



DIE
THE **BENZ LENS**
MERCEDES-BENZ CLUB OF SOUTH AFRICA



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Editorial

Stephen Kaalsen



It is 2019 and 2020 is but another edition of the Benz Lens away. My mind wanders back to a memorable date before the dawn of a new decade. Yes, it goes back to the birthdate of the now known C-class. See on March 6, 1979 – 40 years ago, the styling of the Mercedes-Benz W201 190E was finally approved. The first prototypes based on that design were tested later that year, with a pilot production beginning in February 1982, following engineering sign-off. It marked a new venture for Mercedes-Benz, finally giving it a new smaller model to compete with the likes of the Audi 80 and BMW 3 Series, as well as the more expensive versions of the many medium-sized saloons and hatchbacks from mainstream brands.

Of course in 2019 the Benz Lens pays homage to the rare and the collectible, the scarce and the valuable and this edition will be no exception to feature just that. In fact, precisely ten years after the styling of the 190E was approved, in March 1989, (30 years ago) the 190 E 2.5-16 Evolution debuted at the Geneva Auto Show.

Dear reader of the third edition of the Benz Lens 2019, it is my absolute pleasure to present this edition as a whole which really is a very fine collection of reading material.

The Evo, as it came to be called, had a new rear spoiler and wider wheel arches. A lot of changes were brought to under-the-surface components such as suspension and brakes. The car featured a height adjustable

suspension system that could be manned from an interior switch. All these changes were made to improve the efficiency of the Evolution cars around a track. The Evo's power plant is similar to the 151 kW monster of the "regular" 2.5-16. However, it had a redesigned engine of similar capacity but the most important difference is a shorter stroke and bigger bore which would mean a higher rev limit and improved generation of power. Other changes stretch to improve the rotating mass, the lubrication system was improved along with improved cam timing.

Only 502 units of the Evolution model were produced for homologation in compliance with the DTM rules. For those customers desiring even more performance, a PowerPack option engineered by AMG was available. The PowerPack option included improved camshafts, a larger diameter throttle body, more responsive ignition and fuel management system as well as improved intake and exhaust systems. The net result was an increase in power by 22 kW; over the standard car bringing the total to 173 kW – which sure made it faster than your *ouma's* Uno! The Evo II was launched in 1990.

Surely, this super sedan is something worth having for Mercedes-Benz enthusiasts, but also for any petrolheads as it was a worthy competitor in its

day around the track, but also on the road. The Evo II had its racing debut on the North Loop of the Nürburgring in the DTM on 16 June 1990. In 1990 Kurt Thiim took 3rd place in the DTM, and in 1992 Ludwig won the DTM Championship ahead of Kurt Thiim and Bernd Schneider – all three driving a 190 E 2.5-16 Evolution II. In the 1993 season, Roland Asch finished as runner-up in the successor to the Evo II. In March 2019, the Mercedes-Benz 190 E 2.5-16 Evolution II celebrated its 30th birthday. To this day the young classic retains the fascinating allure that it first revealed when it was unveiled as a new compact sports saloon at the Geneva International Motor Show in 1990.

Dear reader. Having a 190E 2.0, 190E 2.3 Sportline or 190E 2.5-16 Evo II is not all about racing or collecting. It is about sharing stories, smiles and Sundays with club members, enjoying the cars and each other. Having a look at this Benz Lens will remind you of this quarter's happenings and outings. If you missed it, you can happily be kept in the loop of happenings with this first class publication.

*I would like to thank every reader for their support and all contributors extending my editor's pen to keep the club's literature alive.
Happy reading!*





from the President

Waldo Scribante

After a very busy and successful first half of the year, it's been rather nice to sit back, relax and reflect. What has been even nicer, is to realise how much I am grateful for.

For one, and particularly considering the pressures of our economy, I realised how fortunate we all are to enjoy our cars together. I also realised how proud I am to be associated with such an

amazing group of like-minded enthusiasts, who share a sense of camaraderie that has become quite rare. Finally, I realised just how lucky I am to have come to know many of you as my friends.

To all my fellow Club members, I thank you for your continued support of our Club – and of each other. And to all our Committee members, I thank you from the bottom of my heart, for your selfless dedication and hard work.

New “mecca” for Club members and all old car enthusiasts



Since my last communication, I finished renovating an old house as a potential new Clubhouse for the Southern Cape Old Car Club (SCOCC), including a covered entertainment area called “The BENZ”, which can host up to 150 people.

This has been a dream brought to life, and I further plan to build a warehouse for my old trucks

and L319/O319's on the same property.

We celebrated our first function at The Benz with the hosting of the SCOCC's annual “Potjiekos” on 15 July 2019. Everyone thoroughly enjoyed the new facilities.

The Southern Cape Region looks forward to entertaining you at our new venue!

Port Elizabeth Register event



Congratulations to Nikiforos Georgiou, his 2IC, Carl Prinsloo and fellow PE members, for hosting a very successful W108/W109 Register event in Port Elizabeth.

It was like attending a mini-AGM, with every minute planned to perfection. The event closed with a wonderful Gala dinner held at PE's Mercedes-Benz Maritime Motors. We are very grateful for the generous sponsorship from Mr Philip Stucken, owner of Maritime Motors, as well as to Dealership Principal Wikus Loots and MC of the evening, Grant Boscombe, for graciously hosting us.



from the PRESIDENT

And for being such a huge influence and driving force behind Niki, to pursue his love for the 3-pointed STAR and making this event a success, I salute Loizos and Irene Georgiou, Nikki's parents.



A Merry Midmas!

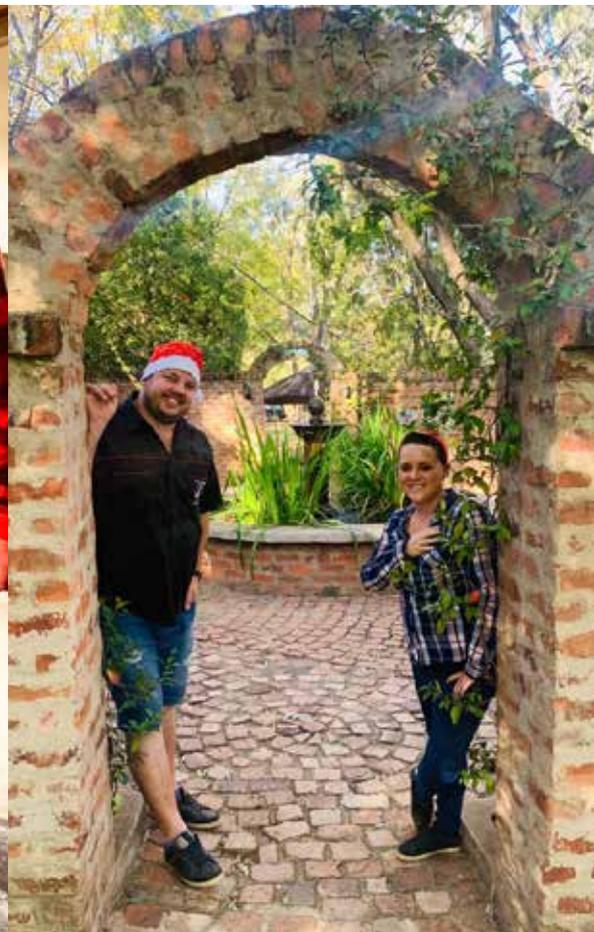
René and I joined the Northern Region for the annual July Midmas. This year's ever-popular event was organised by "Mrs Christmas", Shanell Greeff, with the help of her husband Morné and Anna-Lee dos Santos.

We had a lovely time at Shangri-La Country Hotel and Spa near Modimolle, outside Bela-Bela. The Christmas Party, with everybody dressed in Green/Red/White, was a ball. The best jokers in the Club were on top form – although I think they might have made it onto Santa's naughty list!

I cannot express this strongly enough - this is an event not to be missed! So, get your Christmas jersey ready for next year's event.

Spring is just around the corner, and we are looking forward to an event-packed second half of the year, sure to finish in fine style!"

As always The Best or Nothing"





CENTRAL'S GENERAL REPORT

By Fanie du Preez

The 1st event after the AGM for Central Region was a visit to Jagersfontein open diamond mine about 110km south west of Bloemfontein.

The event was organised by Van Zyl and Betsie van Pletsen. The top surface of the big hole spans 19,65 hectares in comparison to Kimberley's famous big hole of 17 hectares. The hand-dug portions of Jagersfontein mine reached a depth of 275m. After a couple of hours at the mine, we went to the 2nd oldest town in the Free State, Fauresmith, about 20km from Jagersfontein. Fauresmith is the only town in South Africa, and one of only 3 towns in the world, where the railway line runs down the centre of the main road.

On the 8th of June, we held the very popular safari meal that was well attended by members. We visited Des and Susan Bosch and left for the du Preez house where we spent the rest of the evening.



CENTRAL REGION



On the weekend of 15 June, some of our members attended the W108- 109 run in PE. To me, this event was a highlight of Mercedes events on the Mercedes Benz Club calendar, thus far for 2019. The visit to dr Jan Enslin's museum was also very special.

On 27 July we visited Kimberley, where the Northern Cape members met us at the Kimberley open mine museum. A very experienced touring operator, Jaco Powell, entertained us on a tour through the Big Hole Museum and Kimberley city and monuments. Now I can understand why Kimberley is such a world tourist attraction. That Saturday night, we spent the evening on a high class game farm outside Kimberley. We had a good laugh at Meyburgh's interesting anecdotes and life experiences. Thanks to Jaco Maartens and Deon Nel and all Northern Cape members for such a memorable weekend.

A very important day on our

calendar was the yearly CIPF on 9 August. The theme was W124's. We attracted about 90% of all different kind of W124's produced! From sedan right through to cabrio, we had the whole caboodle on show. A great thanks to Louis Coetzer that brought most of the W124's. We had the privilege of exhibiting

the magnificent 300SL (W198) and 190SL courtesy of Japie Vos and family. Meyburgh Erasmus went to great lengths to bring his 190SL all the way from Molteno. It was a beautiful day filled with sunshine and nice weather and the Mercedes exhibition attracted much attention as usual.







LADIES EVENT

By Annalie Kachelhoffer

The Central Region Cars in the Park event is traditionally held on Women's Day, 9 August. This year the Central Region committee decided to postpone the event with one day by organising a special event for the region's special ladies on Saturday 10 August 2019.

The organising was left in the capable hands of Anita du Preez and Yolande Adendorff and boy (and girls), did they leave us in suspense! No cajoling or snooping could get anything other than the date and time from them.

At last the day arrived and could we make our way to Die Pienk Meerkat, a décor gifts and coffee shop. Here we were met by huge Cochin (or Brahma?) chickens following us all the way to our table, no doubt knowing that they always get some leftovers. Sometimes not only

leftovers, but also part of your meal – have you ever had a chicken that size staring you in the eye and daring you to ignore it?

Fortunately our hosts for the day, Mari Theron and Antoinette Terblanche came to our rescue. Mari is the owner of a small business, Moeiteloos, specialising in handmade items such as wedding accessories, home décor etc. She was to teach us all the intricacies of making your own "Welcome to the Family" wooden plaques. Armed with brushes and paints we started

the very enjoyable task of making our own items (and in the process spattering paint over our hands, the tables and cloths.) All under the watchful eyes of the chickens!!

From the photographs you will see that our Central Region ladies have varied ideas, but each plaque is something special to be cherished.

We thoroughly enjoyed the day and we do hope that this Ladies event will become a regular feature on our calendar. Well done to Anita and Yolande for organising the event!





Port Elizabeth's W108/9 invasion

By Niki Georgiou

On a cold Thursday the 13th of June a strong force of 108/9s entered the city of Port Elizabeth.

All 22 of them ready for the first ever 108/9 Tour in South Africa. Of the 22 vehicles three were 250S's, 18 were 280S's and one was a 300SEL 6.3. Vehicles travelled far and wide from places such as Montagu, Bloemfontein, Pretoria, Durban and Frankfort in the Freestate.

The tour was hosted from the 13th to the 16th of June. The opening evening happened at Hussar Grille, where everyone got to know one another a little more before the event officially started the next day. Friday morning started off early at Grass Roof for breakfast - and yes the roof is

actually made of grass!

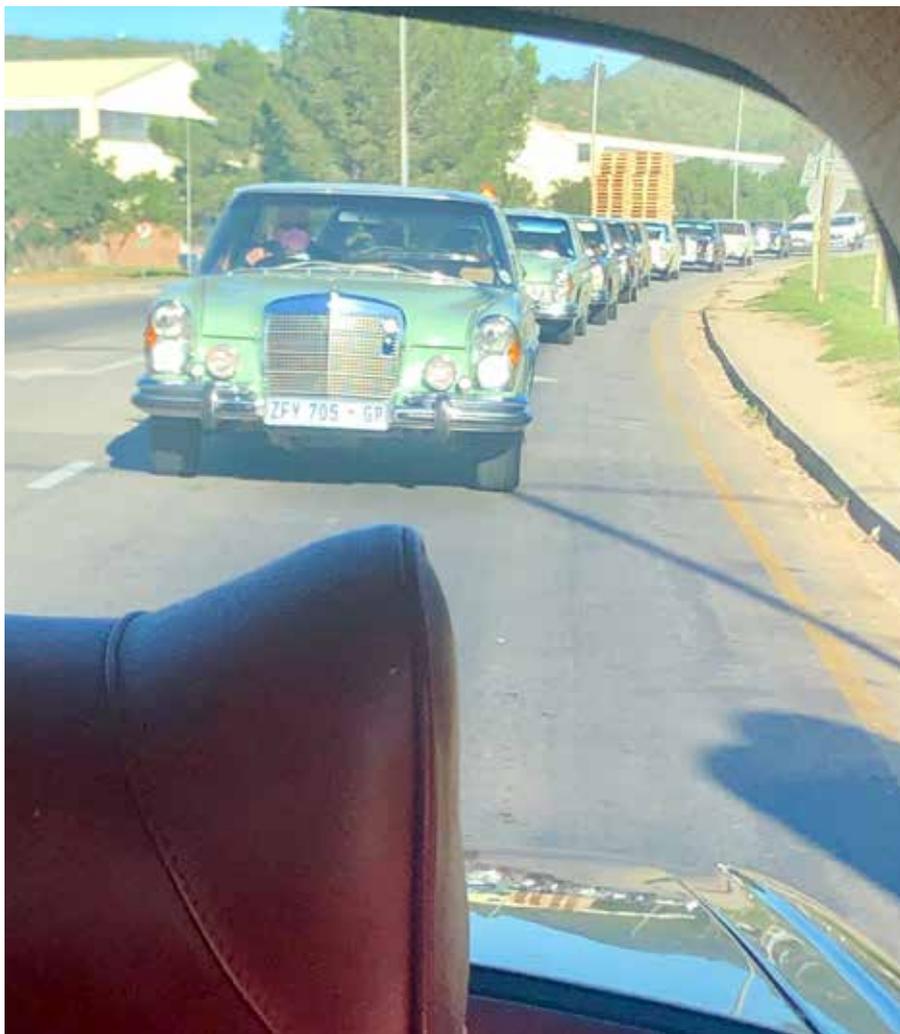
After a rather satisfying breakfast we took the scenic route through the countryside of Port Elizabeth to Uitenhage to Visit the Volkswagen Museum, the Auto Pavilion. We actually had a tour of the factory and what a great experience it was! Once the Museum and factory tour came to an end we were heading back in full German force to Port Elizabeth to *Something Good Roadhouse* for a Groovy lunch right by the sea.

After lunch there was leisure time for a few hours to admire each other's cars and a siesta.

After we had all caught a few winks after a rather busy day, it was time for supper at the Eastern Province Veteran Car Club (EPVCC) - a first ever Big Fat Greek Spit Braai. Club members of the EPVCC kindly opened up their garages for viewing of their vintage automobiles. Otto (Carl Prinsloo), a good friend of mine and a huge help to the event had his beautiful art painting collection on display as well.

Saturday was a cold and early morning, which progressed into a lovely warm day. We were all heading off to Addo Elephant Park for breakfast and a game





drive in our 108/9s. I had the pleasure and honor of driving the club Presidents 300SEL 6.3 to and from Addo with Avish, Pavit and my dad Louie being chauffeured in back. A lovely game drive ended into a sprint back to PE for lunch at the Phoenix hotel restaurant- truly a blast to the past. The decor and atmosphere was so American 1950s! One had the feeling Elvis could walk in the room at any minute!

After lunch we lined up all the cars in front of the Town Hall for a photoshoot - what an unbelievable and beautiful sight. Once the cars were done posing for the cameras, we headed off to the Enslin Museum and the Toy Museum which by chance is situated right next door to each other. Dr Enslin had a very large Variety of cars on display ranging from 1910 to 1996, with most having a story behind them - General Jan Smuts Ford Model T and the King of Swaziland's Ponton 220S was present.

We all now had 2 hours to freshen up before the big farewell gala dinner hosted by Martime





Motors. It was to be a glorious evening that took us back to the 60s/70s as the theme and dress code suggested. The decor, music, food and drinks took us all back to an almost once forgotten era.

Otto generously donated one of his beautiful paintings for a charity auction that took place. My Father Loizos Georgiou, Grandfather George Koumbarakis, Uncle Alexis Koumbarakis and good friend of mine Gary Dodds also kindly donated a special hamper Mercedes-Benz gift bag for the second charity auction. Both auctions benefited the MTR Children's Home and Save-a-Pet. We as the Mercedes-Benz Club of South Africa managed to raise R 15 500.00 collectively for both foundations! Well done and thank you to all for the warm gesture! It was near the end of the evening, which meant it was time for the prize giving ceremony.

There were 6 prizes as follows:

- Longest Distance traveled in

a 108/9 - Gary Dodds (1969 280SE Automatic)

- Most original 108/9 - Warren Geyser (1973 280S Automatic)
- Rarest 108/9 - Waldo Scribante (1972 280SEL 4.5)
- Presidents choice - Jaco Kachelhoffer (1971 280S)
- Model registers favorite - Gary Dodds (1969 280SE Automatic)
- Best dressed for the Gala Evening - The Enslin Family (1971 280SE Automatic)

I would like to thank our club members for generously allowing their precious and beautiful Mercedes-Benz vehicles to be on display for a week in the Maritime Motors dealership - some traveled far and wide to be on display. Dr Waldo Scribante - 1969 600 Grosser. Dr Jan Enslin - 1964 230SL & 1957 190SL. Dr Anton Greeff - 1967 230S Fintial (Chassis 100 000th). Hannes Scheepers - 1964 220SE Coupe & 1956 180D Ponton Bakkie. Your cars truly enhanced the effect of turning back time for the evening. I would like to give a heartfelt thank you to Stephan and Daleen

Du Toit for sponsoring the trophies for the event.

A final a big thank you to Maritime Motors for generously sponsoring the evening and being the main sponsor of the evening.

It was Sunday morning, the last time we would be together on the memorable 108/9 tour of Port Elizabeth. Breakfast was being served at Broughton Country Estate. After we had our 'mountain top' breakfast, it was time to say good. Not a goodbye forever, but until we meet again on the next 108/9 Tour.

As the 108/9 Model Register Captain I would like to thank everyone who participated in the event. It was an absolute pleasure hosting you all in my hometown of Port Elizabeth. I can proudly say I made many new friends that I never had before, and I'm sure everyone else created ever-lasting friendships. It was an unbelievable feeling having 20 odd 108/9s in a row going down streets, roads and the highways.

I can't wait for the next 108/9 event, can you?



EASTERN CAPE REGION



Thomas River Historical Village

By Erald Hohls

Thomas River Historical Village, owned by Eastern Cape Mercedes-Benz Club members Jeff & Ann Sansom, is situated between Stutterheim and Cathcart just off the N6.

It was named in 1801, after an English fugitive, Thomas Bentley, who was part of Van Der Kemp's missionary, was wounded by a poison Bushman Arrow while crossing the river in the area, hence the settlement was named 'Thomas River'.

There are still some Bushman Paintings to be seen against the cliffs of the surrounding hills in the district and visits to these sites can be made by arrangement.

The original train station, situated between the stone forts, dates back to the late 1870's with the new station, now part of the village, built in 1926.

The last train came through Thomas River in 1948.

A new Railway Station was built some distance away across the N6 next to a completely new line which follows a new, flatter route incorporating some

13 tunnels, which were built by Italian prisoners of war in the early 40's. This was done to speed up rail travel on the main route from East London to Johannesburg.

The village has been

passionately restored by Jeff and Ann Sansom since 2003, with restorations still ongoing. Every time one visits the village one sees further restorations, added accommodation facilities and new additions to historical collections.



EASTERN CAPE REGION



The Village offers simple and comfortable accommodation with fully catered meals served in the Ramble Restaurant. The local farming community supports the characterful English pub and the Restaurant very well.

The Motoring Museum consists of Jeff's own collection of classic Mercedes-Benz's and other cars as well as memorabilia items accumulated over time and donated by Mercedes-Benz Club members of the Eastern Cape Region and local Vintage Car Clubs. One of the special cars Jeff purchased some years ago is a black W108 280SE which was the East London mayoral car in the early 70's.

There is a Wagon Museum which also has horse-drawn wagons & implements from the East London Calgary Transport Museum collection.

The Rock Art and Cultural Centre in the village focuses on past & present inhabitants of the Thomas River Area as well as some interesting artefacts of historic value.

There is a priceless and comprehensive collection of Royal

Family memorabilia on display in the dining room, and Jeff proudly states that there have been three British Royal family visits to Thomas River since 1860.

On the 15th August 1860, Queen Victoria's son, Prince Alfred, had an Al fresco breakfast at the then still incomplete Bontebok Hotel at Thomas River. This is now the Pub & Restaurant in the village. They rode forward from there on the way to a Wildebeest hunt in the Cathcart District.

Much Later in 1947, on a Royal Family visit to South Africa, King George V1 and his wife Queen Elizabeth the first, passed through Thomas River in 'the white train' with their children, Elizabeth (the current Queen) and Princess Margaret.

Some 40 years later in 2008, not to be outdone, Prince William and Prince Harry passed through Thomas River and had lunch at the Ramble Restaurant. They were in absolute awe to find special memorabilia of previous Royals who visited Thomas River. One of them of particular interest was a picture of their mother, Princess Diana in the display cabinet which caught Prince William's eye.

Upon seeing it and he said; "Crickey, that's my mother!"

Where else in South Africa will you find visits to one place by British Royals from the same family so many years apart across

three centuries; as it were?

Among other important and interesting items, are many Nelson Mandela memoirs & books as well as countless items of memorabilia of Marjorie Courtenay Latimer who first identified the Coelacanth Fish in 1938 in East London.

As irony would have it, Jeff established that Marjorie's dad Eric, had been Station Master at Thomas River at some stage during his career on the railways in the 1920's.

Hundreds of historical books, old office equipment, cameras, telephones and rare old till registers, are housed in the lovely Private Library in the village.

An entertainment centre housing lovely collections of old records, & cassettes, old Brownie 8 movie cameras and more nostalgic items are situated in the media centre next to the Ramble Restaurant. Jeff makes a concerted effort to attend regular Auctions and always has his 'feelers' out to acquire any historical items of value.

Jeff & Ann Sansom can be very proud of what they have achieved at Thomas River, in preserving the heritage of so many cultures, experiences and items of bygone eras.

We admire & salute them for their relentless efforts in keeping the historical value of the area alive for future generations.





Tweeling Fintails Op Molteno

Deur Stephen Kaalsen

Wanneer 'n mens by Meyburgh en Riekie Erasmus op hul plaas te Molteno kom gaan hulle beslis bietjie "brag" met hul tweeling. Dit is nie 'n tweeling Merino wolskape nie, ook nie 'n tweeling Brahman beeste nie. Die ooreenkoms tussen die tweeling is juis dit: Hul word beide geken as twee W111 230S Fintails in DB 040 swartz asof hul net gister in Oos-Londen van die produksielyn afgerol het!

So eenders as kan kom is hierdie twee – en hulle word

uitgeken van mekaar met hul nommerplate. Nie eers hul ratkaste of bekledingkeuse is verskillend nie! Meyburgh vertel graag die storie van die twee fintails, soos hulle genoem word: "Ou Dominee" en "Die Generaal."

Die tweeling is so identies, dat dit lyk asof hul werklik met geboorte geskei was. Dieselfde pa en ma, en nou jare later bymekaar gekom het en dit werklik nie lyk of hul ooit van mekaar geskei was nie. Amper uit die rolprent Parent Trap waar

'n identiese tweeling gespeel deur Lindsay Lohan met geboorte geskei is tussen ma en pa - is hierdie ikoniese twee jare later weer bymekaar. Die unieke verhale van die twee karre se lewens is dan so:

"Ou Dominee" het behoort aan Ds. Eric Viviers en sy vrou Alida. Hy was die leraar van die NG Kerk Aberdeen in die Karoo. Meyburgh en Riekie het in 2015 die motor aangekoop. Tannie Alida vertel die storie dat wanneer hulle met die kar ry en hy kom op sy 1 000myl merk om gediens te word, dan stop die oom net daar langs die pad, trek sy stofjas aan, en maak die olievergarebak oop. Hy haal dan die nuwe olie en filter uit en maak die smeerdien net daar langs die pad klaar! Hy het nooit die kar oor sy merk laat ry nie. Dit is vir hulle 'n baie besondere kar, en Meyburgh het sy woord vir ds. Eric gegee dat hy nooit die kar sal verkoop nie. Meyburgh vertel graag van die dag wat hy by oom Eric gekom het, en toe hy die doek van "Ou Dominee" aftrek in die oom se stoor, toe weet hy dat hy die kar gaan moet koop! 'n Motor wat eens bewonder was by die NG kerk Aberdeen deur





gemeentekinders, staan vandag veilig in Meyburgh en Riekie se sorg.

So is "Ou Dominee" by die versameling in Molteno op die plaas gevoeg en "Die Generaal" se verhaal is glad nie minder spesiaal nie!

In die sestiger jare was "Die Generaal" gebruik as 'n voertuig in die SAPD se amptelike vloot waarmee die generale, VIP's en die Polisiehoof vervoer is. Die laaste generaal wat hom gebruik het, het ook besluit om die kar by die SAPD te koop en af te tree. Hy het kort daarna siek geword, en is na 'n 23 jaar lange siekbed oorlede. In hierdie 23 jaar was "Die Generaal" veilig toegesluit in die motorhuis van die afgetrede polisiegeneraal se tuiste in Sunnyside Pretoria... Na die generaal se afsterwe, het sy kinders die huis met kar-en-al verkoop en dit is hier waar Meyburgh en Riekie op die spoor van hierdie swart 230S gekom het. Na baie skoonmaak en liefde, is hierdie 'n waardige toevoeging tot hul versameling. "Die Generaal" gebruik vandag nog sy oorspronklike TP nommerplate soos in sy vervloeg jongdae in die SAPS. 'n Motor wat eens bewonder was deur nuuskierige toeskouers by polisie

parades en belangrike funksies, staan vandag veilig in Meyburgh en Riekie se sorg.

Meyburgh en Riekie het werklikwaar 'n tweeling om op trots te wees, soos op al hul karre. Hulle het spesifiek 'n voorliefde vir die W111 reeks, met twee W111 koepees en 'n W112 300SE koepee ook in hul versameling.

Om 'n tweeling soos hierdie wel berese swart 230S fintails in 'n familie van W111's – koepee en sedans te sien kan 'n mens nie anders as om trots te wees op hul nie. En elkeen se eie unieke verhaal is werklik 'n dubbele seen. Meer as 50 jaar later van die produksielyn in Oos Londen, hierdie twee is twee keer so mooi!





KWA-ZULU NATAL REGION



Racing Day Out – A Historic Racing day in the KZN

By John Aritho

The motoring speed scene has received a great boost in the last couple of years with the introduction and establishment of a wonderful facility called Dezzi Raceway based near Port Shepstone.

The KZN Mercedes-Benz Club members being the petrol heads they are, agreed to drive down for an enjoyable day of historic racing on the 17th of August 2019.

The drive down from PMB or Durban is a beautiful drive along the scenic N2. Dezzi is located just after about 130 kilometers and a few turns from Durban at the Tollgate. The Chairman Avish Maharaj and the Vice

Chairman Warren Geysler were in full presence as so were other members of the club that joined in enjoying a day full of racing cars and bikes.

It is only a pity that of all the historic racing cars there wasn't a single Mercedes Benz. We surely know that it won't happen again as our regional Vice Chairman has built the formidable 'Red Pig' replica that will take the raceways by storm in the near future!

The heavens opened in a latter rain the afternoon and in KZN a bit of rain is always welcome. The winter rains were beautiful to see with the cars tackling the chicanes and hairpins on the circuit.

Setting up camp with some camping chairs and 'frosties' with some cheese and crackers never seemed a better idea especially when Avish and Warren huddled together under an umbrella while watching the racing.

Some of the classic cars that drove down may not have been Mercedes Benzes on the day but for sure the Club was well presented, and this promises to be one of the events that will be slotted onto the KZN MBCSA social calendar to get more members attending these superb races at a world class Raceway.



KWA-ZULU NATAL





NORTHERN REGION

MIDMAS 2019

By Anna-Lee Dos Santos

It's Midmas time again! The Mercedes-Benz Club of South Africa's 2019 Christmas in July kicked off with a convoy of Mercedes, a Toyota, a Hyundai and a golf arriving at Shangri-La Country Hotel & Spa, nestled at the end of an avenue of magnificent Jacaranda trees in the Modimolle / Nylstroom area. Fifty people comprising of members and their partners, together with invited guests enjoyed a relaxed afternoon catching up before preparing for a Country & Western evening! Lots of nice people dressed in Cowboy clothes could not match the authenticity and true all round package of Clive and Tania who were the best dressed couple, right down to Clive Winterstein's rotten teeth.

Saturday began with a wonderful spread for breakfast. At 10am sharp all the Mercs were lined up and ready to leave for the day's activities in the shadows of the Waterberg Mountains of Limpopo at the impressive Zebula Country Lodge & Spa.

Chris Carlisle-Kitz and Jannie Van Aswegen sneaked off to a scrapyard that they discovered, full of old cars. Jannie found bits for a car he is restoring and Chris found a rare car club badge for his collection.

After lunch, overlooking the impressive golf course, we dispersed to our selected activities. A game drive, a Spa, elephant interaction, snakes, putt-putt and lots more, were enjoyed by all.

We made a quick return to Shangri-La to watch the victorious Boks smash the Aussies.



NORTHERN REGION



The highlight of the weekend was of course the Christmas party. As we entered the room, it was impossible not to be hugely impressed by the splendor of the venue all decked out in gold, black and silver.

Chris Carlisle-Kitz, the MC, facilitated the programme for the evening. An interesting quiz caused a lot of banter and debate, with Clive Winterstein winning the overall prize and Hanneltjie van der Walt in close second place.

After a sumptuous meal, the highlight of the evening was joke time! Having been previously asked to bring a joke to the event, most members told hilarious jokes. Pieter Booysen and our dear Chairman Steve Rademeyer excelled and entertained us like professional stand up comedians.

The final game was the musical gift exchange. The ladies were up first followed by the men doing a ring-a-ring-a-roses dance during the exchanges. A hilarious performance!

Our club President, Waldo Scribante, all the way from George, gave the vote of thanks to Shynelle Greeff, Morne Greeff and Anna-Lee Dos Santos with the traditional giving of gifts. Certificates relating to the weekend events were awarded, together with much laughter.

Farewell breakfast on Sunday morning was again a scrumptious affair with sad goodbyes as we packed and returned home.



NORTHERN REGION





The Rock Raceway

By Shynelle Greeff

Earlier this year, Morne Greeff invited club members to join him at The Rock Raceway in Brakpan. The Rock Raceway hosts a special track day every Wednesday for everyday usual road cars to get the opportunity to go down the racing strip and rub shoulders – not bumpers, or else the panel beaters will be in constant business. Although some cars are tuned to extreme, there are

still some standard cars enjoying the ride of their lives.

Some of our club members took their classics down the strip and seeing what our regional chairman Steve Rademeyer did with his Donnerwetter, was no unexpected sight. It was such fun to see two legends chase down the strip (that is Steve and Donnerwetter).

We all enjoyed a classic

boerewors roll, braaied to perfection by Ernst Greeff to feed the hungry tummies. We also had other non club members who also joined in on the event and had a lovely time. We had the time of our lives enjoying the love of cars and speed! A warm thank you goes out to everyone who supported us!



Ponton paradise: a visit to the Greeff Restoration Farm

By Johan Swanepoel

On Saturday 29 June, just over thirty club members spent the day at the Greeff's restoration business outside Brakpan. Morne, Ernst and their whole team did a splendid job to prepare everything for our visit.



The event was initially planned as a Ponton register outing, but the Northern Regional Committee graciously extended the invitation to all members of the region.

What an eye opener it was!

We were welcomed by a Ponton Ambulance in an advanced state of being resuscitated. Eye candy right from the word go! To prove that it was not just show, the engine was started and it purred like a kitten.

That was just the starter. Once we went inside the various work areas, you did not know where to look first. I have seen my number of Ponton bakkies (yes, that's what even our English purist Vice-president calls them), but never have I seen something like this. There were also several sedans, a fintail or two, at least two pagoda's and even a W108 being worked on.

Chris Carlisle-Kitz was our very proficient tour guide on the day. Not sure how, but he seemed to know quite a lot of what was

going on. One could see the jaws dropping when Chris showed us a pagoda on the rotisserie (see the pic), the under carriage of which was being worked on. The magnitude of the butchering they had to "undo" was utterly astonishing – from fibre glass used to cover up rust to paraffin tin like sections being welded into holes. Chris fielded a number of

questions on the restoration and two things were made very clear: for a project like this you need a deep pocket and an open time line.

Once outside, we were shown a very special bakkie project: a Binz prototype that was brought into the country to sell the concept of a bakkie to South Africa. Needless to say that the concept was bought into, but, typically South African, we decided to develop our own!

From there a tour was given through the mechanical workshop. Somehow, in my geriatric stupidity, I was so caught up in what was going on around me, I missed out on that. Or maybe that's when Ernst and I had to pamper a couple of coldies while we watched the fire getting ready for the braai afterwards. Almost like watching paint dry – just a lot more entertaining...

As co-organiser of the day I was hugely surprised by the attendance. Not just the numbers, but the distances that the ponton enthusiasts



NORTHERN REGION

travelled: Louis Coetzer from Bloemfontein, Connie Oosthuizen from Klerksdorp and Dawie de Beer from Hartbeespoort, just to mention a few. A very special moment to me was when Basil Chassoulas arrived. Basil was one of the members who made me feel at home when I joined the club in 1999.

It was also heart-warming to see the number of relatively young gentlemen who attended. This can only be good for the future of our club, AND of the cars we cherish so much!





SOUTHERN CAPE REGION

Southern Cape: Visit to Leopard Trail 17-18 August 2019

By Chris Kühn

Club members Johan & Lizette Kriel invited our region to their guest farm 25km from Swellendam for a visit to enjoy the farm and view Johan's collection of beautiful cars.



We set out from Mossel Bay on Saturday morning in pouring rain! The weather improved and as we came into Swellendam it was bright and sunny. We enjoyed lunch at La Belle Alliance Restaurant in town before checking into Leopard trail. Johan arranged for us to visit the extraordinary collection of Bertus & Rozita Oosthuizen at the Angora Stud Farm. What a stunning place! Every car nut's dream function venue!

After returning to the farm, the fires were lit and Johan and his

son Jan-Dawid treated us to a real Karoo braai with enough leftovers for breakfast!

As with all these functions Sunday morning arrived all too soon and we headed home...

A special thank you to Ederik for joining us from the Western Cape region and to all the members who attended this truly memorable weekend.



SOUTHERN CAPE REGION





WESTERN CAPE REGION



Val de Vie Breakfast Run – 9 June 2019

By Brendan Moran

On the morning of Sunday 9 June we had a breakfast run to the Val de Vie organized by Sana-Ullah Bray, who is a resident on the estate.

It was a themed run for classic models from the 1950's through to the 1970's and we had a very impressive turnout of 50 cars.

The morning started off a bit misty but the sun quickly broke through while we gathered at our meeting point at the Engen Winelands on the N1.

We were also privileged to have our club president Waldo Scribante and his wife Rene join us for the event as they happened to be in Cape Town on holiday at the time.

Our convoy of classics quickly filled up the parking area at the Engen garage and attracted much admiration from the public. David Shakeshaft, Bill Tolken, and new member Wynand Louw each brought their gorgeous 190SL's along. Bill also brought his immaculate 350 SL American

Spec R107 and his Pagoda for the run driven by his two sons.

In addition to these beauties we had a good selection of R107 and C107's, 6 fintails, 4 pontons, a few 108's, and Jean Le Roux's recently acquired 114 Coupe. Pieter Venter brought along his W116 450 SEL 6.9 and not forgetting our host Sana in his stunning 111 Coupe.

Our venue for the breakfast on the estate was the recently opened restaurant, Reuben's Café owned by celebrity chef Reuben Riffel. We were fortunate enough to have Reuben personally host us for this event which made the morning extra special. Reuben himself is a fan of the Mercedes Benz brand and owns two 108's and W116 350SE. We naturally didn't waste any time in convincing him to join the club.

Other than the scenic drive to Val de Vie, the beautiful setting and the lovely restaurant, our members were also treated to a surprise competition set up by chef Reuben whereby each member had to design a Mercedes Benz inspired fruit platter using fresh fruits and berries supplied on each table. Some very creative plates were presented but Reuben's final selection of the winning plate went to Donald Abbott. The winner's prize was, a signed copy of one of Reuben's cook books.

It was truly a great morning with splendid weather, gorgeous classic cars, good company and quality food.

Thanks again to Sana for organizing such a great event!



WESTERN CAPE REGION



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Spring Day Coffee Run – 01 September 2019

By Brendan Moran

To celebrate Spring Day a Sunday morning drive was arranged from the Durbanville Winelands to Riebeeck Kasteel in the Swartland.

The route comprised 55km of country roads through beautiful green Cape farmland with bright patches of Canola Fields dotted along the route.

True to the unpredictable nature of our Cape Weather, we awoke on Sunday morning to clouds and light rain which put a slight damper on our spring day festivities and meant that some of our more prized and valuable classics didn't make it to the run as planned.

Our meeting point was the Diemersdal Wine Farm 1.2km outside of Durbanville. Luckily by the time we arrived the weather had started clearing and it ended

up being a very pleasant day with lots of sun by the time we reached our final destination.

47 members and 19 cars attend the run. Kurt Stassen brought his beastly SL 63 AMG, Pieter Venter and Deon Potgieter brought Pagodas, and Jean Le Roux came along in his immaculate 124 300CE convertible. Francois Malan brought his beautiful metallic blue R107 350 SL, Jurgen Apel brought one of my personal favorites, his burgundy 114 coupe. We also had 5 SLK's, Andre Du Toit's C123 230CE, Len Weyers R129 500 SL, two SEC's, A W212 convertible and saloon

and a W116. Johan Kemp joined us along the route just outside Malmesbury all the way from Moresburg in one of his 220S Fintails too.

Roger Olivery supplied us all with specially designed bumper stickers for the run as well as flower stickers to add to our spring day theme. Thanks for the great idea and effort Roger!

Upon arrival at Riebeeck Kasteel we all stopped at Café Felix for coffee and breakfast after which everyone explored the town at their leisure with a few of us opting to stay for a lazy Sunday lunch before heading home.



WESTERN CAPE REGION



Rotterdam

By Kurt Stassen

At our first meeting in January I offered to organise a run in August, but where to go with our unpredictable weather at this time of the year?

Google was the obvious place to find help and a sleepover winter run to the Swellendam district seemed just right.

On Saturday 17 August we all met at our now famous rendezvous at Engen Winelands. It turned out we had quite a collection of cars on the run, from a W108 all the way to a SLS roadster! Cara and I presented everyone with a goody bag of treats for the road and shortly afterwards we departed in convoy for a leisurely drive through Du Toitskloof Pass. It is always a beautiful drive at this time of the year, but this year was a real treat for us Capetonians who almost

had to face day zero! We arrived at the @Four Cousins Restaurant in Robertson just in time for lunch and everyone ordered a la carte and the obvious bottle of wine ...

After lunch we continued in an even more leisurely way to The Rotterdam Boutique Hotel situated at Buffeljagsrivier. It is an elegant country retreat on the outskirts of Swellendam which dates back to 1794 and is famous for being the home of the late South African Grand Prix racer, Ian Fraser Jones (1950–1960).

It was a lovely sunny afternoon as we all checked in and then gathered in front of the Cape Dutch homestead for a group

photo. Some of us went for a snooze, some lingered in the Trophy Room and the rest ended up in the bar for sunset drinks. At the delicious three-course dinner served in the dining room of the Rotterdam there was lots of laughter and catching up with fellow club friends.

On Sunday morning we enjoyed the breakfast buffet and then it was time to be on our way taking great memories of a good weekend back home. Thank you for joining us for the run, we had a great time!





The fishtailing monster

By Hanjo Stier

Today I am writing to you from a secluded mountain cabin, mostly to avoid anyone bringing me another highly-strung, low-slung, high-power, low-profile tarmac monster. You see, I've just had a string of test cars which would fit perfectly into a top-



trumps card pack – spearheaded by this Mercedes-AMG C63S Coupé.

For the sake of clarification, AMG sprinkles their lunatic pixie dust on quite a few C-Classes including three body shapes (sedan, coupé or cabriolet) and two turbo-petrol engines with varying power outputs. The less insane 3L '43 models “only” develop 270kW but they're not assembled at AMG and feature 4Matic all-wheel-drive.

I find that bizarre as all 4L '63 models (476hp) and '63-S derivatives (510hp) are shipped with rear-wheel drive only. That's right, this half-a-thousand horsepower monster sends its grunt to the often-overwhelmed rear rubber. Case in point, even with launch control we couldn't match AMG's 0-100 claim of 4.1 seconds...

Our best time of 4.48 seconds is highly respectable but was marked by a ferocious battle between spinning wheels and flashing traction control lights. We tried one launch without

any electronic helpers and had to abort the timing at 90km/h because the car was still fishtailing away from a fat black 11 engulfed in blue smoke.

So, the old AMG tradition of supreme tyre destruction is still possible with this 700Nm brute and woe betides anyone who toys with it in the wet! However; those who keep a cool head and sensible right foot will find that there's lots of grip from both axles for spirited drives on their favourite curvaceous roads. It's quite dexterous for an AMG.

As can be expected, this loony machine has multiple drive modes which agitate various parts of its drivetrain to offer better (scarier) response or sensible (ish) comfort. To test the 19-inch low-profile tyres, sporty suspension and unforgiving bucket seats, I chauffeured a pregnant lady to one of her favourite shops in Stellenbosch.

Her feedback wasn't exactly positive, nor was the discovery that the concrete ride in this C-Class had produced alarming



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rattles in the cabin. More criticism fell upon the price of around R1.5 million and the car's fuel consumption. Mercedes claims 8.9L/100km but I guarantee that you'll see double that in mixed driving use.

I also predict that you'll adore the sound of its Bi-Turbo V8 engine – which can be amplified by pressing the exhaust flap button. Add Sport+/Race mode to the mix and you'll also get upshift or deceleration pops, shots and burbles. For professional poppers, there

are shift paddles behind the alcantara-clad sports steering wheel.

All of this is wrapped in a fairly elegant two-door shape with your choice of go-faster bits. Our test car had silver paint with black and red leather interior, as well as carbon-weave highlights inside and out. The rear seats are fairly usable and, if folded over, offer another 355L to fit the results of a huge Stellies shopping spree.

Being a one-point-six-bar C-Class, it does come with just about everything that opens and



shuts remotely or automatically. Climate and cruise control, multiple airbags and active driver aids, navigation and voice recognition, clever seats and headlights are just a few standard items.

Having recently tested the pin-sharp BMW M4 and sophisticated Audi RS5 coupés, this Mercedes-AMG gets my vote as the hooligan special. Off the line it's no faster than the other two but thanks to its power advantage, it feels more unruly than the M4 and – dare I type it – dangerous compared to the Quattro Audi.

So, if you want the same absurd AMG firepower as a GT S or E63 S but in a cheaper and crazier incarnation, this is the car for you. May I also recommend an advanced driver's and drifting

course? Each Mercedes-AMG C63 S Coupé is sold with a two-year/unlimited mileage warranty and six-year/100,000km warranty.

Please visit Galimoto Media on Youtube to view our acceleration videos of the C63 S, M4 and RS5 coup





Beer, Benz and Burgers

By Mikhail Kunneke

The last weekend of May, in the Helderberg, is usually already very cold and very wet. The winter rains have started to fall and the outside temperature even more so.

For those members of the MBCSA who stay in the area, this is the time to start moth-balling their cars until the sun makes its welcome re-appearance in mid-September. However, this year the local population and the Western Cape-region members of the Mercedes-Benz Club were truly blessed with weather that one would only find in spring. It was the perfect weather for a club run followed by good food and even better craft beer.

On Saturday morning on May 25th, club members met at a parking area overlooking the

stunning Gordon's Bay beach at 10:00. The climate was initially a bit chilly, but all the signs were there for amazing weather. After everyone had arrived and a short driver-meeting was convened to inform everyone as to what route would be taken. The convoy of 15 cars left the parking area at 11:00. The run was open to any Mercedes-Benz model and, as such, the group had a lot of variety: everything from 107s to 203s.

A scenic drive was taken along the Gordon's Bay coastline, past the Navy College and onto the

R44 leading towards Rooiels. With such lovely weather and a surprisingly quiet stretch of road – free of the motorcycle riders who usually loiter there – the run had started off just right. For those reading this article who have never driven on the Rooiels Pass, do yourself the favour and see it. It is a driver's dream with every corner sweeping gracefully into the next one. Slow in and fast out the whole all the way to Rooiels. The amazing view is unforgettable; amazing fynbos-covered mountainside to your left and an ocean view that stretches



WESTERN CAPE REGION



all the way to Table Mountain on your right. The Rooiels Pass is truly one of the greatest driving roads in the world.

Having enjoyed the Rooiels Pass, the convoy of the cars drove through Pringle Bay and Betty's Bay. Having recently experienced horrible bush fires, it was great to see that the towns were healing; indigenous plant-life was once again starting to thrive and homes were being rebuilt. It was decided the convoy would regroup next to the Harold Porter Botanical Gardens; another place well-worth a visit. After having found each other, the convoy set off for Kleinmond and would thereafter turn onto the road leading to Botriver. The whole trip thus far had been an absolute pleasure to drive, thanks to the amazing weather and beautiful

scenery. On the way to Botriver, a quick stop and bathroom break was made at a quaint farm-stall. Having stretched the legs, the convoy set off for the final leg of the trip.

The drive through Botriver, past Elgin and onto Sit Lowry's Pass was relaxing, with no problems whatsoever. The convoy then headed for its final destination back in Gordon's Bay: Red Sky Brew.

At Red Sky Brew areas had been demarcated for the convoy to park and display their cars. After all, what is the point of having a convoy of Mercedes if you cannot display them when you arrive? They are fun to drive and even better to look at!

The club members had the opportunity to take part in beer tasting and a tour of the brewery

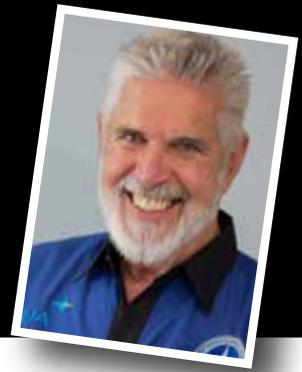
itself. The kitchen prepared delicious Prego Burgers and chips. The group was treated to great food and even better craft beer. For those who did not drink, the brewery also offers an amazing craft-made lemonade, which is worth a try. I highly suggest that if you have the opportunity, drive through to Gordon's Bay and stop at Red Sky Brew.

All-in-all it was a great club run on a beautiful day, with gorgeous cars and great beer. I would like to thank every member who came through for the run and helped to make it a memorable experience. A final thank you also to Red Sky Brew and their manager, Garreth Strickland, for hosting the club and organising security for the cars on display.



from the Vice President

Chris Carlisle-Kitz



Abel is a 1957 Mercedes-Benz 220S who has travelled with Fred and Elizabeth Smits through five continents often on unforgiving roads, visiting extraordinary places. They have driven famous race tracks and followed rally routes over which 1950's Mercedes-Benz have been victorious. They have been into and visited Mercedes factories and interesting museums. All this has been done towing a 'trailer home' called Zambezi in which Fred and Elizabeth live.

A letter to Abel

Dear Abel,

While you have been hibernating together with Zambezi, your trailer, in the safety of the huge container far away in England, we had the privilege of entertaining Elizabeth and Fred.

We are members of the Mercedes-Benz Club of South Africa, in particular the Northern Region section.

Having spent about six weeks touring Southern Africa spending time in exciting places like Namibia, Botswana, Zambia and Zimbabwe, Fred and Elizabeth accepted our invitation to visit a group of our members in Johannesburg. At the beginning of their visit they were entertained by our Mercedes-Benz Club friends in the Western Cape.

There is a report on that visit in our Club magazine Benz Lens. You can read all about it if you download it from the internet.

Our flamboyant member PJ and his wife Suzette met up with the two of them, entertained them then brought them to a restaurant in Alberton called Churrasqueira, hosted by Carlos Cardoso, one of our Committee members. That was on Thursday 9th May shortly before they left South Africa to return to you. They told us how much they had missed you and were looking forward to getting on the move again!



We had a lovely Portuguese meal, because it is a Portuguese restaurant! This was followed by the recounting of the fascinating story about your adventures with them!

I guess that you are now a very famous car and probably the most travelled 220S in the world! I found the story and slide show very interesting and was rather envious of the lifestyle you have been able to undertake.

The way that Elizabeth and Fred tell the story together is rather unique and the pictures of all of you in different parts

of the world and meeting with such a variety of people are truly awesome. The only sad part of this visit was that we were unable to meet with you! It would have been good if you had been in the car park to be admired by all of us!

We all hope that, in the future, you will do a tour from the top to the bottom of Africa ending up visiting us in South Africa.

We wish you, Fred and Elizabeth all the best as you meet up again and continue with your history-making journeys once more.



The 2019 Benz Essen Safari – A short story

By Chris Carlisle-Kitz

It was 26th July 1958 and my brother Francis and I, aged 12 and 13 years old, were flying in an old East African Airways Dakota from Mombo, where we were at boarding school, to Nairobi on our way to Europe to meet up with our parents who were on holiday touring in their new Mercedes.

After a night in Nairobi we boarded a BOAC Bristol Britannia. On the runway the pilot announced that one engine had stopped working! We were later transferred to a BOAC Argonaut. A lovely new turbo prop plane. However on landing at Khartoum the plane hit a donkey which buckled up the landing gear.

Now to cut a long and interesting story short we finally ended up in Germany at the old Mercedes Museum to meet mother and father and the new Mercedes! Needless to say we all had an interesting and exciting time there and later touring in Europe before returning home to Dar es Salaam by ship with the new car on board.

August 1961 was a repeat of this adventure to Europe without any flying incidents. This time we picked up one of the very last Pontons from the factory then visited the “new” Mercedes Museum which had only just been opened. We met Alfred Neubauer the famous Mercedes Racing Team Manager who was then the curator of the Museum. We again had a great time in Europe.

Now turn the clock forward to April 2019. One very excited Vice President of the Mercedes-Benz Club of South Africa was about to repeat the adventure sixty one years later!

The uneventful flight in a Boeing 777 300ER brought me to Frankfurt airport and some days later together with our delightful

traveling companions from the Club we arrived at the “new new” Mercedes Museum. For me the excitement was overwhelming. The Museum is fantastic and only a visit can adequately convey the awesome history of Benz, Daimler and Mercedes. The many pictures will tell part of the story. However to complete my Museum story, having eventually completed the spiral tour around the various floors, I decided to turn around and do the tour again in reverse! Needless to say I was very late for our group lunch!

Our President Waldo is a master at organizing this kind of tour, but this one was particularly special.

To start at the beginning, on Friday before the tour started, Waldo, Pieter, and I left Rene and Almarie in old Frankfurt town then drove the 100kms to the Hockenheim Ring Race Track to attend a huge autojumble. This was very interesting although we realized that motorbikes are becoming far more popular for restorers. I guess that is because space is a problem and at a push, bikes can be stored in the house! Waldo and Pieter found nice stuff but I couldn't find the fog lamp I was hunting for.

We met with the rest of the group the following day at the airport, introduced ourselves to Roger the bus driver and Ekki our guide both of whom were to become an integral part of the tour, then left for our hotel in Stuttgart.

10 exciting days followed with daily visits to two and sometimes three exciting places each day. Not in any particular order but as they come to mind, Kienle Automobiltechnik definitely ranks high in my memories. The well known restorer of older Mercedes like 600's and 300SL's was an awesome place. Rusty

and worn out 300SL's being made better than new with absolute attention to detail being applied. Lots of 600's including Hugh Hefner's Pullman were there rubbing shoulders with the Sultan of Jahore's 540K Special Roadster. Then outside we found a new McLaren SLR 722S Roadster. I left there spellbound thinking that I have a long way to go before my Ponton bakkie looks as if Kienle restored it!

The privately owned Carl Benz museum in the building where Herr Benz worked, was a lovely place to be in with beautiful display scenes of cars, period clothes on manikins and old bicycles of every description on the mezzanine and hanging from the rafters. Not only Mercedes displayed here. Good to see the variety particularly some old race cars! Carl and Bertha Benz's house was in the town. Lots of photos were taken, followed by a leisurely lunch.

The Sinsheim and Speyer Technical Museum and the Auto and Technic Museum at Sinsheim were most interesting with old cars of every description, bikes, airplanes in the buildings as well as all over the place outside! Famous planes like the French and Russian Concorde, fighter jets and helicopters too. The display of war vehicles, tanks, bikes, bicycles, scout cars, lorries and much much more mostly displayed in action scenes was both exciting and educational.

The Mercedes factory tour did not grab me quite like the rest of the places we visited. Interesting it certainly was, but how much time does one need to look at robots making dozens of black Mercedes Maybachs 70% of them going to China!

The other fascinating and spectacular visits to the Mercedes Classic Centre and the Porsche



from the VICE PRESIDENT

museum and Classic Remise, a converted railway workshop housing more exotics, could not prepare us for almost 3 days at the Essen Classic Motor Show. This huge show was full of exotic and rare cars as well as some lesser interesting vehicles displayed in all kinds of ways from lines of 300SL's to a group of mint condition VW's in a picturesque camping scene. Cars on show, difficult to find car spares, car books, cars for sale, model cars and lots lots more, in fact anything for all sorts of petrol

heads. We walked and walked for two and a half days and still there were parts that we could have revisited! I have to say that by the last day of the tour, having seen well over a hundred 300SL's, it was good to pass one by without so much of a glance and find an entry level DKW on the other side!

It is not possible to post enough photos for you to understand the magnitude of our tour, however I trust that our esteemed Editor will have access to nothing but the best of the photos available!

To sum up, the Museum visits were just long enough to take in all that one's mind could absorb, the time travelling on the bus was long enough to chat about and relive the days' events, the evening meals in local restaurants, and the general quality of the hotels was great! No fights, no arguments, and plenty of kisses from Avish!

Well done Mr President you achieved 'the best or nothing'.

get starred in the benz lens



The committee of the Benz-Lens Magazine **CHALLENGE ALL OUR MEMBERS** to submit their own personal stories and images. The winning articles will be published in the quarterly magazine and on our digital media. Annual prizes will be awarded according to contributions on photos, articles and Facebook posts.

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Obituary

Remembering Malcolm Campbell



We were deeply saddened when Malcolm Campbell, our Eastern Cape secretary, passed away recently after undergoing a surgical procedure.

Malcolm was a very passionate Mercedes-Benz Club member and as regional secretary he did an outstanding job.

Together with his wife Bev, they participated actively in many organised events and runs, regionally and nationally.

Malcolm was extremely methodical and organised in everything he did.

With a keen sense of humour, he made everyone around him feel comfortable and relaxed. In particular, he made new members feel very welcome.

He will be remembered as a courteous, genuine and valued friend and a much loved and dedicated family man.

On behalf of everyone in the Eastern Cape Region, our sincere condolences to Bev and all the family - Malcolm is sorely missed.





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