



DIE
THE **BENZ LENS**

MERCEDES-BENZ CLUB OF SOUTH AFRICA



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Editorial

The Editor – *Stephen Kaalsen*



LONDON, February 4th 1992— The Princess of Wales took delivery of a new sports car today, raising a chorus of criticism over her choice of a German-made Mercedes.

Members of Parliament and union leaders said the Princess, who is 30 years old, should have stuck with her British-made Jaguar. She is the first member of the royal family in memory to use a foreign car.

"This decision by the Princess is at best insensitive and at worst deeply unpatriotic," said Jimmy Airlie, a negotiator with an engineering union.

The rumpus compounded the woes of Queen Elizabeth II, whose son and heir, Prince Charles, is husband to the Princess, Diana. As the Queen celebrates the 40th anniversary of her accession, she has been beset by demands that she pay taxes and by newspaper attacks on the antics of younger members of her family.

Buckingham Palace said the Princess's new metallic-red, two-seat Mercedes-Benz 500SL was worth \$130,000 and was being leased "for her personal use." News reports said the Princess had sold her personal Jaguar XJS sports car, although she would continue to use an official Jaguar sedan.

According to the time frame in my mind, it feels like I am preparing the penultimate edition of the Benz Lens for 2017, when actually I am not. I was preparing the penultimate edition, but that was already three months ago. This is my fourth Editor's letter, and the reality is that a year of editorship with me in the chair has come and gone! "Four editions of the Lens later" – and what a great journey it was. I LIVE TO WRITE THE STORY!

Times in life passes by so quickly. Children grow up, buildings get built, people age, car values appreciate. Another thought to tell the time is knowing that Diana, the Princess of Wales, passed on 20 years ago. The world was shaken when the news of her untimely death broke. On 31 August 1997, Diana was fatally injured in a car crash in a hired S280 W140 in the Pont de l'Almatunnel in Paris. The accident also resulted in the deaths of her companion Dodi Fayed and the

driver, Henri Paul. Of course, the W140 was not hired because it was the only car available to drive, Lady Di had a particular preference to a Mercedes-Benz even though she was not really allowed to drive anything but British.

In December 1991 Lady Diana shocked the British public when she traded in her Jaguar XJS for a leased, German 500SL. The wife of the Prince of Wales became the first member of the royal house to drive a foreign car privately and thus take a break from a 50-year tradition that senior members of the royal family do not drive foreign cars. Diana returned the 500 at the end of 1992, after trade unions and British government could just not approve. That specific Almandine Red R129 now lives in the Mercedes-Benz Museum in Stuttgart, Germany.

That specific car is now a timeless, priceless museum piece which we can see whenever we want to. Diana has passed on and in our hearts she will forever

live. Diana gave a new meaning to empathy, as she led a life of being kind. And, of course, for us Mercedes-Benz enthusiasts, we will most definitely remember her not only for her kindness, but also for the car she drove and exactly how even more stylish the SL made her look.

Something else I will never forget is definitely the year 2017. Not only was it my first year of editorship I married the love of my life Claudine, but other club members Stephan and Daleen du Toit also tied the knot. The KZN AGM has come and gone, and it was a trip that I will forever cherish. The National Concourse was a roaring success and there is an article in this edition about it.

Thanks again, dear reader, for spending your time to read what I am but blessed to give you to read.



from the **President**

Waldo Scribante



During October, I once again had the honour of representing our club at the annual International Presidents' Meeting, hosted in Stuttgart by Mercedes-Benz Classic Club Management (MBCCM). True to purpose, the MBCCM provided a wonderful opportunity for club leaders from around the world to network and exchange invaluable ideas - strengthening international bonds through a shared passion for the brand.

A weekend to remember

Mercedes AMG maintains that the spirit of the brand can be experienced most intensely

during a guided tour of the AMG Headquarters in Affalterbach, Baden-Württemberg, Germany - and that is exactly where our weekend started, on the Friday.

We had the pleasure of a private tour of the customer workshop, followed by a tour of the factory, where their famous V8 engines are hand-built with AMG's "One Man, One Engine" philosophy. (It takes approximately four hours to assemble a single engine and there are only around 50 AMG engine builders.)

We were also treated to presentations from the various model Design Leaders, highlighting the finer design elements of the AMG GT C Edition 50, AMG C63s

cabriolet (Ocean Blue Edition for 150 lucky ladies out there!), the AMG S63 sedan and AMG S65 S-Class coupé. All the V8 AMG's now feature the "Panamericana" grill, which first made its debut on the GT R.

After the tours, we were hosted by AMG for dinner in their Private Lounge, which provided a wonderful opportunity to meet and network with MBCCM members and fellow presidents.

Our Saturday commenced with various presentations from MBCCM members, including an interesting presentation of the results of a 2016 international survey of all club members. This was followed by an open bus tour



FROM THE PRESIDENT

of Stuttgart, with its numerous vineyards. We even stopped for a quick visit to Stuttgart's famous TV tower (151 m high viewing deck), where we enjoyed a panoramic view of the city, topped off by the beautiful autumn sunset.

That evening, we had a "Küchenparty" at the restaurant "Zauberlehrling" where we participated in preparing our dinner at various food stations. What an experience!

Sunday, we were off to the MB Museum, where we were privileged to have a preview of the "50 years of Mercedes-AMG - Half a century of Driving Performance" exhibition - currently on display at the museum and definitely worth a visit! They have a replica of Aufrecht and Melcher's original Red pig (300SEL 6.3) on display. The exact history of the original is unclear, but the legendary racing car was most likely scrapped after being used for tyre and tarmac testing. Fortunately, the replica was engineered from the original blueprints.

Also on display was the newly revealed AMG Project One, of which they plan to build 250 vehicles - all sold for €2.5m before

it was launched!!

Before lunch, we had a look at the Classics and Youngtimers for sale at "All Time Stars", and after lunch we had time for a quick farewell, not believing the weekend was over so soon.

Heartfelt thanks to Georg Wohlfarth and Marcel Schuh of MBCCM for a wonderful, inspirational weekend - and of course, for their support of MBCSA.

By the time you receive this edition of the Benz Lens, Christmas will be around the corner. René and I wish all our members a very festive season and prosperous 2018!

A brief history of AMG:

AMG was founded in 1967 as a racing engine forge in Burgstall an der Murr, near Stuttgart, under the name AMG Motorenbau und Entwicklungsgesellschaft mbH (AMG Engine Production and Development, Ltd.). It was named after its founders, Hans Werner Aufrecht and Erhard

Melcher and the letters "AMG" stand for Aufrecht, Melcher and Großaspach (Aufrecht's birth town). The former Mercedes-Benz engineers needed no marketing, as they were masterful tuners who quickly made a name for themselves in racing circles, their success at major events putting AMG on the map.

Towards the end of 1998, Hans Werner Aufrecht sold a majority interest in AMG to, as it then was, DaimlerChrysler AG. He then established HWA AG (again named after himself) and motor racing, as well as parts of the customised vehicles construction business, were spun off and transferred to HWA AG.

Since 2005, Mercedes-AMG GmbH has been a wholly owned subsidiary of Daimler AG and is currently celebrating "50 years of Mercedes-AMG".





The new Mercedes-Maybach S 650 Cabriolet

A limited edition of 300: the new Mercedes-Maybach S 650 Cabriolet – the ultimate in open-air exclusivity.

A limited edition of 300

The Mercedes-Maybach S 650 is based on the open-top S-Class and has adopted the latter's classic aesthetic proportions, among other features, with highlights which include the dynamic silhouette with coupé-like soft top and the sidewall dropping line which slopes down towards the rear.

The high-end appointments in the interior make up part of the vehicle's special characteristics. The drive system requirements are catered for by the 6.0-litre V12 engine with an output of 463 kW (630 PS).

Exclusive fabric cover and certificate

The scope of delivery of each Mercedes-Maybach Cabriolet includes a car cover made of high-quality fabric in the soft top colour, with diamond quilting and embroidered Maybach emblem and lettering on the bonnet. In addition, each Mercedes-Maybach Cabriolet is delivered with a special welcome pack.

This comprises a key ring made of the nappa leather used in the vehicle and in the interior colour, with Maybach emblem and "1 of 300" lettering, as well as a certificate signed by Dr Dieter Zetsche, Chairman of Daimler AG and Head of Mercedes-Benz Cars.

Exclusive Mercedes-Maybach features

Exclusive Mercedes-Maybach features include a new front bumper with upgraded lower section and also numerous chrome highlights to visibly enhance the special aspirations of luxury. The Maybach emblem is discreetly but elegantly featured on the vehicle's

wing. Other special elements on the exterior include the high-quality 20-inch Maybach forged wheels in a powerful design and a bichromatic finish. On opening the doors, the Maybach logo is projected onto the floor through entrance lighting.

Interior: Visionary ideas

In the interior, the fully leather-trimmed Mercedes-Maybach S 650 Cabriolet brings some of the visionary ideas of the ConceptS-Class Coupé (IAA 2013) to series production. These include the dynamic "flowing lines" in the seats. This waterfall-like seat upholstery layout is achieved with the aid of progressive perforations.

An eye for detail is also demonstrated in the outer diamond quilting on the seat side bolsters and the Budapest piping. All of the optional extras of the S-Class Cabriolet come as standard on the Mercedes-Maybach, including AIRCAP, AIRSCARF and Swarovski headlamps.

The powertrain: A fitting biturbo V12

The luxury cabriolet's superior drive system relies on the 6.0-litre biturbo V12 engine with an output of 463 kW (630 PS). Power transmission to the rear axle comes courtesy of the 7G-TRONIC, while the AIRMATIC suspension with steplessly variable damping control ensures a special driving sensation.

The first cabriolet of the Mercedes-Maybach brand is celebrating its debut at the LA Auto Show and is all set to hit markets in the spring of 2017 – limited to 300 examples and with a net price tag of 300,000 euros.





**We want to build cars
that give you goose-
bumps**
– Hans Werner Aufrecht, Founder

**Driving performance
is for those who don't
believe in limits**
– Eva Wiese,
Director Marketing and Prod-
uct Manager



**If you want to
achieve something
extraordinary, you
need to put in an
extraordinary level
of effort**
– Bernd Schneider, Race
driver





**We challenge
everything we have
ever achieved**

– Tobias Moers,
Chairman of the Board

**Driving performance
is our promise to the
future**

– René Wollmann,
Manager Project One

**Driving performance is
in every car we build –**

Jan Fuestel,
Senior Manager e-Mobility





Mercedes-Benz International Club Survey 2017

Results presented for MB Club Presidents Meeting Stuttgart, 14th of October 2017

1. Background and Survey Design

- **Worldwide survey** among the 92.500 members of 76 Mercedes-Benz clubs.
- **Online survey** using a standardized questionnaire comparable with former surveys of 2003 and 2012.
- **Objectives** are:
 - To gain insights on **commitment of club members**, their attitudes, motivations and demographic profiles.
 - To support **communication and interaction** between club presidents, members and Mercedes-Benz Classic.
 - **Show important trends** by keeping 80% of the questions asked in 2012.
- **Survey period:** November 2016 – January 2017
- **7.676 club-Members** participated – **more than ever!**

2. Management Summary and Recommendations

CLUB MEMBERSHIP

- With 7.676 completed interviews, the club survey 2017 shows by far the highest response rate of all surveys conducted among **Mercedes-Benz club members**. Therefore, these results give a valid picture of club membership, motives and trends compared to former club surveys 2012 and 2003.
- Club members are **mostly male and on average 58 years old**. Due to very high standards of education, high level working positions and their role as brand ambassadors Mercedes-Benz club members are a very important target group for the whole Mercedes Benz brand.
- **Main reasons for club membership** are exchange of experience, the club magazine and better access to information. Especially female members also strongly enjoy social aspects of club life.

CAR OWNERSHIP

- Overall, **classic car ownership** has been increasing from an average of 1,9 classic cars owned per Club member in 2003 to 2,4 in 2017. The majority of club members owns a classic Mercedes-Benz model.
- Club members own **classic Mercedes-Benz models** from different decades, mostly the 60s until the 90s. Most popular models are R107 and W124.
- Almost all club members have a **modern car** in their household, mostly a modern Mercedes-Benz. Every second club member is planning to **buy a Mercedes-Benz** as next car.

REPAIRS/ MAINTENANCE

- **Back to classical cars** it can be shown that Mercedes-Benz branch/dealer remains the most important provider of spare parts. Satisfaction with the supply is relatively high for original parts as well as for other spare parts.
- The **internet** is the most important source of information concerning availability of parts, followed by MB club and MB dealers.

EVENTS AND ACTIVITIES

- **Classic car events** are still a highlight of club life: 3 out of 4 club members have visited a classic car event. The majority participated in events organized by the Mercedes-Benz club.
- **2/3 of club members worldwide** are aware of the events offers by MB Classic; the majority rates them very good or good.
- **Factory visits** are the most frequently event requested from Mercedes-Benz Classic, followed by technology and screwdriver seminars and one-day trips for vintage and modern car owners.
- **Club activities for younger people** are seen as important, but are hardly offered. There is room for improvement because of the overaging effect of Mercedes Benz club membership: younger members and more female members should be attracted.

MERCEDES-BENZ CLASSIC OFFERS

- **Comparing different MB Classic offers the Mercedes-Benz Magazine** is best known among club members. It also receives top ratings for reading frequency and reading intensity.
- Every second member is aware of the **Mercedes-Benz ClubLounge**. However, usage frequency and awareness for availability of exclusive offers could improve.
- Less than two years after its introduction, almost every second club member worldwide is aware of the **"All Time Stars" car sales** – a top result!
- Every third club member is aware of the client portal **"Mercedes me"**. Usage frequency and rating shows room for improvement.

ATTITUDES TOWARDS CLASSIC CARS

- Reasons for **interest in classic cars** remain the same as in previous years. Most important reasons are the unique character of classic cars, the joy of driving them, fascination for the beauty of classic car design, and the fundamental interest in cars in general.
- Worldwide MB clubs should continue their successful efforts, but also concentrate more on

WINNING NEW, ESPECIALLY YOUNGER AND FEMALE MEMBERS!

- Here are some findings of the 2017 Club Survey to **support this demanding task**:
- A lot of female members seem to have a **joint membership** with their partner, as they state a high involvement in the classic car hobby. Having fun together in a fascinating hobby could be a strong argument for winning more women.
- **Social aspects** as strong motivation for club membership are more important for women than for men. The MB clubs could offer more of these social and emotionalizing events to win new members.
- **Female members** give better ratings for all Mercedes-Benz brand characteristics, not only concerning classic cars. Therefore, they could also be attracted by **new modern MB cars** for example as a special test ride offer from local MB dealership for the MB Classic Club.



Letter from the new National Vice President

A SHORT REVIEW OF HIS PASSION FOR THE MOTOR CAR.

Anna-Lee Dos Santos

Chris has been an old car fanatic and enthusiast all his life. He grew up in East Africa where the motor car played an important role in life. Watching racing at a local track in Nairobi from the age of five and thinking that he was helping his dad build an Austin seven racer before he could handle a spanner. The East African Safari was almost an institution which he became passionate about. Today he has created a small museum dedicated to the Safari. Chris has nearly finished the building of a Mercedes 220SEb which competed in three Safaris. At University in the UK during the 1960's he enjoyed the golden age of the cars which were to become today's classics. Club racing and rallying with these cars was the order of the day. He got hooked on restoring old cars and amongst a number of others that he played around with he finally built a concours quality 190SL which he brought with him when he came back from Europe to Africa in 1972.

A lifetime of building and repairing old cars as well as creating concours winners out of old wrecks became his passion. He has owned classics of all descriptions from entry level cars to highly desirable collector vehicles. Top of the list was a 1965 230SL which he restored and owned for 33 years.

In the 1990's he owned a panel beating and spray painting business which specialized in the repair of Classic Cars.

Today, Chris is rebuilding a 1963 W111 220SEb sedan and a 1959 Ponton bakkie. He has become so involved in the history and specifications of these rare



bakkies that he thinks that he is a world expert on this unusual vehicle. Ha ha ha!

In 1979 Chris joined in with three other young enthusiasts who tried to start a Mercedes Club in KZN. Not really knowing what they were doing their valiant efforts were soon on the rocks!

As well as now Vice Chairman of our Club, he was Chairman of the KZN Region for seven years, a member of the Club's Executive Committee and serves as one of the Club's official valuers. He also serves as a Concours d'Elegance judge. Chris has been a member of the Vintage Sports Car Club in KZN since 1976. He is also a member of the Sports Car Club of South Africa and Historic Racing South Africa where he is a passionate participant on the South African Historic Racing Circuit. He raced two different Mercedes race cars and now competes with a purpose built 1962 Ford Corsair and a 1962

Ford Anglia. Recently he won the Little Giants class of the Legends of the 9 Hour event at Kyalami.

In August of this year together with his brother he added another adventure to his bucket list by driving a fifty five year old Ford Consul Classic 315 to Tanzania and back. As well as driving over 10,000kms they climbed Mt. Kilimanjaro for the second time. Their first climb was in 1962 as young men just out of school!

So what is next for Chris?

He is keen to get younger people involved in the old car scene and within the Club and on the race track. He wants the Club to recognize the many members who race Historics in some way. He will of course continue to support and be involved with the Club in whatever way possible. Having attended about twenty different events and functions this year as VP, I think that he is just beginning to get into gear!

Message regarding maintenance from the W108/W109 register captain

- Niki Georgiou

I'm sure all of you know how to do a simple service of your 108s, but is that really enough? I say no. A simple oil service once a year isn't good enough in my books...I know I'm still a 'lighty', without even a decade of experience of working on old cars... but hey hear me out....

I've done a lot of reading online, spoken to gurus and Fundi's and even learnt from past experiences of the importance of extended maintenance services.

So I'm going to give a few tips and suggestions on looking after your 108 to ones best ability, on the mechanical side.

I'll be splitting separate sections of the engine and drive train to make it easy to follow...

ENGINE

1. Engine oil and filter change

This may seem like a fairly easy task to do, and don't get me wrong.... it is EASY. But some people forgot to drain there oil cooler that is mounted next to the radiator. That oil cooler houses just about 1 litre of old engine oil, and simply draining the engine oil and changing the oil filter is just a waste. Ignoring and forgetting to drain the oil cooler will just mix dirty oil with your new fresh oil. There's also a washer behind the nut plug of the oil cooler. Replace that with a new aluminium washer to prevent any irritating oil puddles on your floor.

I also recommend checking all your engine oil hoses to and from the engine oil cooler. At their age of roughly 50 years old, they are bound to show wear and cracking. I suggest replacing them to prevent a damaged engine in future from a burst hose. These

hoses are often overlooked.

Another thing to add to the check list is the cam lobe oil pipe lubricator. After years of running, the channel may become blocked with 'gum' or dirt, which will restrict oil flow to the lobes which will cause premature wear of them.

Remove this pipe, it's only held in place with 1 or 2 bolts. Then spray some carb cleaner down it, let it sit for a while, then blow it out with compressed air. Repeat this if necessary. Take a pin and also ensure the holes are free of debris.

2. Cooling system

I recommend changing your cooling anti-freeze every 2 years to be on the safe side of corrosion. Also get your anti-freeze from MB. It's the blue one, the sales people will know what you are talking about. MB anti-freeze is also well priced and of high quality. You will need about 5 litres of anti-freeze which will make a concentrate of about 40%.

But before draining the oil coolant and adding the new antifreeze, go to your local Midas and buy a bottle of Wynn's Radiator flush. It's a very gentle detergent that won't do any damage to your cooling system. You add it to your radiator and drive the car for the weekend, and in the process push your heater levers to full hot & keep it that way until the fresh antifreeze is in the system. Then drain the cooling system and fill it up with just water.(Keep an eye open for an air lock that can cause over heating). Drive the car around the block and head back home. Now it's time to inspect the thermostat. If you don't know when last it was replaced, change it! They aren't expensive from the

agents at all.

I believe in 2 principles in choosing the correct heat rated thermostat for your car to prevent warm/ hot running. If your car has AC and is auto fit a 71 degree thermostat. The combination of AC and Auto create a lot of engine heat.. If you have a car without AC or Auto fit a 79 degree thermostat. The MB system will tell the salesman to prescribe an 87 degree thermostat, don't take it!!! The car will run hot, I've been in this situation.

Once the thermostat and its O-ring have been fitted, add your 5 litres of Blue MB antifreeze to the radiator and top up with water. Put your radiator cap on and run the car. Pay attention to the heat gauge - she mustn't over heat! Then add water to the system when necessary.

Check all your water hoses for cracking and old age. If there's cracks change them. You don't want one to burst and end up with a damaged engine.

Materials required:

1. 5 litres of Blue MB anti-freeze
2. 71 or 79 degree thermostat and O-ring depending on your vehicles spec
3. One bottle of Wynn's radiator flush
4. Radiator Cap if rubber seal is perished

3. Power Steering system.

If your 108/109 is equipped with power steering and you have no record of it last being changed, it is time to do it! You will need to flush the system. To do this you will need a big syringe, preferably with a capacity of 250ml for a quick process. You can find one at





a horse shop. It will have a metal nozzle, which means no need for attaching a pipe.

You will also need about 3 litres of MB ATF 134 specs. It is in a blue bottle and is priced at about R80 a litre. The filter in the reservoir must also be replaced. Get this from MB.

Firstly remove the lid of the power-steering reservoir and the oil filter. Suck out as much oil as possible then fill with the new ATF. Start the car and turn the wheel left to right. Then switch off the car and fill the reservoir with new ATF again. Repeat this process until you've used the 3 litres of ATF that you purchased. Then place the new filter in and put the lid back on the reservoir.

4. Differential oil service

If you have no record of your vehicle's diff oil ever been changed, I can assure you it's been in there for 10 plus years easy. People tend to only work in the front of their cars and forget about the back. Having very old oil in your diff will wear it out. When I changed the diff oil of my 280S when I bought it, what came out was terrible. A

thick black tar like oil that smelt like rotten fish. I filled it up with new oil, drove it for a week, and then drained it again to remove whatever rubbish was still left inside. About 10 000 miles later my diff failed and I had to rebuild it. The universal joint inside failed, and I suspect it was from poor service in the past.

You will need 2 items... diff oil (80w90 or 85w140. If you have a very high mileage car and your diff is a little noisy, opt for the thicker oil. Get a Castrol product. If your car has a limited slip diff, you must get a limited slip oil otherwise you'll burn out the clutches) and a 14mm hex socket.

Take your car for a nice drive to warm up the diff oil before you drain it. On the casing you'll spot 2 plugs. Remove the top plug first, as if you remove the bottom one first and can't get the top one out, you'll have no way to fill up your diff. Once the top plug is out, remove the bottom one to drain all the old oil out. Then put the plug back in. Start filling the diff up from the top plug with your new oil.. Once oil starts coming out the hole, you know the diff is full. Put the plug back in.

5. Automatic Transmission Maintenance

Cleanliness is the most important thing to remember when servicing your automatic transmission. The smallest spec of dirt could affect it from working properly if it enters the valve body or what I call, the brain of the transmission. The service interval of an auto box is quite long, every 30 000km is a good time to change the oil and filter.

If you are experiencing slow shifting, slipping or harsh shifts don't assume that your auto box needs a rebuild. It could very well be that your oil and filter needs a change. A blocked auto box filter will cause it to run badly.

There's only a few parts that one needs to carry out this type of service, and I highly recommend that you get the materials from your local Mercedes Benz Parts department. You will need a filter, ATF, a gasket and washers.

We need to remember that there were 2 types of automatic transmission that were fitted to our car. To make it really easy to understand, we first got the auto boxes that started off in 2nd

gear and the boxes that started off in 1st gear and then 1 quickly changed to 2nd. So when ordering your parts, you must provide your vin number, as the system will pick up which model transmission is equipped to your vehicle.

Once you have all your required parts, now we can begin. Drive the car around the block to warm up the oil in the automatic transmission. Get the car on a lift or over a service pit, as all the work will need to be done under the car. You will need to now turn the engine over by hand/ socket and wrench, so that you can see the torque converter drain plug from under the car. With it now visible, you must undo the Allen key plug and wait patiently for all the oil to drain out into a bucket. Then refit the drain plug with a new washer.

Now we move onto the sump of the transmission. There's a drain plug that must be removed to drain the remaining oil left inside the transmission. Then fit the plug back with a new washer.

The dipstick pipe must also now be loosened from the side of the sump, as well as all the bolts holding it in place.

Now inspect for any large metal shavings in the sump. If there are large particles visible, something is not right with your transmission and I suggest seek guidance from a well known and experienced firm that works on old automatic transmissions. If there's minimal small shavings present, there's nothing to worry about. Now clean the sump with diesel and wipe it dry with a lint free cloth and place it aside.

Remove the old filter inside the transmission and fit the new one. Place the new gasket on the sump and fit it back on the sump. Reconnect the dipstick pipe. Now fill up the tranny with 4 litres of ATF. Start the engine and leave it idling in Park to get the ATF circulating for about 20 seconds. Then with your foot on the brake, put it every gear for about 10 seconds each and move your way

back to park.

With the engine still running, top up the sump until you reach the max mark on the dipstick. Remember you must only check your sump level with the car running at operating temperature on a level surface.

Materials required:

1. Filter
2. About 6 litres of ATF
3. Gasket
4. Washers

6. Manual Transmission Maintenance

If your vehicle is equipped with a manual transmission, the service procedure is exactly the same as servicing your diff, except that you will be refilling it with ATF. Change the oil every 30 000km.

Start with removing the fill plug at the top of the gearbox. Then remove the drain plug at the bottom of the gearbox. Now clean the magnetic plug and fit it back to the gearbox with a new copper washer. Then fill it with the ATF until it starts coming out the hole. Then fit the plug back.

Materials needed:

1. About 5 litres of ATF
2. Copper washer

I hope that you all find my explanation to some help in future when servicing your old ladies.

If there's anyone who needs any further help or assistance with their vehicles, please don't hesitate to ask me. I would love to help.

Shortened, Ed.





NORTHERN REGION



TWO-DOOR DAY

Jacky Lavin

Sunday morning, 5 November 2017, another Mercedes-Benz Club function looms ahead of me. No more lazy Sunday mornings for me it would seem. With the love of my life fluttering about at 3:45am because we might just be late (for an event that starts at 9) I got up with a heavy heart. Sure, the trip there takes over two hours from Klerksdorp, we were in the CLK – we could do it in one and a half, surely! We set out on our trip with the sun rising – 5am!

Mr Leon Erasmus had spat and polished his car to a brilliant shine (with the help of his willing

apprentice). He had showered and shaved, pressed and buttoned his clothes and last, but not least, placed his name badge proudly on his chest. Jacky had surfaced, thrown a cup of coffee down her throat, a dress over her head and mumbled something about murder as she fell into the CLK!

We arrived at Mercedes-Benz Bryanston just before 7... all the doors were tightly locked and not another soul was in sight. No problem, he phoned and awoke half the club to enquire where everybody was...apparently, we were meeting at 8. With the

children sound asleep on the back seat – I chose to let sleeping dogs lie and not kill anyone who had interrupted my sleep ONE HOUR EARLIER than required.

And then it happened... the reason we do this to ourselves... the cars started arriving. Now, I don't know much about cars, but I do know what is good to look at and these cars were surpassing anything I could've imagined. Modern, old, sexy, classy – they were all there! Arriving like honoured guests, these cars held an even more precious cargo – our friends, our "Mercedes-Benz



NORTHERN REGION



Family"! Kisses and hugs flew about and just then I remembered why I love those Mercedes-Benz Club functions.

In a rather stately convoy we travelled to Monte Casino, stopping along the way to wait for our friends who had got caught at a robot or two. Then we were on the Outdoor Piazza – parking the cars it looked like it could be a boardwalk in Monte Carlo. We neatly placed the mats under our cars to prevent any stains which could happen (after all, many of these cars we pretty old, and most could be temperamental) so we allowed for the worst.

Between 9am and 1pm, the conversations flowed. Memories

were being made and we were blissfully aware of how blessed we were to have stunning cars and gorgeous friends! A lovely breakfast was served at Ciao Baby Cucina and coffee and juices were enjoyed by all (I'm sure I saw a beer and cocktail here & there too). Beautiful weather, stunning venue, friends old and new – and another very successful event had taken place.

All too soon it was time to kiss and say good-bye. We still had another two hours in our car to enjoy – we would of, however, preferred to have spent another special hour or two with these people we have grown to love and admire.

Yes, Mercedes-Benz Club is about cars, but the people in it are the ones who keep it alive, fun and irresistible. Sven, Chris, Jan-willem, Pieter – I think of you – and I smile for we would not be here without you. PJ, Suzette, Clive, Tania...the list goes on and on... you are the reason we travel 200km to attend an event! You are the club and our cars are the beautiful accessories! And yes, I would get up any day of the week at 3 am to attend another Mercedes-Benz function. Thank you Marcell Mostert, for giving me the opportunity to put this down in print, you're a very brave man!





NATIONAL CONCOURS 2017

Andre Esterhuizen

On 9 and 10 September this year the most prestigious event in our clubs' calendar was again held at McCarthy Mercedes Benz Centurion. We were spoilt by our generous host Hein Lorentz and his magnificent team. From a spectacular dinner with great food, décor and music to an equally tasteful lunch on the Sunday before the winners of the great competition were announced.

This year saw 41 entries from our members showing off their pride, spending weeks and even months preparing their three-pointed stars. The judges certainly had an extremely difficult task ahead of them as all the cars were in top form. A special thank you to Ettiene Geel and his team of judges for performing this difficult task with such enthusiasm.

In a very tight battle the overall winner in the Prix d'Honneur competition was Roley Nöffke with his 1928 Mercedes-Benz 260 W11 Stuttgart.

Herewith some history of this spectacular automobile...

Roley obtained the vehicle in 2003 (from the Late Estate of Piet Fouche) and carefully stored it under a cover until restoration began in 2010. The 260 Stuttgart's first date of registration dates back to January 1928. It appears that the vehicle started its life off as a "Taxi" in Windhoek, Namibia before making its way down to South Africa. License numbers TRB 34382, TP 893 and LKZ 268T bare testimony of its existence in South Africa. Registration numbers recorded in three Benz Lens issues over the past 3 decades. The vehicle belonged to Piet Fouche for many years and spent roughly 17 years of its life in East London on loan to the Mercedes-Benz Museum.

The vehicle was completely stripped down and

meticulously restored with the help of Andreas Modrzewski. It was established that the car was originally painted black when the body tub was stripped down and not two tone green as he bought the car. Sections of many body panels had to be remade and even some engine components such as the radiator grill and thermostat housing were constructed from drawings and photographs.

The upholstery was redone in Pretoria and the engine rebuilt by Rutland Motor Engineering in Johannesburg. The ring gear and Bosch starter motor had to be sourced from Europe. The windows and door handles were reproduced in Brisbane, Australia.

Some specifications of this magnificent vehicle

- **Engine type and Capacity:** Six-cylinder, 2 581 cc
- **Power output:** 50 bhp/38 kW at 3 400 rpm
- **Transmission:** Three-speed manual, rear-wheel-drive
- **Acceleration:** 0-60 km/h in 25 seconds (estimated)
- **Top speed:** 50 mph - 90 km/h
- **Price new in 1928:** DM 3 300+taxes (estimated)

The Stuttgart 260 was available in the same range of variants as the two-litre model. The better-equipped variant of the 260 models was called the "luxury" version. Exterior signs of the superior equipment level included nickel-plated bumpers, hub plates, window frames and headlamps. The radiator cap and headlamp connecting rods were likewise in polished metal. The instrument panel was more comprehensively equipped with the conventional speedometer as well as the standard clock, and the

NORTHERN REGION

rear luggage rack featured a large trunk with a smaller trunk inside or dual spare wheels.

The standard equipment also included protective spring gaiters. High-grade fabrics were used in the interior. The choice of interior fabric as well as the colour of the paintwork could be specified

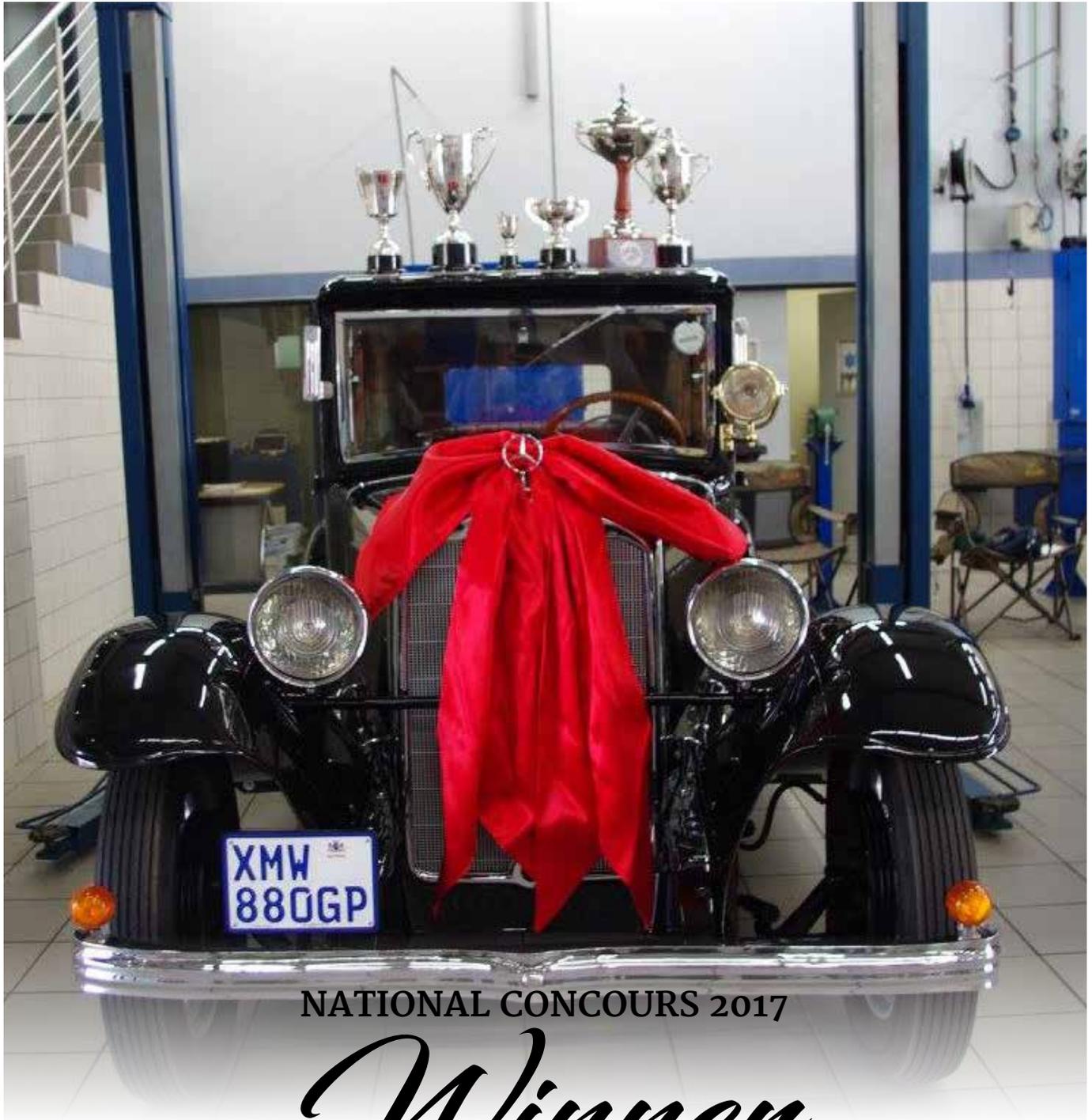
according to the personal preferences of the customer.

Thank you Roley for sharing this car with us at the National Concours.

Earlier this year it was decided that the trophies for the Concours are looking a bit worse for

wear (unlike the cars that they are awarded to!) and therefore needed to be replaced.

Through a "bidding" process members were given the opportunity to sponsor a trophy which carry their name.



NATIONAL CONCOURS 2017

Winner



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We wish to thank the following trophy sponsors

Mercedes-Benz SA	Carl Benz Trophy	Prix d'Honneur
Hein Lorentz	Gottlieb Daimler Trophy	Grand Prix d'Etat
Waldo Scribante	Wilhelm Maybach Trophy	Prix d'Etat – Pre-War
Steve Rademeyer	Ferdinand Porsche Trophy	Prix d'Etat – Oldtimer
Lizaan Kemp	Concours d'Etat Oldtimer	Class 170 / 220
Louis Coetzer	Concours d'Etat Oldtimer	Class 300
Gary Dodds	Concours d'Etat Oldtimer	Class Ponton
Chris Carlisle-Kitz	Concours d'Etat Oldtimer	Class Fintail
Koos du Toit	Concours d'Etat Oldtimer	Class W108 / W109
Leon Fourie	Concours d'Etat Oldtimer	Class /8
Des Lemmon-Warde	Concours d'Etat Oldtimer	Class Grosser
Clive Winterstein	Concours d'Etat Oldtimer	Class 300SL
Vinesh Ramdass	Concours d'Etat Oldtimer	Class 190SL
Yousuf Mahomed	Concours d'Etat Oldtimer	Class Pagoda
Ettienne Geel	Paul Bracq Trophy	Prix d'Etat – Youngtimer
Carika Aucamp	Concours d'Etat Youngtimer	Class W123
Jan-Willem Wielsma	Concours d'Etat Youngtimer	Class W116
Waldo Scribante	Concours d'Etat Youngtimer	Class W201
Johan Kemp	Concours d'Etat Youngtimer	Class W124
Johan Kemp	Concours d'Etat Youngtimer	Class W126
Paul van Wyk	Concours d'Etat Youngtimer	Class R/C107
Pieter Booysen	Concours d'Etat Youngtimer	Class R129
Warren Geyser	Concours d'Etat Youngtimer	Class Open
Dirk van der Westhuizen	Bruno Sacco Trophy	Prix d'Etat – Newtimer
Sven Krassnokutski	Emil Jellinek Trophy	Prix d'Elegance
Kurt Stassen	Concours d'Elegance	Class Pre-War
Northern Region	Concours d'Elegance	Class Oldtimer
Southern Cape Region	Concours d'Elegance	Class Youngtimer
Anna-Lee Dos Santos	Mercedes Jellinek Trophy	Ladies' Choice
René Scribante	Bertha Benz Trophy	President's Choice

Sven Krassnokutski was once again the main driving force behind the success of this event and the smooth processing of the results. A huge amount of time and effort is spent on this event and Sven is the one who makes sure that nothing goes wrong. Thank you Sven!

The final results of the competition were as follows

Prix d'Honneur	1 st Place	Roley Nöffke	W11	260 "Stuttgart"
	2 nd Place	Carika Aucamp	W123	200
Grand Prix d'Etat		Roley Nöffke	W11	260 "Stuttgart"
Prix d'Etat – Pre-War		Roley Nöffke	W11	260 "Stuttgart"
Prix d'Etat – Oldtimer		Thasvir Premrajh	W115	220
Concours d'Etat Oldtimer				
Class 300	1 st Place	Roley Nöffke	W189	300d

Concours d'Etat Oldtimer				
Class Ponton	1 st Place	Gary Dodds	W105	219
Class Ponton	2 nd Place	Doeke Tromp	W105	219
Class Fintail	1 st Place	Pieter Booysen	W111	230S
Class Fintail	2 nd Place	Pieter Botha	W111	220S
Class Fintail	3 rd Place	Jorge Tenente	W110	190D
Class W108 / W109	1 st Place	Gary Bowes	W108	280S
Class /8	1 st Place	Thasvir Premrajh	W115	220
	2 nd Place	Mia Geysen	W115	220
	3 rd Place	Spike Middleton	W114	280E
Class 300SL	1 st Place	Connie Oosthuizen	W198	300SL
Class Pagoda	1 st Place	Lawrence Kropf	W113	250SL
Prix d'Etat - Youngtimer		Pieter Booysen	R129	SL500
Concours d'Etat Youngtimer				
Class W123	1 st Place	Lawrence Kropf	W123	230
Class W123	2 nd Place	Hennie van den Berg	W123	300D
Class W201	1 st Place	Warren Watters	W201	190E 2.5 Cosworth
Class W124	1 st Place	Johan van Heerden	C124	300CE
Class W124	2 nd Place	Daleen Geel	W124	230E
Class R/C107	1 st Place	Pieter Booysen	R107	500SL
Class R129	1 st Place	Pieter Booysen	R129	SL500
Class R129	2 nd Place	Neil Kandasamy	R129	SL320
Class R129	3 rd Place	Warren Watters	R129	SL 60 AMG
Prix d'Elegance		Nico Boshoff	R107	500SL
Concours d'Elegance				
Class Pre-War	1 st Place	Jorge Tenente	W136	170V
Class Oldtimer	1 st Place	Gary Dodds	W111	230S
Class Oldtimer	2 nd Place	Gary Dodds	W108	280SE
Class Oldtimer	3 rd Place	Clive Winterstein	W198	300SL
Class Youngtimer	1 st Place	Nico Boshoff	R107	500SL
Class Youngtimer	2 nd Place	Hein Lorentz	W126	560SEL
Class Youngtimer	3 rd Place	Steffan Liebenberg	W124	230E
Concours d'Elegance				
Class Newtimer	1 st Place	Sarel Mostert	R172	SLK 55 AMG
Class Newtimer	2 nd Place	Francois van der Westhuizen	W219	CLS350
Discretionary Awards				
Ladies' Choice		Roley Nöffke	W189	300d
President's Choice		Roley Nöffke	W11	260 "Stuttgart"

Thank you once again to all involved in making this event a success, from the sponsors to the entrants. We look forward to seeing more magnificent cars next year.



JACARANDA JOZI JAMBOREE – 22ND OF OCTOBER 2017

Jan Willem Wielsma

I made a statement at the 2016 Jacaranda Run in Pretoria saying the following: "There are more Jacaranda trees in Johannesburg than in Pretoria". Those words sparked the request by the Northern Region's committee to set up a run in Johannesburg by me. "Well, challenge accepted!" I thought!

As part of my daily commute between the office and home, I have the privilege to drive amongst the Jacaranda rooftop trees. I like to surround myself with stars, mostly the Mercedes-Benz star as my guiding mascot. The commute gives me time to reflect on the hectic day at the office and when the guiding star tangles up with a falling jacaranda flower, my day ends with a stroke of luck – so I believe! The route I follow just had to be incorporated in the Jozi Jacaranda Jamboree. With the kind assistance of the Clive and Tania Winterstein, PJ Ryan and Suzette Bower we drove out one Sunday morning in search of the purple rain and historic hot spots in Houghton and Rosebank. The route was sorted!

On the morning of the 22nd of October club members in our region met at our friendly host,

Mercedes-Benz Lifestyle Center in Bedfordview. We had the privilege to view the new AMG range at the dealership and meet the very helpful staff. We then travelled on our way under the most exquisite Jacaranda trees on route via Houghton making stops at Madiba's house in Houghton and a very interesting stop at the Military Museum. This was a wonderful opportunity to line our 34 shining star cars up for photos that took part in the event. Our lunch was booked at the Sunnyside Park hotel and we had to make our way there. On route we past the very impressive St John's school for a final round of photos.

On our arrival at the Hotel we had a further opportunity to chat with our fellow club members who travel from all over our region including the very supportive members from Klerksdorp. The lineup of cars was simply amazing!

We are looking forward to the wonderful annual event next year and hope that the Jacarandas play their part as they do each year, never failing to impress.





NORTHERNS MERC CLUB MIDMAS – July 2017

Suzette Bower

Winter 2017 saw a revival of one of the most popular runs originating in the Northern region – Christmas in July.

PJ and I attended our first Christmas in July many moons ago and have attended at least seven over the years. The many fabulous memories of crazy fun, super places we visited and the lifelong friendships we forged, prompted me to resuscitate the event.

I asked Jenny and Peter de Meynier to select a venue close to them in KZN so that they could help with the coordination and calling on the many years of experience working alongside the late Ernst and Inge de Meynier who hosted this event annually.

Christmas in July was slow in gaining traction and many enthusiasts would have joined if it did not occur in the same month as the Scottborough show, something we are taking into consideration when planning 2018 events.

Thanks to Anna-Lee dos Santos and her support and generous Telkom sponsorship of the welcome packs and prizes for the event, the KZN Club jumped on board to grow the numbers and add to the festivities.

We had such fun! Meeting at the Blockhouse at the end of July with vibrant and compulsory Christmas hats entertained everyone. I have so say, everyone complied and even Ian Otridge decorated his 107 like a Christmas tree.

Chris Carlisle-Kitz and brother, Francis, had an explosive but slow start to the official first leg of their Tanzania Adventure. However, whatever he did to the Ford Consul made it run like a Merc and despite leaving 2 hours late, they caught up by Bergville and we all enjoyed a fantastic lunch at Bingelela. No





further pub stories were collected and we arrived well-ready for the welcoming Gluhwein served by Inge, Jenny and Peter and joining the KZN contingent including Avish, Mira, Kashmir and Kush; Richard & Meryl Edwards, Lourens & Janine Coetzer who also brought along a prospective new member, Darius Erasmus. Thanks also to Matt Du Sart for making an appearance to meet everyone.

Clive Winterstein's quiz with much competitive jeering as well as enlightening in the revelation that PJ Ryan was the most learned among us all ... who would have guessed?

The Quiz was followed by a time of real club camaraderie by the fireside as the Winterstein brothers started telling stories and regaling us with jokes and memories that kept us engrossed into late hours of the night. The stuff that gives car clubs Soul!

Everyone took to their Mercs (and one Ford!) for a tour of the Midlands which Peter and Jenny cleverly compiled to supply a touch of entertainment for every single one of us including the power-shoppers, sight-seers, the Froth of Baristas, wino's and foodies.

Lunch with a natural scenic amphitheatre at Rawdon's provided for a great photo-op before heading back for a zizz and dress up for Christmas Dinner. Well, once again every single person stepped up to the plate and colourful garb set the scene along with the Old Halliwell's merry Christmas décor and a magnificent Christmas dinner for what can only be described as a Party of Note!

Father Christmas AKA PJ Ryan who was unrecognisable to many until the expletives erupted, aided Santa's little helper, Janine Coetzer, had the group including the kiddies in hysteria and delight. Mira Maharaj told me that we have set a very high bar for Christmas expectations going forward. The peels of shrilly laughter still ring in my ears when I look at the photos.

But perhaps some of the adult behaviour falls into the category of "what happens on camp stays on camp!" except to say Chris Carlisle-Kitz got PJ lower than one would have thought he could go given age and beer-boep considerations.

Truly the evening could not have been more fun and memorable leaving us all, young and young-at-heart, wanting more. The GOOD NEWS is that we are already preparing for Midmas next year. Date and venue will be advised once we have sorted the 2018 calendar and I'm thrilled to confirm it will be a joint Northerns-KZN event in Drakensberg. Thanks so much to Avish & Mira who have already done the recce and got the ball rolling.

Everyone will be welcome and the more the merrier. This is very likely to be a highlight on your star-gazing calendar in 2018!

CENTRAL REGION



CARS IN THE PARK

Chris Kühn

Our annual CITP on Women's day on August 9th was once again well supported by our local members. We were invited for a braai the night before by our hosts at the Free State Vintage Car Club at the venue and those that braved the Free State winter chill soon warmed up from the

hospitality and sherry!

We had a two door theme this year that attracted lots of attention from the admiring crowds. Best coupe went to Jaco Kachelhoffer's 300CE and best SL to Japie Vos for his 190SL.

My mother, Drini, treated us with pancakes and coffee in the

morning, with hotdogs and beer for lunch. We might be a smaller show but we surely make up for that with the quality of cars on display. A huge thank you goes out to all our members for their effort in making the event such a great success.



FINTAIL REGISTER EVENT GARIEP DAM

Chris Kühn

After taking over as captain from Pat Smythe, we started looking at dates for a possible fintail event. The long weekend in June was identified and I started with all the arrangements and invitations.

Two visits to Gariiep later, the weekend was upon us. We met the Northern and KZN members in Bloemfontein on Friday June 16th. After lunch 18 Fintails left for Gariiep in convoy! What a sight to see all the colours on the road. Southern and Western Cape members joined us at the Dam. We had dinner and talked Finny till the early hours...

After breakfast on Saturday we headed out for a tour of the dam wall. A must do if you are in the area. As an extra bonus we were allowed to drive right down to the bottom of the dam wall for some spectacular photos against the concrete backdrop. A street concours and lunch was planned in front of our chalet for the afternoon. Waldo sponsored champagne and everybody relaxed on the lawns in perfect Free State winter sunshine while the cars were being judged.

We had our prize giving and supper later and some members said their good byes already that left early on Sunday for the drive back. First prize went to Japie Vos for his outstanding 220SE coupe. Captain's choice went to Gary Dodds with his beautiful 230S and most original car to Van Zyl van Pletzen for his 190c. Oldest fintail, Bonita(1960 220S) belongs to Fanie du Preez and I had the privilege to drive her for the weekend! This is a very special car with factory floor shift and LHD with a wonderful history in our club.

Sunday morning came all too soon and we all pointed our finny's homewards. Until we meet again...

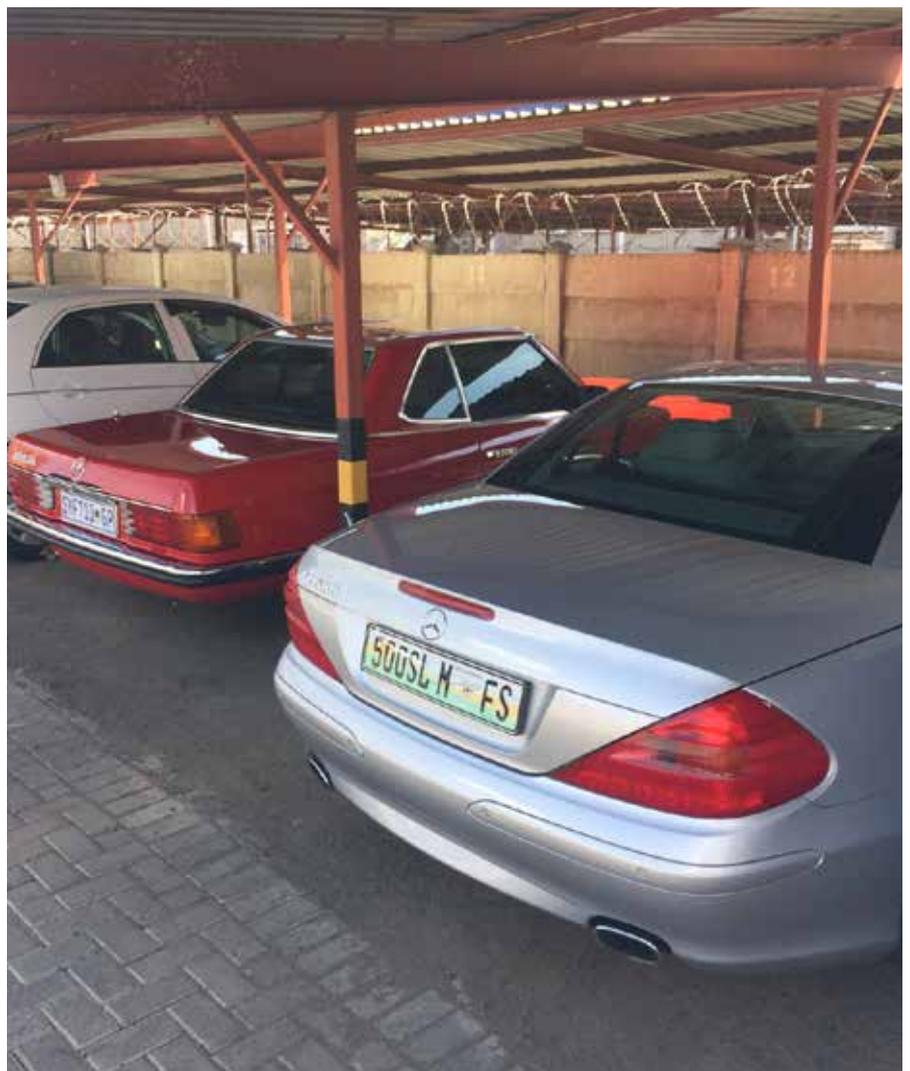




CENTRAL REGION LUNCH OUTING

Chris Kühn

Club member Koot du Toit once again invited us for lunch at the historic Kimberley Club on 29 October this year. It is always a very enjoyable day out and just far enough from Bloemfontein to give our cars a good run. The buffet lunch at the club was outstanding as always! Thank you very much Koot for the great effort you go through to arrange the legendary Lunch outing at Kimberley!





WESTERN CAPE REGION

CALVINIA VLEISFEES – 2017

Dirk van der Westhuizen

I have decided to leave the Mercs in Cape Town and rather book a luxury bus to the Calvinia Vleisfees. It is not my preference to travel in overloaded buses with no aircon, but somewhere in my mind I had visions of Rock stars travelling with their tour buses from show to show. When exchanging the trip in one of my cars for a trip in the bus – it was exactly with rock stars! Lots of rock stars! Each with his own set of groupies. And if you listened closely, you could hear Janis Joplin singing in the background!

We were all headed to the

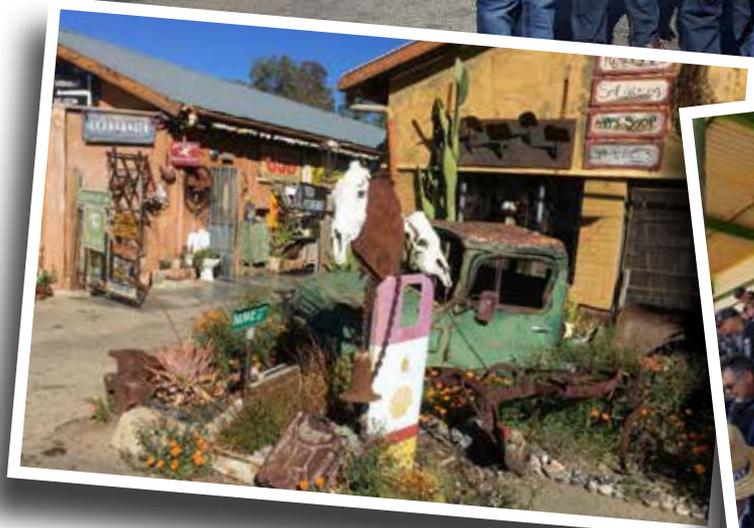
Calvinia Vleisfees, each group had their own stories, adventures and laughter, as we travelled carefree through the Swartland and Namakwaland. Eats and drinks were served in abundance, just the bus trip was about a festival before even arriving there.

Arriving at the Vleisfees, we had a few options from Chops, Wors, Kliprib, Skaapkop, stertjies, skilpaadjies, afval, kaaings to kebabs. All the carnivores could feast and that is exactly what we did.

We were so very fortunate to have members from other

regions joining us on the trip. We had Waldo Scribante and Kobus Harris from the Southern Cape Region, Quentin Campbell from Mooinooi (who is Barry Gillespie's brother in law) as well as 6 visitors from Durban. Avish and his family were there, which included 3 vegetarians, as well as Warren and Dodi Geyser.

The Vleisfees is a must do, even if you don't eat meat. It is worth your while even if you just indulge in the jokes, the laughter and the memories.



29 OCTOBER 2017 CLUB RUN

Brendan Moran

Our penultimate Western Cape club run for 2017 was held on Sunday 29 October.

The run was organised by Ingrid and Jannie Gildenhuis and was attended by 28 of our members in a variety of cars which included a handful of SL's, 2 SEC's, a C63 AMG coupe, a silver SLS gullwing, and Fintail.

The day started with us being hosted by Ingrid and Jannie for morning tea and snacks where we were given the opportunity to view their private collection of cars and motorbikes, as well as a large collection of motoring paraphernalia.

It was a petrol head's dream to be surrounded by such an awe inspiring collection of rare and desirable machinery. As you walk into Jannie's garage you are immediately struck by the exotic and familiar shape of a Lamborghini Countach LP500 which no doubt featured in poster form on so many of our childhood bedroom walls. Parked next to it is a rare Ferrari Dino flanked by a collection of Porsche RS and Turbo models. The rarer sight to me was that of their BMW M1, the likes of which very few car lovers have had the pleasure of seeing in the flesh.

But not to worry, Jannie's garage is made complete by a charcoal grey 107 500SL, a beautiful ivory white Pagoda, and a red 190SL currently under restoration, ensuring the 3 pointed star is well represented.

After enjoying morning tea and snacks, drooling over the cars, and getting completely inspired by listening to some of Jannie's restoration stories our convoy left

for Botriver with Jannie's daughter leading the way in their 500SL.

Our route took us from our meeting point in Kuilsriver via Somerset West and Gordons Bay onto Clarence Drive for the coastal route to Botriver. It was a warm sunny blue sky wind free morning, perfect conditions in which to enjoy one of the most scenic routes in the Western Cape.

Driving in the convoy in my thankfully air-conditioned SEC, I was sandwiched by what are



undoubtedly two of the most desirable Mercedes Benz models currently. In my rear view mirror I had the visual and aural delight of Terry and Lee-Anne's SLS with its aggressive and imposing broad stance. In front of me was David Shakeshaft in his gorgeous 190SL. One can only fully appreciate the balanced proportions and elegance of a 190SL by driving behind it on the road.

Our convoy continued along Clarence Drive with the splendor of the Palmiet Mountain Range on our left and the calm Atlantic Ocean to our right, passing through the holiday towns of Betties Bay, Pringle Bay and Kleinmond. The cars naturally drew a lot of attention with many bikers out on their Sunday run

giving us the thumbs up, but it was the 190SL which enjoyed the most admiration from both young and old. We arrived at our lunch destination in Botriver around 13:00.

Our venue was a quaint little restaurant called the Shuntin Shed which used to form part of the original railway station in Botriver that opened way back in 1903. Our table was on the restaurants outside porch area allowing relief from the midday

heat and affording us a beautiful view over the Botriver Valley.

We sat down to a jovial lunch with the options of either wood-fired pizza, gourmet burgers or a traditional Sunday roast with some live old school tunes being played on piano in the background. Ingrid brought a few novelty hats and props along with which a number of comical photos were taken to help

capture the memories of the day.

This quaint town and charming restaurant takes one back to a simpler time and it is well worth stopping in there on your next visit to the area. After lunch at around 16:00 we all headed back to Cape Town via different routes, some choosing the way we came, others heading back over Sir Lowry's Pass and the rest, like myself, choosing to take the scenic route via Tierwaterskloof, Villiersdorp and the Franschoek pass.

Thanks to Ingrid and Jannie for sharing their passion for all things automotive with us and for organizing a great run where we were all able to enjoy our Mercs on some of the best roads in the Cape.





SEPTEMBER CLUB RUN

Brendan Moran

Our September club run was a mixed bag of exciting firsts, celebrations, and anniversaries.

On the morning of Heritage Day, Sunday 29 September at 09:00, 62 of our members and 36 of their beloved cars met at the Mercedes Benz dealership in Century City for my very first attempt at arranging a run for the club.

Heritage Day was a fitting time for us to gather and celebrate not only our country but also the heritage of the motoring marque we all share such a passion for.

To coincide with the 50th Anniversary of AMG and the 70th Birthday of the Killarney Motor Circuit, a track morning was the perfect way to celebrate both these milestones.

From our meeting point at the dealership our convoy left for the Killarney Circuit under grey clouds and a chilly breeze.

On arrival we enjoyed a breakfast spread of tea, coffee, juices and a variety of pastries in Killarney's new VIP lounge above the pits overlooking the start finish straight. There was a palpable air of excitement and anticipation amongst members as they

awaited the rare opportunity to drive their beloved Mercs around a race a circuit.

After giving everyone a short drivers briefing in which the track safety and driving rules were explained, the cars were divided into 3 groups ...classics, modern, and AMG sports models.

The first group out was a classic mix of 107 SL's, SLC's, two W114 coupes, a gorgeous W111 coupe, two C126 SEC's and even a S123 280TE creating an eclectic mix and a lovely sight on track.

It was great to see this eclectic mix of classics on track in the rear view mirror of my E500 coupe which was used as the pace car for the day.

We can gladly report that all the classics completed their laps without any mechanical issues, overheating or fading brakes.

Next out where the "modern cars" which included a fleet of CLK's, SLK's, 129 SL's, some C class saloons, an ML, and a rare 500E W124.

The highlight of the morning was when the AMG models were let loose as the last group on track. The group was led out by Hannes Pienaar in his super quick CLK63

AMG Black Series. The rest of the pack included two 129 SL600's, a SL65 AMG, and a C63 Coupe. Seeing these machines come down the main straight at full bore was a treat for the senses as we rarely get to hear these machines at full bore!

The pit lounge was a buzz of adrenalin after each track session as members enthusiastically shared their track experiences.

We concluded our track morning with a parade lap and group photo opportunity on the start finish line which was a perfect way to capture a great morning and a memorable event which is sure to become a fixed event in our club calendar.

From Killarney the convoy left to enjoy a relaxed 3 course lunch at the Meerendal wine farm outside Durbanville. It was a fitting end to an action packed morning. The wine farm was kind enough to arrange us reserved parking in front of the restaurant which allowed us to proudly display our cars which provided a great attraction for other visitors to farm and restaurant.

EASTERN CAPE REGION



MY 115 STORY

Sacha Voupotic

As a teenager my father gave me a 1969 W108 250SE, white with red leather seats. That straight six was very thirsty and it messed with my drinking money. I loved the car a lot nonetheless and drove it for quite some time.

Without realising it then, that was when the bug had bitten.

I bought my second Mercedes as recently as four years ago, a 2010 E63 AMG.

From the outset, I was absolutely blown away by the raw V8 sound that comes out of the rear quad pipes. That was it I really fell in love with the brand.

I then joined the Mercedes-Benz Club and became part of the East London group. I remember my first get together with the guys; it was interesting and exciting, hearing what the guys had to say.

There are so many knowledgeable people here in East London - Awesome DOODS.



Seeing all the classic Mercs the members had, I needed a classic car as well to be part of scene. After searching for a while, came across a white 1975 W115 240D which was for sale by another club member, Richard Second in Queenstown. It looked good and I bought it. Sometime later, my friend Alex and I drove to Queenstown to collect the Car from Richard - I was very excited.

After sorting out the paperwork, we headed for home. I knew it was going to be a long day as I couldn't get it over 90 km per

hour.

I even thought of staying at Thomas River Historical Village for the night, but pushed through to East London after a lengthy, five hour trip, hungry & tired.

I soon got stuck into this car as a project and

although the basics were good, I have had to do a lot; among many other repairs, replaced engine mountings, overhauled the gearbox, fitted a new clutch kit, fitted new diff and rubber mountings and so on. Cosmetically, I replaced the red carpets with a matching tan colour and cleaned up a whole lot of bits and pieces inside.

This car now drives well and looks really good.

I am fortunate that my eldest son has taken a liking to the 240D and now has claimed it for himself. The best part is that I get to work on the old lady with my son, which gives me great pleasure. He has since learnt to drive it.

One day, when I picked up my son and his friends from school in the 240D, one of the friends climbed in the back seat and asked; these seats are as comfortable as a Gomma Gomma lounge, what are they made of? 'Lots of springs' my son replied. These guys were very impressed and loved the drive, who knows - the Merc bug might haven bitten right there, again.

I also have an R129 500SL and have recently added a 380SEC and a Ponton 219 to my collection.

Long live the Classic Mercs





OUR W116 WEDDING CAR

Justin Erasmus

On my wedding day, I spent the morning cleaning a car that had been in storage for more than a year. My wedding car was supposed to have been an E63 AMG but unfortunately the car was involved in an accident the day before, so we had to find an alternative. My best man Bruce said; 'Well let's take Toppies car'.

Mr Thomas "Toppie" was a stern old man, but he had a way to get into your heart. When we asked him, he had no issue with us using his beloved W116 280S as our wedding car.

When I first saw the car, it was covered in dust, and I was really worried if this would work out, but it cleaned-up beautifully. The day I opened the garage door, all I could see was a thick layer of dust.

The tyres were down and the battery was flat.

After sorting these initial bits out, it started first time, old fuel and all.

My Cousin was the driver of the bridal car and he had also been a Mercedes-Benz man since I could

remember. I'll never forget the day my beautiful bride arrived in the W116, she looked so stunning. I still think to myself today how lucky I am to have her in my life.

After the wedding, the car went back into storage, not by choice but because Toppie had become very ill with cancer and he could no longer drive as a result.

Toppie passed away about five years later and his son Bruce then offered the car to me. At first I hesitated but then I thought; 'you can't buy memories like that'. It was my first Mercedes-Benz and the start of the passion for the brand.

I have been hooked on this passion ever since and have recently added a moss green W115 230.4 to my collection, which I am restoring.

November is a very special month for us, and every time I drive the W116 it reminds me of our marriage and of Toppie.



SOUTHERN CAPE REGION



SNOEKBRAAI 2018

Aldo van Zyl & Johan Sloet

As with most things in life, time changes everything, and seasons are not excluded from that equation. Summer becomes autumn, autumn becomes winter and winter becomes spring, ringing in the new season and the change of scenery, and so does the annual spring "Snoek Braai" - the harbinger of the new summer months that awaits us all.

The weatherman played his cards close to his chest and not up until the day our braai was held did we know how the weather will pan out, however, the weather was quite favourable to us and the day turned out beautiful.

The regular attendees were all there, Mercedes-Benz, and a bevy of other role players in the auto game attended our little soirée. Kobus Harris and his team again did not disappoint and as per usual they delivered an excellent proffering of delicious food, the entrée being

of course his signature dish "snoek and patat".

With a vista on the azure ocean and gleaming Benz stars, a glass of vino in one hand and snoek to compliment it, conversation to engage old friendships and forging new ones this annual event which is now in its 22nd year will hopefully continue for another 22 years as it grows each year.

Thank you very much Kobus for all of the hard work that you have had with the arrangements in creating a yearly highlight of our club's events. We will definitely diarise our calendars for the succeeding braai next year, until then safe driving and keep the stars shining.

Kobus' assistants include the following that merit a mention:

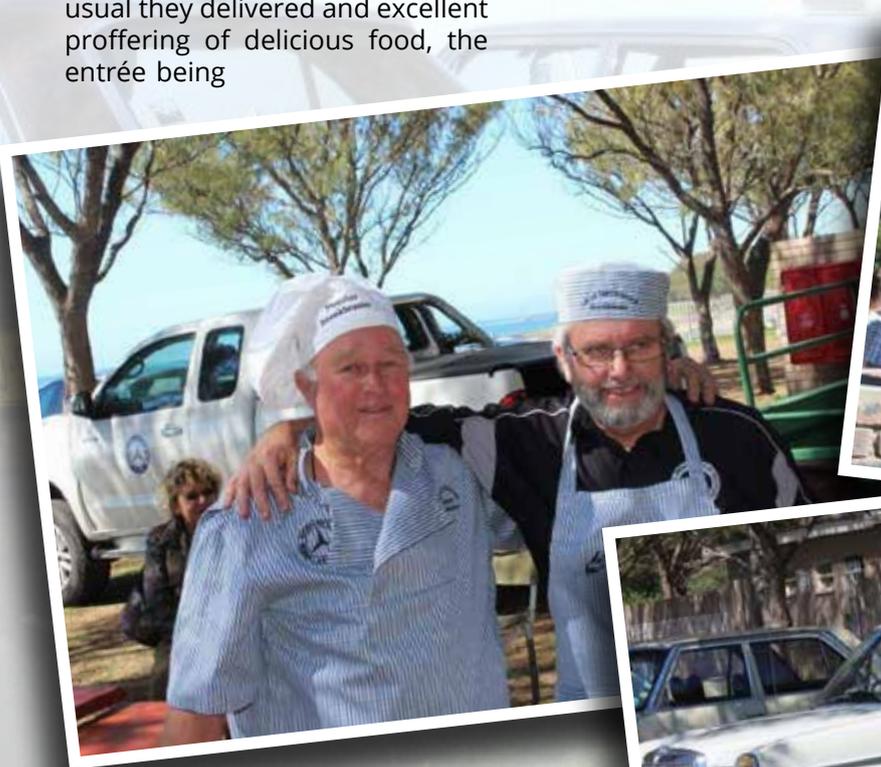
Leon and Marietjie Diederiks. Besides assisting Kobus with the braai for the past sixteen years, this couple also has the mammoth task of preparing the sweet potato dish. Marietjie is also in charge of preparing the dessert and the finance, i.e. collecting payment from the attendees.

Readers will remember that we appointed (honoured) Kobus as "MEESTERBRAAIER" last year on the 21st anniversary of this event.

After being Kobus' assistant for sixteen years, we decided to appoint Leon as "SNOEKBRAAIER", as he has successfully served his apprenticeship. Well deserved.

Hansie and Christna Nel. The Nel couple prepares the roosterbroodjies, also a mammoth and daunting task.

We are deeply indebted to Kobus and his faithful assistants.





W114/5

Leon Diederiks

The following was written on request to mark the coming 50th anniversary of the W114/5 range.

The elegance of reliability

It was with great anticipation that the automotive world was looking forward to an important event at the end of the nineteen-sixties: Mercedes-Benz had announced a "New Generation" for the upper medium-size category. How would the Stuttgart-based brand follow on from the "Fintail" series? How would Mercedes-Benz approach the new decade?

When the press was able to drive the "New Generation" for the first time at the beginning of 1968, it was impressed: "Grandpa's Mercedes is dead," wrote motoring journal "mot Auto-Kritik" after the first test, but went on to reassure its readers: "All the usual Mercedes virtues are still there, for Grandpa too" Designed by the young stylist Paul Bracq with support from Bruno Sacco, the car impressed at the first glance with an exterior characterized by serious elegance,

restrained lines and perfectly balanced proportions. The low waist line resulted in excellent all-round visibility and, despite having a body that was noticeably shorter than the predecessor model; the new car had a longer wheelbase.

The fact that the new Mercedes-Benz was nevertheless more manoeuvrable on the road was a consequence of what "mot Auto-Kritik" praised as the car's "functional refinement in every detail" and the systematic thoroughness of its design: "The car gives the driver a feeling of precision and reliability, which no competitor accomplishes so effectively." The test team from 'auto motor und sport' were also impressed, and wrote in 1968: "Perfectionists that they are, when the Daimler-Benz engineers reveal their new model to the world, they are secure in the knowledge that it would be impossible for them to build a better one under the present conditions"

And they were not just talking about the long-term quality. In the area of occupant protection

too, the "stroke 8," named for its official launch year 1968 (the preproduction series had already made its debut in the late 1967) set a new standard. Another milestone was the new rear diagonal swing axle, which offered significantly more agility than the predecessor model while always keeping the car on course, even in critical handling situations. What's more, the new model was not only noticeably more comfortable, but safer too - all variants being equipped with four disc brakes: from the very start.

Over the years, the model series - which remained in production until 1976 - matured into a sought-after classic. The line-up of engines and equipment is extensive: Starting with the 200 D with 55 hp, the range extended all the way up to the 280 E with 185 hp. Mercedes-Benz offered four diesel and six gasoline variants of the "Stroke 8" which were given the model series designations W 114 (six-cylinder models) and W 115 (four-cylinder models) 1973 brought a comprehensive facelift

which included a significantly wider, flatter radiator grille, a front apron aligned with the design of that of the S Class, larger exterior mirrors that could be adjusted from within the vehicle, dirt deflecting mouldings on the windshield and rear window and ribbed safety tail lights.

Model history

The "Stroke8" models marked the end of the era of the single standard body at Mercedes-Benz: The "Ponton" and the "Fintail" the two predecessor model series had covered all requirements from entry level to the luxury segment. The launch in 1965 of the W 108, the forerunner of S-Class, marked the parting of the ways. It was therefore a logical consequence of this policy that the New completely independent "New Generation" made its debut at the Brussels Motor show in January 1968. This was name under which the models in the upper medium size

category were announced in the year of their premiere, before they came to be known as the "Stroke 8" models.

Mercedes-Benz launched the range with 200 and 220 four-cylinder gasoline models, the 230 and 250 six-cylinder gasoline models as well as the 200 D and 220 D four-cylinder diesels. From 1972, the six-cylinder 280 and 280 E-the E stood for the Bosch electronic gasoline injection system- were the top-of-the-line models in series. August 1973 saw the debut of the four-cylinder 230.4, which replaced the 220, and the 240 D diesel. A certain degree of fine tuning of the model policy also took place. With the introduction of the 280/280 E models, the 250 in Europe was given the engine from the 280 S model with its slightly lower output. The top of the diesel range was finally rounded out in 1974 with the 240 D 3.0 with an 80 hp five-cylinder diesel engine.

An enthusiastic reception for the "Stroke 8" coupés

The year 1968 also saw Mercedes-Benz extend the model series with another two body variants: In October, a long version with three rows of seats and a 67 cm longer wheelbase was launched, followed in November by coupé models that met with a universally enthusiastic reception.

Even in January 1976, when the successor model series W 123 embarked on its impressive career, Mercedes-Benz remained loyal to the "Stroke 8" for the whole year: In view of the high customer demand for its hugely successful model, as well as for the new W 123, Daimler-Benz decided to manufacture both of them in parallel for a while.

Resources: Mercedes Benz Classic Magazine (Issue 03/2015) • Die Motor (SA) - November 1976 • CAR Magazine - 1974



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