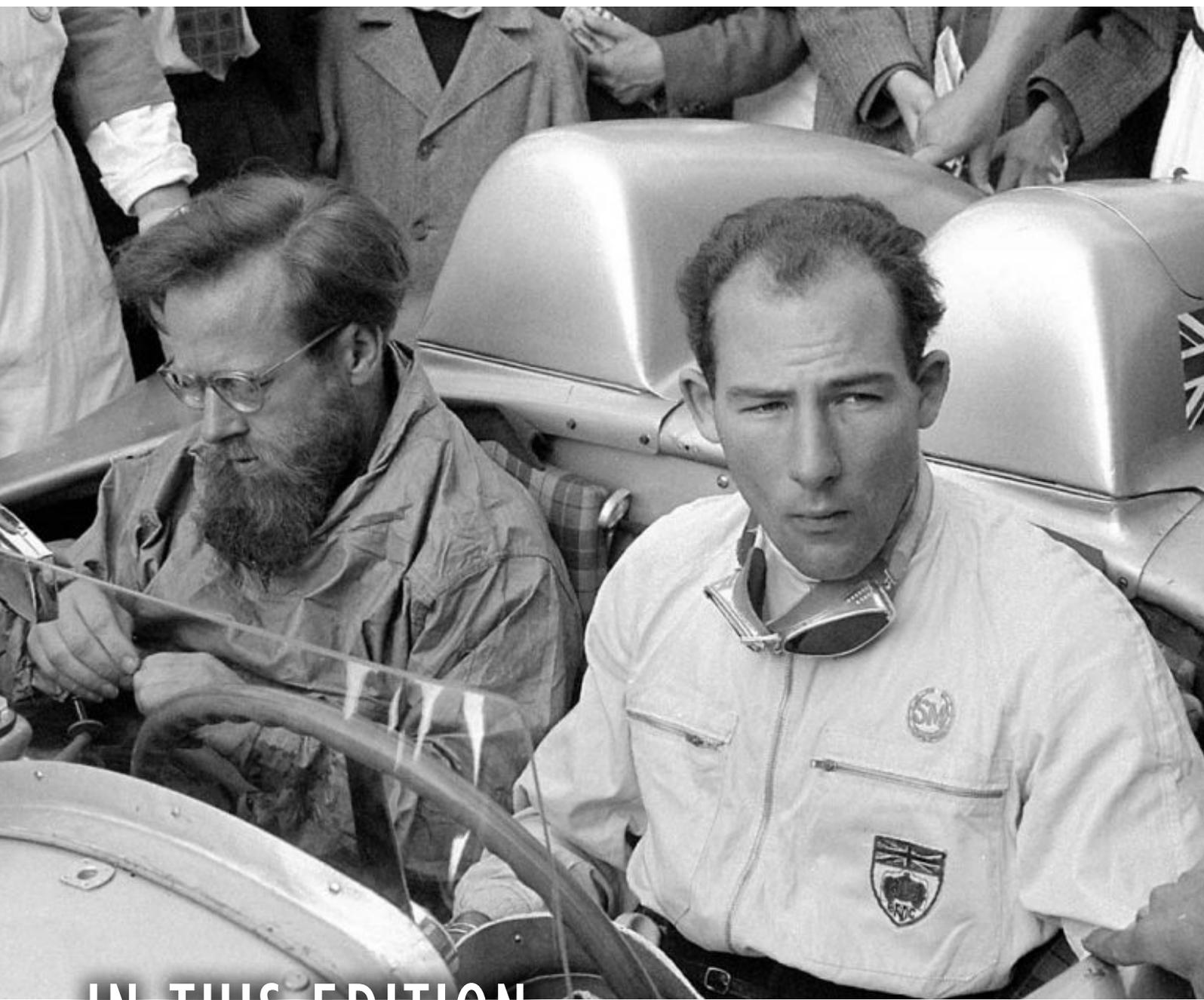




DIE THE BENZ LENS

MERCEDES-BENZ CLUB OF SOUTH AFRICA



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Editorial

The Editor – *Stephen Kaalsen*



As 2018 is the year where the Benz Lens is dedicated to "Stars and their Cars", it would be inexcusable to not make mention of our own star. He was born in London, son of Alfred Moss, a dentist of Bray, Berkshire, and Aileen (née Craufurd). He spent his childhood days at *Long White Cloud* house on the right

bank of the River Thames. His dad Alfred was an amateur racing driver who had placed 16th at the 1924 Indianapolis 500. Boy did our star follow in his dad's footsteps!

Dear reader, it is my pleasure to introduce to you Sir Stirling Moss, one of our Club's own respected honorary members and a pioneer in high speed endurance racing.

His very first major global race victory came on the eve of his 21st birthday in 1950 at the wheel of a borrowed Jaguar XK120 in the 1950 RAC Tourist Trophy on the Dundrod circuit in Northern Ireland. He continued to win the race six more times, in 1951

(Jaguar C-Type), 1955 (Mercedes-Benz 300SLR), 1958 and 1959 (Aston Martin DBR1), and 1960 and 1961 (Ferrari 250 GT).

In 1955 Moss won Italy's thousand-mile Mille Miglia road race, an achievement the English motoring journalist Doug Nye described as the "*most iconic single day's drive in motor racing history.*"

Moss, then 25 years old, drove one of four factory-entered Mercedes-Benz 300 SLR sports-racing cars. Based on the idea of the W196 Grand Prix car, the SLR had a spaceframe chassis and a magnesium-alloy body. Their modified W196 engines ran on a combination of benzine, alcohol and petrol. On this specific epic race, journalist Denis Jenkinson was Moss's navigator. Jenkinson





used hand signals to tell him about the road ahead as radio communication had been proved ineffective for Moss. It failed simply because Moss was fully concentrated on his driving to such an extent that he was oblivious to Jenkinson's voice. Moss's time of 10 hours, 7 minutes and 48 seconds, and his average speed of 98.53 mph (159 km/h) for the 1000 miles, set course records that still stand. The race was discontinued two years later.

Moss simply proved that it is possible to win an endurance race with the right gear, in his case – the final gear of an SLR. And one thing we sure can learn from his experience, is that Moss stood the test of endurance.

In December 2008, McLaren-Mercedes unveiled their final model of the Mercedes-Benz SLR McLaren. The model was named in honour of Stirling Moss, hence, Mercedes McLaren SLR Stirling Moss, which has a top speed of 217 mph (349 km/h) with wind deflectors instead of a windscreen, just as Moss's iconic number 722 SLR was.

In an interview by Mercedes-Benz at www.mercedes-benz.com, Sir Moss was asked about his great SLR, and how it contributed to his win. He answered as follows: "It is the greatest race car that has ever been built. In endurance races like the Mille Miglia, the reliability of the vehicles was particularly important. The 300 SLR was just indescribably robust. It kept you safe and was extremely

powerful. Other teams in that era also had outstanding designers and engineers, but it was the way the ideas were implemented technically at Mercedes-Benz that made the difference. Any malfunction in those days not only affected your chances of victory, but could also cause a serious accident. I lost a wheel off my car more than once over the course of my career. The 300 SLR gave me the reassurance to be able to concentrate fully on the race and winning."

Whenever we battle with finding a spare part for a project car or when we desperately seek for a specific car to complete our collections with, we can learn a lot about Sir Moss's great lesson of endurance. It required the right tools, as he had the SLR, but it was combined with endurance. Sometimes in life, a challenge is only completed with enduring tries of passion. To go on and on and on requires a mindset to finish, just like Sir Moss had. Sir Moss, I salute you!

Today I thank every contributor for making my life more easy when I had to compile this publication. Your enduring contributions is of inestimable value! I would like to give a heartfelt thank to all regional chairmen for supporting me in contributions of your region. Dear reader, I trust that you enjoy reading this as much as I enjoyed compiling it!

Photo credit: www.mercedes-benz.com ■



from the President

Waldo Scribante



The Mercedes-Benz Club of South Africa's 33rd National Gathering and AGM was recently hosted by the Western Cape region. It was a fantastic event!

Congratulations and thanks to Kurt Stassen, the current regional chairman of the Western Cape region, his wife Cara, and the Western Cape AGM committee - Cathy van der Westhuizen, Lydia Keppler, Ederik Kritzinger, JB Wiese, Juan Rossouw and Wayne Keppler. You produced an excellent 2018 National Gathering and AGM.

We all thoroughly enjoyed the weekend, from the moment we arrived for the registration on Saturday afternoon. Sunday's highlight was a bus tour via Chapman's Peak for lunch at the Black Marlin - a perfect spot for upcountry visitors. Sunday evening's caricature drawing was also a huge success, with light-hearted banter as each new sketch was revealed.



On Monday we had a delicious lunch and wine tasting at Ricketty Bridge, before heading off to a very successful AGM meeting. The Gala evening once again showed the pomp and flair to which we are accustomed, with the Western Cape region ending the weekend on a very high note.

I want to congratulate Chris Carlisle-Kitz - Vice President, Annalie Kachelhoffer - National Secretary,



and Johan Kemp - National Treasurer, for unopposed re-elections for another term in the National Committee. Together with our regional Chairmen, I am privileged to once again lead our Club into 2019.

Thank you, Pieter Moolman, our retiring Membership Secretary, for your commitment and your efforts. Marlize Herholdt will take on the role as our new Membership Secretary, under the National Treasurer's supervision.

On a motion from Avish Maharaj and approval of the National Committee, the members at the AGM unanimously decided to award a special membership to Warren Geyser, Vice Chairman of Kwa-Zulu Natal. Warren has made an invaluable contribution to the KZN region and the club as a whole - not only financially, but also through support at various events throughout the country. We honour him with this award, in recognition of his outstanding efforts to promote and grow the MBCSA.

At the Gala evening, I had the honour to present Hero awards to the following Western Cape members: Bill Tolken, Okkie Potgieter, Theo Claassen, Fred Winkel and André du Toit.

We thank them for their superb efforts and service to our club.



FROM THE PRESIDENT



What a lovely surprise I had when Chris Carlisle-Kitz, on behalf of the National Committee, presented me with a Hero award. While it is a wonderful award to get, I think it is fair to say that the National Committee is known for its team approach. We all work very hard for us to gain this type of recognition.

Of course, I must also acknowledge my favourite team member – my wife René, without whom I would not be able to lead our Club. Thank you for joining me on this journey, and for being at my side with your constant support.



At the Gala evening, it was my pleasure to announce another highlight in the history of the Club, and in particular in the history of the Benz Lens - and that is the 1st Benz Lens Annual of 2017. I thank Stephen Kaalsen for doing a sterling job, and for making the Benz Lens Annual 2017 the highly anticipated, quality publication that it is. I do hope you will enjoy it just as much as I have – and that you will cherish it as much as I do.

The Benz Lens Annual 2017 is available to all members through their regional chairman!

Once again, well done, Kurt!

You have shown us the best of your region, with the typical Western Cape warmth and generous hospitality that we have all come to know and enjoy. Thank you for a weekend of true motoring fellowship – camaraderie at its very best! ■





CENTRAL REGION



Mercedes cars in Thailand

Theo Potgieter

In April and May I had the privilege to visit Thailand for the fourth time, and was astounded at how many old Mercedes cars are still driving around in Bangkok and on the Islands. At the Cha-da hotel in Bangkok I met the general manager of the hotel. Chuan Rapjachek, his daily driver is none other than a Mercedes 170, he assured me that he will never sell the car and is very fond of it! Even in the madness of Bangkok traffic, he can keep up with his old lady. While on the remote Island of Krabi I met up with the local Mercedes club of Vietnam, they were driving

1900km through Thailand and Cambodia. The best car was a W123 station wagon. Not any of their cars were concourse condition, however they enjoy them to the fullest. The one example a W123 230E had no less than 675000km on the clock and still going strong. The Thai locals are fond of the W140 series and many are still driving around and are used as hotel shuttle vehicles. Hope you enjoy the photos from the Land of Smiles! ■

Kapoenkap (Greetings)





An update of the central region

Theo Potgieter

On the 10th and 11th of February we as central region attended the George Car show. Three W114 and W115's attended the show. Two of the /8 beauties belong to Jaco and Annalie Kachelhoffer and the other one to Meyburgh Erasmus. The show was once again a huge success and on behalf of the Central region would like to extend our congratulations to Johan Sloet and the organisers of the event. Well done!

Our March outing was held at Maselspoort resort just outside Bloemfontein, near the world famous Boyden Observatory. According to many scientists this is the best spot on earth to view stars! Perhaps: "How fitting for us to be there with our three-pointed stars!" Paul and Thea van Wyk, our members from

Frankfort also attended. We had a traditional braai with Boerewors, steak and skilpadjies (liver delicacy).

Our non official Sunday afternoon drives are still a winner, we get together and drive on the N1, then stop for our usual Cream soda float at the local Thatched roof restaurant. We encourage non members and also non Mercedes cars to join us, this is to promote our brand and club. The annual AGM was held in Cape Town and some of our members attended this prestige event. We want to thank Kurt Stassen and his team for the excellent event, as you know by now it will be the Central Region's turn to host the 2019 AGM and we promise to make it a memorable event. Full details will follow shortly. Star greetings! ■





EASTERN CAPE REGION

VISIT TO PIETER MOOLMAN

By Erald Hohls



Eastern Cape members recently paid a visit to Pieter Moolman to see his extensive collection of model cars, badges and rare memorabilia collected over many years.

Pieter gave a general run-down of some of the items he has collected and preserved over

the years. Collecting started at a young age with the Trotters Jelly promotions of 'Cards of Famous Cars' of which Pieter has most of the Album filled.

This was then followed with a collection of Dinky and Corgi Toys which were mostly hand-me-downs from his 2 older brothers.

All those early ones were donated to the Children's Home a long time ago.

Pieter has since started buying toys that he and his brothers used to have - but that is a story for another day.

He started collecting "diecast" models of the 1930's in 1983 - he loves the flowing lines of that period.

In 1984 Pieter bought his first classic Mercedes. It is a 1966 230S Fintail affectionately known as "Miesies Benz" with which he has done many trips with around the country. Pieter recalls in the lounge of the 230S seller's home was a small display cabinet with Mercedes-Benz models displayed. He was really fascinated and that's where it all began, the bug had bitten seriously - from then on he became a self-confessed "collectaholic".

Initially he collected models of all scales - but as the collection grew and with limited display space, he had to rationalise and then specialised only in the smaller 1/43 scale.

In the last few years he's tried to keep up with the prolific number of new models of the modern cars, but made a decision to stop the collection with the W124 series as the modern cars did not appeal to him.

Pieter has 3 main themes; sedans, trucks, buses and rally and racing cars to a lesser extent.

He however also collects promotional sets which are released at launches and special commemorations.

It is very difficult to accommodate new purchases due to limited display space, he says - basically if a new model is purchased, something has to be removed from the existing display to accommodate it ... that's very difficult!



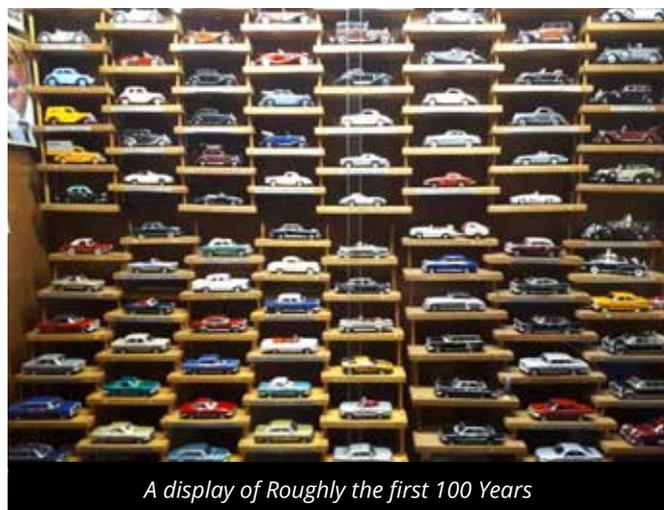
EASTERN CAPE REGION



Trotters Jelly Promotional Cards of Cars



A collection of MBCSA Related badges



A display of Roughly the first 100 Years



A nicely mounted period steering wheel and a comprehensive collection of High mileage grille badges



This photo showing some of the car, truck & tractors in Pieter's collection.





As can be seen in the background, he also a huge interest in AA badges and related items.



Pieter got this special plaque from the late Mike Lindley, who bummed it many moons ago from a neighbour who had it on his garden gate as an ornament.

Pieter now also has a number of special classic cars in his collection including a Ponton and a W123 230E. ■

Thank you Pieter, this was a most enjoyable visit but far too little time to really appreciate the story of each collectors piece.



My W115 230.4 RESTORATION

By Justin Erasmus

The best memory I have of the W114/W115 model range, is driving in the back of my late grandfather's yellow W115 240D and because of the special memories I have, I've always wanted one.

In my teens, whilst I was still studying, one of my uncles had a Green W115 and his son worked with my father at the college. On occasion he drove it to the college where I saw it.

I really loved the car and always joked that I wanted it. Well, it just so happened that some years later, the uncle passed away and due to illness the son could not drive the car or take care of it anymore and it was offered to me.

Without hesitation I bought it, and at the end of October 2017, with the help of a good friend, we stripped the car to get rid of the rust and to redo the body completely.

The paintwork done by my friend was outstanding and with a lot of elbow grease and after hours of work, we got the interior to really clean-up as well. We then got stuck into the engine bay to get it back to looking as original as possible, and that cleaned up really nicely.

We attended to some minor mechanical work and after assembling the car, it was back on the road again by March this year, just a few months later. I attended to the rims & tyres and it looks great now.

There are a few odds and ends still to do, mostly inside, but other than that, this car has turned out really well. It drives like a dream.

This has probably been the most rewarding project that I have ever undertaken.

I am a W115 fan forever. ■





AGM 2018

Juan Rossouw

Ek voel soos 'n sokkombuis weldoener agter die tafel met rye en rye gesigte wat voor my kom staan. Sommige van die gesigte meer bekend as ander – amper asof hulle 'n tweede bekertjie lekker kom afhaal. Meteens besef ek – die gesigte hier voor my, is die sokkombuis! Die eerste gesigte wat die sop kook, dan skenk en uiteindelik tog weer daarvoor betaal om dit te geniet! Alles vir die passie, die liefde, die kameraderie, rondom die STER.

Camaraderie can never be captured, nor boxed and whatever it may be that exists amongst the family of the MB Club – you cannot put a lid on it, or rather, on the supreme fellowship that is associated with being “one of us.” To quote Waldo: “The best or nothing!” Daai is wat ons is - tjommas!

Die lekkerte kom rus diep in jou siel wanneer jy weer die opregtheid van die vriende van oral aanvoel. Ja, ek verwys na die registrasietafel ontmoetinge. Hier kom Andrew Hempel (Hempies, soos ek na hom verwys) en Johann (altyd opreg vriendelik) met Pieter en maats. Almal van Klerksdorp. Registrasie langs my verloop vlot. Van Anelia Wiese en JB se tafel, deur na Beulah en Ederik. So verduidelik ek en my eggenote Estelle van die opsies wat bestaan rondom die besoek aan Rickety Bridge se wynproe en die besoek aan La Motte se kunsgallery, minwetend dat die span by Rickety dit nooit bevestig het nie. Protea Hotel doen moeite – plaas peuselhappies uit aan gaste wat van heinde en verre arriveer. Mens is moeg! Ons gesels, ons kuier. Sigarette word rooi getrek op die stoep van die hotel want 'n mens rook nie in jou classic nie. Dis lekker. Ons sien uit na die naweek. Vanaand gaan ons Century City toe. Mo Bray (soos gewoonlik) sluip in om te registreer met die oppak seremonie. Hy het bietjie gerus... dis Saterdag!

Na registrasies, het baie van ons gehaas na Hannes Pienaar se motorversameling. Wat 'n asemrowende versameling van Mercedesse, Alfa's en Ferrari's! Hannes hou van sy Italiaanse motors, maar daar's niks fout met 'n bietjie Duitse invloed nie.

The weather is playing along just fine. The red streaks of dusk colour the sky as we enter one of the two entrances at Century City Mercedes-Benz. Suddenly you experience that eerie feeling of visiting the home of a long lost genetic family member. Regardless of the distance traveled, you feel at home. Malan de Versailles wine starts to flow; canapés appear from the kitchen...all is well. Waldo and René

once again spoil the committee with gifts and tongue praises! We are humbled. It was a pleasure, guys! It was worth every minute of planning. But then, the food battle starts – someone had to point the Mercedes-Benz waiters in the direction of the people who have not yet received anything substantial for dinner. I then hear talks of McDonalds and KFC. “That simply cannot be happening!” I think to myself. I run to the kitchen, grab a knife, threaten a server or two (op Kaapse Afrikaans) and the situation gets rectified. Innie Kaap vat ons nie moeilikheid nie. Almal kry iets grênd om te eet – want ons is hoog-op! Behalwe vir die tannie aan die einde van die veiling-aand : sy dink nie so nie!

Almal van Witbank wat vanaand hier by Century City is, se brake fluid bruis deur die are toe die enjin van daai watsenaam opstart en die vloer 'n ekstra kraak laat kry. Sommige manne brom dat daai enjin eintlik maar 'n ge-aspireerde gedoente is, maar een man, Johann glo vas dit sou beter wees as hy na die drie grotes (miljoene van Lucas Maree) in sy motorhuis kan kyk, én luister, in plaas daarvan dat hy help om sy bankbestuurder lekkerder te laat slaap. Dit maak sin.

Ek kry vir Lydia op die boonste verdieping – haar lus hang wyd uit vir die SL 63 AMG daar bo. Blykbaar het sy maar deesdae min affiniteit vir 'n W113. Shame! Wayne lyk nie oortuig nie. Ek sit op die draad. Vanaand is 'n mooi gedoente hier as openingsaand. Net jammer daar is nogsteeds jeans en hardloopskoene tussen ons. Aarde mense – die Virgin Active is hier langsaan. Komaan! Regtig! Nataniël sou julle huis toe gestuur het!

Dis donker en vriende begin uitmekaar beweeg en groet. Dirk beweer hy het een te veel gevat en kry sy bank (of wie-ook-al!) om 'n bestuurder te stuur om hom en Cathy huis toe te ry. Ek staan buite... staan tjoepstil en kyk hoedat Dirk in die passasiers sitplek aan die dame (chauffeur) verduidelik waar die kontroles van die C-klas sit. Die lus gryp my, ruk in my op, ek beweeg my lyf in die stil ure van die nag al nader aan Dirk se C200. In egte Kaapse styl, pluk ek met 'n luide geluid die agterdeur van hul motor in die stikdonker nag oop... Cathy sluk die inhoud van die agterseat in! “Juan!” Gil sy my naam uit – sommer net so! Ligtelik, en sonder respek! Hier kom 'n mooi naweek! Onwetend, Chris Carlisle-Kitz gaan nog later 'n mikrofoon op 'n bus raakloop... ■



DAY 2

AGM 2018

Wayne Keppler

Early start, perfect weather and all off to D'Aria wine estate for individual photos. Beautiful setting and typical Cape/Wine theme with wine barrels.

After many lovely photos taken, we all gathered at the Protea Hotel waiting on the arrival of the Luxury Buses. We received personalized AGM bottles of water and the scenic drive commenced. We travelled along the famous N1 all the way into city centre Cape Town. We then headed over Kloofnek Road past the cable car on the left. Descended down to the picturesque Camps Bay. Our route took us past Twelve Apostles Hotel, over Suikerbossie Pass and through the little town Hout Bay.

By this time the mood in the buses really picked up. There were photos, selfies and singing! Everyone shared it on the Whatsapp group.

We then entered the very scenic road, Chapmans Peak drive. One of the top 10 most beautiful drives in the world. Even our local guys enjoyed it as they had the opportunity to now look and soak up this magnificent drive without having to concentrate on the 127 bends!

The procession then proceeded through Kommetjie, past Slanghoek Light House Tower, through the beautiful Misty Cliffs. We then entered the picturesque holiday town: Scarborough. Driving past Cape Point Nature Reserve we were on route to Simon's Town. By now all were feeling hungry.

Black Marlin Restaurant is situated on the sea and the fresh smell and glorious view was so overwhelming. This really showed our guests the true beauty of the Cape.

After the seafood and wine, we headed back directly to the hotel.

We then departed to Graham van Heerden's Mercseum to view his magnificent collection of cars and memorabilia. Lots of photos and good conversations then followed. Graham really battled to get us all on the way again.....

Dinner was a very casual Pizza evening hosted by the Hotel. We were all enjoying the moments we had this day.....reminiscing.

We had two great artist entertaining us by drawing funny versions of all the guests. People had such a good time laughing at their fellow mates and friends as the Characteristics presented them with a lovely sketch.

The evening was ended on a very high note as we all retired for a good night's rest. ■

DAY 3

AGM 2018

JB Wiese

On Monday morning we woke to the excitement of the final day of the National gathering ending in a Gala evening which is always the pinnacle of the gathering.

Our first event after breakfast was a leisurely drive in convoy to Rickety Bridge just outside Franschhoek. Upon arrival we posed for a group photo in front of the historical Cape Dutch farm homestead. Mercedes-Benz Paarl were kind enough to provide some eye candy in the form of a GTR, which featured centre stage on the photo. This was followed by a photo of all the W114/115's present to celebrate the 50th birthday of this iconic model. A wine tasting was then offered on the lawn under the massive oak trees after which lunch was served in the restaurant and enjoyed by all in the company of friends, old and new.

We left Rickety Bridge for the Protea Hotel where the AGM was held. The meeting provided all members with feedback on all club affairs.

After the meeting was concluded everyone was off to their rooms to put on their best bib and tucker for the gala evening at Eensgezind outside of Durbanville. We were greeted with cocktails and canapés on the terrace overlooking the farm dam. We then entered the breathtaking function venue decorated in stylish fashion and took our seats at tables dressed in white, silver and black. Our Western Cape Chairman, Kurt Stassen, formally opened the evening and welcomed all where after our National President, Waldo Scribante, took the stage to acknowledge everyone who contributed to the success of the gathering. Between all the formalities we were served with delicious plated starters and mains. An auction for the benefit of the Ruyterwacht Senior Centre was held while we enjoyed dessert, where various special items were up for grabs. Juan Rossouw, who was our excellent auctioneer, made the members open their hearts and wallets and an astonishing R41 700 was raised! An excellent manner in which to conclude an amazing weekend! ■



Waldo SCRIBANTE



It is on an occasion such as our AGM and National Gathering that the National Committee awards the Club's top honour, the Hero Award, to a person who is described in the Club Constitution as a dedicated enthusiast, having given distinguished and exceptional service to the Club and its members.

The National Committee makes the final decision for this lifetime award after much deliberation regarding a member considered to be a worthy recipient.

Our hero was unanimously approved for the award without any reservations from any member of the National Committee. He is a lifelong enthusiast who has served the Club with distinction right from the start of his membership. Today he is still hard at work and making differences in all aspects of the functioning of the Club from which all of us have already benefitted and will continue to enjoy as the year progresses. His commitment to drive the club's objectives at national and international levels requires much hard work, dedication, to which he tirelessly applies himself, and love for the club.

In a relatively short period of time, he has modernised the Club through his support of all social media agenda, supported technological advancements proposed to him to enable ease of joining the Club, taken the regalia shop online, altered the structures underpinning the operation of the Club, driven advancements in providing services to members, collaborated with Mercedes-Benz Clubs International, continuing to raise the profile of the South African Club in this community and successfully continuing an engaging partnership with Mercedes-Benz South Africa.

This avid collector of Mercedes cars both big and small also enjoys entertaining and is particularly well known for his annual braai.

This man is of course our very popular and well-loved President Waldo Scribante. ■

By Christopher Carlisle-Kitz

Bill TOLKEN



As a young boy, he was already interested in cars. While at University, he had a Buick.

I'm not sure what that is...

But during his life, I know he has owned a few very nice cars.

In 1966, he bought himself a 230SL Pagoda, and Kobus Harris told me how they took the car for a spin through the streets of Durbanville, "just to check that everything was fine". I am assuming everything was "fine", as I understand they left a few rubber stripes behind.

Yes, I am referring to none other than our very own Mr. "HOESDAAI", Bill Tolken.

Bill served on the 1st regional committee of the club

under the chairmanship of Graham van Heerden, he has been a dedicated member, always ready to offer valuable legal advice when called upon. He is still very active - and is known to all as a gentleman, with a wonderful contagious laugh. Bill's cars have always been in an immaculate condition, setting a fine example to the rest of the club.

Your day will not be complete without hearing the story of HOESDAAI! Best you ask him to tell you the story himself. It is an honor presenting this Hero award to Bill Tolken.

HOESDAAI! ■

By Kobus Harris



Fred WINKEL



The Dutchman was kicked out of Holland as a newlywed, and together with his wife Els, Fred Winkel made the voyage to darkest Africa via ship.

The Dutchman soon told the Germans how to improve their products, and Fred made his way up the corporate ladder, earning himself the position of service manager at what was then Orbit Motors. Fred's knowledge and expertise on anything Mercedes-Benz related became legendary. When Graham van Heerden purchased a W109 6.3 about 14 years ago, no one in the Western Cape was able to sort out the gremlins that had accompanied the car. Desperate, Graham called Fred, who told him in no uncertain terms that he wasn't interested in private work. Fast-forward a few weeks, and Fred called back to say that he would assist, on condition that he did it at Graham's premises - and in secret!

Well, the secret was soon out when the 6.3's health was miraculously restored and everyone in the club was nosey as to the secretive expert that did the work.

One thing led to the next, and Fred soon found himself in the predicament that he had tried to avoid.

He was inundated with requests for work on older Mercedes. When Orbit moved to their new premises in Century City, Fred saw the opportunity to take early retirement, and thus "DIE WERKSWINKEL" was born.

Over the years, Fred has probably interacted with most of the Western Cape club members and their cars, even assisting upcountry members from time to time. Always impressing with his vast knowledge on anything Mercedes, Fred unfortunately developed serious health issues and he has now officially closed shop. Despite that, he still gladly assists with support and advice when required.

The club is honoured to have someone of Fred's calibre in our midst, and we are indebted to him for all the work he has done to single-handedly improve our cars.

Fred has become a loyal friend to most of us in the club. We wish him improved health and a happy retirement. ■

By Graham van Heerden

Okkie POTGIETER



Here we have one of the stalwarts of the Western Cape Mercedes-Benz fraternity. A true gentleman, he is always offering advice and assistance, lending an ear when someone is in need.

He was a dormant member of the club for a number of years, paying his subs but not actively involved with the club activities. When he did get involved, his momentum carried the club forward with renewed vigour. The club meetings in the Western Cape became popular and attendance figures started climbing for both club meetings and club runs.

The Western Cape's annual end-of-year function became the highlight of the year, with Okkie Potgieter making his beautiful estate and facilities available to the club for the day. Okkie, being older than most of us on a tour to Germany, initially reminded us of his "old age" and the fact that he might hold us younger

ones back. It soon became apparent that Okkie was the one with endless energy and drive! The rest of the group tapped into his obvious enjoyment of everything, and his contagious sense of humour.

Okkie expresses the true gentleman that he is, greeting every woman with the common name: "MY SWEETIE!" Instead of feeling patronised, women appreciate his genuineness and they all adore him. Barbara, we know you have it tough with him sometimes! Many club members can attest to the fact that they have interacted with Okkie on more levels than just cars. He has become a much loved and respected member of our fraternity, and for the value he has added to the club, we'd like to honour him. ■

By Graham van Heerden



Theo CLAASSEN



This hero recipient was raised under the proverbial star. His father, Laurie Claassen, owned the Mercedes-Benz agency ROLA Motors in the Strand. There they lived in a flat above the garage. Theo Claassen started working there from a young age – his first job during school holidays and on weekends was as a petrol jockey.

He lived and breathed cars, familiarized himself with all facets of the business, and later succeeded his father in managing the ROLA Group. Theo is a well seasoned business man, but has a “small heart”. He is always willing to help his friends but be careful, Theo is a known practical joker. Together with his friend Jannie, the two musketeers and with anybody they can commandeer to join them, they have travelled the back roads of South Africa in search of interesting cars.

Those who know Theo will attest to his passion for classic cars – in particular, for Mercedes-Benz, of which he has an exceptional collection and knowledge. Theo also served on the 1st regional committee of the Western Cape with Graham van Heerden, later he served as National Treasurer on the National Committee of the Club for many years.

He was also involved in many successful meetings and outings, often attending events with interesting vehicles, including the famous “ROLAcoaster”.

Theo has always been there for the Club, in service as well as with many generous donations and sponsorships. ■

By Kobus Harris

André du TOIT



Our next recipient, I met the first time in 2001 at the Rola Benzfest. I was looking for somebody to restore my 220 Coupé and was told that he is the man to ask. And so our relationship started and we became very good friends with him and his lovely wife Tinneke. YES, I am talking of André du Toit.

Together we did some amazing restorations, especially thinking about the 1935 130H and 1938 320, not that he always was a willing partner, judging by the severity of rust buckets that I have bought over the years. But with his knowledge and expertise he did it. When I met him, I owned only 3 old cars, but with his enthusiasm, he fuelled my obsession for our old classics. The rest is history.

After a short attempt to teach René to drive the old Benz, André took over the instructor's role and so our own Berta Benz was born. She has fond memories of him risking his life, accompanying her on her 1st Rally with Benzie, tapping her gently on the shoulder every now and again to slow down.

He loves Cape Town, and whenever we visit the City, he shows us the beauty of the City, taking us for coffee at the best, hip and happening places.

I also had the privilege of visiting Germany and the Mannheim Veterama with him, and see him going through all the rusty parts - to see his knowledge working is amazing. When Graham van Heerden revived the Western Cape region, he was one of the first Capetonians to join the region in 1998. Since then André has made a big contribution to the club.

I still remember the 1st Pagoda run he organized in 2003 at his good friend, Dennis Porter's farm and he again helped with Pagoda run 2 years ago with Kurt and Lydia to Greyton.

His technical knowledge of the classic cars is unparalleled.

He is the local "go-to" man. André started his working career in the printing industry in 1955/56. He then went into the retail business, marketing Yamaha motorcycles & outboard engines as well as selling BMW motorbikes in the early 1970's. His introduction to Mercedes-Benz was in 1968 when he bought a 220S Ponton. In this car, which today he still says was a magnificent one, he did many cross country trips with his family. Being a curious person, and with his love for the roads less travelled, he would love to go exploring the country using these gravel roads, through farms and valleys.

He was one of two South Africans, invited to Germany for the Centennial of the Car, with his 1938 230S Cabriolet.

André has a keen eye for a potentially good car. He has rebuilt many cars, every nut & bolt, over the years. André's love of classic cars goes further than just Mercedes Benz. He is the president of the Crank Handle Club, of which he is also a founding member.

On behalf of the Mercedes-Benz Club of South Africa, I would like to make this presentation to André.

■

By Waldo Scribante



Warren GEYSER



Warren Geysler is the vice chairman of Mercedes-Benz Club of South Africa KZN region. He resides in Pietermaritzburg, is married to Dody, and they have two beautiful daughters, Courtney and Mia.

Warren is an avid collector of Mercedes-Benz cars and has a beautiful museum, home to a stunning array of vehicles, with a particular emphasis on the Ponton range, which Warren so dearly loves.

He is currently doing a concours restoration on a ponton bakkie project that will be participating at

the Mercedes-Benz national concours in Pretoria. Warren has made an invaluable contribution to the KZN region and the club as a whole - not only financially, but also through support at various events throughout the country. We honour him with this award, in recognition of his outstanding efforts to promote and grow the MBCSA. ■

By Avish Maharaj



AGM MOMENTS



AGM MOMENTS



AGM MOMENTS



AGM MOMENTS



AGM MOMENTS





KWA-ZULU NATAL REGION



Bokeh South Africa International Lifestyle, Fashion and Film Festival

By Mira Maharaj

After a day spent in the company of the all new X-Class, we rushed off to yet another exclusive Mercedes-Benz sponsored event, one full of glitz, glamour, fashion, food art, supermodels, artists of all kinds, movie stars and of course our very own three pointed stars.

Bokeh South Africa International Lifestyle, Fashion and Film Festival had landed in Durban and anyone who was anyone wanted an invite to the exclusive red carpet event, the press launch at The Plant on Station Drive. Our vintage and classic vehicles brought in that old world charm factor alongside many of the modern day Mercedes-Benz models. It was a

huge conversation starter and created much interest amongst the cream of the crop in the Durban film and art community.

The evening was filled with models walking around guests in the most stunning couture, special vegan food that was presented just too beautifully to eat, Savannah Cocktails, local music, Durban dignitaries, film makers and other creative minds. Our chairman and John Aritho were interviewed by the gorgeous Susana Kennedy and welcomed with open arms by the founder of Bokeh, Adrian Lazarus. What a wonderful collaboration with so many different international brands coming together. ■





Mercedes-Benz Launch of the all new X-Class in Durban

By Mira Maharaj

Mercedes-Benz Umhlanga had all of Durban in great anticipation with their mysterious wooden crate outside their dealership with the large X printed on. Just this simple, yet effective advertising of the Mercedes-Benz X Class had everyone wanting to be the first to watch the unboxing of the X. Mercedes Benz Umhlanga extended a special invitation to all our Mercedes-Benz Club members for this historic occasion and members were very excited to come through and experience this bakkie first hand.

The show room in Umhlanga was emptied out of all other vehicles to be filled only with the all new X-Class in every colour and variant. The X-Class took pride of place even on their various strategically designed and placed outdoor advertising hot spots so that anyone and everyone even driving past would get a glimpse of this stunning vehicle.

A number of Mercedes-Benz

club members showed up bright and early on the day to support this momentous occasion. We were even graced with the presence of our charming Vice President Christopher Carlisle-Kitz and his beautiful fiancé Anna-Lee dos Santos all the way from Gauteng.

Mercedes-Benz hospitality, be it with our club or at dealerships is always top notch, we don't leave out anyone in our planning of events! Kids were entertained by Dingo Dangerous Creatures in a safe enclosure within the showroom and were kept busy for hours watching the various exotic creatures such as a baby alligator, chameleon, hedgehog, bunny rabbits, non-venomous snakes and more. They even got to hold and play with them. Even though this was such a draw card for kids that accompanied their parents on the day, the X-Class was still a big fascination even for our littlest members who are born and bred



being so loyal and appreciative of the Mercedes-Benz brand.

Drinks and food flowed throughout the day, guests taking full advantage of the MB Café on site as well. We carried through our freshly printed, hot-off-the-press Bens Lens Annual to gift to Louise Morton the marketing manager at the Mercedes-Benz Umhlanga dealership to thank her for all the collaborations we have and will be doing with them in the future. It is indeed only natural as our love and loyalty for this brand is mutual! ■





NORTHERN REGION

92 Years of *uninterrupted* MB vehicle Ownership and Customer Loyalty

By George Bosch

In 1926 the firms Daimler and Benz merged to form Daimler-Benz AG. That very same year my grandfather bought his first Merc, a W11 - Model 260 Stuttgart. Incidentally the "Stuttgart" was the 1st new model sold under the new Daimler-Benz AG Factory.

In 1938 this car was replaced with a then brand new MB 230 Cabriolet "B". As my grandfather was a medical doctor, he had access to a private subterranean petrol tank with dispensing pump to allow him to attend to patients and emergencies during the 2nd world war when petrol was not available to private motorists in Switzerland.

That MB230 was in the family until 1958, when a MB 220-A Cabriolet replaced it. By that time my dad was driving the Mercs. From 1961 to 1986 three W111 Coupés were doing service in the Bosch Family, those being a 220SE, a 300SE and from 1970 onwards a 280 SE 3.5.

In 1974 I was able to purchase the W198/I from a friend of mine who had it since new. So together with my dad we acquired the vehicle and it is still with us. In 1978 the W188 300Sc was added to the collection.

In 1978 we also took over the W116 350SE UCDD staff car, that was registered in Zürich and driven by the Chairman of the Ernst Göhner Foundation "EGF".

The founder of EGF, Ernst Göhner and my granddad were close friends and my granddad and later my dad had their medical practice opposite the Chairman's office of the Foundation. In 1978



My Granddads MB Stuttgart, a picture from 1927, extracted from a 16mm film roll



Me on the roof of the 220A in 1959 with my parents standing



NORTHERN REGION



Picture from 1978, from left: Josef Wissmann, Chairman of EGF, Morris Shenker MD of UCDD and my dad. Picture taken in front of my parents' summer residence. The car in the picture is the UCDD vehicle we added at the end of 1978 to our fleet.

the flat of Leo and Riek Dreissen (Founder of UCDD) which was situated on the same floor) was integrated into my dad's practice, as this had started to burst at its seams.

In 1980 a R107.046 500SL from the first series with the 240HP engine and the 2.72:1 diff, a VERY potent car was added to the fleet. This stayed in the family until 1992 when it was replaced with the very first R129 600SL imported into Switzerland. My dad had an arrangement with MB Switzerland, where he could select colour and specification of a demo car, which after a 6-month stint with MB Switzerland was then added to our fleet. Other Mercs doing service in Switzerland were a W124 300TE 4-Matic and later a



Two MB Icons, the R129 600SL V12 and the "Gullwing"



NORTHERN REGION

W210 E320T 4-Matic and a High Roof Sprinter Panel van.

In 1998 here in SA we added the 1st Mercedes to our fleet, that being a W124 230TE aka "Mom's Taxi" and driven by Sonja. This was later replaced with a 300TE. In 1998 a W123 300D was added to the fleet and in 2004 the V126 560SEL replaced the 300D. In 2007 the 1981 R107 500SL (the gold coloured 240HP one) was added and in 2009 the R129 500SL came to us. The last additions were the red 1988 model R107 500SL (replacing to Gold one) as well as the R170 SLK32. Currently there are 4 Mercs in the Bosch fleet, 3 here in SA and the Gullwing in Switzerland.

So looking back over many years of Merc ownership and having had the privilege to take part in some really major international events, we are blessed with a rich memory of some stunning experiences.

Highlights were the 1986 FIA Centenary Rallye held in Germany, where my dad and my mother took part in the W188 300Sc Coupé (there were some SA participants too). And then the 1986 Nürburgring Veteran Car Grand Prix with a massive "Centenary" participation by Daimler-Benz AG. Sonja and I were invited as VIP guests. The only "mandatory" request was that we took part with the Gullwing. And then in 1998 taking part in the 20th Anniversary

Meeting of the MB 300SL Club e.V. which was held in Karlsruhe. 2015 saw the 30th anniversary AGM of the MBCSA.

Regarding Club activities in general, looking back in 1975 I was one of the founding members of the Mercedes-Benz Club of Switzerland, which celebrated its 40th anniversary in 2016. Currently we hold memberships in 4 different Mercedes-Benz Clubs, 3 in Europe and our local club here. In the MBC Switzerland my membership number is 0028 and with the MB 300SL Club e.V. it is 0030.

The only damper of enjoying club activities are my very busy international and political schedule, which prevent me from taking part in some of the stunning events the MBCSA offers every year.

This June I will take part with my dad (now 92) in the annual event of the MBC of Switzerland. He can still get into the Gullwing passenger seat but getting out is only possible with assistance. And then comes the problem of stowing the crutches. When my granddad bought the W11 back in 1926, my dad was a year old.

I wonder how many families are out there with an uninterrupted loyalty to MB from day one, whichever way, there cannot be too many. Our son Hans-Rudolf, whom many of the MBCSA members know well is also active in matters MB.

So I can say with confidence that we can look forward to "our own MB Centenary" in 2026, a mere 8 years from now. ■





Air Force Day

By Koos du Toit

On 15 April, the Northern Region held its eighth annual aviation-themed event – Air Force Day – but this time with a difference...

An auspicious event such as this always requires a special effort to be made, and the many hours of work needed to get my W108 running as she should were compressed as the weekend drew closer to ensure that she was ready, polished and eager for one of her favourite outings.

When I turned up at the Longmeadow Engen filling station shortly after 9:00 to join the convoy, I was surprised by the presence of only two committee members – Sven and Suzette (Editor's note: the meeting time for the convoy was 9:45 – Koos was over eager to begin the day's fun!!). However, half an hour later the place was abuzz with both cars and members – so much so that we had real trouble getting everyone away on time, but once we did, most members followed the rules of convoy well and the long string of three-pointed stars

cruising along the highway caused many heads to turn.

After a short and uneventful trip, we were welcomed by the rest of the committee and our hosts at the Benoni-Brakpan Airfield. Hilton Wolff, our long-time Air Force Day organiser, kindly arranged for the club to be hosted by the Brakpan Aero Club, which owns the airfield. The facilities are in excellent condition and members of both clubs enjoyed the comfortable club house and the food and refreshments which were available.

Benoni-Brakpan is one of the oldest airfields in the country – in fact, it is older than OR Tambo International Airport – and hosts a number of very interesting aircraft, such as numerous gyrocopters and private planes.

The event was very well attended, with many club members, some from as far afield as Klerksdorp and Nelspruit, and over 60 Mercedes-Benz vehicles of all ages present. Having readied the W108 for the outing, I was delighted to see many of my car's

“siblings” still going strong, as well as some new additions to the club.

But of course the best part of Air Force Day is always the flying. The lucky draw, presided over by the indomitable PJ Ryan, produced a vast number of winners flying in “Little Annie” (an Antonov An-2), a Cessna Grand Caravan and an Alouette III helicopter. If the smiles on the faces of the returning passengers were any indication, the event was undoubtedly a great highlight.

Having become accustomed to braving the freezing conditions at Zwartkops in the middle of winter, the weather was delightfully warm, with a clear blue highveld sky contributing to very good visibility and flying conditions. We couldn't have hoped for a better day to be in the air.

Once again, thanks to the Hilton, the Brakpan Aero Club and the committee for all their hard work in making yet another Air Force Day such a stunning success. ■







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18 April 2018

Rob Osner
Vice-Chairman
Brakpan Aero Club
cc: Hilton Wolff

Dear Rob

Mercedes-Benz Club Visit to Benoni-Brakpan Airfield

On behalf of the Northern Region of the Mercedes-Benz Club of South Africa, I would like to thank you most sincerely for your and your club members' input into a wonderful day at the Benoni-Brakpan Airfield last Sunday.

The amount of effort put in was obvious and we were very fortunate that the weather co-operated! Everything was exceptionally well organised and made for a truly spectacular day. Our members have been most complimentary about everything from the venue and your hospitality to the flights which so many were privileged to enjoy.

I do hope that your members also enjoyed the day and the opportunity to look at some of the beautiful cars which were displayed. It was indeed a special occasion to bring together two such passionate groups of people.

Please extend my sincere thanks to everyone who helped to make the day such a great success.

With many thanks and best regards,

A handwritten signature in cursive script that reads 'Sven'.

Sven Krassnokutski
Chairman – Northern Region

President: Waldo Scribante

Treasurer: Johan Kemp

Northern Region: Sven Krassnokutski

Central Region: Chris Kühn

Vice-President: Chris Carlisle-Kitz

Membership Secretary: Pieter Moolman

Western Cape Region: Kurt Stassen

Southern Cape Region: Johan Sloet

National Secretary: Annalie Kachelhoffer

Editor: Stephen Kaalsen

KZN Region: Avish Maharaj

Eastern Cape Region: Erald Hohls



NORTHERN REGION





Good day Sven,

On behalf of the Brakpan Aero Club, I wish to sincerely thank you and your club for the kind words expressed regarding your Club's visit to the Brakpan Airfield facilities on Sunday 25th March 2018.

Yes, the day was an absolute success and thoroughly enjoyed by all, including all Aero Club members. The general consensus is that the day was most definitely the best "fun in the Sun" day held at the Airfield in a very long time. We were very impressed by the turnout, both motor vehicle and aircraft enthusiasts, who were all very complementary on the theme and nature of the day. It really was an extremely enjoyable day.

Please extend our thanks to your members who took the time to acquaint the aviation fraternity to another aspect of fine machinery and at the same time expressed great interest and enthusiasm in the aviation form of fine engineering.

We would also like to thank your members that contributed towards the cash donation that was made to the Club at the end of the day, and to Hilton Wolff for his generous support towards aviation fuel consumed on the day.

Based on the success and enthusiasm of the day, we look forward to sharing more time in the sun with your members and their fine machinery in the future.

Kind regards,

Rob Osner.
Brakpan Aero Club.





Angela's picnic 2018

By Marcell Mostert

The annual Angela's picnic charity event has become a true red letter day on the calendar. This year it fell on the 1st of April which by no means was any joke. This event is the perfect opportunity for all rival brands to come and showcase what they have mastered over the decades, and managed to preserve through the test of time.

The Mercedes-Benz Club once again did not disappoint with an impressive turnout of members supporting the event by bringing their polished silver stars to the event with a picnic basket in the boot. It was clear which brand dominates amongst the classic car enthusiasts, however it was a delightful experience to interact with kids from other blocks.

The Volkswagen hipsters are a delightful bunch. It was the first time I heard the story of a rusted

Beetle being exchanged instead of an engagement ring, or that you would drive around Gauteng with a surfing board on a roof rack next to an old suitcase. Different strokes I suppose....

The Porsche club had a good turnout, and I hope to join them one day (when I'm big). Some of my dream cars were on display, especially the air-cooled super machines I used to have against my bedroom wall growing up.

The arch rivals from Bavaria also had an impressive bouquet, my personal favourites the collection of 635csi's, a Z3 M Coupe and a few e12's of which one, a 535i.

Clearly the Cadillac, Buick & Olds Mobile Club took advantage of the long weekend and took their oversized American luxury vehicles elsewhere as there was a total of one car on display at their

cornered-off club stand.

The Citroën enthusiasts brought the party to the park by arriving in a few DS's and 2CV's with a good range of refreshments to keep hydrated throughout the day. The seats of a DS reminds me of an expensive Sealy Posturepedic where you just melt into a day dream. Not sure how one stays awake in a car as comfortable as an old Citroën.

The rest of the park was filled with lots of interesting automobiles, a good range of Volvo's, Fords, Ferrari's and some very load tractors.

This is truly one of my favourite annual events. Not only an opportunity to see very special automobiles across the spectrum, but at the same time supporting a good cause and ensuring the conservation of the classic automobile. ■



West Rand Run

By Sven Krassnokutski

On the 11th of March this year a group of gleaming Mercedes-Benz's and their proud owners gathered at the Forest Hill City Mall in Centurion to enjoy another gathering with fellow enthusiasts of the marque.

Many members in the region have voiced their desire to have an opportunity to drive their cars in addition to having a social gathering with club friends and the planned outing for the day included plenty of both. A relaxed cruise along the N14 to Muldersdrift on the gorgeous summer's morning had everyone jealous of those who had brought their cabriolets. Our destination was Colin Kean's place, where Colin graciously invited everyone to have a look at his beautiful collection of cars. Among the low mileage W123's and pristine W126's, the cars which attracted the most attention were surely Colin's exquisite W201 Cosworth,

a W123 with the monstrous V8 from a 560SEL shoehorned into it and, of course, Colin's absolutely gorgeous and very stately Ponton 220S.

Olga and Francois van der Westhuizen, who kindly agreed to organise the outing in addition to their already busy Regalia Officer commitments for the club, then took us on a beautiful scenic drive to Krugersdorp. Sixty hungry Club members descended on the Westwood Arms for the Sunday carvery and everyone enjoyed a most delectable lunch.

A very sociable afternoon followed and it was lovely to take a relaxed drive home and reminisce about how privileged we are to have such a wonderful Mercedes family with whom we can share our passion.

Thank you Colin, for your hospitality, and Francois and Olga for your tireless efforts for the region and the club. ■



NORTHERN REGION



SOUTHERN CAPE REGION



KNYSNA MOTOR SHOW on 29 April 2018

By Nellis Beyers

Attending the Knysna Motor Show for the first time [as exhibitors nogal] my brother Andre and I were pleasantly surprised. What a lovely event with a variety for petrol-heads and normal people!

After a very welcome and well timed downpour on the Saturday morning, Knysna delivered a beautiful day and a dust free display area on the Sunday. People of all ages attended and families enjoyed looking at well selected automobiles and motorcycles of all shapes, sizes and ages glimmering in the sunlight. Our Club exhibited in the German block with a total of 15 Mercedes Benz vehicles. Attendance was affected by the show clashing with the AGM in Cape Town, but we nonetheless had a great day.

We had a superior mix which included beautiful Pagodas, Pontons, a stretched W 123, a 380SEC, 2 W124 coupes amongst others was seen. Roger and Berndt were on parking duty and the Sanlam gazebos

offered welcome shade while talking Mercedes with fellow members filled the air. As Mercedes lovers we also appreciated several MB's on offer at the dealer stand Club 9 from Cape Town. A 1968 280 SE coupe and a 1959 220 S coupe in particular were offered, as well as other 'project' models.

On a non Mercedes-Benz note, several motoring milestones were celebrated at the show. Some of the celebrations and commemorations include 60 years of the Mazda Rotary and 50years of the Morgan Plus 8. Plenty of racers from the 70's and 80's from my childhood Kilarney memories were also on display and ready for a go at the Hill Climb the following weekend. The refreshments include the Knysna Brewery beer and tasty 'stalletjie' food rounded off a very enjoyable day.

Well done organisers, Peter Pretorius and co! WE WILL BE BACK ■



SOUTHERN CAPE REGION

OLD FAITHFULL – by Johan Sloet

Old Faithfull, for those who don't know, is my 1984 W126 280SE. I purchased her many moons ago, when we were much younger, and I like to think that we had grown gracefully older.

A while ago, at 320 000 kilometers, she had a big service. Her older sister, the Vampire, has only done 250 000 kilometers.

A few months ago, I had to travel to Bisho on business. As my son had just graduated from NMMU (previously UPE of which I am also an alumnus), his flat had to be vacated. I hitched a large trailer to Old Faithfull and away we went, on a round trip of some 1 600 kms.

On my way to Bisho I spent an evening in East London, where I had a few quiet drinks with the dominee and Colin. Norman was in Cape Town on some secret mission, which I hope will be told, and our other good friend 'Dancin' Gals and Likker' excused himself with some lame excuse of broken trucks. Hence the reason for describing the enjoying of a few drinks as: "quiet". When I met him the next morning, he only drank black, sugarless coffee!

I also had the opportunity of visiting Pieter's museum of model cars, which I thoroughly enjoyed.



And of course I also inspected work in progress, both Pieter's newest acquisitions, the Ponton and that funny little English car, and Colin's renovation of his coupes.

After an uneventful journey, where we averaged just under 8km/l, we were back in George. But the story doesn't end here. A few weeks later, Old Faithfull and I took all the furniture we brought from PE plus many more items, on the same trailer to Stellenbosch, where my youngest will hopefully complete her studies this year. Once again it was an uneventful journey - Old Faithfull serving me as faithfully as ever.

OLD FAITHFUL II

By Johan Sloet

Many years ago, I wrote a snippet called "OLD FAITHFULL" for the Benz Lens Volume 29 no.9, (featured above) in which I discussed my 1984 280SE (W126). At that time she had covered a lovely 320 000 kilometres. Though I didn't realise it at that time, we were soon to part. (20 000 km's later to be exact).

Not long after writing my ode to Old Faithful, my dad decided that they did not need two vehicles anymore and decided to let his E280 (W210) go. As my dad is very fastidious, this car was in near perfect condition. I immediately started negotiating, hoping for the best. Initially things did not go well (for my wallet), as dad was used to getting very good trade-in values on his previous Mercedes. He usually kept

them for about three to five years, and the trade-in values offered every time was very close to what he paid for it as new. In those days, second hand Mercedes-Benz kept their value extremely well.

Sadly, dad was very perturbed to learn that the E280 was worth about 25% of the initial purchase price, despite a full service history and being in extremely good condition. This meant that my wallet gave a sigh of relief and we settled on a very fair price. My problem was parking space as I only have a normal two car garage and the other space was (and still is) occupied by my 450SLC, also known as the "Vampire". Reluctantly I put Old Faithful up for sale having 340 000 km on the clock, and the first person who





Old Faithful I

came to inspect took her home. He actually phoned me about 18 months ago just to tell me how happy he still is with his purchase.

As a result of her looks, the W210 280E was named Buggy.

We have done many happy miles together. With my latest round trip of 2 250 km to Fochville and back, I realised that Buggy is actually "OLD FAITHFUL II". With 297 000 km on the clock, she still runs like a Swiss (German?) clock. Travelling at 120 km/h, she only needs a slight nudge to slide back a gear or two for passing slower vehicles. And if you pass one of those long truck and trailer jobs on the N1, the speedometer is reading 160 km/h by the time you are safely past. Not bad at all for old technology. On the last trip to Fochville, the wife and I decided that we are going to do this old style, packing a picnic basket and cooler box with sandwiches and all the trimmings. And with no exception, the flask got filled to the brim with coffee. From George to Colesberg, the picnic spots are in first class condition being very neat and clean. I'd like to give a big thumbs-up for the people of the Eastern Cape for looking after it. Sadly, I cannot say the same for the Free State, dirty and overgrown with weeds.

But I digress.

We also had quite a scare. Passing a truck in a bend at 120 km/h and with vehicles approaching, I was horrified to see a rim and tire lying in the middle of the lane. With nowhere to swerve, I had to decide to brake or not and hit the damn thing at lesser speed

or to hope that there is enough clearance to go over it without damaging anything. I thought that by braking, the front of the car would dip and my chances of hitting the rim and tyre would increase, so I chose the latter option with fingers crossed and also hoped that the tow-bar is high enough to prevent the rim and tire being caught and dragged along.

Two awful noises later, we were clear, but more than slightly worried. What damage was caused? Stopping on the N1 taught me that the clearance isn't sufficient to do an inspection and I decided to soldier on.

To my relief we reached Fochville 250 km's later without noticing (or feeling) damage.

The next morning a friendly tyre outlet allowed me to use their hoist for an inspection. To say that I was a bit apprehensive is an understatement. To my relief I could not even find gouge marks, and believe me, I did a thorough inspection.

I am asked very often when I plan on trading the W210 for a newer model. My answer is very short: "Why?" Of course petrol consumption is not nearly as good as the latest models. Still I am very happy with a constant consumption in excess of 11km/litre. I am not saying the W210 is the best Mercedes manufactured, that will start a never ending debate. What I am saying is that the W210 is all you expect from a Mercedes.

We are already looking forward to our annual trek to the Kruger National Park in June. ■





RIVERSIDE BRING 'n BRAAI

By Johan Sloet

One of the favourite activities in the Southern Cape is a braai in any form. Some of the more well-known events are our annual Snoekbraai at our usual venue with the date still to be confirmed, and the President's braai. Living in our region, there are more than enough spectacular venues. The Riverside Caravan Park definitely is one of those where we had many a good fire and drink together.

The main drawback of our region is that, unlike the Western Cape, rain is always a possibility.

This year was no exception. We actually had a plan B, hastily drawn up earlier the week as rain was threatening to influence our braai, at an emergency committee meeting. The committee for this event being Kobus Harris and myself!

We woke on Sunday 17th March to be greeted by a stunning day which would still deliver

approximately 30 members and spouses. Upon arriving at "our" usual spot, I was dismayed to see that an elderly biker lady was already occupying it. On closer inspection our dismay turned into laughter, as the elderly lady was none other than Kobus Harris!

We then started the serious stuff. Discussing Mercedes matters of course, with the required refreshments at hand naturally. And nothing beats the smell of good meat being braaiied to perfection, complimented by the occasional clink of ice cubes.

Once again one of those days that draws to a close to soon. Time really flies when you are having fun in good company.

Make a note, there will be more braais before the end of the year. ■

Attending an AGM always poses the difficult question as to which one of the old ladies would be used for the exciting travel to the AGM destination.

As it is the year of the W114/W115, I was initially hoping to have the last few issues on my W114 sorted out, but I ran out of time. I then decided to take the 450SLC, also known as the Vampire. She could also do with a little stretching of the legs as it was quite some time since she went on a road trip. I changed the oil, filters and did all the thousand and one things that needed to be done. Realizing that she and I are getting along in our years, I decided not to do the long and arduous trek from George to Cape Town in one day, but to stay over in Villiersdorp.

We stopped over at Heidelberg for some coffee and, until then, the Vampire was running smoothly. Approximately 10 km from Heidelberg, there was a sudden loss of power and a strong smell of petrol. Amazed I turned off the engine and coasted to a halt. Is it not always a sad sight to see an oldster with the bonnet open along an open road? Even worse when it is yours! To worsen the situation, I did not take along any tools as the Vampire's boot is on the small side. I called the AA for assistance, but as the road was very busy, it took some time to explain my predicament as well as attempting to explain to the telephonist where Heidelberg is. After a call of about 10 minutes, I was hoping that the message went through.

Just as I was ending the call, I had the welcome sight of another oldie parking behind me. I was never so glad to see Chris Kuhn and family, and to my rescue Chris had tools!

Explaining my predicament, he quickly removed the air filter housing. To my utter dismay the fuel hose which was replaced about a year previously was loose. Not just loose, but the crimped end pulled off. As we, Chris and I,



WITH A LITTLE HELP FROM MY FRIENDS

By Johan Sloet



were contemplating our remedies, Kobus Harris also pulled up, also with his box of tools.

Chris' solution was to connect the fuel hose with clamps. One problem though, none of us had any clamps on hand. Being ever resourceful, Chris "borrowed" a piece of fencing wire and after checking for an obvious leak, we set off in convoy to Riversdale, being the next town.

At Riversdale, to our surprise, we managed on a public holiday to purchase clamps, and off came the air filter housing again. Chris' wire clamp proved to be most effective with no signs of a leak. Just to be safe, two clamps were added.

I am deeply indebted to my friends and fellow club members who helped me. It really illustrates the camaraderie that exists between our club members, after all, that's what friends are for! ■





WESTERN CAPE REGION

Angora Stud Guest Farm & Classic Car Collection

By Dave Shakeshaft



**... the second time around ...
February 2018**

In response to the demand of the 2017 participants we regrouped for a return overnight visit to this unusual and fabulous venue at the Angora Stud Farm in Bonnievale, almost 200 km east of Cape Town in the Robertson Valley.

As a variant to the previous event the route was changed to arrive via the N2 and so our day began at the Somerset West Mercedes-Benz dealership. With the help of Marlize and the Rola Motors family we gathered together for early morning coffees and muffins whilst wandering amongst their showroom display of temptingly gorgeous 'Mercedes ladies', plus a few classics.

All sorted, goodie bags sponsored by Mercedes distributed, our convoy of 20 various Mercedes-Benz cars left the forecourt to drive over Sir Lowry's Pass and along the N2 to Stormsvlei where we were expected for lunch in the gardens under the shade of beautiful trees. Our host had thoughtfully moved us inside the restaurant as the weather was rather troublesome and made us cozy and comfortable whilst we enjoyed a wonderful lunch of breads and cheeses and among others, dishes like pork belly.

As we left the restaurant the sun came out for the remaining short scenic drive to Bonnievale and the Angora Stud Farm to be met and warmly welcomed by our hosts, Rozitha and Bertus.



WESTERN CAPE REGION



Again we were allocated our 'stables' converted into en suite guest rooms for various functions, and then wandered the main Dining Room which houses Bertus's collection of Mercedes-Benz and other beautifully presented classic cars.

Sundowners followed along with delicious boerewors nibbles, a magnificent steak dinner,

pudding, and off we went, very late, to bed down in our stables.

In the breakfast kitchen, buzzing with early morning chatting, we enjoyed a fabulous breakfast, and then time to say farewell as we left for the second phase of our weekend, a pretty drive through the Koo Pass to Montagu to stop in at Du Toit Motors where Stephan and Daleen were waiting with

refreshments and the opportunity to view his Mercedes used spares facility.

For the final leg of our weekend journey we left Montagu and took the Mercedes Benz convoy across many kilometres of open roads and panoramic scenery to join the N1 near De Doorns at the Karoo Kitchen where yet another feast awaited us for a fine lunch with host Dirk and his staff.

Suitably fed and watered we finally made our way back to Cape Town via the ever beautiful Hex River Valley. Another incredible weekend.

A Stud farm with the only horses under Mercedes-Benz bonnets Nothing could be better. ■





The Keppler's breakfast run to Cape point Ostrich farm Sunday 25 March 2018

By Wayne Keppler

General route was to meet at the Kirstenbosch Botanical gardens in Constantia, then drive out towards Hout Bay and over the magnificent Chapmans Peak drive, nice and early before traffic and buses start to spoil the day, then take the scenic drive around the point of Kommetjie and Slangkop light house, through Misty Cliffs and on to the Cape Point Ostrich farm near Cape Point.

Morning started out nice and early, just the way we like it, fresh and open roads free of traffic, after filling up with both fuel and coffee we made off to the run's meeting point at the parking lot of the Kirstenbosch Botanical Gardens at 08H00.

This was a wonderful sight indeed as a good mix of old and new Mercedes-Benz models pitched up for the early morning run. From two lovely 190sl (André Du Toit) and (Dennis Porter) to Pagodas, Pontons, R107's R129's, W108's, W123's, W126's, W124's, R230's, also good looking SLK's and a great looking

SLK 55 AMG in Red.

We left in convoy and much to the pleasure of all the spectators that came to visit the botanical gardens, lots of waves and thumbs up. With myself in the black Pagoda and Lydia taking up the rear with her lovely red R107, just in case someone got lost or had mechanical issues as sometimes happens.

We drove under lovely trees and nice quiet roads towards Hout Bay and on to Chapmans Peak. Always a pleasure doing this route in an old classic, especially a Mercedes-Benz, the staff and cyclists at the toll gate had a real treat of beauty and we all drove up and paid the toll, not a sight we see every day.

Once over Chapmans and on to Kommetjie and up and over past the Slangkop Light House, through Misty Cliffs always such a beautiful sight and so close to the lovely sea.

We arrived at the Cape Point Ostrich Farm at about 09H45. What a beautiful setting in on the mountain

WESTERN CAPE REGION



slope, very green landscape and a lovely Cape Dutch style house. Upon arrival, management on the farm took all the guests for a small presentation on the life of an Ostrich; I must say we did learn a thing or two, very interesting. After the presentation we had a little tour and opportunity to view the little ostriches.

Breakfast was served and guests had a choice of Ostrich eggs or cold meats on croissants. Tea, coffee and juices were served.

All seemed to have a great outing and really enjoyed the trip.

What is great about a breakfast run, it is over nice and early and leaves time in the afternoon for other things.

Also a special thanks to Waldo and René for joining us on the run. ■



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The Mercedes-Benz Club of South Africa and Members

The **Special Group** and/or its **Member** shall be entitled to purchase any model vehicle within the passenger car range as described in **Annexure 1**. The purchase price of the vehicles shall, with the inclusion of optional extras, be calculated on the basis of the Recommended Fleet Pricing of **MBSA** applicable on the date of the delivery and as is set out in Annexure 1, which Annexure may be amended from time to time by **MBSA**.

Conditions:

- Present International Club Card to Dealer
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- Written confirmation of membership by Membership Secretary

Recommended Fleet Pricing:

MBSA will provide a minimum recommended discount on selected models, which may change dependant on market conditions. Any changes in recommended discount will be communicated in writing (which includes by e-mail) to the **Special Group** and/or its **Member**. The current minimum recommended discount on Mercedes-Benz passenger vehicles is based on the volume categories as set out in **Annexure 1**.

MODEL RANGE	VOLUME DISCOUNT: 1 - 4 UNITS
A-Class	3%
CLA-Class	3%
GLA-Class	3%
B-Class	3%
GLC-Class	3%
C-Class	3%
C-Class Coupe/Cabriolet	3%
SLC-Class	3%
E-Class Sedan	3%

MODEL RANGE	VOLUME DISCOUNT: 1 - 4 UNITS
E-Class Coupe /Cabriolet	3%
CLS-Class	3%
GLE-Class	3%
G-Class	3%
GLS-Class	3%
S-Class	3%
S-Coupe/Cabriolet	3%
SL-Class	3%
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All Members & their Families

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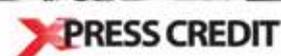
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By George Bosch



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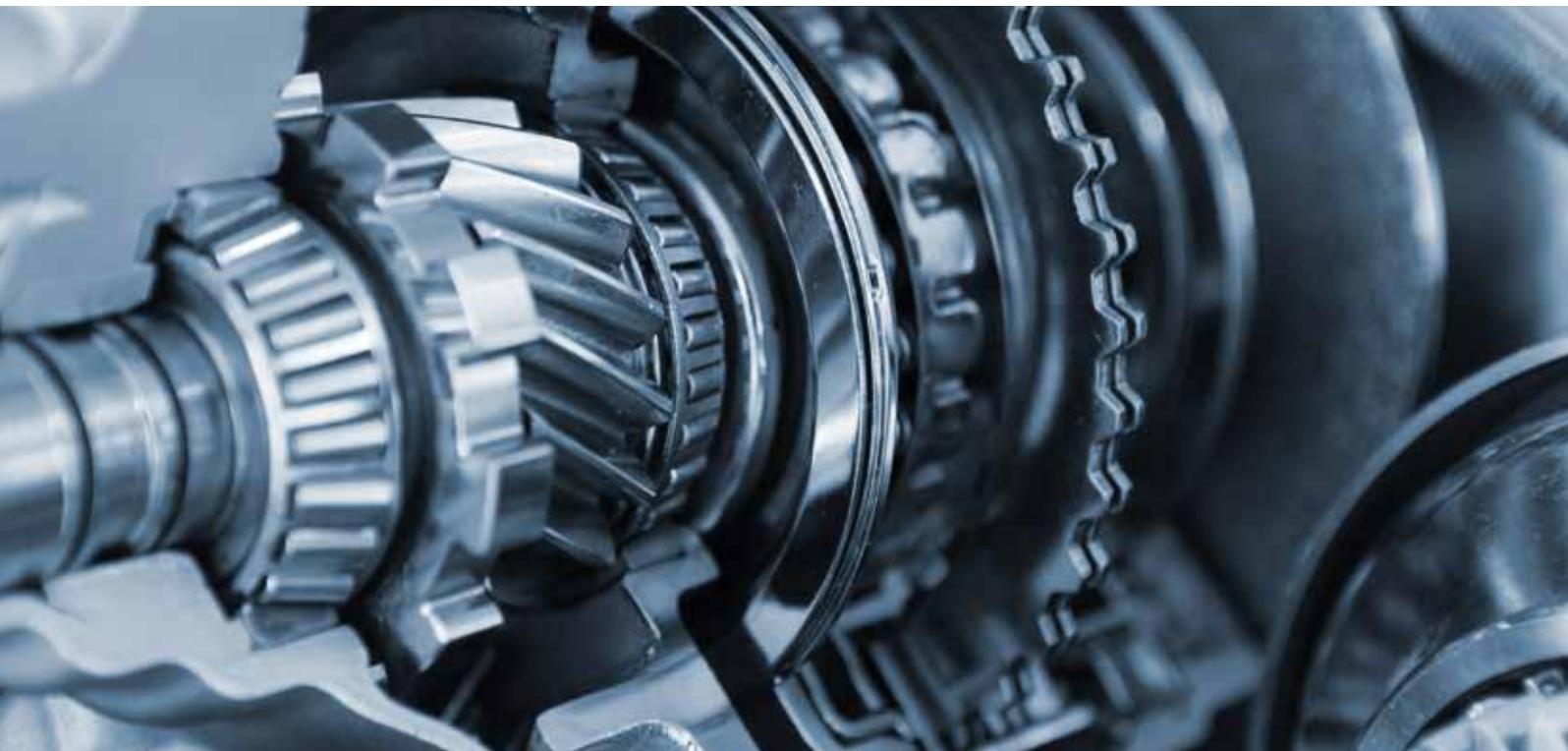
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