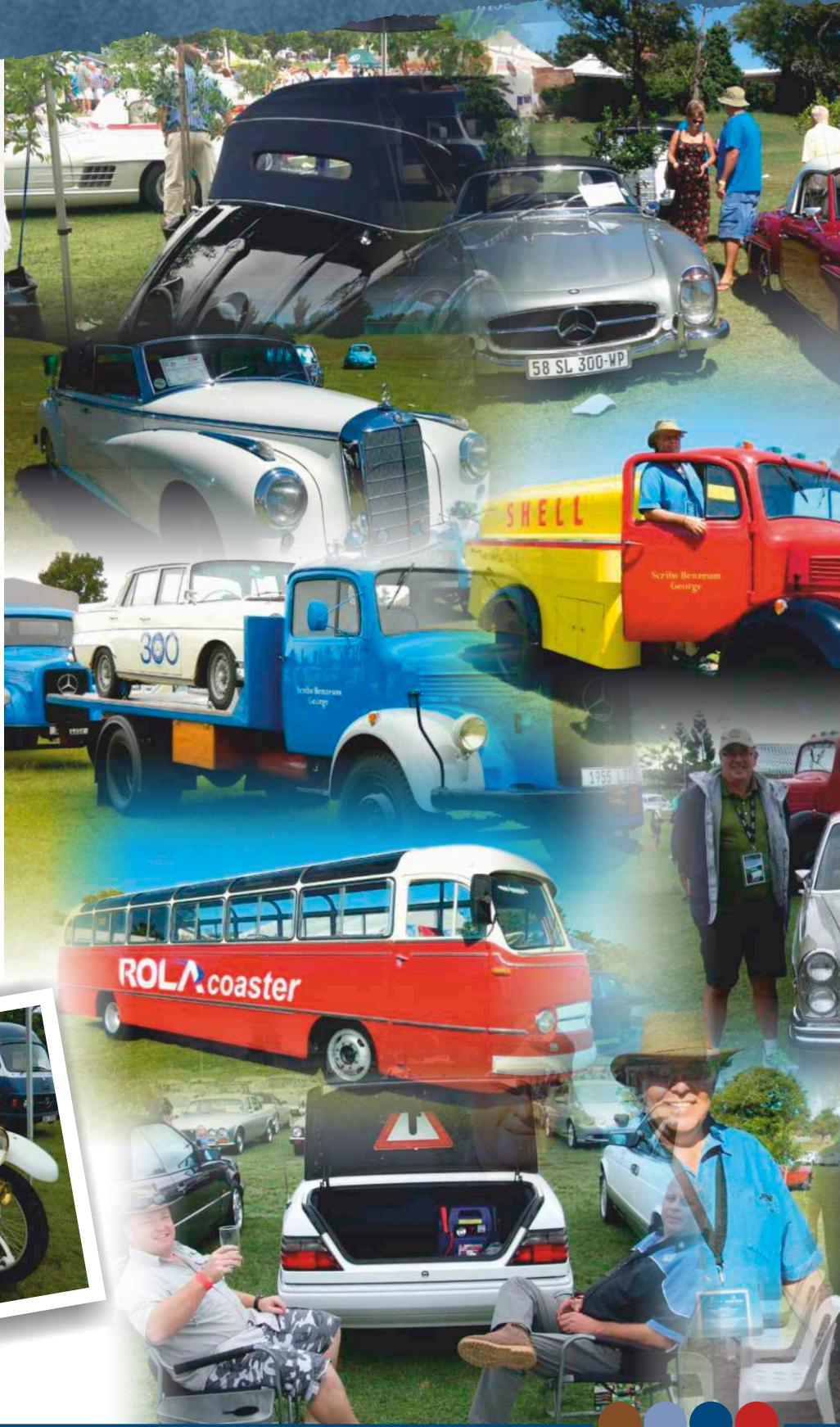
"Ja nee...lekke lekke great as
always!!! Let's go back, thanks
Waldo and team"

Pieter Moolman

"...Pieter het die dom ding
gedoen om hom laasjaar Sept te
verbind om n paartjie " volgende
jaar in Feb" te trou - en raai op
watter datum.... 8 Feb 2014!! So ek
mis uit die jaar - sal jou leer, ne.....

PS: Is dit moontlik dat die ouens
vir my bietjie chocolate sous in n
doggy bag kan saambring??

... and now for something
completely different





MIDAS OUMOTOR'S SKOU – GEORGE 2014

Kobus Harris.

Van heinde en vêrre het die mense gestroom na die 18de SCOCC Motorskou op George.

Weereens was dit 'n reuse sukses! Meer as 1000 voertuie was op uitstalling, wat ook stilstaande enjins, trekkers, bakkies en vragmotors ingesluit het.

Daar was ook 'n groot verskeidenheid motor verwante stalletjies wat druk deur die publiek besoek was, veral

die modelmotor uitstalling, waar meer as 6000 modelle uitgestal is!

Die uitstalling het baie goeie aftrek gekry en goeie sake is gedoen. (Menige klublede het met groot pakkies daar uitgestap, weet net nie wat hulle altyd vir die vrou by die huis sê nie!)

Die skou is al lank bekend vir die 'verbyritte' wat gedurende die dag plaasvind.

Die aktiwiteit, met die nodige kommentaar daarby, vind groot byval by die publiek, waar hulle rustig onder die bome sit en hulle eet en drinkgoed geniet.

Die Mercedes-Benz Klub uitstalling was weereens een van die groot aantrekkingkragte op die skou. Hierdie jaar was daar 'n uitstalling van bakkies en vragmotors wat deur Waldo Scribante tentoongestel is.

Theo Claassen se 1958 MB Bus, wat "ROLA Coaster" genoem is, het ook groot aandag by die toeskouers getrek.

Die bus is in rekord tyd gerestoureer en het van die Strand tot George, met 'n paar entoesiaste aanboord gery.

Die Mercedes-Benz uitstalling het 'n groot

verskeidenheid modelle gebied. SL's vanaf die 190SL tot die nuutste was te besigtig asook verskeie koppees en cabriolet's.

Die sedans was ook goed verteenwoordig en die kronologiese ontwikkeling van die Pontons tot die nuutste motors kon besigtig en vergelyk word.

Die hoogtepunte van die uitstalling was Andre Fourie se 1958 300SL en sy 1956 300 cabriolet, asook Waldo se 1913 Benz en René Scribante se 1935 130H.

Bo en behalwe die, is dit baie selde dat jy een 600 Grosser Mercedes-Benz sal sien by 'n Motorskou – hier by die jaar se skou was daar 3 van hulle langs mekaar asook 2 x 6.3's langs mekaar om 'n 'full house' te siene kry.

Saterdag was dit oudergewoonte ete by die Scribante's en is ons getrakteer op 'n heerlike skaapbraai, bykosse en verversings.

Dankie aan Waldo en Rene vir hul gasvryheid!!

Dankie ook aan al die lede wat van vêr gekom het, sonder julle kan die skou ook nie plaasvind nie.

Mercedes-Benz Groete - Kobus Harris





Central Region

ADHD : MEN AND THEIR MERC'S

During the 2013 Central Region AGM, Prof André Venter gave a tongue-in-cheek talk about ADHD (Attention Deficit and Hyperactivity Disorder) and how it affects a Mercedes-Benz enthusiast! As we have had numerous enquiries and requests for a "replay", this is a synopsis of his talk.

"It is difficult to be an expert in a field where everybody you meet is an "expert" with some opinion about this disorder. Opinions range from that it is just naughty children who are not properly disciplined by their parents; that it is purely an allergy and that the diet needs to be manipulated to avoid colorants or preservatives and then there are those who believe in the conspiracy theory that this is a condition that has been created by the medical pharmacological industry to make money by selling medication to unsuspecting victims of this diagnosis.

Yet it is interesting to note that the first references to attention deficit were already written in the 18th century by Dr Alexander Crighton. Several people contributed to this literature over years with the first academic paper being published in the Lancet in 1902 by a man called Still.

This condition is probably a genetic variant within the normal population and affects between 5 - 10% of any population. This is true in most countries, the only exception being England. They have much stricter criteria and they only have a 3% ADHD prevalence (but then the rest of them are just called "odd"!).

Frustratingly, this condition does

not have a biological marker and therefore the diagnosis is based on a clinical interview and on a set of symptoms that are broadly divided into symptoms of attention deficit and symptoms of hyperactivity and impulsivity. Based on these symptoms, I would like to suggest that many of our members in the Mercedes-Benz club have an element, sometimes to a significant degree, of attention deficit disorder. I have observed them during AGM's and other Mercedes-Benz functions over the last couple of years.

It is important to realise that the "inattention" of attention deficit disorder does not imply that someone cannot attend at all, but refers to the fact that these people can only attend to things that are really of high interest to them. Anything that is perceived to be boring, repetitive, insignificant, or where attention is required on demand, will not receive the attention it requires. Yet, if there is fascination for a topic, there would be no difficulty to focus.

A case in point would be exactly this: Your husband, who is a Mercedes-Benz fanatic, informs you that he is taking the car to the local garage to fill up the petrol, check the oil, the wheels etc., etc. - a ritual that is very important in the life of a Mercedes-Benz owner.

At this point you ask him to please bring you some bread rolls as he has invited his best friends, the Van Stadens, for a barbecue that evening. You inform him that you would prefer him to buy whole-wheat bread rolls if he can, but if this is a problem he can just buy anything that

is available. Off course, he goes off to service the car and when he returns he is very excited to tell you that he had met Gert Potgieter at the garage who has now obtained a second very rare specimen Mercedes-Benz model.

They spent a very long time discussing whether it should be resprayed to its original colour or whether the current colour would be acceptable, as they did not think that it really matches the upholstery all that well. Furthermore the topic of discussion moved on to deliberate if it would be ethical to improve on some of the malfunctioning engine parts as the car is quite old. After you have suffered through the rehashing of this long discussion, you enquire where the bread rolls are and you are informed that there was no way that you had asked for bread rolls to be bought in the first place!! Upon explaining that, in fact, you had asked very specifically because his friends, the Van Stadens are coming for a barbecue that night, he then informs you that he has no recollection of ever inviting the Van Stadens for a barbecue and in fact does not even know who the van Stadens are!!

This is exactly the scenario that happens all the time when you live with the men and their Mercs. They are delighted to do anything regarding cars and love the whole process of tending to cars, but anything else that may come their way is of no consequence, of no interest and they have a total attention deficit as far as these are concerned.

Of course, having an attention deficit also means that you can be super-focussed. Super-focus is a very interesting phenomenon and affects the 'Lens' of many men who own a Benz. They could be driving in peak hour traffic and spot a friend driving a different car, a new car, a newly





sprayed car or a car with new 'mags' or even new exhaust system, immediately! - This can render them totally oblivious to any other person in any other car, as well as blind to any changes in buildings, roads and road signs around them.

The mere sight of a friend who has made some changes to his Mercedes collection and they are immediately and simultaneously impressed, intrigued, angered and jealous beyond speech!

Another important symptom of ADHD is being careless and losing and forgetting things that you (and the rest of the family) really need. Typically 'Merc' men are forever asking everybody else, who has no interest in their cars, their hobbies or their inclinations, where any additions that they had bought for their cars are, or where they had put them.

The family becomes consumed with the task of looking for things for dad's cars. When they attend rallies and meetings, they realise too late that he has left all the important things (for the rest of the family) at home!

The things that are left at home have no direct bearing on their cars, but would include chairs and something to drink or something to eat. None of these are particularly important when there is the opportunity of driving a car to a function and meeting with everybody else and... then the super-focus zooms in again and they can get so excited about the new leather covered steering wheel and immediately want to know where that has come from while the rest of the family just stand there and watch in awe as their father goes off!!

Furthermore people with ADHD cannot work and function alone. They are always in groups of two or more and of course, one of them always has more expertise than the other!

Hyperactivity among men with Mercs really presents with excessive talkativeness, but whether anything of great value (to the rest of the world) is said, remains to be seen.

The last important issue is impulsivity. Oh... the men in the shops at every CITP or AGM. They impulsively buy anything that looks

remotely interesting and relates to their car and the year or the colour of the car, and with no regard to the expenses. They have vast collections of things impulsively bought, which in the long run probably has some value for them, but are just collecting dust somewhere. Impulsivity can be a curse!

So if all the above sounds terribly familiar for those of you that have been around for some time, you will realise that many of our members fulfil many or all of these criteria. Whether they have Attention Deficit Disorder, I do not know, but it does appear that it helps in our club to have some of these traits – particularly if one has aspirations to be accepted as a successful man with a Mercedes-Benz!!

More about the author:

Apart from being a very valuable and respected member of the Central Region, Professor André Venter currently is the Academic Head of the Department of Paediatrics and Child Health at the University of the Free State.

CENTRAL REGION SAYING BYE TO 2013 AND HI TO 2014

The Black Mountain Hotel near Thaba 'Nchu seemed the obvious choice for our region's year-end function as this wonderful resort had provided many happy memories of the 2013 AGM which was also held there.

So, on the morning of 7 December 2013 we set off for the hotel, one of our ideas also being another visit to the airstrip for a bit of fun. This last idea, however, never realized as we had quite a nasty shock on the way to the hotel. With just about 500m to go to the turnoff to the hotel, a bakkie overtaking our cars smashed into the back of Pieter Pienaar's 109 with disastrous results and a 911 call once again to Dup's Towing. Fortunately no one was badly injured, but the

mood was quite subdued after that and nobody wanted to test fate by going to play on the airstrip.

The rest of the weekend went off without any incidents and we had a lovely time. Fanie du Preez was named our region's Star Member of the year not only for all his assistance with fetching all our "ailing ladies" from the roads, but also for winning the 2013 National Concourse





Our first function for the year was a "Dutch Buffet" picnic held at a local holiday resort, Maselspoort, near Bloemfontein. We had a beautiful variety of cars with a 219 Ponton, a 230 Fintail, a 280 SL Pagoda, a 280 SE W108, a 380 SEC, a 380 SE, a S600L V12 Bi-Turbo and an E250. From the rear of the convoy it was an absolute pleasure to see the line-up ahead and it was a good start to an exciting year ahead!!

with his 1985 280 E and for his overall commitment to the club.

That was Bye to 2013!

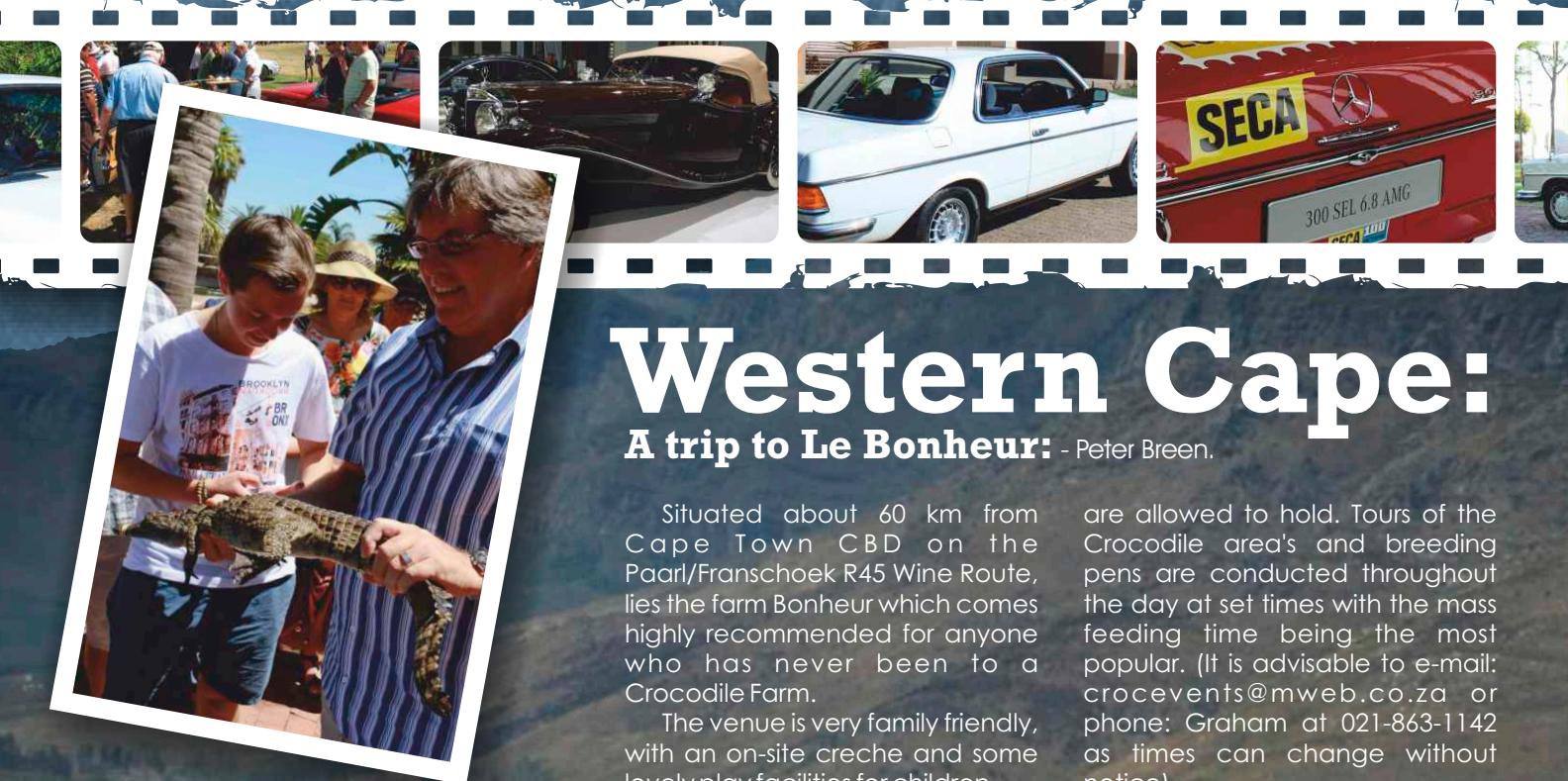
We said Hi to 2014 with our yearly planning meeting held on 28 January 2014. This was held at the home of Louis and Hermien Coetzer as experience has taught me that the more cars on display, the more men will attend the meeting! Despite all the many distractions we managed to have our meeting and also elect a committee for 2014.



From left to right:

Dr Pieter Pienaar – Secretary
Prof André Venter – Add member,
Annalie Kachelhofer – Chairlady,
Chris Kuhn – Vice Chairman,
Lofty Nel – Add member





Western Cape:

A trip to Le Bonheur:

- Peter Breen.

Situated about 60 km from Cape Town CBD on the Paarl/Franschoek R45 Wine Route, lies the farm Bonheur which comes highly recommended for anyone who has never been to a Crocodile Farm.

The venue is very family friendly, with an on-site creche and some lovely play facilities for children.

They offer a variety of options in the food department, ranging from tasty takeaway dishes which one can eat picnic style in the front gardens, overlooking the dam, or enjoy an a la carte selection in their charming Restaurant.

We were a larger group of 34 and enjoyed a set menu of roast beef, roast potatoes; roast veg of the day and yellow rice with gravy and a very nice dessert of ice cream with fruit and chocolate sauce, at a very reasonable price of R95-00 per head. Good home style cooking with the beef a little over done, but no.

This particular farm is home to over 1000 Crocs varying in size and age from 3 months to which visitors

are allowed to hold. Tours of the Crocodile area's and breeding pens are conducted throughout the day at set times with the mass feeding time being the most popular. (It is advisable to e-mail: crocevents@mweb.co.za or phone: Graham at 021-863-1142 as times can change without notice)

Our party of 15 vehicles, of and amongst which there were 3 Ponton's a W108, W123, R107, R129 and a G-Wagen took the journey in their stride and showed off the inherent toughness of the Marque by gliding over the short corrugated stretch at the entrance to Bonheur.

(A few Monte Carlo Rally Victories – the odd win in the East African Safari Rally – brought back memories to linger over with pride!)

Unfortunately, we were not able to purchase any Crocodiles to take home for the garden – despite having plenty of room in the Boot!





Timour Hall Classic Car and Bike Show:

By Kurt Stassen

We kicked the year off with the Classic Car and Bike Show at Timour Hall. The show started on Saturday with a wide variety of hotrods and modern bikes on display and moved through to Sunday which was reserved for Classic Cars and Bikes only.

The Timour Hall Show is smaller than most other car shows but has a lovely setting amongst the trees and open lawns and was conceived by the RSA Chapter of the International Police Association as part of their charity support programme, which has now spanned 14 successful years!

The Mercedes-Benz Club was 10 allocated display spaces and these were filled by André du Toit's 190SL, a 280SL pagoda, Dennis Porter's 450SL

(with only 15 000 original kilometres.) as well as another low miler, being the magnificent 500SL belonging to Jannie Gildenhuys and Wayne's beautiful red SL600 with a panoramic hard top.

Kean Rapaport showed his 219 alongside Detlef Gotte's - Fintail, while Dirk van der Westhuizen's 280SE and Peter Breen's 280S rounded everything off nicely

André also had his 280SE W111

cabriolet on display...what a stunning car!

Thanks to all the exhibitors and especially to André du Toit who arranged matters on behalf of the Mercedes-Benz Club.

followed the N7 and eventually turned up the West Coast road to Yzerfontein, where we slowed up a bit too allow some wayward chickens to return to the roost.

A 'Full House' of R129's – with their 'Tops Down' next to the road is a powerful sight and one could see the delight in the eyes of the motorists passing by as they waved and hooted. Eventually all caught up and together we made our way to Beaches restaurant on the sea front.

The venue was superb, all seated on the balcony under umbrellas and fresh sea breeze, although rather warm. The view was an awesome combo of waves rolling toward the break behind the classic lines of the R129's. All had great things to say regarding food, venue and service, and most important the company was enjoyed by all. As always another great and successful run arrange by Lydia who is always very passionate in what she does.

Beaches Restaurant – Yzerfontein: The 2014 - R129 Mercedes Run:

By - Wayne Keppler:

day perfect.

The Weather was peachy and allowed us to put the tops down and enjoy the beauty of the Cape summer and the sleek smooth lines of the lovely R129 Mercedes Benzes on the run. A combination of good company, great venue, and outstanding food and wine, became the perfect day!

The meeting place was at the club house - It was the first meeting of 2014 and as always a great sight to behold as the 129's gathered and drove out in convoy. A sight to be proud of and one that served to remind us of the time and care that it takes to keep these old ladies in shape.

We were joined in convoy by a couple of Pagodas, a 190SL, some 560 SEC'S, a mixed bag of other models and some newer models - We

What started out as a simple last minute, quick outing with a couple of Mercedes-Benz Club members, turned out to be quite a crowd.

An initial booking of 25, eventually ending up at 60, caused a little concern with the Beaches Restaurant, but they were more than accommodating and that made the





Western Cape

Year-end Function/Concourse - 2013

By Kurt Stassen

Land and Zeezicht Estate is synonymous with the Western Cape's year-end function, and Okkie and Barbara Potgieter once again welcomed us to their beautiful home on 7 December 2013.

It is indeed the perfect venue for this event, with large green lawns and huge tall oak trees that supply ample shade to protect against the harsh Cape sun in December.

The first cars arrived, on time, cleaned - polished to perfection and ready for the Concours competition and the judges - Fred Winkel, Peter Breen, Wayne Keppler, Ederik Kitzinger and Mauritus Coetzee soon had their work cut out scrutineering all the magnificent entries, from front to back as well as inside, under and out!

Whilst they laboured in love, the rest of us enjoyed a very relaxed picnic under the trees assisted by some very cold beverages which were most comforting as we awaited the results and prize giving.

Although the year-end function took the form of a picnic, JB Wiese and I decided to treat the members present, to a dessert table.

JB and Cara, with the assistance of JB's wife, Anelia, layed out a magnificent table filled with treats....it almost looked like a true English High Tea. Everyone enjoyed something sweet with coffee or tea which was supplied by Mauritus after the prize giving.

I'd like to thank everyone involved on the day. Okkie and Barbara, all the judges, Mauritus, JB, Cara, Dirk, our President, who presented the prizes and all those who helped out and made the day the huge success it was!

This has definitely been a taste (excuse the pun) of things to come. For too long have we been assigned to the passenger seats in these marvellous vehicles! We shall no longer be passive in our approach to the classic Mercedes-Benz mode of

transport! Lydia may have started a silent revolution, as this seems to be set as something of a regular event, Go Lydia! (Gentlemen... please take note)

Note: Not a single Benz was hurt during the making of this event. Really.

Congratulations went out to the following winners:

Best Fintail	Graham van Heerden (220SE)
Best 111 Coupé	Wayne Keppler (220SE)
Best 113 Pagoda	Richard Barrow (280SL)
Best 123	Ben van der Westhuizen (230E)
Best 126	Okkie Potgieter (560SEC)
Best 201	Johan Kemp (190E)
Oldest or most original	Graham van Heerden (220SE)
Ladies Choice	Wayne Keppler (220SE)
Best polished Car	Nigel Tiffin (SL500)
Best polished Car - Meguiers	John Andrews (SL350)
Chairman's Choice	John Andrews (A124 E320 cabriolet)
President's Choice	Richard Barrow (280SL)
Best Event Organiser	Dirk van der Westhuizen (Karoo Crossing II)
Novice of the year	Chris Maree
Most outstanding contribution	JB Wiese
Member of the year	Lydia Keppler

....I would like to make special mention of Graham van Heerden's beautiful original Fintail that in my opinion is still brand new, who took numerous prizes.

The three top prizes went to:

Best coupé/sedan	John Andrews (CL500)
Best cabriolet	Kurt Stassen (SL600)
Club champion	Okkie Potgieter (SL500 & 560SEC)





Postcard Café, Jonkershoek

By – Okkie Potgieter

It was the last weekend of November, the weather Gods, could not have been kinder, as we took a run out into the Stellenbosch mountains, in the direction of the beautiful Lanzerac vineyards and the Jonkershoek Valley.

The road through the Jonkershoek, at times resembles a long and enchanting tunnel of green leaf laden branches, crossing the road from both sides, with turn offs leading to sun filled valleys, in one of which lies one of the Boland's best kept secrets - "The Postcard Café."

This family grows and makes one of our most enjoyable Sauvignon Blanc White wines, in the Western Cape. What a unique venue for an outing such as this.

A favourite venue of car enthusiasts and biking fanatics, and with Pieter Venter, being well acquainted with the Owner, we were able to obtain permission for us to park all our 129's on the grass in front of the spectacular dam with the mountains in the backdrop.

(Take note of the upgraded Grill of the first car, being Nigel Tiffin's beautiful example of this series.)

The veranda was filled with happy Western Cape members, enjoying a lifestyle that only the wine industry in our beautiful area can offer.

The hand and arm signals from Okkie, in the photo attached tell their own story, which must have included another good joke in the happy atmosphere, enjoyed by all.



A trip to post a card





Eastern Cape



By the time you get this Edition, the Team Eastern Cape will have hosted and presented an entire AGM, live, in full living Technicolor. It was a magnificent effort on their behalf and those who attended were entertained royally!

For those who didn't attend – you missed the bus and far more... but here is a little tit-bit to tease your appetite until the next edition of Benz Lens!

Bring 'em home! By Pat Smythe

The following is the story of a journey to celebrate the past, a few thoughts on the effect that the 'Three Pointed Star' had on a South African town, east of London, a glimpse into the future and motoring pleasure in general!

I am privileged to own one of the very last W111 220S 'Fintail's', exported to South Africa by Daimler Benz in Stuttgart.

The 'Finny' was built to be classy, tough and superbly comfortable as well as capacious - in space, power and reliability!

It re-set the benchmarks by which future standards of luxury finish and quality were measured and served to persuade the powers in Stuttgart that the W111 would be a worthy successor to the Ponton on the CDA assembly lines.

It is against this backdrop that Linda and I had no qualms in deciding to take to the road less travelled in our 53 year old Finny, on a journey from Durban, via Maclear, Ugie and the stunning Langeni Pass – onward to Tsomo, Haga Haga and

eventually East London, some one thousand, enjoyable, trouble free kilometres later!

The purpose of our journey was to attend the MBCSA Annual General Meeting being held in East London and in particular to celebrate a unique theme adopted as the guiding spirit of this year's AGM;

Bring 'em Home'

This guiding spirit was a reminder to us all, of how very many of these wonderful vehicles that we own and love to drive, were manufactured



right here in East London on the west bank of the Buffalo River!

It was even more fitting to bring them home to the factory of their birth, to have their photos taken and to stand proudly by as their owners received, on their behalf, a commemorative certificate from Daimler, that not only recognised our vehicles' contribution to the proud Mercedes-Benz heritage – but also their immense positive economic impact on the growth of East London!

A thought that struck me sometime later in the afternoon, as we embarked on a tug ride from a mooring on the Buffalo River, out into the Indian Ocean – was how the full circle of time has changed East London, from a town that previously imported Mercedes-Benz motor cars in CKD Kits from Stuttgart - to a city that now exports the new fully assembled C Class Model, on behalf of Stuttgart, to the Mercedes-Benz Dealer Network worldwide!

Yup, it was a wonderful journey and quite a day... perhaps best described in the photo below, which shows three proud Finny's, two South African and one German – on the quayside at the CDA Vehicle Export Facility in the East London Harbour ... Yup, we 'Brought em Home'!

(Editor's Note – A round of applause to Ann Meyer who thought up the fantastic 'Hook Line' ... Bring 'em Home ... a line that made the writing of this story a great pleasure!)





Northern Region

**MBCSA: Beginning of the year function
organized by the Klerksdorp Sports Car Club on 02/02/2014.**

Christo Snyders

We received the first message about "Die Afskop-funksie" on 15th of January and started planning the outing in detail, because with in-laws living in Klerksdorp, it could never be a simple "drive-out-there-and-back only" exercise.

Saturday morning saw the start of the cleaning and polishing ritual, because you simply do not find a 'Benz driver, "dead-or-alive" - in a dirty car!

Sunday Morning arrived – still a little cloudy and misty but with more than sufficient rays of sunshine coming through, a beautiful day was sure to make her entrance sooner than later.

Eleven Merc's left the initial gathering point at the Sasol N12, in convoy, en route to the next stop just outside Potchefstroom. The "Big Guns" from Klerksdorp Sports Car Club were right on time and Leon Erasmus and his enthusiastic team welcomed the MBCSA Northern Region members with a beautifully bound 10-page document with all the facts and figures "you ever wanted to know but were afraid to ask" about the town called Potchefstroom.

Now, with the convoy having more than doubled in size; in excess of 25 very shiny, glistening, radiant machines, we set off once more, through "Die Bult" where many students stopped, smiled and waved, (One even saluted!) and along Tom street, lined with huge big, old oak

trees reaching out, touching each other from both sides of the street - to our destination for the day at Featherhill Spa.

What a beautiful sight it was, driving up the hill towards Featherhill and looking back at the string of cars snaking upwards at a leisurely pace! This is the life, beautiful to look at, lovely to behold! All these proud men (and women!) and their magnificent machines!

The setting at Featherhill is awesome and despite the fact that we could see the rain coming toward us from miles away, it did nothing to dampen the spirit of the occasion!

The prize-giving was both extraordinary and hilarious. Pieter Booyens and his team displayed remarkable skill in their choice of prizes and in the way they matched the prize to the

person!

New friendships were made and old ones reinforced and one of the highlights of my day whilst driving away was watching the hundreds of raindrops roll slowly and effortlessly from the smoothly polished bonnet of my beloved Benz.

The good life, indeed, the very good life!





...TEA WITH HER MAJESTY? NO THANKS! - Andre Stemmet



Being a firm believer in mixing business with pleasure, I found myself on a crisp November morning last year ambling past Huis ten Bosch, one of the residences of the Dutch Queen. However, I was not on my way to tea with her Majesty, but to the Louwman Automobile Museum on the outskirts of The Hague, the Dutch capital.

The Louwman collection was started by the present owner's father, Mr PW Louwman, who became the sole importer of Dodge cars into The Netherlands in the 1930s, and later also obtained the concession for importing Toyotas, providing the Japanese manufacturer the opportunity to gain a foothold in Europe. After being housed in a provincial town, the collection has now been moved to a striking purpose-built building, in what can probably be described as modern Dutch Gothic style.

The collection is too large to analyse in detail, so one can only focus on the highlights that make the petrolhead's heart beat faster. Vehicles with famous owners include a 1976 Cadillac Eldorado that belonged to Elvis (in a garish hue of yellow), a Hudson that belonged to Winston Churchill and the 1972 Baja Bug used by the star of the cult movie Le Mans, Steve McQueen, in the famous Baja desert race in Mexico that year.

The most interesting, and weird, items are the 1910 Brooke Swan car and the 1920 Cygnet. The Swan was ordered by a wealthy and eccentric Scotsman living in Calcutta, at the time the capital of British India, and is in

and glowing "eyes", the idea was to shock the locals and show up the local Rolls-driven maharajas. This weird contraption pumped steam in order to create the





1940's, and the Italian room containing curvaceous post-war Ferraris, Maserati's and Alfa Romeos, show just how bland and sterile modern computer-enhanced car design has become.

Pausing between halls filled with cars, one can admire model cars, accessories and auto art, with the Englishman H Scott-Crossley's paintings of racing cars of the 1930s being one of the highlights of the museum.

The museum also houses the oldest Toyota known to exist, a 1938 model that was found in Vladivostok, Russia, in 2008. It was retrieved after some delicate negotiations, and is believed to have been "liberated" by the Russians from the Japanese during the Second World War. On the Toyota theme, the museum also boasts a Le

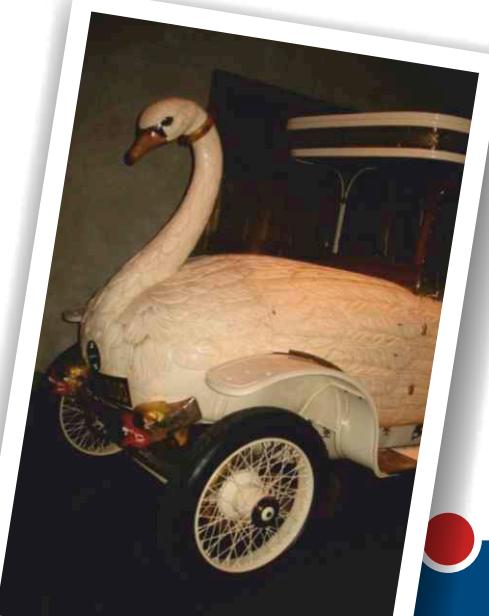
Mans racer from the 1990s and a Formula One Toyota. Which brings one to the large collection of racing and sports cars: amongst others, the Ecurie Ecosse D Type Jaguar which won the 1956 Le Mans, a Lagonda which won the race in 1945, and an Aston Martin DB3 works car that did not complete the 1952 event.

An interesting South African connection is offered by the six wheel (four front wheels) March 771 of 1977, tested by Ian Scheckter, which never graced a Grand Prix grid but was successfully campaigned in hillclimbs in the United Kingdom. A fact which probably confirms the Scheckters as

the only two brothers in history to have driven six-wheeled Formula 1 cars, Jody having won the 1976 Swedish Grand Prix in the Tyrrell P34 six-wheeler (four back wheels, though).

But for a fan of the three-pointed star, the highlight was the special exhibition of five mighty pre-war "Silver Arrows" Mercedes Benz Grand prix cars, a W25, W125, W 165 and W154, driven by the likes of Caracciola, Von Brauschitsch and Lang. The W165 is especially interesting: the Italians, colonial masters of Libya at the time and tired of the domination by big-engined the Silver Arrows, restricted engine capacity for cars participating in the 1939 Tripoli Grand Prix to 1.5 litre in order to favour the smaller Alfa Romeos and Maseratis. This news was received by Mercedes Benz team manager, the legendary Alfred Neubauer, only eight months before the event. At the time the minimum time required for building a new racing car was eighteen months. However, under a cloak of secrecy the factory started to work on a new 1.5 liter eight cylinder engine: scoring a one-two victory in the race with Lang leading Caracciola in front of a partisan but stunned Italian crowd.

A visit to the museum definitely beats tea with Her Majesty!



impression that it floated on water, the owner, a former ship captain, instructing the driver from the back by means of a ship's horn. It was bought by a maharajah in 1920, who then commissioned the Cygnet electric car as a companion to the Swan. The vehicles were in storage for seventy years, and when obtained by the museum, in a somewhat dilapidated but complete condition. Now fully restored, the pair became a regular feature at international motor shows like Pebble Beach in California.

A number of teardrop-shaped Talbot Lagos and Bugattis from the



My Sad Story

By Chris Carlisle Kitz

Our last article of this nature, in a previous edition, left off at that part of our Historic Racing story which mentioned the accident of our hero Chris and poor Finnie the racing car.

(A minor accident which put the car out of action and created much work behind the scenes – mainly due to Driver error)

A RETURN TO BEHIND THE SCENES

Having brought the 50 year old beauty from Pretoria to the clinic in Pietermaritzburg for repair and makeover, we had to decide on a plan of action. After 50 years of adventure and action, there are obvious parts of her body which could benefit from a touch up and makeover. So as with most old beauties, the first stage was to strip her down to her bare body.

This is the easiest part, although there is at first a little resistance with certain parts. However with time and care, the bare body will be revealed - it is also an interesting stage as we must decide which parts of the beauty's body must be attended to first.

Now as most of you may know, our Magazine Editor is a very straight and formal old man (ha, ha, ha!) and when I told him that my next story was headed Behind the Scenes, he thought it a great idea to find out all about repairing a race car.

However he did warn me, in no uncertain terms, that Behind the Scenes could not include inviting the 'dancing girls and their likker from off the forum' - into the Benz Lens!

He also informed me, that under no circumstances, would he have the Benz Lens, delving into the erotic or the pornographic. I guess that was Pat's idea a joke!

(Editor's Note – Silly twisted man..!)

Natal Region

So anyone who may be confused by my introduction, I must point out that although Finnie is a 'she' - any similarity to lovely ladies and their beauty arrangements is purely confidential.

This story now continues mostly in pictures and as every Mercedes-Benz Club Member knows, a picture seldom tells the financial truth.....

1. The damage
2. The strip down and under the skin
3. The repair
4. Ready for the cosmetics

READY TO RACE AGAIN – An Imaginative attempt to believe...!

31st January and 1st February 2014 is the big race. The Passion for Speed International Race Day @ Zwartkops. (13th Edition)

About 350 cars were registered to race.

The excitement is mounting as we prepare to leave Pietermaritzburg at 4.00am. We then have two weeks to prepare Finnie for her big day. New tyres, check brakes, service engine and check oils in the gearbox and diff. Check anything, including underpants and anything else that volunteers to be checked!



4.00am Ready to leave for Pretoria

Friday 31st January 2014. Practice and Qualifying



The wrong start gun, keep towing, the track is just up ahead!

Lovely day as Grant Viljoen and Chris Carliske-Kitz prepare for the practice. Race suits and all the associated kit on, Grant takes the car down to the pre race paddock and on to the track.

IT CAN'T GET WORSE... and then it does!

In comes Grant, too soon. The car is miss-firing at 5,500rpm and above.

We need it to be sweet up to and above 6,500rpm. These are the revs we need almost constantly out on the track.

Back to the tool box; We change one thing at a time going out on the track time after time to no avail. Spark plugs, plug leads, distributor cap, coil, condenser, we strip the 3 big Weber carbs, check fuel pumps and filters and a whole lot more, including the Ham and Cheese Rolls.

Qualifying in the afternoon is done at 5,500 revs and loosing at least 3 seconds a lap. We continue to search for the problem hour after hour, determined not to miss tomorrow's fabulous and flamboyant race.

IT DOES GET WORSE... as we said it would above!

As the sun is beginning to set, Grant and I agree that we are exhausted and do not know what to check next. It is time to put the car on a Dyno. There is a repair business with





a Dyno machine at the track, run by one of the race drivers and his father. He talks to us saying how busy he is. He promises to try to fit us in. We go away very dejected.



On the Dyno @ the 11th hour

WORSE AND WORSE

Saturday dawns as we arrive at the track full of high hopes. The workshop is still closed as we walk around the pits. The race world is coming to life with cars starting up and mechanics doing last minute adjustments, drivers are kitting themselves up and as the sun climbs into the sky the atmosphere becomes exciting, the glorious sound of racing engines fills the pits.

We return to the workshop like two expectant fathers. we are met by a man with a smile on his face. He found some problem with one of the carbs. We didn't wait for a complete explanation, My class, the pre 1977 saloon cars was almost ready to leave for the pre race paddock. We change into race suits, boots and gloves - grab the crash helmets, The pre 1966 Little Giants class, with Grant at the wheel, runs directly after my race, so it will be a quick change over.

As Finnie rolls out and on to the track, she is raring to go. Slowly around the formation lap and ready for the rolling start and away we go, 3000revs 4000revs 4500revs and full bore just now as we reach turn one. 5800revs s%\$@&*%\$#@ the misfire is

still there. We are out here and we are going racing. So uneventfully we complete the race and hand over to Grant. He knows. But he is going racing too....

Sorry dear Finnie. We will get you out to the front of the pack next time.

(Editor's Note – I told them that Finnie 'Chick' was from Teasers!.. a few laps and she leaves town!)

(Editor's Final Note – An example of Kenyan Colonial Education – s%\$@&*%\$#@ - In South Africa we simply taught –I before E except after C)



Finnie at the front of the track, but not for long this time.

The repairs before makeover



The strip down.

Under the skin.

The damage





Back on the Track!



REGOLIA

Grille badges available from 2011 AGM.

If interested, please call or contact Waldo Scribante.
Normal Colour R300 ea (17 available)
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Please note that there has been a price increase
for the MBCSA grille badges. They will now cost
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