

THE | DIE Benz | Fans



MERCEDES-BENZ CLUB OF SOUTH AFRICA
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From the DESK

The opportunity to attend and experience Air Force Day, held at the SAAF Museum at Air Force Base Swartkop, has filled my mind with memories that will stay with me for many years to come! These memories, coupled with the experience of being collected, upon my arrival at OR Tambo, by the ever stylish Fred Swanepoel in a W126 560SEL left me with a very clear understanding of what the movie - "Driving Miss Daisy" - was all about.

This was my first attendance at this event and one of the highlights

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Editorial

It is a long road to Bloemfontein and the Northern Free State and my journey to the 2015 CITP gathering brought back many memories of a time that I undertook the return journey every second week, to and from Durban.

In those days I was living the dream of building a business.

I succeeded and then watched it, self destruct in a matter of months, due to a cataclysmic change in the Rand/Dollar Exchange rate in 1982/83 that made the import of the products I sold, prohibitively expensive.

My journey to Bloemfontein, this time however, was certain of a different outcome, simply because it had started many years ago with a happy beginning, on the strong foundation of family!

In January 1984, with the help of my Brother, I began a new career and within three years we had a business – which became

Smythe Bros - it has been the business that fed our families well for the last 30 years and looks set to continue doing so!

In 1986 I bought a second hand 1983 Mercedes-Benz W123 200M – I smiled every time I drove it!

One particular occasion that brought on a really happy smile was when my brother and I hit a cow, on the Wasbank road. The cow went up the bonnet and over the roof – my brother and I emerged unscathed and wide eyed, with very big smiles – we even managed to drive that old 123 to the Elandsplaagte Police Station before she really started objecting!

I bought another W123, in September 2014. It has become my 'Company Car' – I still smile every time I drive it and my recent journey to the Bloemfontein Cars in the Park was no exception.

She has a presence on the road that causes heads to turn, that in turn, smile as they admire the gleaming chrome and an elegant style of 'motoring' that will never return.

My safe arrival in Bloemfontein - a blessing, I met up with the Banana Boys on Friday evening at the Bains Game Lodge. I remember seeing a lot of stuffed animals that stood very still indoors. I don't remember seeing any real live animals of the Game Reserve variety. I do, however, remember being in the company

of wild human animals that were very game to party! Dawn came sooner than expected...

Saturday brought the Ponton's to the City of Roses and gathered them together at the John Williams Mercedes-Benz Dealership. What a grand sight it was! Eventually – thirty two of these wonderfully preserved and restored, Icons of Motoring graced the streets of Bloemfontein, before capturing the hearts and minds of those who flocked to Bobbiespark to attend the annual Bloemfontein Cars in the Park.

There is something to be said about the Ponton Register. If it only achieves one thing - in that it gathers like minded people in convoy to a pre-agreed destination once a year for a common purpose – then long may it continue!

I saw happy Ponton Owners, chests bursting with pride. I saw wonderful collections of cars, owned by lovely, kind people, who freely opened their hearts to show us their treasures! I enjoyed the hospitality and friendship of MBC members that gets warmer at every occasion.

I got into my '83 W123 – I swung the motor and drove home – smiling as the memories and moments of a great weekend replayed through my mind.

Play it again Sam!

Follow us on



From the Desk (continued)

was a flight over Pretoria and its surrounds, in a majestic Puma Helicopter. As we circled above Gerotec in the well aged Puma, my mind was transported back to a stunning event held at Gerotec in 2010, where we were able to experience, first hand, all 5 of the Gerotec Obstacle Courses and the wonderful fun it had provided

Pieter Booysen, sitting next me, had shared those moments with me, unfortunately his memories remain forever dampened by a dreadful accident that took place that day.

As we banked over Loftus Versfeld, I could hear the helicopter blades chopping the thin highveld air, and I was almost certain that I could hear "The End" written by The Doors, for the movie - Apocalypse Now. It also got me thinking back to Forest, Bubba and Lt. Dan.....

Air Force Day was a spectacular event. If you can help it, do not miss next year's edition. Hilton Wolff – I thank you for the invite!

Another event, very worthy of a mention, was indeed the Bloemfontein Car Show over the weekend of the 9th August. Members from virtually every Region flocked to the "Flower City" to experience the Car Show, or the Ponton outing, or both. What we weren't expecting was the treat of viewing some of the finest car collections in South Africa, of whom a few are not usually shown to members in large groups.

A very large 'Thank you' to the Central Region officials as well as their very generous hosts and sponsors - You have put the Bloemfontein Car Show on the map as well as the calendar of events not to miss!

I wish you all happy motoring and safe journeys - All the best until next time we meet!

Club President :

Dirk van der Westhuizen

Western Cape Region

A visit to Gabrielskloof Wine Estate

By: Kurt Stassen



Our usual departing point on the N1 was far from its usual self when we begun gathering there

about 200 cars from another German Manufacturer, preparing for a get together of their own

.....**"When the moon hits your eye, like a big pizza pie – that's Amore".....**

in anticipation of an early and orderly departure to Gabrielskloof.

brand, complete with a variety of Body Kits, Bespoke Exhaust Systems and Boom Boxes.

We found ourselves in the middle of a huge gathering of



With our normal Western Cape MBCSA diplomacy, we took leave of this loud and interesting situation and took the quiet, scenic route, via Franschoek and Theewaters Dam, towards our destination, near Bot River.

It was a bit overcast with rain and fog at some places, but with the canola in full yellow bloom and the wheat fields a lush green with hundreds of Blue Cranes gathered along their edges, next to the road, it was as if Mother Nature was out to prove that a Cape Winter has a beauty, well worth the journey needed to view it!

On arrival, we were welcomed into a beautiful surround of olive trees, oaks and luckily for us, a roaring fireplace which soon warmed us up after the long cold drive.



The food was superb and well matched to the lovely wine from the Gabrielskloof Estate. After dessert, coffee and some 'shop

till you drop' at the small, but well stocked deli on site, we found our different ways on various routes back to the home fires.

Houw Hoek – A Winters Journey over Sir Lowry's very own Pass

By: Kurt Stassen

We gathered together, recently, on a typically cold and wet Cape Winter's day, at the N2 Engen, in preparation of a Club Run over Sir Lowry's Pass

Some of us had pre-planned an earlier arrival, on purpose, to seek both solace and warmth in the outstanding coffee and hot chocolate served by this very friendly Wimpy Franchise that occupies pride of place on the Engen forecourt!

Nigel Tiffin, our designated guide and fearless leader, after rounding up the stragglers, led the gathered 'Benz Classic Convoy' on a wonderful journey over Sir Lowry's Pass, which is in truth one of South Africa's most beautiful and understated scenic routes, to our final destination, the historic Houw Hoek Inn and a sumptuous lunch.

The convoy consisted of a W108, some G-wagens, a few 560SEC's and SEL's, as well as a W124 Coupé and some newer models, amongst which was Pieter - Free - who joined our run in his magnificent CLK Cabriolet!

The Houw Hoek Inn, established in 1834, is situated in a fairy tale valley, filled with old Oak trees and surrounded by majestic mountains which provide

a stunning outlook from all points of view. Moving inside we were welcomed by three fireplaces giving warmth that was much needed, whilst we set about enjoying a lunch- suitably washed down with the assistance of fine wine, followed by a selection of desserts.

Thank you Nigel for guiding us through a lovely day packed with stunning cars, lots of laughter, good friends and good times.





PIZZA UNDER THE OAKS

By: JB Wiese

On 28 June 2015 a group of 35 Western Cape members gathered for a scenic drive to the Under Oaks Pizzeria, housed in an old wine cellar, on a 'picture perfect' farm in the heart of the Paarl Wine lands.

Under the caring eye of owner Marcelo Bassi, we were treated to true Italian hospitality, whilst enjoying a selection of great wood fired pizzas and pastas, accompanied by a lovely selection of wines. The restaurant is housed under towering Oak trees, in an old wine cellar with a great fireplace and it was really the perfect place to while away the day with good friends and likeminded enthusiasts!

If you enjoy Pizza and the Ponton needs a winter gallop....





And you have found a suitable donor car.



Now strip and cut the car.



Sandblast the chassis cab and all the parts.

Natal Region

The Value of a Mercedes 180D Bakkie

By Chris Carlisle-Kitz:

As far as I know, there are no records to confirm how many South African 180D bakkies were built by Moreware Industries in Germiston. Moreware Industries was the only company authorized by Daimler Benz to undertake this project in South Africa.

Binz, a coach builder in Germany, was a long time builder of Mercedes vans, ambulances, bakkies and other special bodies for Daimler Benz. This company built a number of 180D bakkies, some of which were exported to South Africa in right hand drive format.

The import of these vehicles stopped when the local

manufacture started. There are no accurate records of how many of these bakkies came to South Africa, or in fact how many Binz produced in total.

The 180D bakkie was also produced by one or two other firms in Germany, as well as South America, but details are almost nonexistent.

The question thus arises – Why is this cheap, entry level vehicle of its time, suddenly arousing so much interest?

The answer lies in the fact that interest in the classic car scene has mushroomed worldwide! Prices have risen exponentially on the back of a shortage of quality

stock. In fact, an investment in almost any good quality classic vehicle is now reckoned to be the best place to put your spare cash. (That of course is if you have spare cash!)

Of particular interest in this market at present are either vehicles in totally original condition, vehicles with an interesting history (for example Sophia Loren's 300SL) or rare vehicles that were produced in small numbers.

The Mercedes-Benz 180D bakkie is a rare vehicle. Hearsay is that no more than 400 bakkies were built by Moreware Industries.

Nobody is quite sure how many have survived in an un-restored and original condition. My speculation is that there are

none. There are a few however that are still complete and have been restored in some form or another. There are the remains of others that have been or are being restored using a donor chassis cab with the original rear of the cab and the loadbin from the original vehicle. In total, again only my personal speculation, there are less than twenty original restored bakkies existing today. There are probably another twenty being restored with donor chassis cabs.

I am sure that there are the remains of say ten others waiting to be found which could be restored.

The next part of the story is how much are they worth? This is an obvious, but difficult question, which can only be answered when the appetite of the market has been fully tested.

Firstly, find an immaculate well restored Mercedes-Benz 180D Bakkie and offer it on the open market for R500K. The word, farfetched, spoken by the 'Naysayers' would resound in your ears!

Well, consider this. You hunt around and find the remains of a rusty heap of bakkie on some farm in the Karoo. The owner thinks that it is worth a fortune and is going to restore it one day! Finally you offer him R5000.00 and he reluctantly says OK.

Then you need to find a suitable trailer to bring it home on. Total cost of transport, fuel etc. - say R7500.00. (If you think this is too much. Stop the project now!)

Chances are that it will need a

donor car to do the job properly. Add the cost of a pre 1958 Ponton 180D in good condition @ R50K. You can pay less but then it will have rust on the chassis, the floors, battery box area and certainly in the front doors. (The repair of the rust would be more expensive than finding a good donor car).

Other questions which you need to ask are. Does the engine need a rebuild? Does the gearbox need overhauling? Is the diff in good order? You will have to overhaul the brakes and front suspension including the king pins and bushes.

Assuming that you now have all the raw materials that you need to make a great bakkie, find a restorer to build the body. This is not an easy task. There are not many people capable of restoring it to original specifications - particularly as there is no definitive guide to the original specifications?

These are all very difficult questions to answer, but assuming that you have the vehicle at a suitable restorer who will work on the vehicle and not forget it in a corner of his shop; he will have quoted you in the region of R100K to do the work!

(If it is less than this price - then either your bakkie is already in remarkable condition or he does not know what you are expecting as a finished job.)

Now that you have an idea of the extent of the job that you have undertaken, you will know that it is expensive - very expensive. (If you want a Concours job then add half as much again to the cost.)

By the time you get to sit in the 'finished product' - there will be little change left over from R350K!

Wow! You have a fully restored bakkie! What would you sell it for?



A new bakkie in 1958.



Chassis cab with some bits placed on it.



CENTRAL REGION

BLOEMFONTEIN CARS IN THE PARK

Annalie Kachelhoffer

This year the Bloemfontein Cars in the Park, which was held on Monday 10 August 2015, was received with a lot more enthusiasm than in previous years – the reason being that the Ponton and 190SL Register decided to hold their annual gathering in our own backyard over the same weekend!

We started off our part of the weekend with a Sunday evening 'kuier and braai,' held at the Louiszeum – Louis and Hermien Coetzer's residence and home to their treasure trove of classic cars!

It is quite safe to say that Louis has a car for all classic car lovers, be it Mercedes-Benz or any other make of car – and all of them were there to see.

A most enjoyable time was spent looking at this vast collection, before we called to order and invite to feast on true Vrystaat braaivleis, complete with liquid refreshments, salads and a variety of breads. A special word of thanks to Des Armstrong and Pat Smythe for their entertainment with some Irish songs!

The last guests departed the festivity of the evening, almost on time for the next day's event and a big thank you is due to Louis and Hermien for their wonderfully generous hospitality.

Monday morning broke, bringing exceptional weather to Bloemfontein for this time of the year – the usual blustery winds and freezing cold took a most



Definitely it was a Ponton Register Gathering



welcome leave of absence.

Our decision to hire a bigger display area was rewarded with a wonderful turnout and it was a magnificent sight to see all the lovely 'Benz Ladies' being driven in to park at our stand.

As there were no less than 32 Pontons on display, other models had to take a backseat and creating parking for all became quite a skilled undertaking!

Apart from all the Pontons, Clive Winterstein's 300SL and Japie Vos's 190 SL also attracted a huge number of admirers, as did the surprise package of the day - two 190 Pontons, inside the tent, both in absolutely stunning condition, complete with suitcases, hat boxes and other clothing repositories - ready to roll out on an odyssey into Africa!

Congratulations to Japie Vos

and Andre du Preez for the hard work and dedication applied toward creating a truly beautiful display!

Bacon and egg burgers were served in the marquee tent along with a generous measure of the famous, "Vrystaat Kombersie" aka Old Brown Sherry, which assisted ones digestion most efficiently

As the roads back home beckoned, we said goodbye to our Ponton visitors from afar and it was a magnificent sight to see them drive away in convoy. A long line of spectators took the opportunity to record this departure using their cellphone's and other cameras.

One could not help feeling a great sense of pride in being part of the brand that follows the Three Pointed Star.

As our stand emptied, a feeling of melancholy set in. We saw so much beauty over the weekend and had such a great time with all the visitors, we did not want it to end at all. This was an opportunity for our locals that will be remembered for a long time to come!

(We would be seriously remiss if we did not give a special word of thanks to our Club for their generous financial contribution towards the running of this event. Thanks are also due to the Du Preez family, Fanie, Anita and Andre for their financial and other contributions towards the weekend, as well as to the Central Region Committee, Chris, Rensche, Lofty and van Zyl - you really made us proud to be part of the Mercedes-Benz Club family!)



Yup!



Lovely Car



Ponton link



Lovely Car



Sweet Cabbie









Eastern Cape Region



COLIN'S WORKSHOP *by Erald Hohls*

'Where they Rattle in & Glide out'

For a number of years Colin Meyer's Workshop has served as an ideal meeting spot and a tinker & repair centre for our local EC Mercedes-Benz Club members.

Colin's generosity has ensured that we meet there regularly to enjoy each other's company and to share the passion for the brand – with a drink or two to go with it.

Together with Norman Hickel's technical knowledge, Colin's hands-on experience and of course some input from all of us members, there is always a solution and a 'fix' for our special cars.

Apart from our monthly Noggins, Monday evenings is our usual weekly get-together at the workshop. If there is a particular

project on the go however, it may be more nights of the week.

Everybody is always welcome to pop-in.

We are very grateful to have such selfless friends in our region – thank you, it is greatly appreciated.

THOMAS RIVER WEEKEND *By Erald Hohls*

On Saturday 25th July, the EC Region once again had an outing to Thomas River.

We gathered at Ronnie's Motors in Beacon Bay on Saturday morning for Coffee and apart from seeing all the new cars on the Show Room floor, we also had the opportunity to see the new C63S - what an awesome car!

Then it was off to Star Motors in King Williams Town where Johannes Coetzer and his Mercedes-Benz Dealership team hosted us for a very enjoyable brunch. Johannes – clearly a man for all seasons - took our visit as an opportunity to instruct us on

how to avert the effects of very cold weather by employing the services of Sherry. He compared it to anti-freeze and I must confess it warmed us up in no time!

We then drove to Thomas River where Jeff Sansom, had once again gone out of his way to cater for us.

After a thirst quenching one or two in the Pub, we went across to the newly reconstructed car showroom and workshop which had been destroyed in the devastating veld fire two years previously.

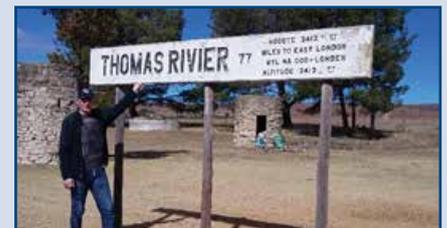
Jeff has really made a sterling effort with the re-creation of the layout and display of his cars,

model cars, magazines and general memorabilia, one could spend hours there.

We then went to Granta Farm a few kilometres away, which Jeff holds in a Trust, where we enjoyed drinks and a fantastic braai.

There was no TV reception so we could not watch Rugby at Granta, but listened to the commentary on the FM Radio, which brought back memories of the days before TV.(Ja-nee)

We were undeterred by the load shedding from 7-9pm, if anything it complimented the light of the candles and added a wonderful nostalgia to the



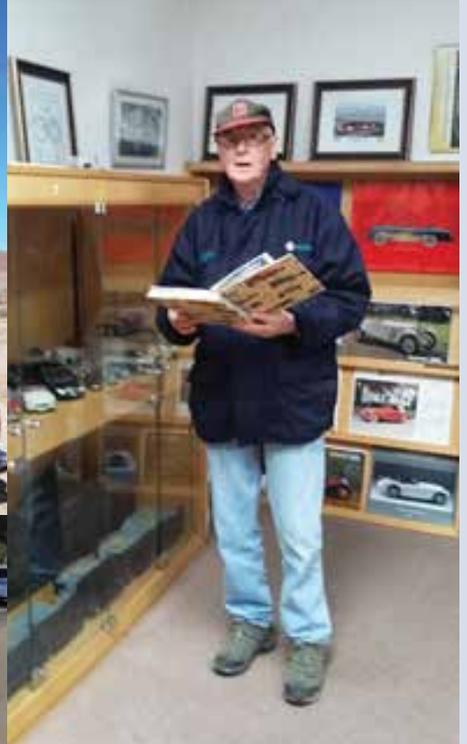
radio reception. (A nostalgia that brought forth the telling of many stories and caused a great deal of well lubricated banter to flow.) The next morning we tackled the muddy district & farm roads in Colin's G350, Jeff's Mitsubishi Triton 4x4 DC and Johannes in an ML350.

Rudi le Roux joined us in his W123 240D on the muddy District Road sections and handled it well with some sliding now and then, but then got into the ML when the going got tough, going up the hill.

Some of the clay sections, on the way up the hill were extremely slippery which caused some stress, but all-in all we had great fun.

Back at the village we had a brunch at the Ramble-Inn Restaurant, and met up with the Queenstown Automobile Club members (QAC) who had come to Thomas River for lunch.

Thank you to everyone who joined us, we had great fun.



Northern Region



Northern Region – Air Force Day

By Rene / Wayne Klomfass

Saturday the 4th of July presented itself in the manner of a fresh winter's morning and provided a crisp start to the annual Air Force Day celebrations at the Swartkop Air Force Base.

This annual event, a great favourite of both aviation fans as well as the general public, was very well attended by large contingent of Mercedes-Benz Club members, as well as members of other motor clubs, all of whom paraded their vehicles in fine fashion!

Air Force personnel, in full uniform, saluted our arrival and directed us through to a well organised entrance area, where we were presented with 'Goodie Bags' containing, complimentary food and beverage vouchers, branded Mercedes-Benz caps, pens and even a small cooler bag!

Gifts in hand, we were then directed to the dedicated MBCSA parking area where well trained officials advised and directed us with true military precision into our pre-planned parade formation.

Three Pointed Stars all groomed and shining, perfectly parked in stunning formation, just off the runway, with a squadron of proud SAAF aircraft from past years as a backdrop - it was a sight to behold!

It was then off to see the inside of the Museum which featured a fine display of great fighter planes, missiles and memorabilia. As we re-emerged into the sunlight our eyes were drawn up into the sky where parachutes descended to kick-start the air show which included some stomach turning tricks by Mirage Jets showing off their amazing aeronautic capability.

It was a day well spent in the company of old and new friends, wandering through the fantastic array of vehicles and aircraft on display. The Mercedes-Benz Lifestyle Centre Menlyn, in particular, put up a fabulous display, showcasing the range of new Mercedes-Benz models, now available to the South



African market.

With food available in abundance, well supported by delicious coffee and chilled beer, the Mercedes-Benz tent became a popular rendezvous point as we awaited the siren that would herald the much anticipated draw for fifty lucky attendee's, to win a flight in a Puma Helicopter.

This annual event is the primary fund raising initiative for the museum and MBC SA club members are always made to feel very welcome by the Air Force

As a first time spectator at a Mercedes-Benz event, I was well impressed with the organisation and preparation of all involved.

A special thanks to Hilton Wolff for his ongoing efforts and hard work in arranging this spectacular event year after year!





41 Years with a Gullwing *By George Bosch*

In December 1974 we were offered for purchase a 1955 Mercedes 300SL Gullwing, from its original Owner, who was well known to me.

The transaction was somewhat difficult, as we had to prove to the owner that we were not acting as go-between for a certain person whom he knew was after the car but to whom he refused to sell the vehicle.

A price was fixed and after inviting Paul Schwegler and his wife to our place to show him that the car would not only be properly garaged, it would be in the good company of a 1970 280SE 3.5 Coupé and a Monteverdi 375L Hi Speed, the transaction was finalized.

The car needed some work, as all 4 roof pillars were somewhat rotten (they had been filled with foam to dampen sound).

This work was completed in early 1975 and we were thereafter able to take part in many, very memorable motoring events, on a national, international and regional scale.

From the mid seventies, my dad and I were part of a loose assembly of Swiss Gullwing owners, some 45 cars were part of this group. We used to get together twice a year for a day excursion complete with lunch at a good venue.

One of my personal favourite's was the 1976 "90 years of the Motor Car" exhibition at the Verkehrshaus Luzern, at which occasion the then newly formed Schweizer Mercedes-Benz Veteranen Klub was guest of honour.

I was one of the founding members of that club. Needless to say it was a grand affair with

some very special motorcars, amongst them some 4 Gullwing's and quite a few 198 roadsters. There was also a Mercedes Nürburg, a 540K Cabriolet B LHD (similar to the cream colour one at the Franschoek Museum), a 380K and a few other interesting cars, including a 130H.

The next special event for me was the 1986 Centenary of the Motor Car, where Sonja and I took part as VIP guests of Daimler Benz AG at the Veteranen Grand Prix at Nürburg Ring. Highlight of that event was a no holds barred track event on the "Nordschleife".

In 1998 it was time to celebrate 20 years of the Mercedes-Benz 300SL Club e.V. in Karlsruhe, where we were treated to a superb event with a special appearance by Jürgen Schrempp at the Gala Evening.

Various other MB 300SL events

followed, in which I was fortunate to take part in, namely, Nürnberg, Saarbrücken, München and Stuttgart in 2007, Lindau in 2009 as well as Würzburg in 2011. Last year we celebrated 35 years of the German Club in München.

Highlights of my 40 years with the Gullwing were a 3rd place finish in the Nürnberg Rallye, a special prize for most original car on show at the 2013 Zürich Classic Car Awards, (the event on the Swiss calendar) and a 2nd place at the driving event in München last year.

In 2001, 2002 and 2003, I was invited to take part in the Mille Miglia with this car, partaking in an event organized by a German group.

This year no special event is planned, just some morning events in Zug and in August, a weekend at Ticino, in the Italian part of Switzerland.

Over the years very little went wrong with the car, bar one major repair after a failed injector burnt a hole through piston No.4.

I have vivid memories of my dad and myself and later Sonja and myself taking part in these wonderful events. I feel



very privileged to have had this opportunity so early on in my life and to still being able to enjoy this vehicle.

Now it is mainly Sonja and sometimes my son Hans-Rudolf who accompany me on these events, providing we are all in Switzerland at the time.

For so long as my dad – who is still alive - can still get into the

Gullwing and accompany me on the odd event, I will keep the vehicle in Switzerland.

Later on I will bring it to South Africa. To that effect we have had the car registered in my name, solely so that I can bring it here without any drama (min. 2 year period).



Southern Cape Region

UNIONDALE BESOEK

Deur: Johan Sloet

Op die 25ste Julie, in regte Suid-Kaapse winterweer, het 'n paar dapper lede van die Suid-Kaap, die pad na Uniondale aangedurf om 'n plaaslike inwoner van Uniondale se 1/18 skaal modelversameling te besigtig. Sommige lede was gewapen teen die koue met 'n soetigheidjie, terwyl ander maar gehoop het dat die verwarmers van hulle motors nog 'n bietjie hitte na die kajuit kon gelei.

Die besoek aan die versameling was baie interessant, maar dit is maar moeilik om aan meer as 1500 modelle aandag te gee en sal nog 'n besoek in die toekoms moet plaasvind.

Uniondale is ook wat betref eetplekke, 'n versteekte juweel!

Ten spyte van beurtkrag, wat slegs die voorbereiding van pizza's getref het, het die restaurant bekend as Cracklin Rosy ook die verwagtinge oortref. Met vooraf reëling was ons heel verbaas oor 'n kurkfooi van R 10-00 vir eie wyn.

Na ete was ons verras deur 'n fotograaf wat op daardie stadium nog slegs twee maande lank 'n inwoner van Uniondale was.

Hy het jare lank konsentreer op Mercedes-Benz voertuie as onderwerp van sy lens en na 'n lekker gesprek, het hy twee foto's aan ons geskenk van Mercedes uit die vyftigerjare, te wete een van die gesogte "Gullwing" en die ander van die uiters seldsame Uhlenhaut coupè.

Beide foto's netjies geraam en deur die Fotograaf onderteken.

Dit was 'n besondere dag saam met vriende, omsingel deur welwilendheidswaarde...en vir die wat wonder, ons het nie die Spook van Uniondale gesien nie.

(Redakteur se note: Miskien volgende keer... as die soetigheidjie meer volop vloei)



REGOLIA

Members to confirm prices:
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Still worth every penny!



NAVY MONZA SHIRT
R250



STITCH SHIRT
R250



FUSION LOUNGE SHIRT
R250 to R300



NAVY JACKET (SOFT)
R300



FLEECY TOP
R300



3in1_Jacket
R500 to R600



V NECK L SLEEVE JERSEY
R250



SUN SHADE R130



CLUB GRILLE BADGE
R250



CLUB CAPS R80



CLUB KEY RING
R60



STICKERS
LICENCE
R10
REGION
R10



LICENCE
DISK
HOLDERS
R20



TOG BAG R230

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The only officially recognized Mercedes-Benz Club in Africa
Member of the SA Motor Club Association

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Wednesday mornings from 09h00-12h00

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