

classic

Bruno Sacco's top 3

A drive with one of the most important designers in automotive history

50 years C 111-II

Twelve pages homage to the dream sports car prototype

Who am I?

Six classics photographed from below. A quiz for connoisseurs!



EUROPE

We are Family

They are all united by a great passion – 81 Mercedes-Benz Clubs on five continents: a world tour through the largest and liveliest fan community of an automobile manufacturer



ASIA



AFRICA



AMERICA



AUSTRALIA

Individualists unite.

Mercedes-Benz Classic brings together all those who are passionate about the star. Be a part of it:
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Dear Readers,

These are extraordinary times for all of us, and now, more than ever, we are working with yet more passion on our maxim: “Anything but ordinary!” In the middle of producing this issue, the COVID-19 pandemic forced us to remix our magazine themes and postpone the publication date by one month. Thank you for your understanding! Our planned cover story, which had already been completed, was realised in the sunshine state of California when “social distancing” had not yet become the order of the day. Our new cover story now encompasses the entire world: “We are family” takes you on a journey to Mercedes-Benz clubs on five continents and arouses our anticipation for better times that we hope are soon to come.

Our feature with Bruno Sacco also is anything but ordinary. Exclusively for you, the legendary car designer reveals his three favourite models created during his long era at Mercedes-Benz. Which vehicle has the best-looking front, the perfect sideline, the most brilliant tail end, from Sacco’s point of view? This much we can reveal already: the S-Class Coupé (C 126) is also represented in his top 3.

We hope you have fun with this special issue!

Jörg Heuer, Editor-in-chief

How do you like Mercedes-Benz Classic magazine? What do you think of our stories and our selection of topics? We look forward to your feedback!

→ classic.magazin@daimler.com



Welcome to the club

Can you decipher the Classic Community Code? There are currently 81 Mercedes-Benz Clubs with over 100,000 members on five continents, who collectively own some one million cars bearing the three-pointed star: classics, classics-to-be, new models. (p. 14)



In brief

“Drive around for two days with you? Why on earth should I do that?” asked Bruno Sacco. “Because you have to,” was our reply. And we succeeded! (p. 44)

classic

WARM-UP

08

Five summer hits



Racing driver Sophia Flörsch gave us her top 5

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 - Short interview: experiencing the Rallye Monte Carlo Historique at last
 - Visiting the workshop of Boris Bracq

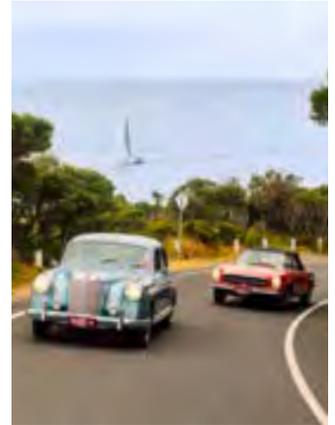
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CARS & CHARACTERS

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Mercedes United



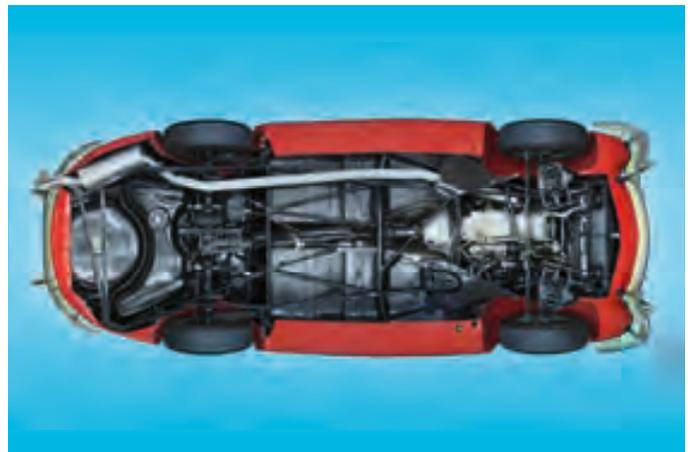
The community is expanding on five continents

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 A passion for the star, a huge community of like-minded people: On five continents there are a total of 81 Mercedes-Benz clubs with over 100,000 active members, who altogether own and drive about one million vehicles. Come with us – on a world tour

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 Six classics – and classics of the future – from six decades of automotive history photographed in a completely different way: from below! Our big photo story is also a charming test of knowledge

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A different perspective



Do you know which car I am?

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Design legend



Bruno Sacco took the time to travel with us and his beloved C 126 along the Danube and the Rhine

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We visit the former Mercedes-Benz chief designer – one of the most eminent designers in automotive history. A close-up portrait

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The Berlin automotive engineering student and influencer Shareen Raudies drives a car that’s a few years older than she is herself

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Up, up and away



Love is red: there’s something very special about historical fire engines

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W 123: popular and affordable



Highly sought-after, when in a good condition like this

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The W 123 is the best-selling model in the history of Mercedes – and is still seen as an assured and solid option

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Our author had a lucky day: he drove the C 111-II

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Top classics, specially selected for you

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The original dream car



The C 111-II has just turned 50 and still inspires generations of car fans to this day

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PUBLICATION DETAILS

classic

THE MAGAZINE FOR MERCEDES-BENZ CLASSIC CAR FANS

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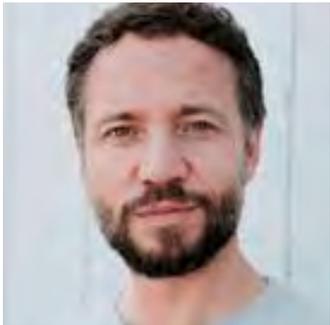
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3	4

1 Jan Wilms

Author, C 111, p. 76

“Take a look out the window. You could spend the afternoon with what you see out there,” said a voice on the telephone. I saw very orange gull-wing doors and so I went right down. I’m sure this afternoon will always remain in fond memory for me.”

3 Malte Jäger

Photographer, fire engines, p. 56

“What young lad doesn’t dream of whizzing down a fireman’s pole just once in his life? While I didn’t get to do that in this story, I did finally fulfil my dream of spraying a fire hose, something I’ve always wanted to do at least as much, if not more.”

2 Lea Intelmann

Our new junior producer

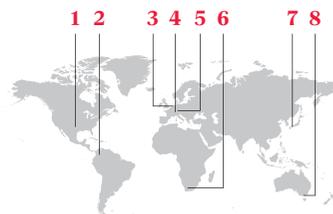
“From zero to one hundred, that’s perhaps the best way to put it: we had actually finished producing this edition, when we had to redesign because of the coronavirus. Three of our stories had to be changed and we quickly needed new stories. Great teamwork!”

4 Alexander Babic

Photographer, Sacco story, p. 44

“Meeting such a famous, multi-award-winning automotive designer like Bruno Sacco, who has fans and admirers all over the world, and accompanying him for two whole days – that was a very special highlight of my photography career so far.”

Around the world in 98 pages



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SOUND BITE

Thomas Giesefeld writes about the SLK, our classic of the future:

Page 88

Apart from the power domes and the integral roll-over bar, the characteristic features include the laid-back wedge shape with the triangular reversing lamps at the short rear end. It offers space for two people’s weekend luggage. The vario roof can be opened and completely retracted in 25 seconds in a spectacular and convenient process that works in all weather conditions. Especially recommended for daily driving: the bullish SLK 230 Kompressor with 193 hp in conjunction with the five-speed automatic transmission.

INFORMATION

**SPORT
FOR
GOOD**



Mercedes-Benz is one of the founding partners of the Laureus Sport for Good Foundation.

Since the foundation was established in 2000, Mercedes-Benz has been supporting and promoting the aims and values of this worldwide charitable programme: improving the lives of underprivileged or sick children and adolescents by means of social sports projects. Laureus has become a fundamental element of Mercedes-Benz’s social responsibilities. Every new Mercedes is therefore an ambassador for these values. By buying a Mercedes, you support the Laureus Sport for Good Foundation.

Warm-up

SHORT STORY

Serving science

An L 1113 is used to transport the find made by a German palaeontologist in Patagonia: the bones of a hitherto unknown species of dinosaur

SHORT FACT

240 thousand G-Class

models out of the 300,000 or so sold over the last four decades (80 per cent of all G-models) are still out and about, on and off the roads. Many of them with several hundred thousand kilometres on the clock. How appropriate then is the slogan marking its 40th anniversary in 2019: "Stronger than time". A G-enuine success story!





PHOTOS DAIMLER AG/MERCEDES-BENZ CLASSIC, MUSEO PALEONTOLOGICO EGIDIO FERUGLIO PR, PRIVATE (2) ILLUSTRATION GABRIEL LIO

The L 1113 has long been deemed a classic, and continues to do sterling service all over the world – as when Munich-based research academic Oliver Rauhut made a sensational discovery in Patagonia, Argentina. The senior curator of the Bavarian State Collection for Paleontology and Geology has discovered a previously unknown genus of predatory dinosaur, the *Asfaltovenator vialidadi*.

It is estimated that the beast must have been up to eight metres long; its skull measures 80 centimetres. The research team faced major challenges when it came to conveying this colossus away from the site. Fortunately, the medium-duty twin-axle L 1113 was able to save the day. “Since all fossils discovered in Argentina belong to the state, we were able to call upon the help of government agencies to move them”, Rauhut recalls. In this case it was the Argentinian border police and their L 1113,

from the '60s, that turned out to help. “But first of all the road construction team had to create a new 1.5-kilometre track to provide access from the nearest road”, Rauhut explains, otherwise the truck and crane would not have been able to reach the site.

This find sheds fresh light on the evolution of predatory saurians; it is a member of the large group of tetanurans, or predatory dinosaurs. “The fossil displays a very unusual combination of skeletal characteristics, which is difficult to reconcile with the currently accepted picture of the relationships between the three large groups that comprise the tetanurans – Megalosauria, Allosauria and Coelurosauria”, according to Rauhut. The researcher interprets the parallel developments as an example of evolutionary experimentation during the rapid expansion of the tetanurans following the extinction of other species.



Excavation and removal

German researcher Oliver Rauhut (photo, top right) discovered the bones of a previously unknown species of dinosaur in the mountains of Patagonia, Argentina. The local authorities provided him with a suitable means of transport: an indestructible Mercedes-Benz L 1113 more than fifty years old.



Road trip from Hamburg to Osaka

Michael Haentjes, founder of the Edel media group, has fulfilled a long-cherished dream: to drive more than 12,500 kilometres eastwards in his “Ponton” Mercedes, built in 1957 – all the way to Japan

“How and why did I get the idea for this trip?” Michael Haentjes, 63, reflects briefly. “As head of my company I was always busy, with a packed diary and responsibility for hundreds of employees. So for me, as a passionate motorist, there was very little time left to live out my dreams. Then I handed over the management of the company to my son Jonas and – voilà! – now I’m free. And I’m going to make the most of this freedom.” Hamburg to Osaka it is, then. Over 12,500 kilometres, not including ferry passages. Haentjes – who has been collecting classic cars since 1988 (the Ponton was his first purchase),

loves driving and has already taken part in rallies such as the Mille Miglia and the Targa Florio – chose the type 220 S, built in 1957, as his wheels for his Russia–Japan adventure: “The Ponton is almost exactly the same age as me and at least as robust as I am.”

The journey didn’t start at all well. A tyre burst on the way to catch the ferry from Travemünde to Helsinki. “An unlucky omen” was the thought that immediately went through Haentjes’ mind. But a new tyre was fitted in Helsinki – and the journey continued with no further problems: Saint Petersburg, Moscow, Nizhny Novgorod, Kazan,

Chelyabinsk, Novosibirsk, Irkutsk, Ulan-Ude, Vladivostok, then on the Eastern Dream ferry across to Donghae, South Korea, and on to Sakaiminato, Japan, finishing with the last few hundred kilometres to Osaka, Hamburg’s sister city. Michael Haentjes was on the road for five weeks in all, driving the whole way himself, and enjoyed meeting any number of globetrotters along the way and eating all sorts of exotic food. Special highlights? “Every kilometre of the way! And the daily enjoyment delivered by the espresso machine I took with me”, the adventurer responds with a wink.

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	3

1 **Off-road**
Michael Haentjes, somewhere in the depths of Russia

2 **Aficionado**
The world traveller keeps it classy and adventurous.

3 **Osaka**
The burgeoning city of 2.7 million inhabitants is a colourful, lively place to visit.

CLASSIC SHOPPING

“My five top hits”

MY PLAYLIST

1	Jubël	<i>On the Beach</i>
2	Regard	<i>Ride it</i>
3	Danny Ocean	<i>Me Rehúso</i>
4	Icona Pop	<i>I Love it</i>
5	Tones and I	<i>Dance Monkey</i>

Sophia Flörsch

The 19-year-old German Formula 3 driver entered her first kart race at the age of five. Her sporting hopes for the future? The young racing driver's answer is rather ambitious: "I want to be Formula 1 World Champion."



**Inspired by Sophia's hits:
Our five tips for
a cool summer**

1 Bang & Olufsen Beoplay A1
Music to carry with you, from the quality Danish brand. Ideal, not just for the beach. €169 → beoprime.com

2 Gearknob cufflinks
With these Paul Smith cufflinks, you've chosen the right gear for listening to Sophia's song selection. €120 → mrporter.com

3 Trancoso beach bat set
Life is full of to and fro – make the most of it with this stylish beach bat and ball set. €200 → frescobolcarioca.eu

4 Givenchy card holder
The elegant way to organise all sorts of cards and notes – so there'll be no shortage of fun to sing about. €250 → mrporter.com

5 Veja Esplar sneakers
From organic materials and social production. You'll look good wherever you go. €99 → veja-store.com

PHOTOS MICHAEL HAENTJES (PRIVATE), CHAPMAN CHOW/UNSPLASH, ALEXANDER FLOERSCH, PR (5)

ERLER'S INSIGHTS



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| 3

- 1 **A midsummer night's dream** Advert for the R 129 (1991)
- 2 **Design icon** Philippe Starck's lemon squeezer (1988)
- 3 **Post-modern** Stuttgart State Gallery by James Stirling (1984)

All new!

Towards the end of the 1980s, Mercedes-Benz introduced a very special gem to our roads: the SL, model series R 129

One of the peculiarities of looking back on earlier decades is that we enjoy reminiscing about the abominations we associate with them. The 1980s seem to be remembered as the decade of big hairstyles and mint-coloured shoulder pads. For all that, ever since the founding of the German Federal Republic there has been no more exciting decade in design terms than the '80s.

While the homely '50s and the economically industrious '60s were desperately concerned not to cause offence, and the '70s never cared very much about outward appearances anyway, the start of the '80s saw Germany develop a new sense of assertiveness. The open celebration of status, individualism and extravagance was no longer frowned upon – so new forms of expression were needed. Design became loud and often even jarring. “Custom-made” was

the order of the day; plastic was hailed as modern. And sophisticated technology was widely acknowledged as something of a new fetish.

This advert (photo, top left) from 1991 shows exactly what the 1980s had been about: the R 129, a stroke of design genius by Mercedes-Benz Chief Designer Bruno Sacco and presented in 1989, speaks very clearly for itself as an object of desire and, with its plastic side skirt (“Sacco board”) and total absence of the traditional chrome, looks more like some Star Wars fantasy come to life. The expansive text under the picture of the car revels in a host of new technical records. And one thing is immediately clear: “Made in Germany” was an immensely popular concept – worldwide.

Johannes Erler is a multi-award-winning art director and design author.

SHORT FACT

125 years

Motor buses! In March 1895 a major era began on a very small scale. In Mannheim, the automobile manufacturer Benz & Cie. delivered the first bus with a combustion engine. The bus has eight seats and is powered by a horizontal single-cylinder engine at the rear with a vertical flywheel and a displacement of 2.9 litres. The engine produces 3.7 kW (5 hp).



3 QUESTIONS – 3 ANSWERS

Monte Historique at last

With his wife as co-driver in his W 111, Eric Weiland entered the Monte Carlo Rally for the first time

→ How did you come to take part?

← Oh, you know, every child has heard of the Monte Carlo Rally. For me, as a Frenchman, it's always been one of my ambitions in life to take part in this momentous event. We'd spent about four years on the planning, and this seemed like a good moment. Especially when I saw that our W 111 was the same as the car on the official poster for the rally – I took that as a good omen!

→ What did you think of the route?

← It was quite simply amazing! Thanks to my wife Alexandra, my expert team and, not least, to my friend the “Fintail”. The excellent preparation of the vehicle, coupled with its tremendous reliability, meant that we didn't have a single breakdown and got the 220 SE from 1963 to the finishing line without any problems at all.

→ What were the highlights for you?

← The first stage all together from Reims, the mystical roads of Col de Turini and, of course, crossing the finishing line in Monaco. All in all, we found the rally extremely challenging, but we also enjoyed the incomparable, friendly atmosphere.





PHOTOS DAIMLER AG/MERCEDES-BENZ AG, PR/STUTTGART STATE GALLERY, PHILIPPE STARCK, JUICY SALIF, DESIGNED 1988, ALUMINIUM, 2016 DALLAS MUSEUM OF ART, PR/PETER SINGHOFF, PRIVATE, QUENTIN SALINIER (3)

“The ‘Pagoda’ is one of the family”

Like his father, Boris Bracq studied design. But in his case, rather than cars, it was office chairs and high-tech machines that he created. He now runs “Les Ateliers Paul Bracq”, a workshop specialising in the W 113

He was not even a twinkle in his father’s eye back in the early 1960s when the latter, Paul Bracq, first sketched out the design for the Pagoda model. A classic was born – as some believe, one of the most beautiful cars ever built. And Paul Bracq’s son Boris, an industrial designer by training who has designed office furniture and high-tech machines, was often merely referred to as “the son of...” during his time at college.

“That part of it wasn’t much fun”, says the 49-year-old. “But it was OK really, and it was only a matter of time anyway before I started working on the Pagoda as

well.” It all started about six years ago, when he wanted to give his father a W 113 as an 80th birthday present. He found a Pagoda, but it was in need of repair and restoration. His father turned it down: too expensive, as a gift. Boris accepted this decision, but nevertheless restored the W 113, a so-called barn find. And then he sold it. “So that was how my restoration studio started”, explains the young father, who lives just a few kilometres away from his parents’ home in Bordeaux. In his workshop he works only on the models in whose design his father played a role at Mercedes-Benz: W 113, 108,

109, 111, 112. There are currently four Pagodas and a 300 SEL 6.3 in Boris Bracq’s workshop. His customers come from France, Italy, Germany, Switzerland and – in one case – even all the way from New Zealand: “Of course, the name is a drawcard!”

He and his team of four have just one objective: “You bring your Pagoda to us, and we’ll personalise it for you and make it fit for the future. Old design, new comfort, that’s our motto: improved heating and suspension, more comfortable seats, lighter steering – and perhaps a slightly newer old engine. Yes, that’s our vision.”

1		3
2		

1 Team meeting
Boris Bracq (far left) and colleagues in deep concentration

2 Secret project
In the 1950s, Bracq père drew up a design for a W 113 Coupé. It was never built – but Boris is currently working on a “prototype”.

3 Handcrafted
Body, engine, interior: Bracq Junior does almost everything.



We are family

The silver star shines on five continents – and with special intensity in many different countries: worldwide there are 81 recognised Mercedes-Benz Clubs with over 100,000 members in all, who own and drive around a million cars: classics, classics-to-be, and also new models. In 1952, the first single-brand car club was founded in England, and the youngest just under two years ago: the Unimog Club China. The membership figures grow by five to ten percent worldwide each year. The brand clubs are much more than mere custodians of tradition and driving culture: they are communities with great cohesion, and offer vibrant meeting points for enthusiasts, connoisseurs and fans. Come along on a round-the-world trip with us through the Mercedes-Benz community!

DISTRIBUTION OF MERCEDES-BENZ CLUBS WORLDWIDE



10
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51
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11
ASIA

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MARTIN SEMM, GERMANY

“I’ve met lots of interesting people at the club and in the community. Some have even become friends for life. We meet several times a year at different events and, of course, away from the meetings. My most enjoyable trip? When I drove a 300 SL Roadster from Monaco via Cannes to St. Tropez, with the top down along the entire coastal road. A dream!”

Pure happiness
Entrepreneur
Martin Semm has been a member of the 300 SL Club for nine years. He owns several “Gullwings” and Roadsters and drives them a lot.



SHIMPEI KITSUKAWA, JAPAN

“The star is my
companion”





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	3	

1 Family car
 Father Shimpei and son Katsuya are in the back for a change, with mother Nobuko and daughter Mari in the front.

2 Going for a ride
 An exhilarating excursion of the Kitsukawas in the 300 SL Roadster along with other club members on Shikoku island.

3 Factory owner
 Mr Kitsukawa is an honorary member of the club in Japan.

4 Culinary delight
 Wagyu beef is served in the restaurant run by his wife Nobuko.

It was an impressive journey for us, a visit to the Far East: Shimpei Kitsukawa, his wife Nobuko, daughter Mari and son Katsuya – along with other members of the Mercedes-Benz Club Japan – were the protagonists of the extensive cover story a year and a half ago, in our award-winning 03.2018 issue.

The factory owner on the island of Shikoku owns an impressive collection of vintage Mercedes-Benz models. He liked the feature and the magazine so much that a few weeks ago he ordered another 50 printed copies. This means he has now received about 250 copies in all of this – “his” – edition.

But why so many magazines, Mr Kitsukawa? “Because I am touched, honoured and, of course, also very proud,” he replied. “I give the magazine featuring my story to my friends and business customers.”

For the 80-year-old, Mercedes-Benz is much more than just a car brand. He tells us that the star has been his companion as an elegant, trusty friend for 55 years:

“And for me, Mercedes represents a great attitude towards life – yes, in a sense it means security, status and home. In fact, I have never driven anything else for almost six decades. If I had, I would have felt like a traitor.”

Last year he resigned as honorary president of the Mercedes-Benz Club Japan for health reasons. “Sadly, I rarely sit behind the wheel myself these days; I can no longer attend many events or go on excursions,” says the family man. He is now an honorary member of the club.

Mr Kitsukawa explains that at some point he intends to bequeath the classic models that mean the most to him to his daughter and two sons: “I would really like them to keep these cars in good condition and then pass them on to their children when the time comes. In particular, I would like the 300 SL Roadster, which I have now owned for 40 years, the 280 SL (W 113) and the white 280 SE 3.5 Cabriolet (W 111) to give pleasure to as many generations as possible; this is both my wish and, in fact, a family rule.” ◇



PHOTO ERIVER HIJANO

DIRK KEMPER, AUSTRALIA

“The glue that bonds the family together”

Dirk Kemper, born in the Ruhr region of Germany, has lived on the east coast of Australia since the age of eight. In Melbourne. His wife Marion and son Ashley share his passion: “Classics with the star”. They are the “family glue”, says Dirk, the cement that bonds the family – and builds a bridge to Germany for him. For example the “Pagoda”, or “Roundy”, his 220 S built in 1958

Family ties

Dirk Kemper (far right), his wife Marion and son Ashley out and about by the sea, near Melbourne

RAINER HILDEBRANDT, GERMANY

“Intensive encounters and a number of friendships”



PHOTOS DAVID KLAMMER

1
2

1
All-terrain
Rainer Hildebrandt is president of the Unimog Club Gaggenau.

2
Brothers and sisters
The U 411 with club members Martina and Wolfgang Zappel (front) and Hildebrandt's U 421 take a tour through vineyards in Southern Germany. “Mine is the younger brother of the 411,” the club president tells us.

→ **What do you love about Mercedes-Benz?**

← Already as a young boy, I learned about the fascination of the star from my father. He bought himself a “Fintail” and I was allowed to drive it on our land – at first on his lap, and then by myself once I was able to reach the pedals.

→ **How many Mercedes-Benz classics do you own, and what are they?**

← I have a U 421 from 1971, a U 400 from 1999, a U 4000 built in 2006 and, as of recently, an SL 500 (R 129) from 1997.

→ **That’s quite a large selection ...**

← I love driving them all, and I choose them to suit the particular occasions in question, for meets and excursions.

→ **What was your key experience regarding your Unimog passion?**

← My enthusiasm began in Africa. When I left university I went travelling for six months in the west of the continent. Crossing the Sahara in a Borgward was difficult: although we had all-wheel drive, we had to shovel our way through the huge fields of sand. That was when I saw a U 100 for the first time as it went effortlessly by. I watched with astonishment as it disappeared: this aroused my desire and fascination.

→ **What was the best reaction from other people that you’ve had regarding your cars?**

← It’s when we get stopped and people ask if they can take photos. And then there was the time that children came past with their parents and then, in delight and excitement, pointed out to their parents that there was a Unimog over there.

→ **What do you get out of talking shop with like-minded members of the Unimog Club Gaggenau?**

← Despite all differences, we have a common basis for what are sometimes very animated conversations. There are lots of intensive encounters and friendships which otherwise would probably not have come about.

→ **Do you have a dream that you would one day love to come true with one of your classic cars?**

← I’d like to put a camper shell on the back of the load area and travel around Europe in a Unimog for a few weeks, from the North Cape down to Gibraltar. ◇





NICO OCKHUISEN, NETHERLANDS

**“My family
is just
fantastic”**

Mister Mercedes
Nico Ockhuisen is quite probably one of the best Mercedes-Benz experts and greatest enthusiasts worldwide. There are 124 automotive jewels from nine decades parked in his hangar-like hall. And even his daughter is called Mercedes!



1	2	4
	3	

Until only recently, Nico Ockhuisen's Mercedes-Benz collection – which is unique and impressive in equal measure – was parked in a large hall on three storeys. The hall looks like an aircraft hangar and has similar dimensions. But for his constantly growing collection – he currently owns 124 cars from nine decades – it simply became a bit too small. So Nico, a marina operator and haulier, made a virtue of his necessity. He is now building a second hall on the site of his marina in Baarn on the outskirts of Amsterdam, which is due to be completed in August this year at the latest. "A good 2,000 square metres on two levels," he explains. "It'll fit around 40 to 50 vehicles."

But that is not all. The Dutch collector, who is a walking dictionary on all things relating to Mercedes-Benz and whose daughter is even called Mercedes, wants to set up his own private car museum in the new hall. "Many enthusiasts and fans of the three-pointed star from all over the world will visit it as soon as this is possible

again," he says, certain. "Some clubs from Germany, England and Switzerland have already registered their interest. I'm delighted, as this will then bring the international community a little closer together. And who knows, perhaps my museum will also be a source of inspiration for other collectors wanting to present their gems to the public."

On working days, some 120,000 cars drive along the A1, and they will all see Nico's star shining brightly in the marina right next to the motorway. "Some visitors passing through, or businesspeople, will no doubt stop off and visit my museum," Nico hopes.

They will then be able to admire his 290 Cabriolet B (W 18) from 1933, or the 170 V Roadster (W 136) built in 1938, as well as the 300 S Coupé (W 188) from 1953, the 600 (W 100) from 1964 or the two "Gullwing brothers" – the 300 SL (W 198) and SLS AMG (C 197). "My family is just fantastic," says Nico Ockhuisen with no end of pride in his voice. ◇

1
A lasting bond
Nico and Jannie Ockhuisen have been happily married for 53 years.

2 + 3
Treasure trove
The Dutchman's collection comprises 124 Mercedes-Benz models from nine decades.

4
Country outing
Nico at the wheel of his "Ponton", club president Louis van Vliet (in the rear) and treasurer Patrick Bauland enjoy a drive together.



ANA G. G. ARIZA, COLOMBIA

“Mercedes plays a starring role in my life”



1
2

1
Blue star
The W 123 is one of a total of four classic cars owned by Ana Gabriela Garcia Ariza, a lawyer from Bogotá.

2
Celebration
Ana lent the 280 SE to her sister for her wedding.

“The trigger of my passion for Mercedes-Benz was a W 114 that my stepfather owned when I was a little girl. He would always take me with him in our beautiful “Stroke Eight” and explain to me every detail and every subtlety of the interior equipment and the skilled manual workmanship. I was about seven or eight years old at the time, and this was just so impressive. I was inspired; the car was my friend.

“Today I own four classic models myself: a 41-year-old 280 SE, a W 116, a W 123 from 1981 and a W 124, which may be my youngest, but is actually already 25 years old. They’ve accompanied me at many – actually, no, at all the key moments of my life: at my own wedding and that of my sister, at the birth of my daughter, for example. Yes, Mercedes plays a starring role in my life.

“The best reactions to my beautiful old cars mainly come from children here in my home city of Bogotá. It’s quite astounding to see how their faces sometimes really light up when I’m at a red light and they discover me. And how the little ones then nudge their parents in order to draw their attention to the car. I find moments like that really heart-warming. You get asked lots of questions – and a nice conversation always follows. This makes me really proud and profoundly happy.

“The Mercedes-Benz Club Colombia, whose members are mostly men, has long since fully welcomed me as one of their own. As have those in our circle of like-minded people, “Benz Friends Colombia”, to which I also belong. We have 16 members – and I’m the only woman.

“I put my heart and soul into it. And I’m making sure that more women find their way into the clubs. How do I go about this? I travel, get myself known and draw attention to whichever car I happen to be driving: on the road, in do-it-yourself car maintenance courses, at celebratory events and in the occasional car race.”



DJ DE JESUS, USA **“The classic is cult!”**

The many TV appearances by the R 107 naturally also influenced his taste in cars. The SL models were seen in the cult series “Dallas” as well as in “Starsky & Hutch” and “Miami Vice”: “Alongside the 560 SL, we also own other Mercedes-Benz models, but the R 107 has been one of my favourites for a long time. The driving feel on the road? Indescribable. The classic is cult!”

Movie material

Cecile and her husband DJ de Jesus stop off at Southfork Ranch in their 560 SL. This is where the legendary TV series “Dallas” was filmed in the 1970s and 1980s.

CHRIS CARLISLE-KITZ, SOUTH AFRICA

“It’s pure
passion”





PHOTOS JÜNGEN BERDEROW

1 | 2

**1
Curious**

This ostrich seems to like what it sees: a 300 SE from 1964.

**2
Man of letters**

Chris even carries his passion in the first three letters of his surname: Carlisle-Kitz.



Where does his willingness to make such a commitment to a hobby – Mercedes-Benz classics – come from? “Quite simply, it’s pure passion,” Chris Carlisle-Kitz answers. “You need something in life that fills you with enthusiasm deep inside and keeps you full of energy.”

The route to his passion was a long one. Chris first studied literature, became a teacher and a manager, then tried his hand as a chicken farmer. It was during this time that he fell seriously ill, which threw him severely off course. But after five “very difficult” years he risked a fresh start: as a car restorer. Chris read books and took evening classes, taught himself a lot – and founded his own company. He meticulously reconditioned old cars. It was mainly Mercedes-Benz models that left his workshop. “I know it sounds mad, but to this day I just can’t leave classic beauties alone,” he says. “For me it’s a feeling of deep joy and satisfaction when they’re driven out of my workshop again just like new.”

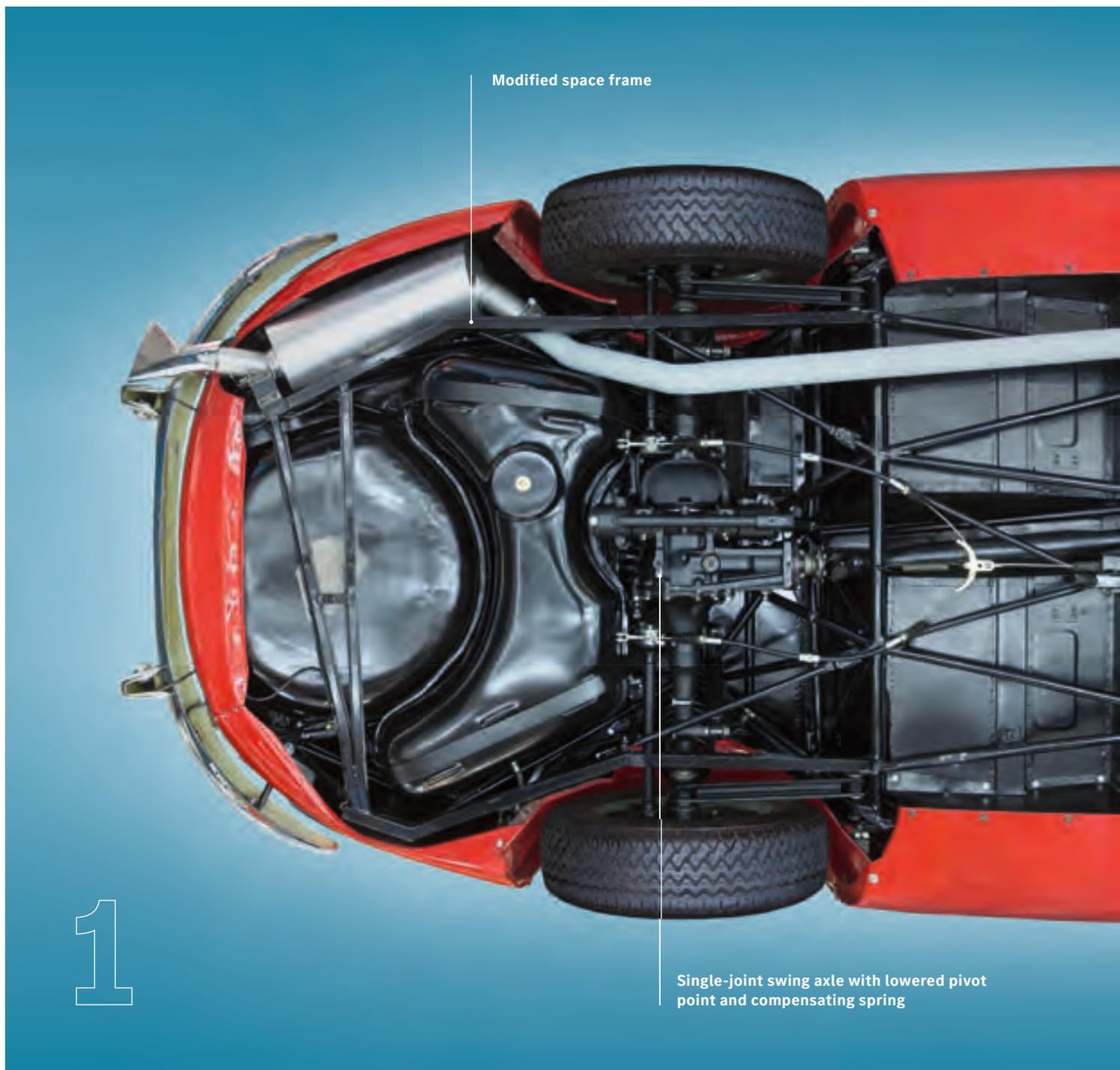
He was just nine years old when he first drove a car alone – a 170 D from 1949. He first steered the car over the site of a decommissioned airport and then before too long out of his father’s garage. “A big car for quite a small lad,” recalls Chris. “That’s how it all started, everything that made me what I am today. It’s left its traces. Good, deep traces.”



WHO AM I?

Six classic Mercedes-Benz cars from six decades – photographed from underneath. Can you identify all of them? It's not at all easy, but not impossible! Turn to page 42 for the answers

TEXT Thomas Giesefeld, Jörg Heuer **PHOTOS** Claus Bachl



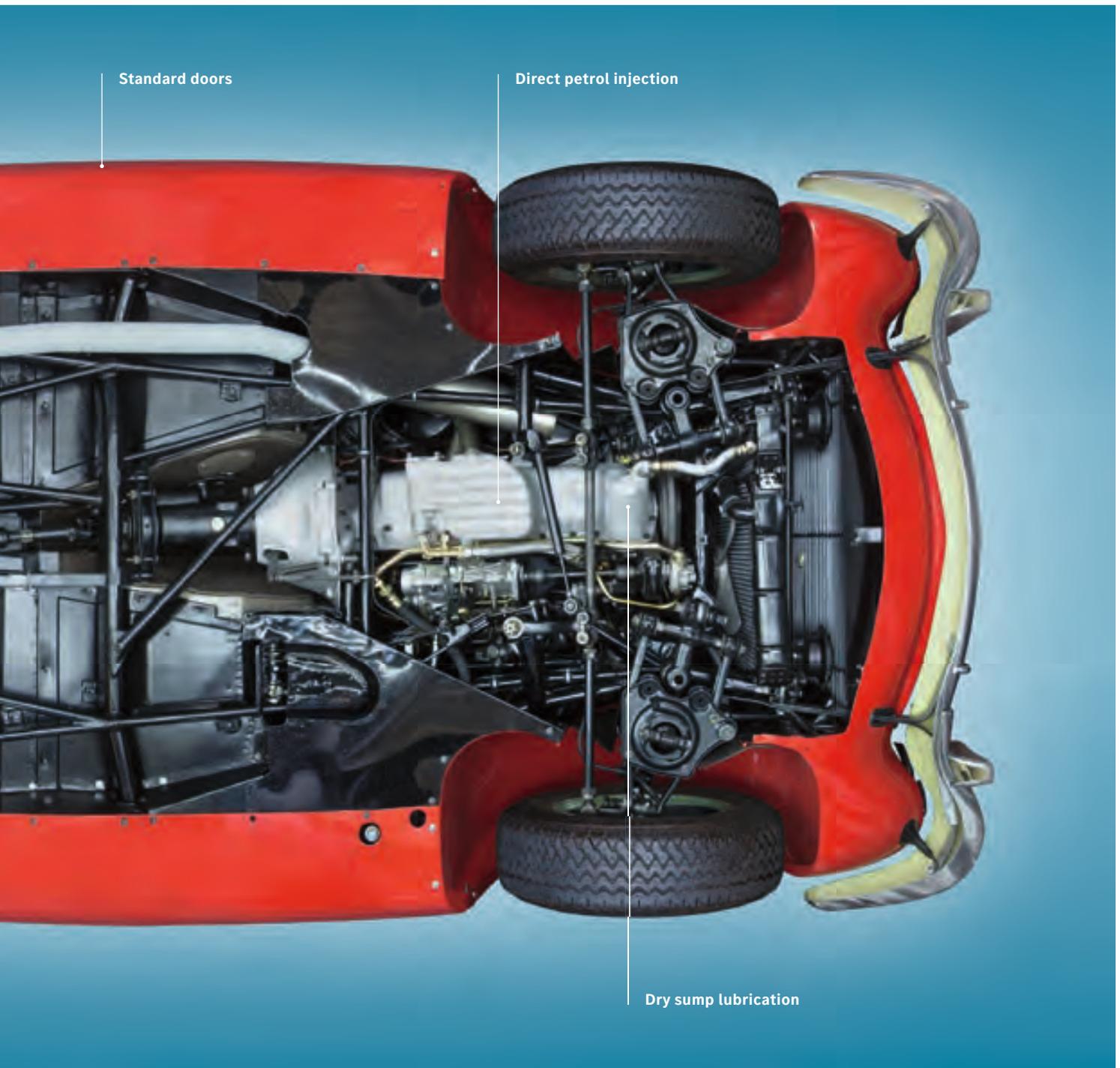
Modified space frame

Single-joint swing axle with lowered pivot point and compensating spring

1

Treasured Hollywood names such as Tony Curtis, Glenn Ford and Clark Gable drove me through the streets of Los Angeles. My model designation stands for “super-light”. Easy, isn’t it?

Body form: **roadster**
Displacement: **2,996 cc**
Output: **158 kW (215 hp)**
Top speed: **250 km/h**
Years built: **1957–1963**
Number of units: **1,858**

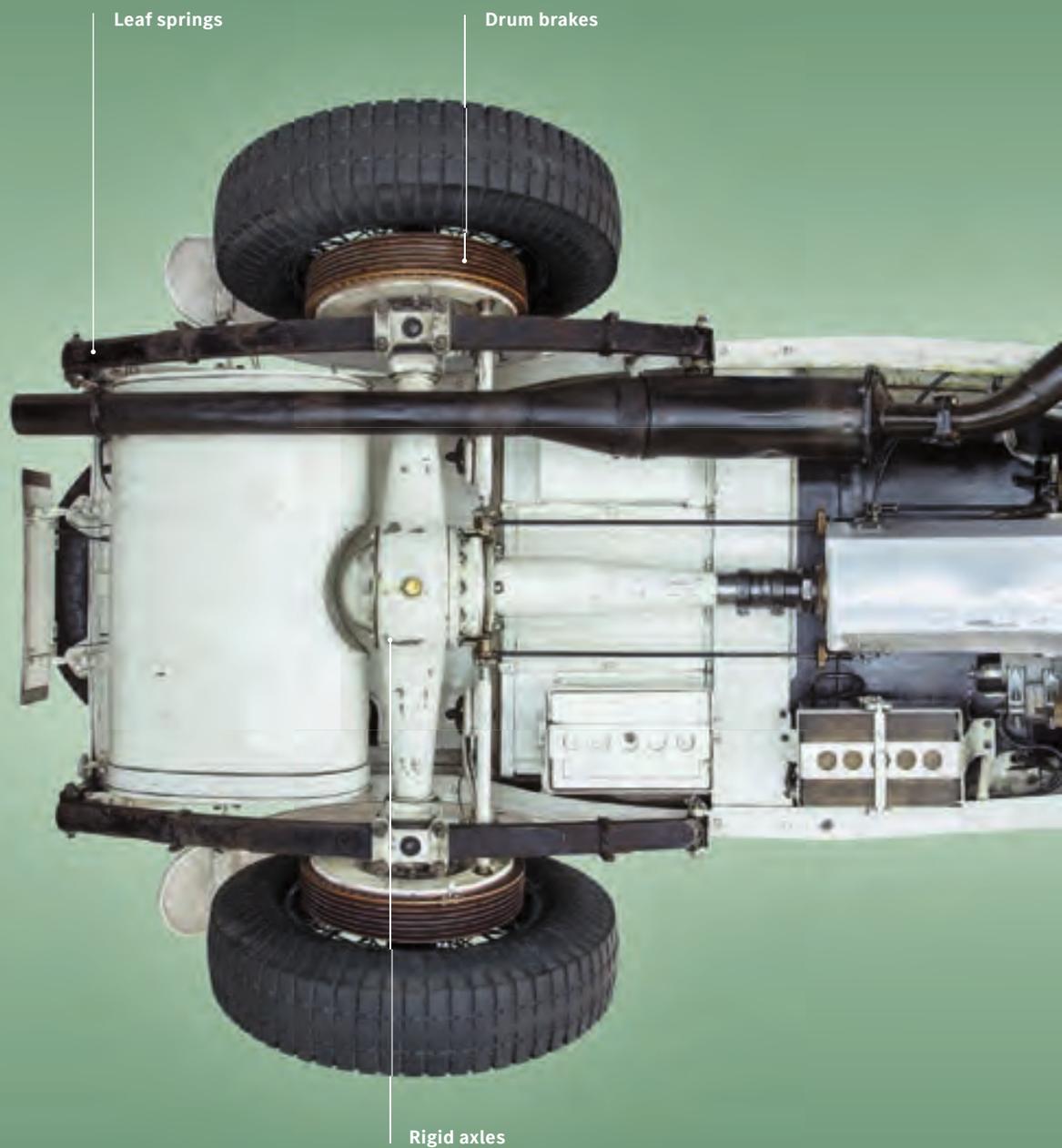


Standard doors

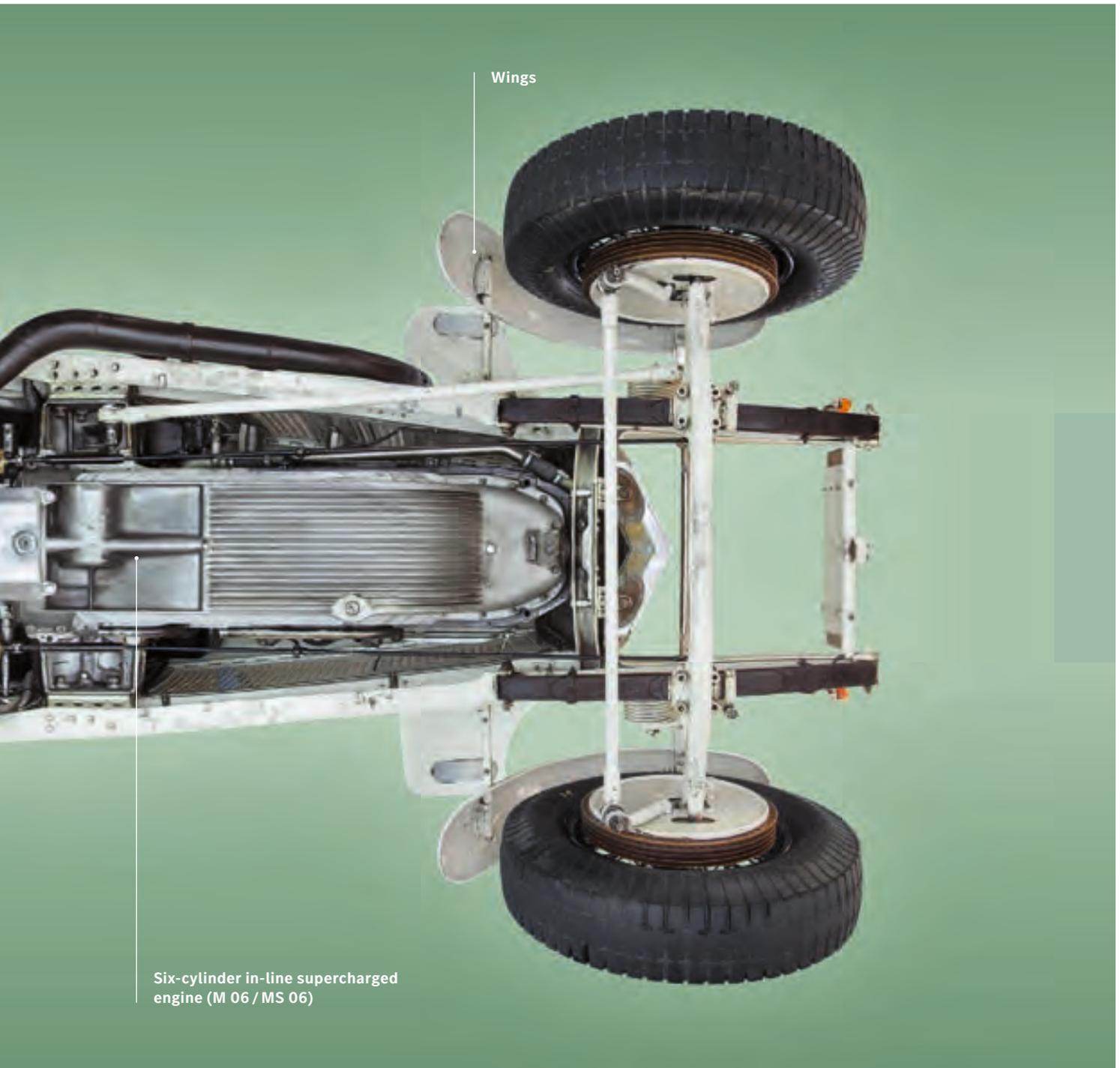
Direct petrol injection

Dry sump lubrication

2



My brothers and I were the “hill-climb kids” that were whizzing around in the years 1928 to 1932. Some of us were later fitted with a sports engine and a large compressor, affectionately known as the “Elephant”



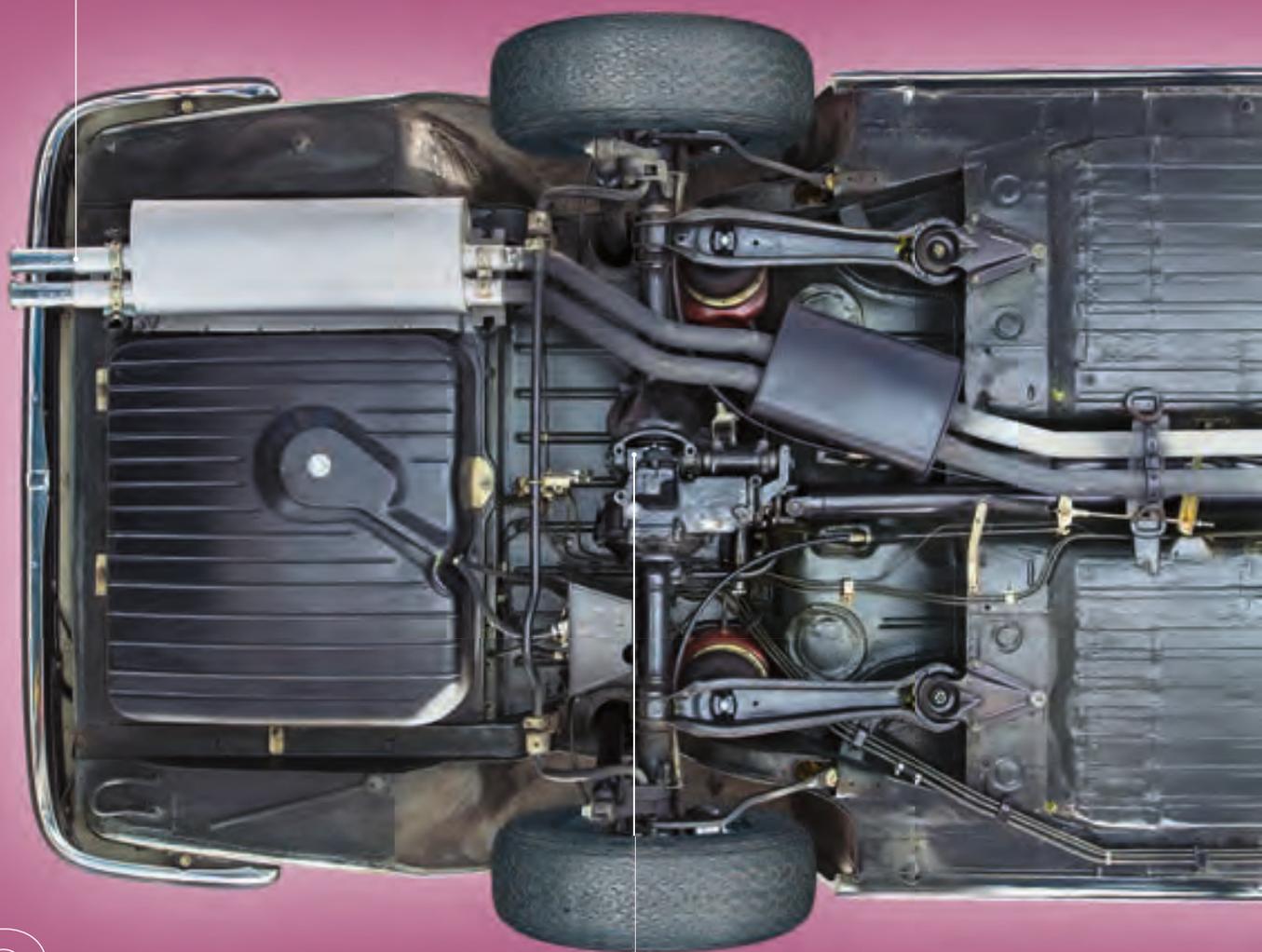
Wings

Six-cylinder in-line supercharged engine (M 06 / MS 06)

Body form: **sports car**
Displacement: **7,065 cc**
Output: **184 kW (250 hp)**
Top speed: **192 km/h**
Years built: **1928-1932**
Number of units: **33**

It was not just as an air-sprung luxury vehicle that I became popular around the world from 1968. I caused quite a stir in 1971 in a red racing version to establish the fame of the Mercedes-AMG brand

Double exhaust
with chrome trim



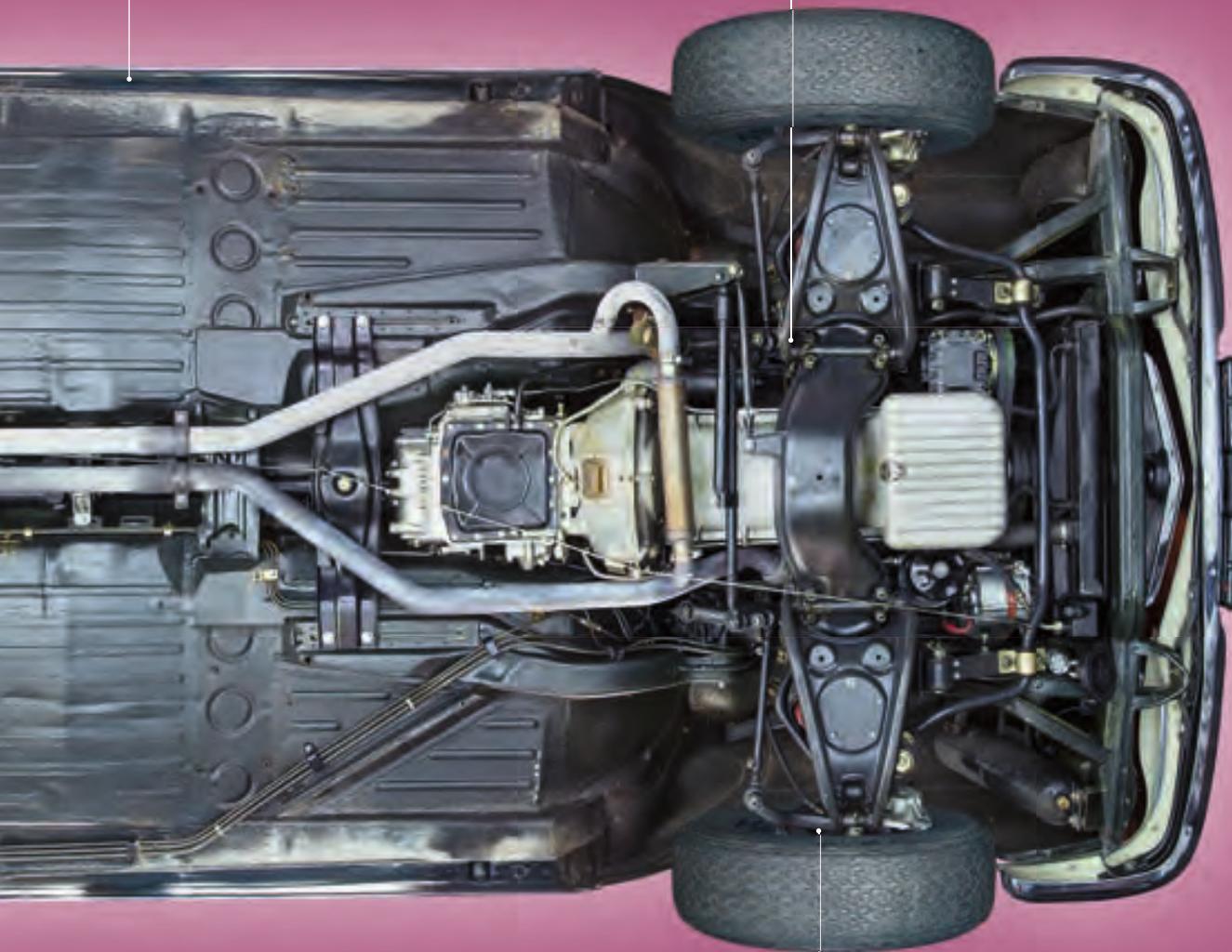
Single-joint swing axle

3

Body form: **saloon**
Displacement: **6,332 cc**
Output: **184 kW (250 hp)**
Top speed: **220 km/h**
Years built: **1968-1972**
Number of units: **6,526**

Self-supporting
all-steel body
with four doors

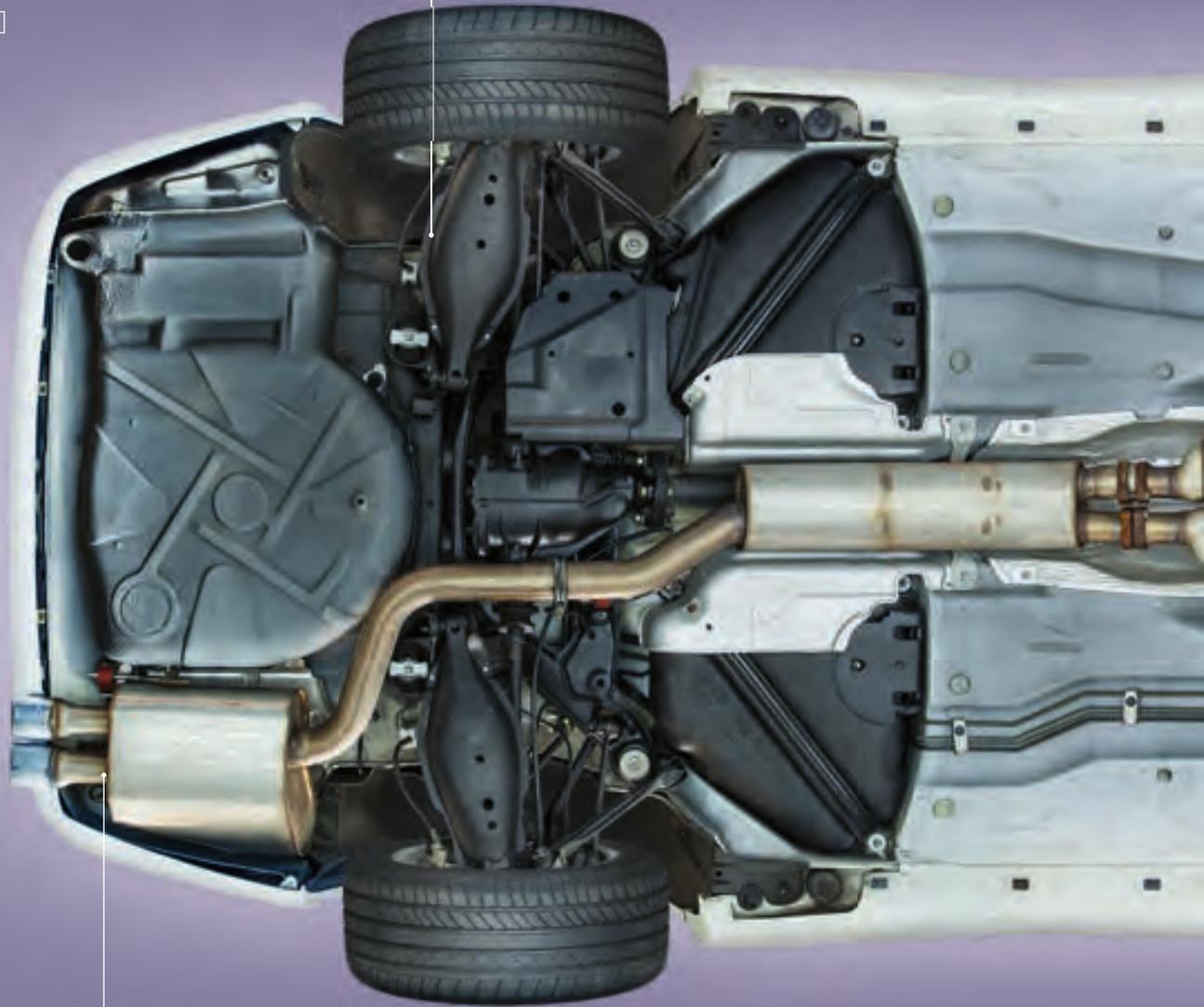
Recirculating-ball steering



Disc brakes
front and rear

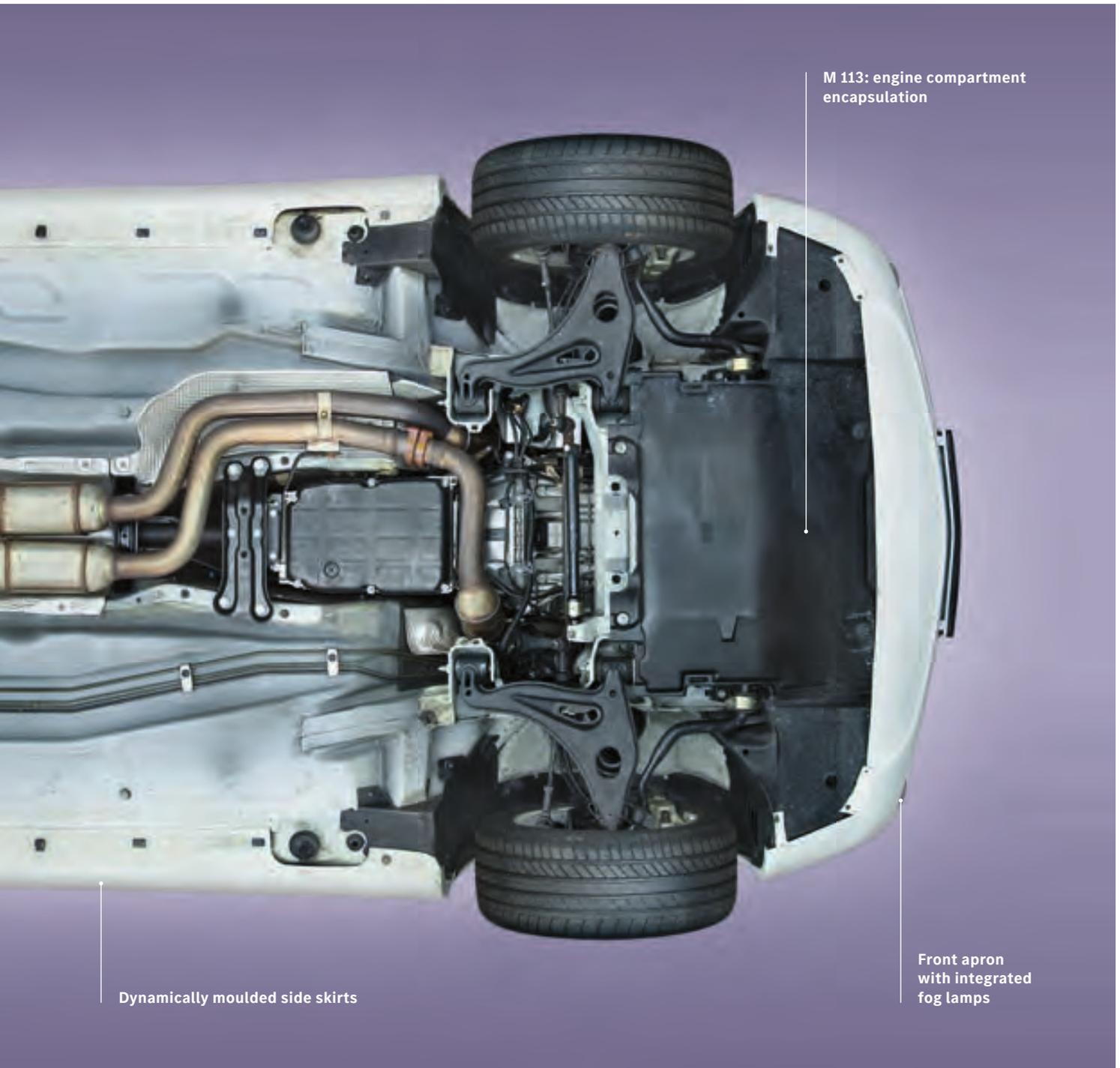
4

Sports suspension with internally ventilated disc brakes



AMG exhaust system and rear silencer

With no B-pillar and fully retractable side windows, my looks gave me the allure of a classic coupé back in 2002, while my mighty AMG engine also made me the epitome of a model athlete



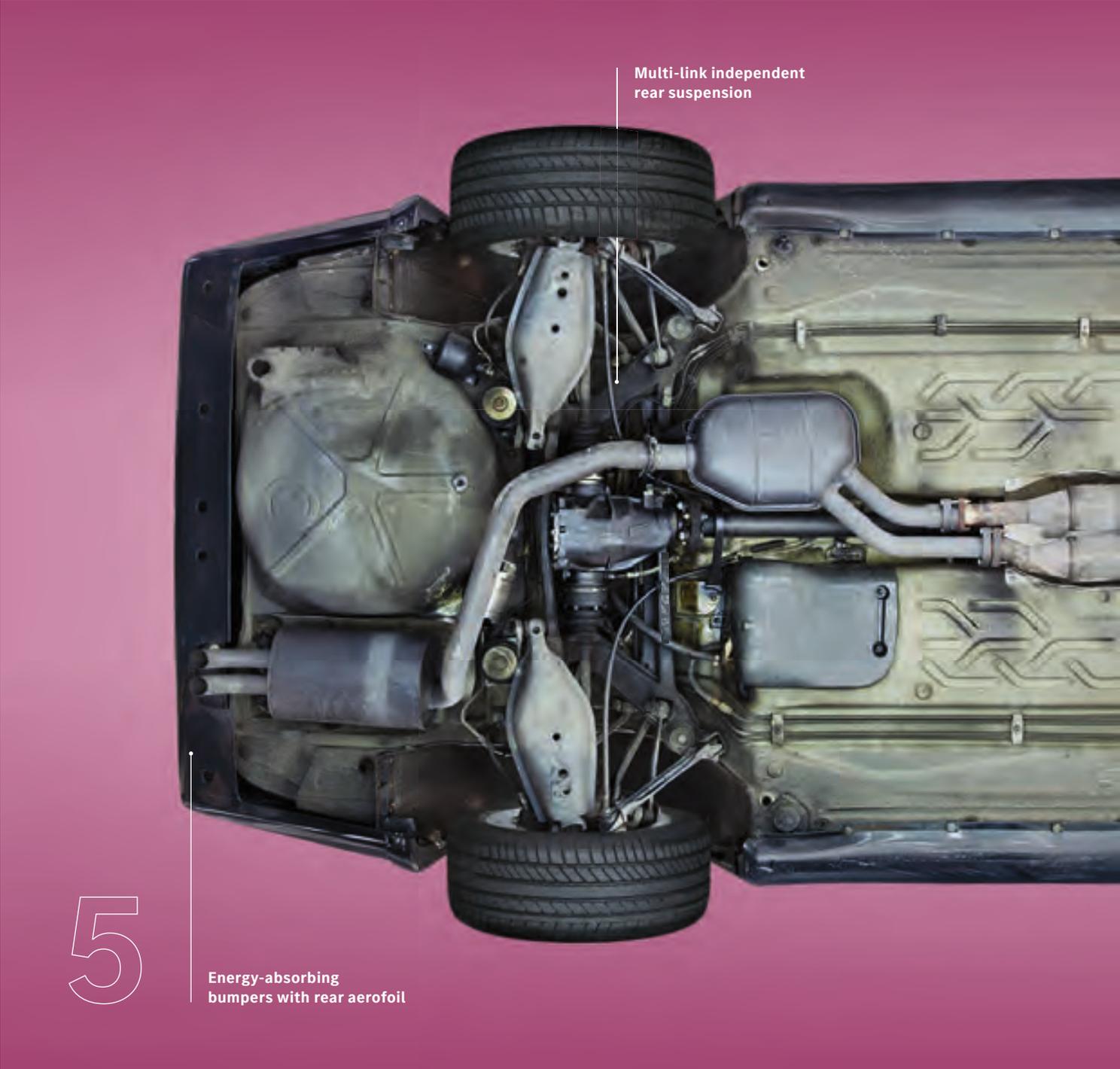
M 113: engine compartment encapsulation

Dynamically moulded side skirts

Front apron with integrated fog lamps

Body form: **coupé**
Displacement: **5,439 cc**
Output: **270 kW (367 hp)**
Top speed: **250 km/h**
Years built: **2002-2006**
Number of units: **2,893**

1982 saw the arrival of the new compact class from Mercedes-Benz – but the super sports cars among us soon outgrew the “Baby Benz” stage to bring home an impressive number of racing victories



Multi-link independent rear suspension

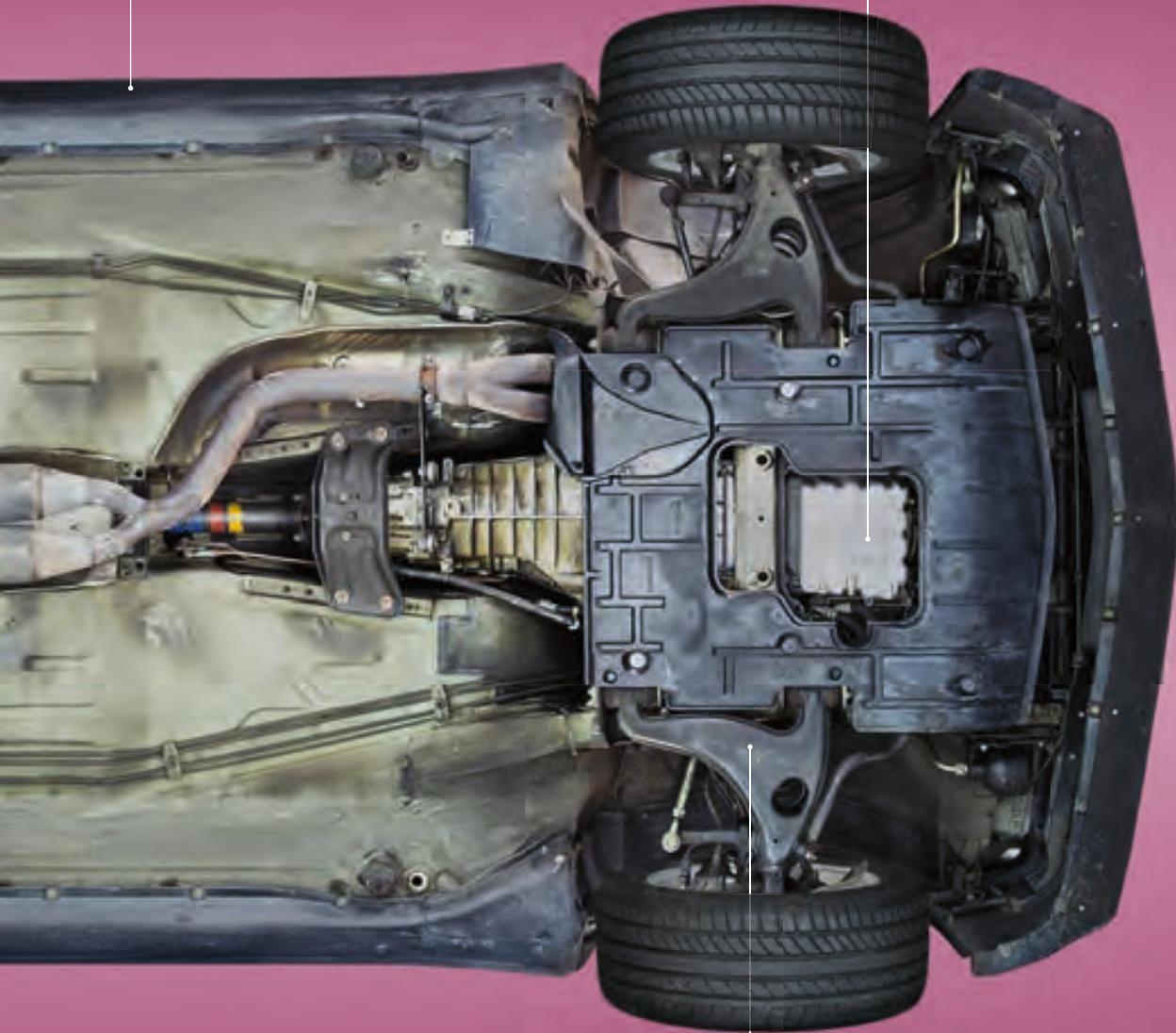
5

Energy-absorbing bumpers with rear aerofoil

Body form: **saloon**
Displacement: **2,463 cc**
Output: **143 kW (195 hp)**
Top speed: **235 km/h**
Year built: **1989**
Number of units: **502**

Side skirts with
"Sacco boards"

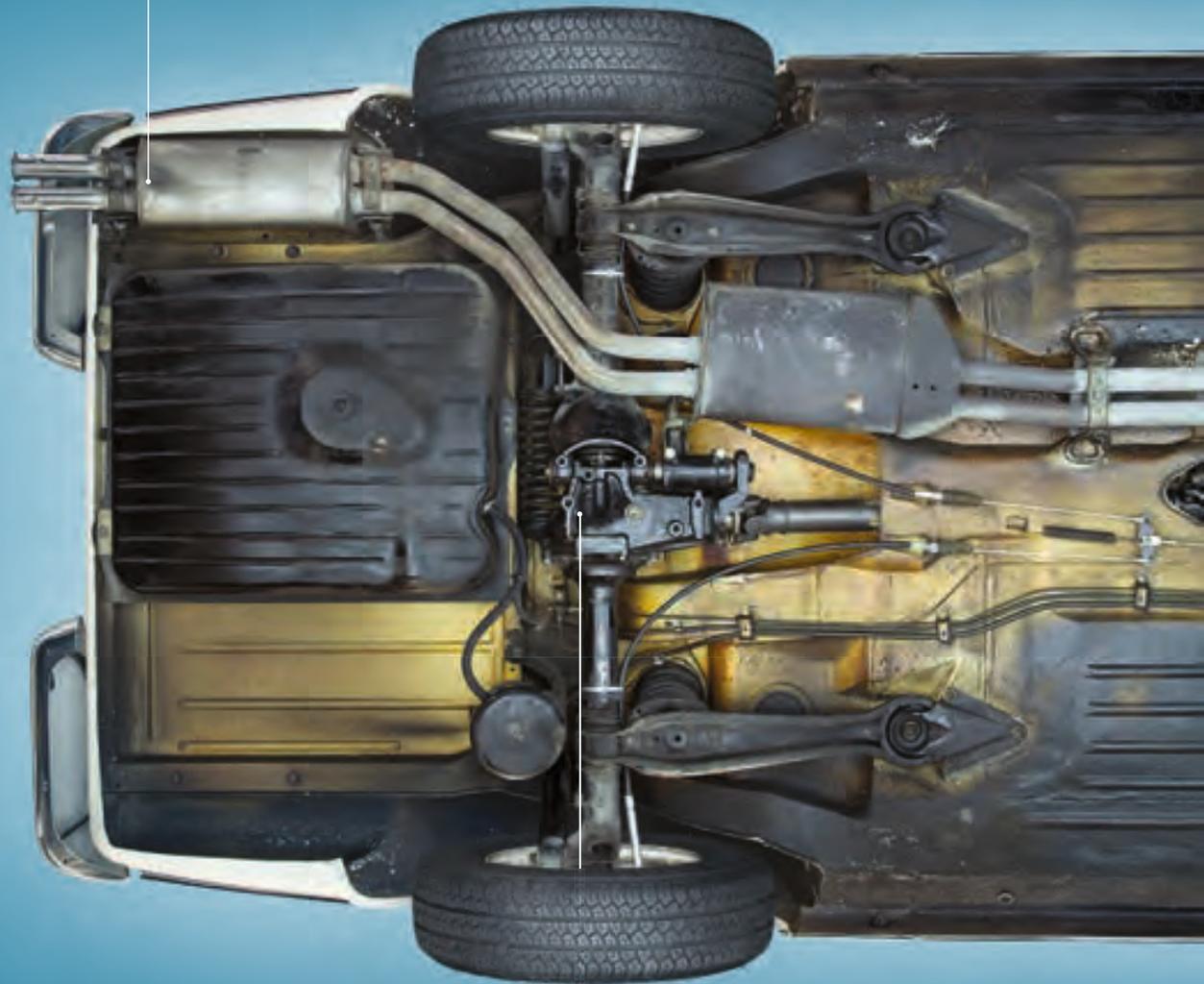
M 102: four-cylinder in-line engine
with four valves per cylinder



Shock absorber strut independent
front suspension

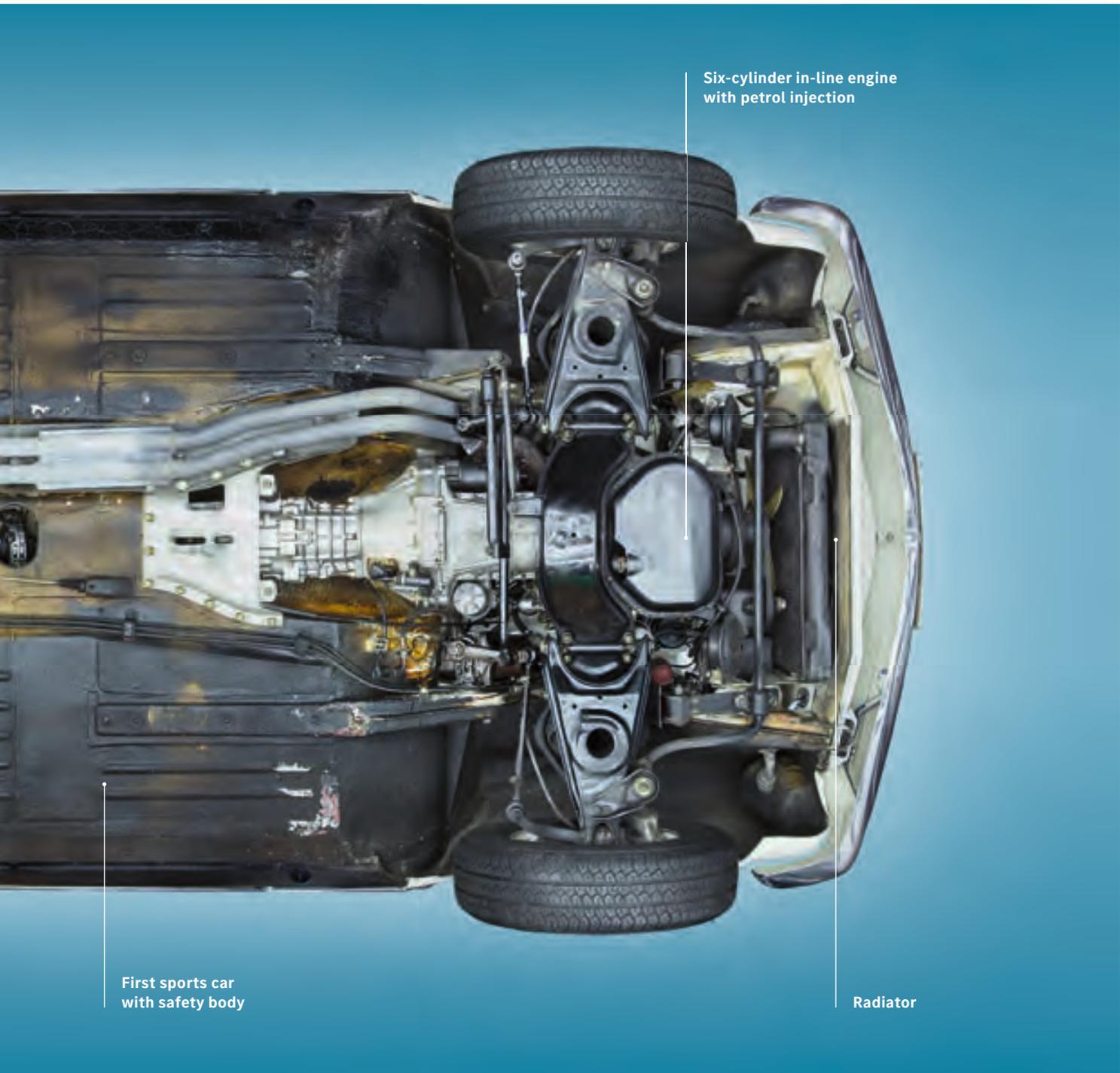
6

Double exhaust
with chrome trim



Single-joint swing axle with
with compensating spring

Well before you started to see me cruising along elegant boulevards with a lady at the wheel, I had already won one of the toughest rally races of my era – the Spa-Sofia-Liège – with Eugen Böhringer, in 1963



Six-cylinder in-line engine with petrol injection

First sports car with safety body

Radiator

Body form: **Roadster**
Displacement: **2,306 / 2,496 / 2,778 cc**
Output: **110-125 kW (150-170 hp)**
Top speed: **up to 200 km/h**
Years built: **1963-1971**
Number of units: **48,912**

HERE I AM!

**If you recognised three of us,
you're doing well. If you recognised
all six, you're clearly an expert**

1



300 SL Roadster

The younger brother of the "Gullwing", "sports car of the century"

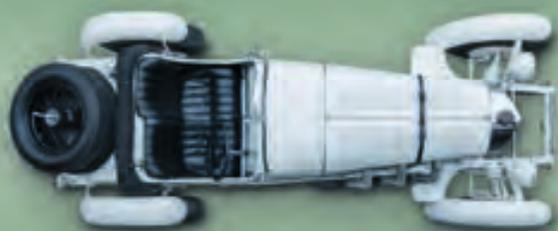
4



CLK 55 AMG Coupé

An assured synthesis of high performance and elegance

2



SSK

The legendary supercharged sports car of the Roaring Twenties

5



190 E 2.5-16 Evolution

The road-going version of the successful DTM racing tourer

3



300 SEL 6.3

A superb luxury saloon and top-class sports car

6



230 SL-280 SL

Safe, fast and beautiful: the "Pagoda" SL

Photographer Claus Bachl, 57, a keen motoring enthusiast since his childhood, has chosen to focus his work – although the word art is probably more apt here – on the “underside” of vehicles. How long has he been doing this and why? “It’s actually a very exciting perspective, since it reveals the whole technical side of a vehicle, in other words its very DNA. Yes, that’s what appeals to me so much about underbody photography, which I’ve been practising for about five years now. Plus: there are currently a handful, at most, of photographers in the world doing this sort of underbody photography at more or less my level. Perhaps just three photo artists who have specialised in it, like me.”

The Austrian photographer does indeed achieve a stunning level of quality, which loses nothing of its piercing sharpness and brilliance when the works are enlarged to a size of two, three or even five metres, he says. Might it even be possible to reproduce a vehicle in its original size? “That wouldn’t really be a problem either”, the photo artist responds. That way, you could even read the transmission and engine numbers, and identify other characteristic features specific to a particular vehicle, however minute they may be.

How he goes about a photo shoot of this nature and what equipment he actually uses for his photography, he does not reveal, other than to say that he’s the one who drives the cars on to the hydraulic ramp in readiness for the shoot: “This is my trade secret.”

Did the photo shoot that he did for Classic magazine involve any particular challenges? Claus Bachl reflects briefly: “I was dealing this time with some true icons of automotive history. So although it was a lot of fun, there was also a lot of respect involved.”



Specialist

Claus Bachl, a photo artist from Austria, took a look at six icons of automotive history for us from a very different angle. All six cars – from six different decades – were made available to him by the Mercedes-Benz vehicle collection. The shoot lasted two full days. This was followed by many hours of image processing on the computer at home. Is he satisfied with the result? “Totally!”

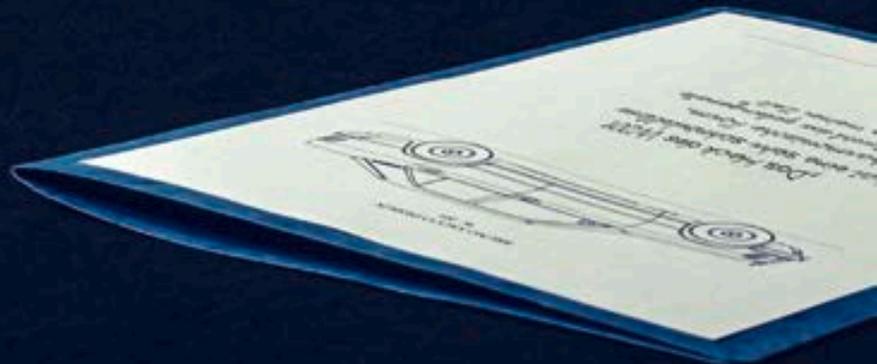
„Ein Mercedes
muss aussehen wie ein
Mercedes“

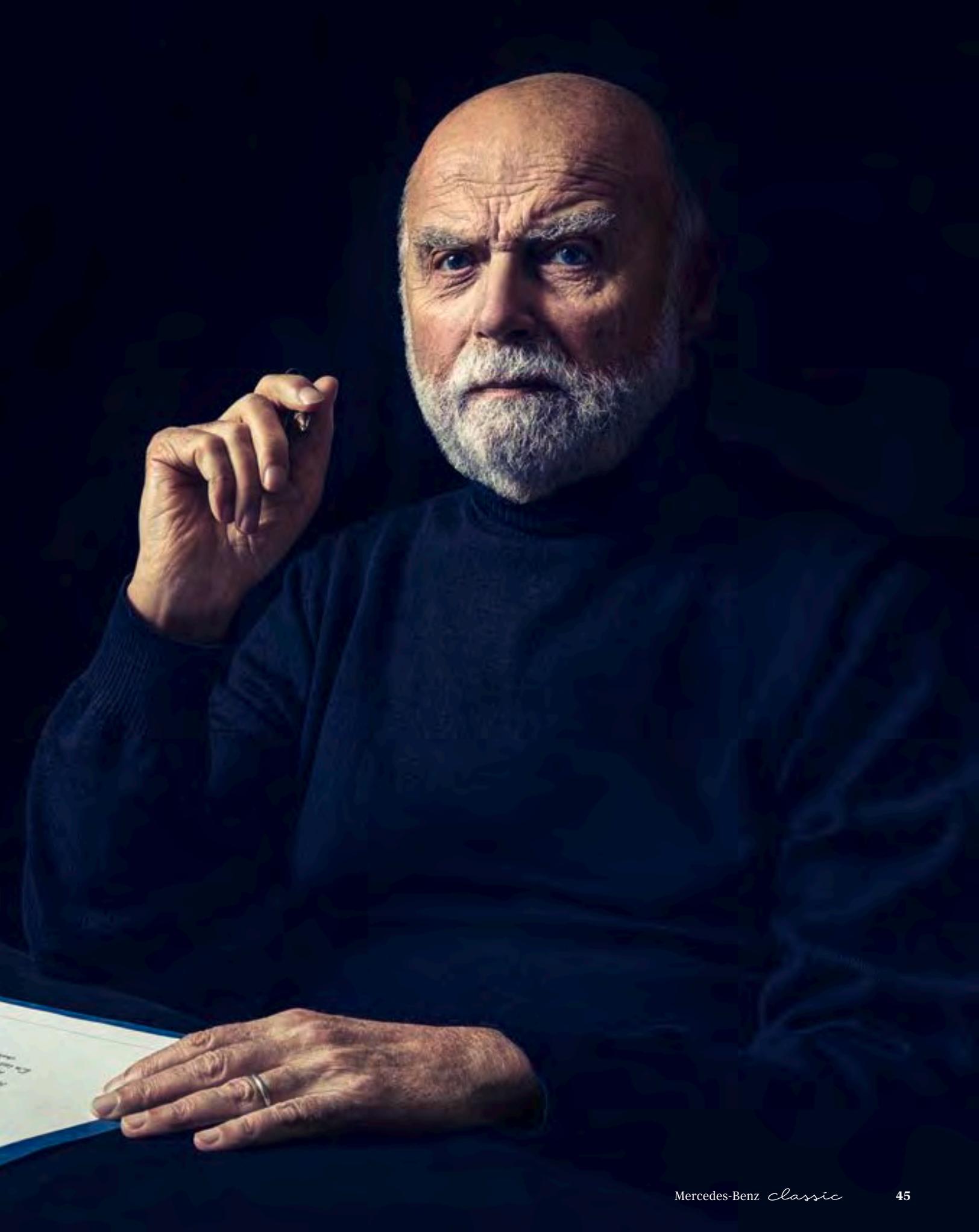
“A Mercedes needs to look like a Mercedes”

He's the man who created several icons of automotive history:
Bruno Sacco. The former chief designer of Mercedes-Benz
and his C 126 spent two days on the road with us. A close-up

TEXT Jörg Heuer PHOTOS Alexander Babic

Bruno Sacco

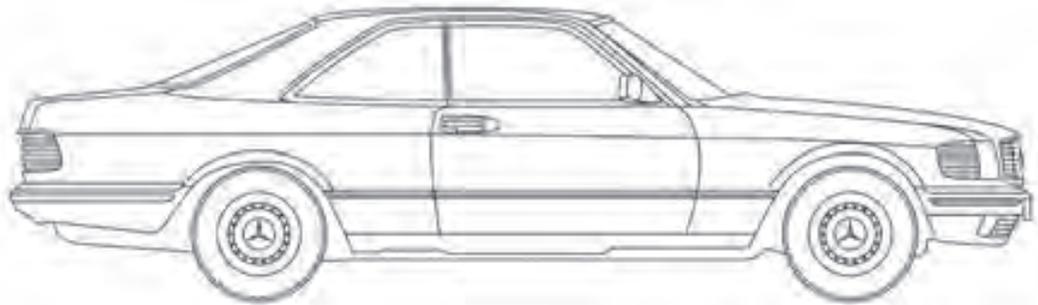






C 126

Back in 1981, Mercedes-Benz reverted to basing its large coupés (SEC) on the S-Class. This is the car that Bruno Sacco drives.



"Of all the Mercedes-Benz models I was responsible for designing, the C 126 has the most beautiful front end"

„Der C 126 hat das schönste Gesicht von allen Mercedes-Benz deren Design ich verantwortet habe“

Bruno Sacco

1 | 2

1 Favourite car

Bruno Sacco with his 30-year-old 560 SEC en route from the Danube to the Rhine

2 Inspiration

The Ghia Gilda was one of the first sources of inspiration for the famous automotive designer in the early 1950s: "I thought it was fantastic back then – and I still do today."

The morning is clear and cool. It's just before nine o'clock. Bruno Sacco is already standing at the door of his home in Sindelfingen, waiting for the photographer and the author to arrive. He's looking forward to doing something he's never done before: "Taking a two-day road trip with people who I barely know."

The Italian-born designer, who was responsible for the visual appearance of the brand from 1975 to 1999, first as chief stylist and later as chief designer at Mercedes-Benz, was famous for replacing chrome-plated opulence with straightforward lightweight design and aerodynamic efficiency.

Bruno Sacco lives on the idyllic outskirts of Sindelfingen, not far from Stuttgart. A black-and-white cat roams the garden, with a lot of grass and a few bushes and trees. The property, with its terrace and sunshade, backs directly onto the edge of a forest.

The plan for the coming two days: visit some spots of his choice and drive through southern Germany and a bit of Switzerland, including an overnight stay wherever we happen to end up. On the way Bruno Sacco will tell us his top 3 – the cars from his era as head of design at Mercedes-Benz that have the most attractive

rear section, the most successful front and the perfect side profile. "No problem", answers the maestro. He has planned the route himself. Above all, he wants to see two major rivers – the Danube and the Rhine. And he wants to sit at the wheel himself, in his own car.

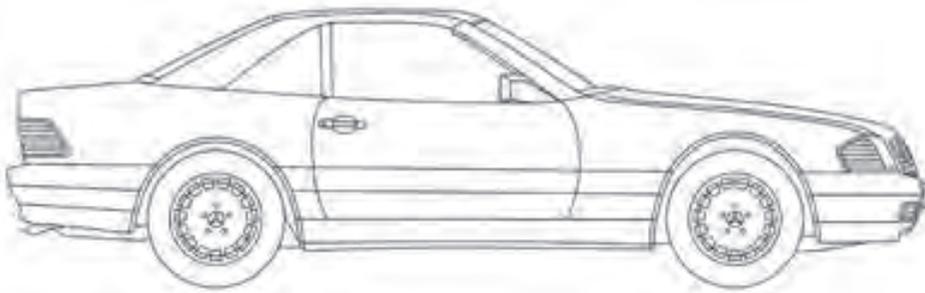
In Bruno Sacco's garage are two coupés

There is a double garage beside his house. Next to a 560 SEC (C 126) from 1989, there is also his E-Class Coupé, built in 2019. They both have dark blue paintwork – so that answers the question as to the 86-year-old's favourite colour. He nods. He associates the colour blue with "the sky, open space, beautiful weather, holidays and relaxing." And of course with Italy, where he grew up with his parents (his father was an officer, his mother a housewife) and went to school.

Why does he drive these two sporty, elegant coupés in particular? "I often find that coupés are like the fillet steaks of the model series. Yes, I like coupés a lot – otherwise I wouldn't own them."

We head off in the C 126. The charismatic German-Italian, who rolls his "Rs" so beautifully, had his 560 SEC checked specially for the trip, by his trusted →





*"For me the R 129 just has the perfect profile.
I like it best of all when the roof is closed"*

*„Für mich hat der
R129 einfach die perfekte
Linie. Ich mag sie,
vor allem, wenn das Dach
geschlossen ist.“
Sacco*

workshop. "This car is 30 years old, after all," says Sacco. But the master mechanic assured him he could drive his favourite car all the way to Palermo on Sicily if he wanted to, without any problems.

Do you feel proud, Mr Sacco? "Yes, a little"

"Our first stop is the town of Donaueschingen, a good 100 kilometres away, where the source of one of the most significant and longest rivers in Europe, the Danube, is to be found," says Sacco, as he steers the C 126 smoothly onto the motorway after a few kilometres of urban driving. The speed limit is 120 km/h; he strictly adheres to it. He says he often used to "enjoy" driving at speeds of 250 km/h – "only when the road was clear, of course". But since his 80th birthday he has adopted a very relaxed driving style.

"To me, driving a car means total freedom," says this man, who is one of the most important designers in automotive history. He was responsible for the record-breaking C 111-III; the 126, 140 and 220 series S-Class models; the "Baby Benz" (W 201); the timeless beautiful 129 series roadsters; the A-Class – Sacco is delighted by its global popularity – and the SLK,

which he smilingly calls the "good-mood car". Sacco is a member of the European Automotive Hall of Fame as well as the Automotive Hall of Fame in Dearborn, USA, and he received an honorary doctorate from the University of Udine, Italy. Twenty years ago, a jury of experts pronounced him one of the five most eminent automotive designers of the century – alongside such illustrious names as Giugiaro, Bertone, Bugatti and Pininfarina. Does that make you proud, Mr Sacco? He takes a few seconds to think. "Not too much. A little bit though, yes."

What was the most enjoyable business trip he ever took? Bruno Sacco indicates after overtaking and moves back into the right-hand lane. Thinking back to times long past brings a smile to his face. "I actually remember one business trip particularly fondly. I was driving a very successful car, the Evo II, from Milan to Genoa. The last part of the journey, through the mountains, looking out across the Mediterranean – that was fantastic." Another time he crossed the USA from the west to the east coast in several one-day stages in an S-Class Saloon. That was also "an unforgettable adventure with the ideal set of wheels." So why →

R 129

In 1989, the fifth generation of the SL-Class brought with it numerous innovations, such as the automatic roll bar and the multi-award-winning integral seat.

1
2 3

1

Old school

Bruno Sacco doesn't own a smartphone with integrated satnav. He still uses maps.

2

Back to the source

The origin of the Danube: Bruno Sacco first visited Donaueschingen 62 years ago.

3

Lunch break

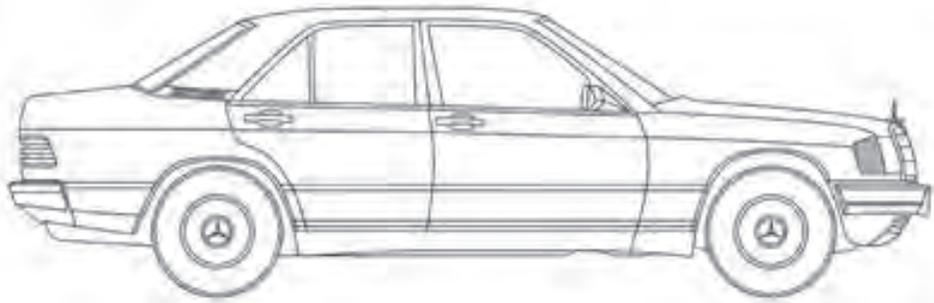
The German-Italian loves the Mediterranean cuisine of his country of birth. His favourite dish? Spaghetti vongole.





W 201

In 1982, the 190 began the tradition of the C-Class, still highly successful to this day around the world.



"The rear end of the W 201 has a very unfussy, well-balanced design. It is probably the most successful of my time"

„Das Heck des W201 hat eine sehr schmückellose harmonische Form. Es ist wohl das gelungenste aus meiner Zeit“

Bruno Sacco

Natural wonder

Near Schaffhausen in Switzerland is one of the three largest waterfalls in Europe: the roaring, wildly romantic Rhine Falls – 23 metres high and 150 metres wide. Bruno Sacco enjoys the stop and the view – he hasn't been here for a long time.

exactly are we visiting the source of the Danube in Donaueschingen? "I have happy memories of this spot," answers Sacco, as he stands by the barrier above the river's source. "This river simply fascinates me. It's almost 3,000 kilometres long – the second-longest in Europe, making it an important trade route – and from here it flows through ten countries to the Black Sea. Always moving, never stopping. I like that."

He came here for the first time in 1958. At the time, his colleagues were Paul Bracq and Karl Wilfert, and he had just moved from Italy to Germany to start in his job at the Daimler-Benz stylistics department.

A guiding motto

Sacco, who wasn't especially interested in cars as a child, had only recently started to notice outstanding automotive design. He explains: "I saw a Ghia Gilda. That car was a sensation." Was seeing it his lightbulb moment? "Perhaps," replies Bruno Sacco. "The beautiful 300 SL already existed at that point. I even owned one in the mid-1960s; it was the one with chassis number 0001. Yes, the unfussy, sporty design of this piece of art on wheels appealed to me. It encouraged me to

start on the path that I would follow throughout my working life – although my parents always wished I would somehow pursue a career as an engineer, even long after I had become responsible for the stylistics and design department."

Was there a motto, an overriding idea, a design philosophy that guided him? Bruno Sacco smiles quietly to himself as we head towards Switzerland, keeping a constant eye on the traffic ahead and the frequent speed limit signs. He thinks for a long time: "A Mercedes needs to look like a Mercedes. That was what I always said. And I didn't just say it. I always did my best to follow it through as well. It's important that you can tell when you look in the rear-view mirror that it's a Mercedes coming up behind you. And another thing that's just as important is harmonious model progression: the next model should never make the previous models look old."

After a lunch of steak, we take a final look at the wildly raging waterfalls on the Rhine near the town of Schaffhausen in Switzerland. And then it's time to head back on the last leg of our trip in the 560 SEC. To Sindelfingen. ◇



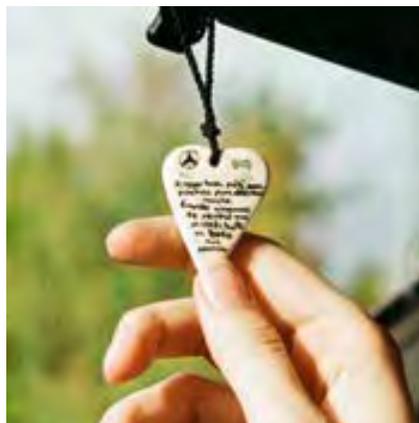
“I LOVE MY BABY BENZ”

22-year-old Shareen Raudies from Berlin is a successful influencer and a student of automotive engineering, who drives a car that is four years older than she is: a W 201

TEXT Michael Kneissler PHOTOS Mirjam Wählen



“My first ride about six years ago with the W 201 was an absolute joy. Pure adrenaline, great euphoria – and still the feeling of security. A typical Mercedes experience”



It's a sunny day in Berlin. At ten o'clock on the dot, a black 190 E 2.0 comes round the corner: gleaming wheels, grey indicator lights. The driver's door opens and a soft blue glow lights up the dark tarmac from the ambience LEDs fitted in the footwell. The driver emerges to stand beside her car. Shareen Raudies, 22 years young. Her “Baby Benz” is about four years older than she is herself.

The Berlin-born student of automotive engineering at Berlin's Technical University dreams of one day working in the engineering field of exterior design, and just finished an internship in Sindelfingen with Gorden Wagener, Chief Design Officer at Daimler AG.

So why has she lost her heart to the compact classic car of the W 201 model series? Shareen reflects for a moment, running her hand tenderly over the bonnet of her “Baby”. “We had a 190 just like this as a family car when I was a kid. It was a really traumatic experience for me when it was sold”, she exaggerates, somewhat tongue-in-cheek. From that point on, year after year, the then nine-year-old persistently included two big Bs on her Christmas wish list: Baby Benz.

Even back then, Shareen had very clear ideas about this car's design and details: “It had to be black, with a manual transmission.” Six Christmas wish lists later, Shareen had won her father over. A black 190 E 2.0 with five-speed transmission stood outside the door. “It had some scratches, but the condition was good.”

A true Mercedes experience

Shareen spent two years tinkering away on her “dream car”, fitting a sound system and then ambient lighting in the footwell (blue, of course) and would often



sit for hours in the garage at the wheel of her future car, listening to music. At seventeen she passed her driving test and finally drove her Baby Benz out of the garage for the first time.

The trip took her all over Berlin, and onto the city's orbital. "A feeling of absolute joy. Pure adrenaline, euphoria – and yet a sense of security", she remembers. "A typical Mercedes experience."

This time the route takes us along the grand boulevard of Unter den Linden, past the Brandenburg Gate and Hotel Adlon, down the street Straße des 17. Juni and round the victory column to the Technical University, where Shareen studies. On average, her Instagram posts have 4,000 likes. The most popular photos are those showing the whole car and Shareen, the proud driver, either in front of it or alongside it. How did she get to become a car blogger? "By chance, really. Most people photograph the things they like. And for me, that's my Mercedes."

Shareen Raudies

remains faithful to her W 201. Even after six years and 270,000 kilometres there is no end in sight to her love story. There's a little heart hanging on the rear-view mirror of her Baby Benz, with the saying: "Just a few words can sometimes express so much. When we truly love, a glance, a kiss, a smile is often all it takes." You will find Shareen and her W 201 on Instagram at: [@shareenqueen](https://www.instagram.com/shareenqueen)

More and more fans are liking the car – and Shareen. She has some 57,000 subscribers on Instagram, which makes her one of the most successful car bloggers around.

Selfies, she says, are of no interest to her. That's why she bought a professional camera and high quality equipment. Her boyfriend Mauricio takes pictures, while Shareen handles post-production on her computer. They make a slick team.

After lunch we head south out of town, across Potsdamer Platz with all its high-rise blocks. Shareen leaves the monumental buildings of the former Tempelhof airport away to her left and heads further south towards Brandenburg and Diedersdorfer Heide, a landscape of heathland interspersed with drainage ditches.

There's a soft, diffuse light over the heath, you can see for miles, and the background does not detract from the star of the photos: the W 201 with its sharp lines, and its owner, leaning on the wing, looking out of the window or simply driving around.

270,000 kilometres on the clock

When her father, a master bodywork specialist by trade, bought the car for his daughter six years ago, he was more concerned about the technical side of things than about how it looked. He reckoned that, as Shareen had only just started driving, her car would be unlikely to get through the first few months without a few dents and scratches. She was to prove him wrong.

Her W 201 has remained unscathed over the years and now looks even better, with 270,000 kilometres on the clock, than it did before – spotlessly polished and in perfect technical condition. It is frequently Shareen who ensures it remains that way. Her

videos on YouTube often show her singing at the wheel, wielding a high-pressure cleaner at the car wash, or outside the house with oily hands changing brake discs. Her plan? "To keep driving the 190 for many years to come." And she wouldn't mind getting another dream car to sit alongside it in the garage: "A W 140 with a V12 engine – that's the one at the top of my wish list."

In the afternoon we head back into the centre of Berlin. Her route takes us via the Tempelhofer Damm: "This is a street that's underrated. There are lots of shops and restaurants here that are still something of an insider tip. And you don't get that very often in Berlin."

The city, with its 3.6 million inhabitants, is permanently on the move. Start-up companies are being established, clubs opened – today's insider tip can easily be mainstream by tomorrow. Shareen treasures this pulsating life, the constant state of flux – but also stability. And that's what her Baby Benz stands for.

She drives through Kreuzberg and stops at Potsdamer Platz. It's really lovely here, she says, when the sun goes down and its last rays fall on the backdrop of modern architecture – on the Sony Center and, above all, on the tall headquarters of Deutsche Bahn, Germany's state railway company. "One of my favourite places. Here, you really know you're in Berlin", she says. And if you park the Baby Benz just right, you can see its reflection in the glass façade of railway HQ. And that, too, once made a great shot for Instagram. ◇



Michael Kneissler

doesn't normally enjoy being a passenger. It was rather different this time.



Two men, one dream



After many years of service, two fire engines were due to be decommissioned. The men of the Haar Voluntary Fire Brigade thought this was a great shame, so they founded a club, restored the beauties and now take the two fully functional Mercedes vehicles out for drives

TEXT Marc Bielefeld *PHOTOS* Malte Jäger



1	4
2	3

1 Good care
Members of the club maintain their two vehicles with great dedication.

2 Physics and mathematics
The outreach indicator indicates the load the ladder can take at any particular angle.

3 Fully functional
From the pumps to the connections and hose couplings: everything is original.

4 Rescue cage
Hans Ernst (right) and his son Dominik share a passion for fire engines.

A sunny day in the east of Munich: the Heimstetten Lake lies crystal clear beneath the blue sky. The residents of the Kirchheim, Aschheim and Feldkirchen districts call the large stretch of water on Bajuwarenstraße their “Fiji”. The trees cast delicate reflections, and the little wooden lifeguard hut stands calmly on the mint green shore of the lake. Amidst this idyll, three joggers come to a sudden standstill, gazing in astonishment.

The reason is an impressive vehicle, which rolls backwards along the narrow gravel track with a deep roar of its engine, drives a little way across the grass and stops at the edge of the lake.

Hans Ernst and Karl-Heinz Bitzer climb out. They are wearing firefighter helmets with leather neck protectors, removable visors and the black edging that denotes a squad leader. The emblem of the Haar Voluntary Fire Brigade, two fir trees and an axe on a silver and green background, is visible on their jackets. They open a side flap, roll out the rapid attack hose and the B and C hoses, and get into position behind their vehicle. Then they turn on the integrated pump and send a high-pressure jet of around 1,600 litres per minute of water shooting into the sky across the lake.

“It’s just an exercise,” says Bitzer to an astonished passer-by. “We’re checking that everything still works.” The jet continues to shoot across the lake, vanishing in cascades of fine pearls. Bitzer and Ernst are satisfied. Everything is working – even though the equipment has almost half a century of service under its belt.

This vehicle with flashing lights, spraying out water, is a veteran water tender, designated TLF 16 for tactical firefighting purposes – an LAF 322. Today, the *Lastwagen Allrad Feuerwehr* (all-wheel fire service truck) is a handsome old utility vehicle. A dream on wheels, like the ones you see in classic-vehicle playing card sets, built in 1963. Now it is standing right here on the grass, in all its glory. And it brings a smile to many a face.

Ernst, 53, and Bitzer, 62, walk round the truck, going through the technical details. They point out the 2,500-litre water tank, the inductor for the suction hose and the old hand pump. Even the asbestos hood and the foam tanks are still included on the list of equipment. Does the siren still work? “Of course!” replies Ernst indignantly.

Ten ton beauty

The fire engine sits parked by the lake, imposing and fully functional: 126 hp, 5.7-litre displacement, still equipped with a blue light, fog lamps and the front suction connection so it can approach bodies of water head-on if necessary. Now a well-groomed classic, →





this was once an ultramodern emergency vehicle that attended fires and saved lives.

Two things are particularly striking. One is the huge amount of effort that goes into not just maintaining a noble classic vehicle of this kind, but also ensuring that this beautiful truck weighing over ten tonnes can be driven on public roads. The other is the reporters' delight when Bitzer adds, "Come with us – we've got another one!"

Massive, colossal, majestic

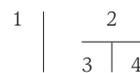
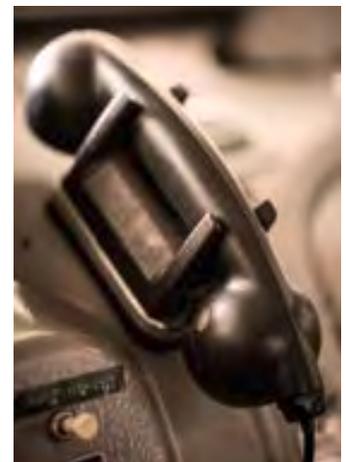
It's an RAL-red LF 1313B. Massive, colossal, majestic, the stuff that childhood dreams are made of. It's the archetypal fire engine par excellence, and this example is a 1972 special edition as well, with turbocharger, 168 hp and all-synchromesh five-speed transmission.

Bitzer and Ernst affectionately call the vehicle the *Drehleiter* (turntable ladder). It weighs about 13 tonnes and has a fully automatic terrain compensation device and metal plates manufactured by hand, as was still common practice when the truck was built. The outstanding feature of this vehicle – Bitzer and Ernst nod almost in unison – is its complex technology produced by Metz. Or to be more specific, the legendary turntable ladder. It can be fully extended in 90 seconds, reaching 30 metres into the air. The ladder has an automatic outreach indicator and a rescue cage with levelling system, meaning it remains perfectly level even when two firefighters are rescuing a person from a burning roof. "Totally reliable technology," says Bitzer. "In any situation," adds Ernst.

It is about the differences between omnidirectional and rotating mirror lamps, maximum loads and the advantages of positively pre-stressed ladders. Here's the thing: When people have to climb down such a steep, fully extended giant ladder in an emergency, they often panic. However, because the ladder on the LF is cleverly pre-tensioned to form a wide and inviting arch, it appears only half as steep, half as threatening. "It's all a question of psychology, but in an emergency it can be decisive," explains Hans Ernst.

The men climb into the fire engines and drive off. Along the motorway, down country roads, and through villages. They want to experience the power of the vehicles, enjoy the magnificent feel of driving them. And the overall feel is one of fully functional, robust machinery. Karl-Heinz Bitzer says he can tell when he's driving the vehicle if everything is in order.

In days gone by, a squadron of six men sat in the cab and drove out to all kinds of incidents. Whatever happened in the Haar area, the Voluntary Fire Brigade would be on the scene. Bitzer and Ernst are still in the brigade, but they now drive the two veteran vehicles purely out of enthusiasm. The old window winders →



1
Well-equipped
Headlights, antennas and signal horns – everything is ready for use.

2
In action
Two seasoned firefighters on the go: Hans Ernst (right) and Karl-Heinz Bitzer

3
On your marks!
The traffic paddles of earlier missions are still in their holders.

4
Deployment on call
The radio from the 1960s has a typically massive telephone receiver.



Splashing out

The water tender parks by Heimstetten Lake. The high-pressure water shoots out of the two hoses at a rate of around 1,600 litres per minute.





and door handles sparkle, and the dashboard at the front is made of sturdy sheet metal. The VHF radio is still equipped with a chunky receiver. All of the robust technology that gives this authentic, old, proud fire engine its flair is still in place. And if living out your childhood dreams as an adult were an Olympic sport, Karl-Heinz Bitzer and Hans Ernst would be serious contenders for the title.

But of course, the real stars are the vehicles. The fire engine was in service from 1963 to 1993, and the Drehleiter from 1972 to 2000, before they were decommissioned. First the TLF went to Thuringia for the symbolic price of one deutschmark, where it continued to attend emergencies reliably for another 18 years. In 2000 the Drehleiter was eventually replaced with a modern fire truck. The community wanted to sell the gem, and the TLF later wound down towards well-earned retirement in Thuringia.

Karl-Heinz Bitzer founded the *Verein Feuerwehr Old-timer Haar* (Haar Classic Fire Engine Association) in 2007. Starting with just eight members, it soon grew. They first bought the Drehleiter from the community, and later brought the fire engine home as well. They then set to work maintaining the two red emergency vehicles in a presentable, roadworthy condition. With special tools, including a groove nut wrench ordered specifically for the job, and with a great deal of TLC they restored the two short-nose trucks to their now tip-top condition. They also generated a great deal of interest in the process: the association now has almost thirty members, who look after the two magnificent firefighting vehicles.

The biggest fire engine parade in history

Their motto is “Maintain, preserve, drive, cherish.” Today the two trucks “live” in an old locksmith’s shop in the east of Munich, where they are maintained and still washed and polished by hand at the local fire station. The two gents often head out for classic vehicle meets too, travelling to festivals, weddings, anniversaries and children’s birthday parties.

On occasions like this, someone always has to stay with the car. “Otherwise, people will gyrate all over you,” says Bitzer. They have also received inquiries from the film industry and taken enthusiastic councillors of the land for joyrides.

In 2016, over 400 vehicles paraded through the city of Munich with their blue lights flashing. This was a world record – the biggest fire engine parade in history – and it goes without saying that the two trucks from the Haar Classic Fire Engine Association were in the line-up. Bitzer and Ernst were at the wheels in full regalia. The two are now fire brigade veterans, having joined at an early age. Ernst attended an open →



1		2		3		4
		3				

1 Packing up

Hans Ernst (left) and Karl-Heinz Bitzer pack up the high-pressure hoses after the lake operation.

2 Long range

The water splashes over the lake and the meadow for more than 30 metres.

3 Scrupulously rolled up

The equipment includes fire hoses of various strengths.

4 Analogue dashboard

Buttons are pressed and switches are flipped, even when the blue light signals alarm.



1 |
2 |

1
Love isn't blind, it's red

The two dream vehicles in action in sunny southern Germany

2
Trusty service

The LAF 322, built in 1983, was in service for many years in the east of Munich.

evening for the Voluntary Fire Brigade at the age of 15. "I was immediately drawn to it," he said. He began his training while still a teenager and soon started attending incidents, putting his early affinity for technology to good use.

"The workshop is my home"

Screwing, cranking, fine-tuning: later on, Ernst trained engineers with the fire brigade for ten years. It's essential that everything is in good condition here, one hundred per cent, round the clock – especially the vehicles themselves. And these vehicles are something Bitzer and Ernst can't keep themselves away from, not even at home. They have over a thousand models of miniature fire engines, all on a scale of 1:87, stored in boxes and on shelves in their cellars – and several hundred of these were built by hand, not from construction kits.

Ernst, a skilled toolmaker, regularly spends time in his personal precision workshop, engraving door reveals and moulding decorative strips out of copper wire and ladder fixings from the finest sheet brass, recreating the large models perfectly on a miniature scale. "I don't know the meaning of the word boredom," says Ernst. "The workshop is my home."

But today they want to put the old original through its paces again – and extend the gigantic ladder of the Mercedes LF 1313B. Bitzer and Ernst park the truck in the picture-postcard Bavarian village of Aying, where smells of pretzels and beer tables waft through the air. The two large red engines sit majestically in the centre, against the backdrop of the maypole and the brewery pub, the bowling alley and the manor house. Visitors rush up straight away to have a look, ask questions and gaze in astonishment. But what they want most of all is to climb on board.

Extinguishing foam isn't the only thing to come out of fire engines. They exude an irresistible charm as well – they save lives.

Bitzer presses a few buttons. The four-section ladder whirrs upwards. The second section is fully hydraulic, while the third and fourth are extended with cables. And then, all at once, an almost reverent silence takes hold. The rescue ladder towers into the Bavarian sky at a 75-degree angle.

Fortunately there is no fire; fortunately this is just a demonstration of love by four true veterans. Two made of metal and technology, two of flesh and blood.

Ernst leans back and gazes upwards for a few seconds. He knows all too well what it's like to stand in the rescue cage in an emergency. And then, with a twinkle in his eye, he says something you rarely hear from a dyed-in-the-wool Bavarian: "You get downright seasick at the top." ◇

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Classic community

The practical section of
Mercedes-Benz Classic



Icon

Just turned 50 –
and still a member
of the avant-garde:
the C 111-II

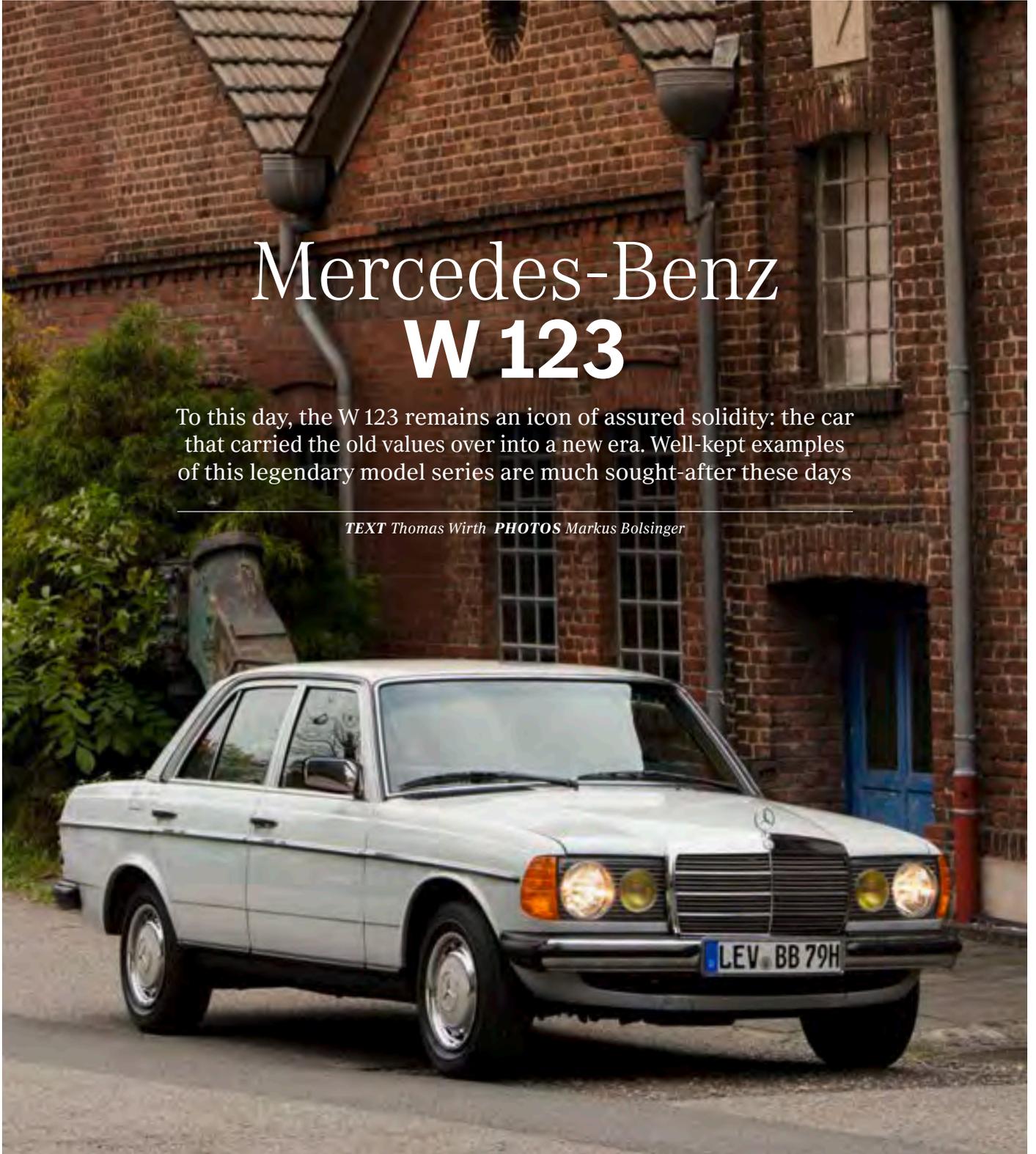
“Look out the window,” says the voice on the phone. “If you like what you see, you can spend the afternoon with it”

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Mercedes-Benz W 123

To this day, the W 123 remains an icon of assured solidity: the car that carried the old values over into a new era. Well-kept examples of this legendary model series are much sought-after these days

TEXT Thomas Wirth *PHOTOS* Markus Bolsinger





Dignified The W 123 is characterised by the pure serenity of its basic outline. The tail lights are broader than on the previous model, and their ribbed design significantly reduces soiling.

Life used to play out in longer, calmer cycles. This insight is borne out by the W 123: when Mercedes-Benz launched a new mid-range model series in 1976, the news was met with great interest. Its successful predecessor, the “Stroke Eight”, had been available since 1968. That model had already conveyed a sense of absolute durability, externally as well as internally, and Mercedes-Benz was not about to be too adventurous with the new generation: the transition to the W 123 was marked by a total absence of culture shock. Although redesigned from the ground up, it still built on the old values.

In its Saloon guise, the W 123 was designed to serve the broad-based demand in the mid-range segment. This uncompromising approach left many customers

with little choice: they ordered the new model not out of rampant enthusiasm for innovation, but out of a deep conviction that Mercedes-Benz had built this model to last for eternity. Or at least half an eternity.

The W 123 fulfilled a role as the main model series. There was (as yet) no compact W 201 below it, and above it only the elite represented by the S-Class and SL. The W 123 was, at least as seen by the majority of the population, the only possible choice.

A little cosmopolitan flair was introduced by the desirable Coupé variant, launched a year after the four-door version. The predecessor model had already offered this level of variance, but a second format was as new as it was positively risqué: 1977 also saw the Estate model, known in Germany

as the T-model, first roll off the line. It sparked plenty of discussion at first – unlike the “normal” W 123, which had been established right from the start as the epitome of automotive steadfastness. Just how successful the somewhat unexciting concept behind the 123 series was, is demonstrated by the production figures: 2.7 million units had been built by the beginning of 1986.



Mirror The contoured exterior mirror stays clean and is adjustable from inside.

MODELS: A SELECTION

200 D

Vehicle data

Displacement 1,988 cc

Output 40 kW

(55 hp)

Top speed 130 km/h

(automatic:

125 km/h)

Built 1976–1985

230 E

Vehicle data

Displacement 2,299 cc

Output 100 kW

(136 hp)

Top speed 180 km/h

(automatic:

175 km/h)

Built 1980–1985

280 E

Vehicle data

Displacement 2,746 cc

Output 130 kW

(177 hp)

Top speed 200 km/h

(automatic:

195 km/h)

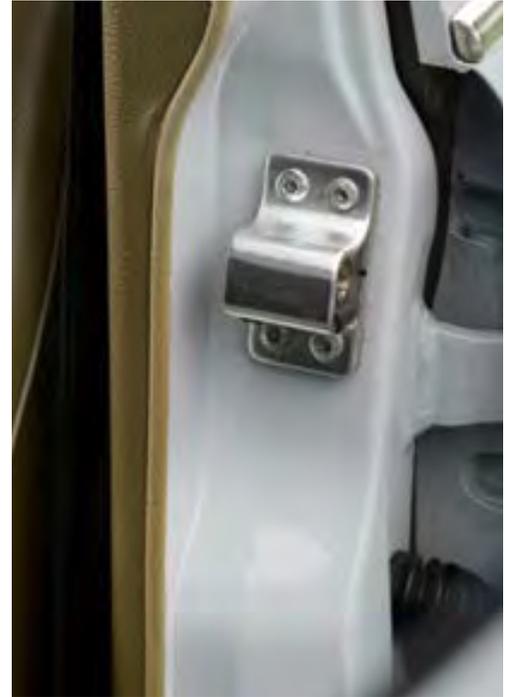
Built 1976–1985

Market value

The prices demanded for a Mercedes-Benz W 123 reflect what the classic car scene sees in it: a solid and highly reliable object of value. Much as when these were new cars, the prices asked demonstrate a certain level of confidence, although they have only reached absurdly exotic dimensions in specimens with new car character. By the same token, however, good W 123 models have never been cheap; and this particular model series has never sunk very low in terms of price, except for inferior, poorly kept examples – which, however, are often priced unacceptably high as they get caught up in the slipstream of the high reputation of the well-maintained vehicles.

The entry point into the world of the W 123 is currently just under the 10,000-euro mark: a 200 D in good condition will set you back about 9,000 euros, the petrol variant of the 200 about ten percent more. At the top end of the series a 280 E in condition 2, at around 12,000 euros, is surprisingly close to these in price, despite its six-cylinder status. On the other hand, it is of course much more expensive to maintain.

The 300 D fits in at around the same price point. Condition 3 normally reduces the price by about a third. Nevertheless, the ex-factory optional equipment available with a W 123 offers plenty of room for the imagination: a sliding sunroof, ABS, power windows, automatic transmission or a functioning air-conditioning system provide scope for negotiation over what are often quite significant price hikes.



Body

For all the praise that the W 123 earns for its fundamental robustness and safety, a few points need to be deducted when it comes to the actual metal. The state of the bodywork is, however, a key criterion in the purchasing decision. Early examples tend to be more susceptible to corrosion than the better protected vehicles of the second series, produced from the summer of 1982.

Two typically vulnerable areas are the gaps between the front apron and the front wings. Only very few W 123 models have remained completely unaffected here. Rust is also sometimes found in the metal around the headlamps, with their mountings also occasionally prone to attack. Underneath the battery is another spot that can often harbour rust,

1 | 3
2 |

1

Front

Rust can sometimes be found around the headlamps.

2

Boot

A good look into the depths of the luggage compartment is advisable.

3

B-pillar

This is not normally a problem area. Its condition should ideally be as shown here.

and at an advanced stage the hinges of the bonnet can be affected. Although the wheel arches benefit from a layer of PVC protection applied as standard during production, rust may still lurk underneath. Sills that rust through from the inside underneath the carpet often also go unnoticed.

Another vulnerable area for Mercedes-Benz is the four jacking points, a frequent source of further rusting. The condition of the rear longitudinal members and semi-trailing arms can be dangerously poor; less critical (but expensive to repair) is damage to the rear wheel arches and side pockets. Problems can also be found in the boot, where the two recesses and the spare wheel well may be affected.

Engine and transmission

With the 200 D, Mercedes-Benz had in its range a model with a robust character that gave it a charm all of its own. The entry-level diesel model with an output of 55 hp had a reputation as being sturdy and efficient, and in the early days it sold as well as all six-cylinder models put together. Nowadays the small diesel and its limited horsepower are only appreciated by connoisseurs. The similarly robust 240 D and 300 D offer a little more agility, while the rare turbodiesels are more expensive and rarer and thus remain a recommendation for true aficionados, due to their high running costs. The popular universalist remains the 230 E, built from 1980, which had previously been available with a carburettor engine, without

the “E” – see the car in our photo, from 1979. If the cost of fuel plays a less important role, the top model 280 E is an excellent choice. Further players here include the 280, without the “E”, and the 250, which was only available with carburettor. Younger petrol models often feature a closed-loop three-way catalytic converter. Despite the robustness of the engines, there are various points to be heeded, such as ageing duplex timing chains, including tensioner, or the manifolds, which are liable to split. Valve- and cylinder-head damage can also occur. Both the manual and automatic transmissions are acknowledged as being very robust. The five-speed manual transmission was only rarely ordered.

1
2
3

1 Exhaust system

Original components tend to have lasted well. Replacements can be easily found.

2

Maverick

The model with Stromberg carburettor was seen as a cult alternative for connoisseurs.

3

Perfect

This 230 shows how stunning a W 123 can look if well cared for, even after more than 40 years.



For more information
please contact the
Mercedes-Benz Clubs
listed below.

CONTACTS

**Mercedes-Benz
Interessenge-
meinschaft e.V.
(interest group)**

Im Hang 16
52428 Jülich, Germany
→ www.mbig.de

**Mercedes-Benz
W 123-Club e.V.**

Paarener Strasse 9
14621 Schönwalde,
Germany
→ www.w123-club.de

MEDIA

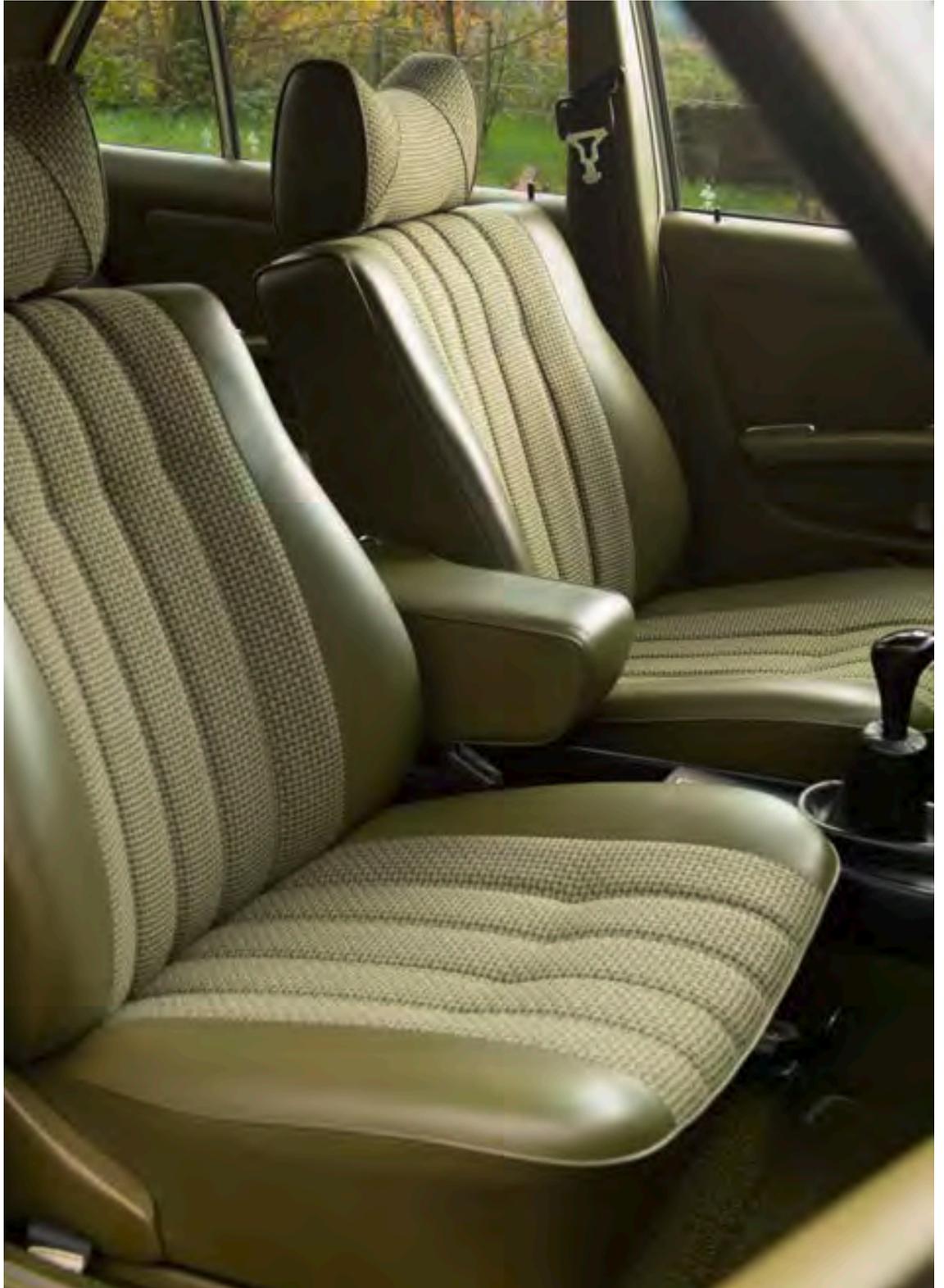
Rüdiger Etzold:
***So wird's gemacht -
Mercedes Typ W 123***
Delius Klasing (1987)
€39.90

Ulf Kaack:
***Mercedes W 123 -
Typgeschichte
und Technik***
GeraMond
Verlag (2012)
€24.95

**Michael Rohde,
Jens-Peter Sirup:**
Mercedes-Benz W 123
Heel Verlag (2018)
€29.90

Quality

Now, as then, the seats
are seen as exemplary.



Interior

The sturdy appointments of the W 123 remain impressive, while many colours (here: moss green fabric) are very reflective of their time. Popular extras such as velour or leather, both available at extra cost, are worth paying a little more for. Particularly robust is MB-Tex artificial leather. Wood trim remained the preserve of the top models until 1982. If it is damaged, repairs can be expensive.



Equipment and appointments

The emphasis for Mercedes-Benz with the W 123 was on high-quality equipment and appointments. Even for the time, however, the range was not particularly extensive – although the austerity of the entry-level models such as the 200 or 200 D is seen today as one of their particular charms. Much sought-after (and often considerably more expensive) are vehicles with a steel sliding roof. Only rarely ordered, on the other hand, was the driver's airbag, which was available as of January 1982 for an extra cost of just under 1,800 deutschmarks. The hunt for W 123 models with unusual extras such as the headlamp wash/wipe system is a popular hobby among enthusiasts.

1
2
3

1 Sturdy
Switches and levers were made to last for ever – typical W 123

2 Adjustment
The seat cushion can also be adjusted for height.

3 Radio
A suitable radio is often on the wish list. Retrofitting is also possible, however.



Wheels and suspension

No particular problems have been identified with the suspension. With high mileage and increasing age, however, wear and tear cannot be excluded. Creaking or clattering noises suggest that rubber bearings and supporting joints may need to be replaced. This is a quick job and not expensive.

The bellows on the drive shafts on many examples have become cracked. A complete replacement is simple, but not cheap. Changing the bellows individually, however, is a fiddly task that requires specialist handling. Worth checking are the front coil springs, the

1
2

1 Standard
The painted hub caps have one disadvantage: they all too often get stolen.

2 Steering
Too much free play when steering is not a game for amateurs.



lower turns of which are prone to snapping off, with the potential to cause consequential damage. Defects are commonly found in the foot-operated parking brake, while in some cases the steering gear can be too loose. Adjustment as recommended may not always help, if the wear is too extensive. A diagnosis along these lines is always a case for the specialist workshop.

Power steering was not standard on every W 123 until 1982 – but without it, city driving can be strenuous. Mercedes-Benz made ABS available in the W 123 from August 1980, at extra cost.

Special considerations

The focus on safety, which was one of the key areas for the engineers already at the development stage, is evident in many intelligent details in the W 123. These include conical-pin door locks in a complex and specially patented design, and the no less thoughtfully designed door handles. Both allow the doors to be opened quickly and easily in the event of a serious accident. This high standard of safety makes the W 123 an

interesting classic option, especially for families, despite its age. Its tremendous reliability is another point in its favour in such cases, for example on holiday journeys: as long as the vehicle is well looked after, the risk of breakdown is minimal, while there is virtually full availability of wear parts. The only problem sometimes is to get hold of the right replacement V-belt quickly enough – there's no harm in carrying a spare.



Continuity Safety is reflected in the details.

The vehicle shown by Mercedes-Benz Classic in this model check is a Mercedes-Benz 230 in the special colour pastel grey (DB 740) with moss green fabric upholstery (006). Built in 1979, this is a model from the first series.

INTERVIEW

“A dream”

A lawyer from Colombia has been driving a W 123 for almost three years. It was a birthday present to herself



All smiles Ana Gabriela García Ariza at the wheel of her 250 in Bogotá

→ **Where do you live and what do you do, career-wise?**

← I live in Colombia's burgeoning capital city, Bogotá, 2,600 metres above sea level. I'm a lawyer, a mother and a huge fan of Mercedes-Benz.

→ **How long have you been driving Mercedes-Benz?**

← Oh, I've loved the brand since I was eight years old. The first car of mine, when I was 18 and finally got my driving licence, also had a three-pointed star on the bonnet of course.

→ **How many Mercedes do you currently own?**

← I have four at the moment. One of them is the W 123 from 1981, in China blue (DB 934). I just love its discreet elegance, its timeless design and its mechanical precision. Every day you spend without driving a Mercedes is a wasted day, I always say. Satisfaction, joy, a zest for life – for me it's all in there.

→ **What do you like most about your 250 model?**

← It's simply a dream of a car; it's long-lasting, reliable and resilient. The eight years that the team of engineers at Mercedes-Benz spent on its development back then really paid off. I gave this car to myself as a 40th birthday present – with the firm intention of keeping it for another 40 years at least. It's really been an integral part of my life for almost three years now, and it's been right there with me at some very special moments that I'll never forget.

→ **What would be the most memorable trip you've taken so far in your W 123?**

← That was my first regularity rally, which I entered last year. It was a simple but affectionate tribute on my part to Ewy Rosqvist, who in 1962 became the first woman to win a rally in a Mercedes-Benz.



Dr Thomas Giesefeld has been the historical journalistic consultant for *Mercedes-Benz Classic* since 2002. He has owned a Mercedes “Fintail” for 25 years. His father took him along in 1967 to pick up the same model, built in the same year, from Mercedes-Benz in Stuttgart.



Andreas Schönau from Owschlag-Norby, Germany, asks:
“I have a rather unusual question: Back in 1991 I sold a Mercedes-Benz 280 SE (model series 108), built in 1969. Now, almost 30 years later, I bitterly regret having sold it and have wanted to know for many years where the car is now – and if, by any chance, it might be for sale. Do you have any advice?”

Do you too have a question for our expert? Write to: → classic.magazin@daimler.com

Dr Thomas Giesefeld answers:

Clearly the desire to own a particular vehicle that one remembers from the distant past, or one very similar to it, is common to many friends of *Mercedes-Benz Classic*. Often it's a vehicle that one knew as a child, which allowed one's own family to experience mobility, that inspires these later automotive reveries.

Since all today's classic Mercedes-Benz cars were once built to order and were equipped to their buyers' individual specifications, they are basically all one-offs in terms of detail.

It is clearly not going to be possible to replace our reader's 280 SE merely with a similar Mercedes – only the original will do. And that's where it starts getting difficult here in Germany because of data protection regulations. What's more, vehicle-related data are deleted once they've been off the

road for more than seven years. In the UK, the registration numbers stay with the vehicle and can be easily searched for on internet platforms.

Our reader has had no success so far in searching for “his” 280 SE. Several readers have sent in similar enquiries, but it is not possible to publish them all. We are making an exception here as representative for all: the originally ivory-coloured 280 SE being sought was first registered on 8 May 1969. The last four digits of its chassis number are 9.022 and its last known licence plate numbers were RD-CK 605 and NF-JT 111. It was sold again in the Flensburg area in 2001. Perhaps someone out there knows something about “Christine”, as Andreas Schönau calls his little automotive project, and will contact *Mercedes-Benz Classic*? We'd love to give this one particular story a happy ending. ◇

Dialogue from the previous issue

Readers from Portugal wrote in to ask about possibilities for restoring the interior of an SLK “Special Edition” and about the earliest historical precursors to today's E- and S-Class models. A reader in the UK had discovered a converted 220 SE Coupé in a film from the 1960s and asked for information about it.



FOREVER YOUNG

Mercedes-Benz started on its road to the technological future with the C 111 a little over 50 years ago. The experimental car was too extreme ever to go into series production – but became world-famous nonetheless. The dream of just once taking a ride in the C 111-II unexpectedly came true for our author

TEXT Jan Wilms





PHOTOS: MERCEDES-BENZ CLASSIC ARCHIVE

1 | 2

1
Inviting
In the interior too, the C 111-II demonstrates its special status between experimental and production car.

2
Bird's-eye view
The perfection of the lines and surfaces is evident from above.



Look out the window,” says the voice on the phone. “If you like what you see, you can spend the afternoon with it.” I lean out the window and at first all I can hear is the low rumble of eight idling cylinders. Only then do I look down: two gullwing doors are rising towards me, surrounded by an orange-red glow. It really is parked down there in front of the hotel – an original C 111-II, one of the rarest Mercedes designs ever.

But surely that call must have been a mere prank among motor journalists. Getting a C 111 as a test car is harder than getting an exclusive “at home with Lewis Hamilton” story. The line is all quiet; I should say something now. “We can take off right away,” the voice emphatically assures me, a voice that belongs to a member of the Daimler Press department. She had organised a current Mercedes model for me for a test drive early that morning. Actually I was supposed to be heading to the airport right now. But what is a rescheduled flight home compared with the chance of a dream coming true?

Skipping an entire decade

As a reader of *Classic* magazine, you surely feel much the same about the C 111. And then you also know: comparisons can help people who are less excited about historical cars. The Blue Mauritius, white tigers, an on-the-spot vacation match against John McEnroe or a chance drink with Keith Richards at a bar in the Caribbean. In any case, I felt well prepared, because I was familiar with the dream car, had owned →



1 | 2 | 3

several of them myself: as a 1:87 scale Wiking model, as a 1:24 kit, as the highest trump in the car quartets card game, plus all the information I had read in books and specialist magazines – that all was now to be deconstructed and recomposed with the full V8 force of this C 111-II.

The experimental Mercedes C 111 will always remain a legend from a twilight zone where it enjoys eternal youth. Experts are fascinated by this car from 1969 that skipped an entire decade and anticipated the 1980s: with its avant-garde wedge-shaped design, which even inspired Andy Warhol to use it in his “Cars” series of artworks; with the engines, from a rotary unit to a petrol V8 and a turbodiesel, and the three world-record drives, which revealed that a compression-ignition engine can also do driving dynamics; and with a suspension technology whose heritage can still be found in modern cars today. The most distinct feature of the styling of the sixties and seventies is the paintwork with its almost poetic name “Weissherbst”, or vin gris, which sets real C 111 connoisseurs apart from those who profanely speak of “orange metallic”.

In any case, such a C 111 is now waiting under my window and while I’m pondering that the perfect lines of the design look even more impressive from a bird’s-eye perspective, I’m already running down the stairs thrilled with anticipation. Then I come face to face with the “rocket” (as a car magazine wrote in 1970) made from glass-fibre-reinforced polyester, which despite being just 1.12 metres high seems larger than life, like a space shuttle ready for blast-off. I climb

into the cockpit over the extra-thick door sills, which house the tanks, more from above than from the side, which is easy thanks to the gullwing doors. On the inside, the two tightly contoured sport seats with the contemporary hounds-tooth upholstery sit closer together than the body would suggest, with its width of 1.82 metres. Seven round gauges on the padded black plastic dashboard monitor the vitals of the mid-mounted engine.

Everything in here was fastened together by hand. The comfort is frugal, not opulent; after all, a C 111 is not a GT but a high-performance speed machine created using every trick in the book.

The super sports car starts rolling

However, only in my imagination has a C 111 ever had the chance to put some actual kilometres on the clock – until now. I pull down on the loop to close the gullwing door and buckle the three-point belt. First gear, the super sports car starts rolling. The engine makes music in all frequencies as it revs up: bassy vibrations, a high-pitched slurping, throaty mids in between. What an orchestra! Thanks to the gearing, there is a push from deep down in the eight cylinders that is only reined in by the next bend.

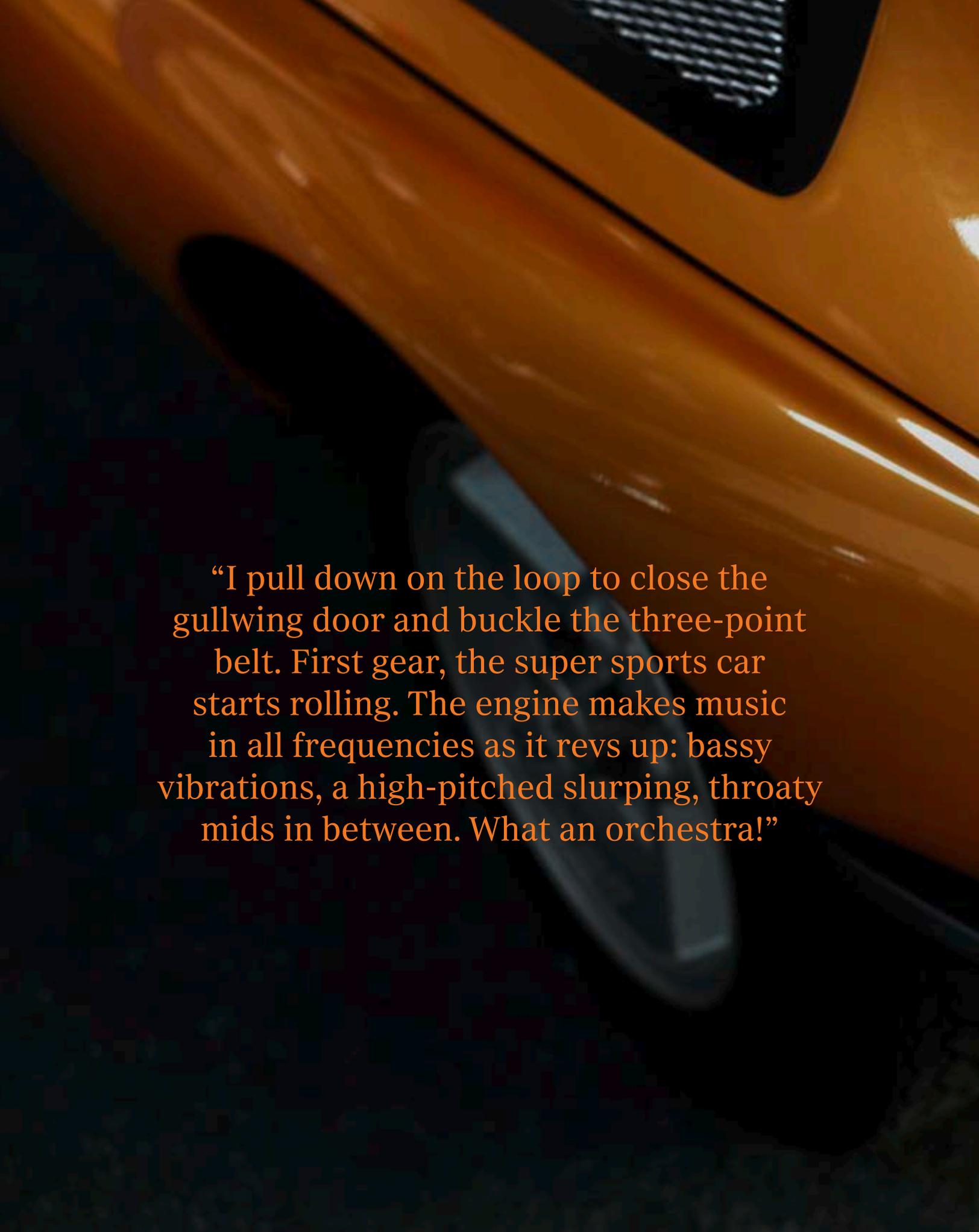
By the way, the over 200 horsepower (147 kW) of this C 111 are produced by the standard engine of the 350 SL (R 107), but here they only have to propel a weight of 1,380 kilograms. A heat flash streaks from my gut up my spine to the roots of my hair. Take a deep breath now, even if it smells of oil and hot →

1
Elegant
The recesses under the roof pillars make the 1.82-metre-wide rear end look almost delicate.

2
Rally racing
A C 111-II powered by a V8 engine, as shown here at the Silvertta Classic, has appeared at driving events since 2014.

3
Cornering star
Thanks to the multi-link rear suspension, the “rocket” is easy to keep on the racing line.



A close-up photograph of a car's interior door panel, likely from a sports car, showing a black plastic handle and a portion of the door's body. The lighting is dramatic, highlighting the textures and curves of the plastic.

“I pull down on the loop to close the gullwing door and buckle the three-point belt. First gear, the super sports car starts rolling. The engine makes music in all frequencies as it revs up: bassy vibrations, a high-pitched slurping, throaty mids in between. What an orchestra!”



PHOTO IGOR PANITZ





1 | 2

1
A perfect wedge

The fascinating design also convinces with its optimal aerodynamics.

2
Priceless pinions

The gullwing doors are a striking feature of the super sports car bearing the three-pointed star.



rubber. Or exactly because of it. The C 111-II grips the asphalt surprisingly well on the hairpin bends, because a predecessor of today's multi-link suspension ensures stability at the rear. We travel back in time on every flat-out straight: my recollection starts in the early eighties, when a first photo must have ignited my C 111 passion at some point, then we go back even further to a past that was staggeringly close to the future.

The C 111-II was presented 50 years ago

At the 1969 IAA Frankfurt Motor Show, two months after Neil Armstrong became the first man to land on the moon, the public for the first time saw the C 111-II powered by a rotary-piston Wankel engine. Subsequently, the super sports car promoted as a "dream car" completed countless test laps, was on show at further trade fairs – but never sat in a showroom. The car world reverberated nonetheless, because the mid-mounted engine, pop-up headlamps and gullwing doors as on the legendary 300 SL held out hope for a sensation – and a number of blank cheques arrived in Stuttgart. The motto being: I want this car and I don't care about the price.

In the spring of 1970, 50 years ago, the C 111-II was presented at the Geneva Motor Show – even including test drives for the press. Its engine now had four rotors, produced up to 400 hp (294 kW) and enabled a top speed of 300 km/h. Unlike other sports cars of this era, its shape required neither wings nor cladding to have enough downforce to lay the power down →



1 | 2

on the test tracks. The design icon was constructed on a computer – as the very first car. However, sprints such as from 0 to 100 km/h in just 4.9 seconds placed high demands on the durability of the rotary engine. In addition, the plastic vehicle body was not cut out for fulfilling the heightened requirements of passive safety without massive development effort. The Daimler Board of Management realised that the concept of the C 111 at that time was incompatible with series production.

This marked the beginning of the second life of the C 111 as a record-setting car, at first with a 3.0-litre five-cylinder turbodiesel as a direct response to the 1973 oil crisis, in which Mercedes-Benz saw an opportunity: would it be possible to give the diesel a new image, turning it from a knocking snail into an economical torque champion?

The answer was provided by a record-setting drive on the high-speed track in Nardò, Italy: in mid-June 1976, the C 111-II D broke three world records and 16 international class records, with an engine that was already known to be agile from the 240 D 3.0 (“Stroke Eight”). The developers ignited the next stage a year later: the new C 111-III record-setting car was given an aerodynamically perfected body designed by Bruno Sacco, and the turbocharger was configured for maximum boost pressure. Longevity was no longer a concern, only record figures counted.

The final evolutionary stage, the C 111-IV, appeared in 1979 with two upright tail fins and a 4.8-litre V8 rated at 500 hp (368 kW), and broke

the circuit speed record at the time with a speed of 403.978 km/h.

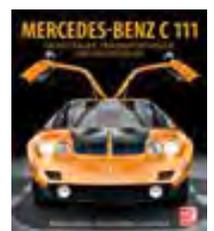
As a result, the 1970s ended at Mercedes-Benz just as they had begun: with one of the most unusual projects of the brand to this day. The futurism in technology and design catapulted Mercedes-Benz into the modern era. Vestiges of the legendary Gullwing model can still be found in new series even 50 years later. Its presence in the collective memory, without a single car ever sold, also says a lot about its unique aura. Because paradoxically most of us only know the C 111s from films, books and descriptions, like a fascinating mythical creature.

There is something magical about this car

The C 111 will therefore always remain the most famous Mercedes-Benz that never really was. In an era in which almost anything can be bought, not a single car made it into the garages of even the most wealthy private collectors between Los Angeles and Tokyo. Encounters with it have something magical about them that permeates every fibre of its passengers.

My unforgettable day with the C 111-II in the Alps of course ended completely differently from the way it had begun. With images in my mind of its angular bodywork sparkling in the sun, the hissing V8 in my ear, the smell of the patinated plastic components in my nose, the scintillating acceleration in my back. And with the deep conviction that practically no other test drive can provide similar insights into the workshop of the history of automotive development. ◇

The archetype of the dream car
Mercedes-Benz C 111 – Fackelträger, Traumsportwagen und Rekordjäger [Mercedes-Benz C 111 – Torchbearer, Dream Sports Car and Speed Record Hunter], by Wolfgang Kalbhenn, Gerhard Heidbrink and Joachim Hack, Motorbuch Verlag Stuttgart, 352 pages with over 600 in part unpublished pictures. To appear in autumn 2020. ISBN: 978-3-613-04137-0 Price: €59





PHOTOS MERCEDES-BENZ CLASSIC ARCHIVE (4), MOTORBUCH VERLAG

3

4

1

Cult car

Thanks to their design, the C 111 models seem timeless and above all younger than they actually are.

2

Photo motif

Anyone who catches sight of one of the rare experimental vehicles is bound to take pictures of it.

3

Not for sale

All 13 C 111 models still in existence are owned by the Mercedes-Benz Vehicle Collection.

4

Unmistakable

Its unique paintwork colour makes the C 111 instantly recognisable.

One of a kind
The first SLKs (model series 170) embody carefree driving pleasure like no other vehicle in their class.



High spirits

TEXT Thomas Giesefeld

In the tradition of the famous SLs and yet somehow totally new: a compact, sporty roadster with a metal roof installed for the first time ever at Mercedes-Benz, which makes it possible to drive it as a coupé as well. As part of the passenger car model initiative, the SL's little brother was trail-blazing and the SLK attracted a lot of interest even before its launch in 1996 after having been presented as a thrilling, evolutionary design study. Bruno Sacco, back then responsible for the design (see our story starting on page 44), lovingly calls the SLK a "high-spirited car".

At just 3.995 metres in length, even today it still meets the highest demands in terms of driving enjoyment, dynamics and safety. The engines range from the SLK 200 (later the SLK 200 Kompressor) and the SLK 230 Kompressor to the six-cylinder SLK 320 model and the AMG top-of-the-range version. In addition to colourful

paint finishes, a host of individual optional extras were available that raised the price of the new vehicle to around DM 80,000. The little dream car holds value and offers a genuine, near-perfect synthesis of agility, robustness and efficiency.

Apart from the power domes and the integral roll-over bar, the characteristic features also include the laid-back wedge shape with the triangular reversing lamps at the short rear end. It offers space for two people's weekend luggage. The vario roof can be opened and completely retracted in 25 seconds in a spectacular and convenient process that works in all weather conditions. Especially recommended for daily driving: the bullish SLK 230 Kompressor with 193 hp (later 197 hp) in conjunction with the five-speed automatic transmission. The rare SLK 32 AMG, which only exists in the version after the facelift (year of manufacture 2000 and later), is worth collecting. The newer SLKs can be identified by the surfaces in the door sill area, which were now painted in the vehicle colour, and by the turn signal lights installed in the outside mirrors. The selection is large, and – not surprisingly – vehicles with only one previous owner and low mileage are preferred. What do the SLKs cost? Between €3,000 and €30,000. ◇

1996 Premiere

The SLK 200 (136 hp) and the supercharged SLK 230 Kompressor (193 hp) make their debut. Common to both: the sporty, short body with a low centre of gravity

2000 Facelift

Details are revised. New additions are the SLK 200 with a supercharged engine and 160 hp, the SLK 320 with 218 hp and the SLK 32 AMG with 354 hp.

2004 Finale

The 170 model series ceases production as of March 2003 with the "Final Edition" special model – after a total of 311,222 vehicles built in Bremen.



Patrick Bauland, Netherlands

"I really enjoyed issue 3.2019 of your magazine. The cover story with Kyle Eastwood was well worth reading, and the photo series 'Dreams aglow' was cool! I particularly enjoyed the stories 'Three courses with Willi', 'Taxi driver', '3 generations, 2 classic cars, 1 anniversary' and the story about the Mercedes-Benz Club Norway. I thought the combination of beautiful old cars and personal stories was managed very well. All in all, the magazine is very well balanced"



Mercedes-Benz Classic, issue 3.2019

GENERAL

I'm a big fan of Mercedes-Benz, with a small collection of my own: I have a C 140, a W 220 and a C 107. I drive all of them around sunny Barcelona. I'm writing to you because I heard the news that there will only be two issues a year of Classic magazine in future. I find this rather surprising: don't you think, with a brand like this that has such a long history and so many enthusiastic readers all over the world, that there should be enough material to produce an issue every month? I really think this would be appreciated by many of your readers.

Francesc Llorens, Spain

Congratulations on your magazine, which I have received as a member of the Mercedes-Benz Club Portugal.

Gonçalo Pereira Velosa, Portugal

I've been a regular reader of your interesting magazine for many years. Just a quick point: in your article "3 generations, 2 classic cars, 1 anniversary", there seems to be some confusion between engaging and disengaging the clutch!

Hans-Jürgen Nägel, Germany

TAXI DRIVER



You don't need to go all the way to northern Africa to see W 124 taxis in action. I saw two W 124 models just recently at the taxi rank in the Porz district of Cologne, both of them diesels and both with a green environmental sticker. And, as one driver told me, both suitably upgraded. I have a W 124 myself, too. Your issue 3.2019 is, as ever, a beautiful and interesting publication. Many thanks!

Andreas Theissen, Germany

WRITE TO US

Your opinion is important to us! Please send your readers' letters by post or email to

Mercedes-Benz AG
Mercedes-Benz Classic
HPC 0736
70546 Stuttgart, Germany
→ classic.magazin@daimler.com

BRACQ ART PRINTS

I've been driving a Pagoda myself for many years now and would really like to get a hand-signed art print from Paul Bracq. Could you perhaps help me and give me the specific address where I could order one?

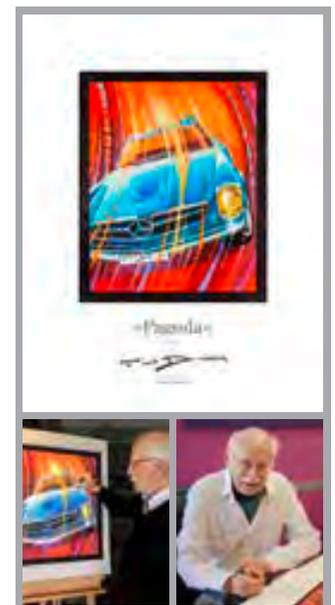
Dirk Zander, Germany

I have just received the art print of Paul Bracq's masterpiece. It is fantastic!

Rafael Navarro, California

Finally, I have received this small, precious gem. Thank you very much for your kind support.

Ramzi Modad, Dubai



Limited edition

Automotive design legend Paul Bracq painting the cover for our issue 2.2019 in his studio in Bordeaux (photo bottom left). The picture at right shows him signing one of the 113 art prints. The print (60 x 45 cm) is shown in the top photo. Interested? Send us an email!

Looking for classics?

In collaboration with the Classic Trader online platform, our magazine offers you a large selection of fascinating Mercedes-Benz classics

How to post a sales ad

Courtesy of our marketing partner Classic Trader, your advertisement will appear in printed form in Mercedes-Benz Classic magazine* as well as online worldwide. As a reader, you will receive a 10% discount. Please note that due to production lead times for issue 02.2020 of our magazine, adverts must be submitted before the editorial deadline of 28th July 2020 in order to be accepted.

- 1.** Add your vehicle online at www.classic-trader.com.
- 2.** When making payment, enter the voucher code MB2020CT. You will receive an instant 10% discount on the price of your advertisement.

- 3.** Contact Classic Trader on tel. +49 30 437751919 or by email to mail@classic-trader.com, giving your advertisement number and the keywords "Mercedes-Benz Classic advert".

- 4.** Your ad will appear in the next issue of *Mercedes-Benz Classic* – as long as it is submitted within the production period.*

*Attractive photos of your vehicle are required. Space for advertisements is limited and subject to editorial selection and editing. There is no legal right to ads being printed. No liability is assumed for errors.

Under
50,000
euros

Prices for vehicles from countries which do not use euros may be subject to currency fluctuations



CLK 200 Kompressor Cabriolet
04.2004 | A 209 | 89,000 km | €19,999

Obsidian black metallic (197), alpaca grey leather (838), autom., climate control, sidebags, sports suspension, Collectors Edition. +49 176 309 21281, alltimestars@daimler.com
→ mercedes-benz.com/alltimestars



Unimog 404 S
01.1961 | U 404 | 55,611 km | €9,500

Ex-NL military, petrol, olive green, green art. leather, 8-speed, 4WD, radio box, H-plates, good condition, original. Private, 36367 Wartenberg-Angersbach, DE, +49 1511 658 4560
→ classic-trader.com/mb192273

**E 220 Cabriolet**

07.2001 | R 129 | 56,500 mi | €32,000

Ex-USA, magma red (586), java nappa leather (234), black soft top, AMG styling package, ESP, S. Groneberg, 29439 Lüchow/Wendland, DE, +49 5841 70303, +49 170 3325 000
 → classic-trader.com/mb135075

**E 200**

07.1995 | W 124 | 48,800 km | €29,490

Brilliant silver metallic (744), black fabric (071), 4-speed, airbags, elec. t/s sunroof, A/C, radio, 3 prev. own., Collectors Edition. +49 176 309 21275, alltimestars@daimler.com
 → mercedes-benz.com/alltimestars

**LP 608 fire truck DL 18**

04.1971 | LP 608 | 146,000 km | €6,700

Ex-emerg. vehicle, diesel, fire red, black art. leather, turntable ladder, Metz body, signalling system, 1 prev. owner. Joachim Brosi, 72622 Nürtingen, DE, +49 7022 213 727
 → classic-trader.com/mb113361

**190**

03.1959 | W 121 | 84,110 km | €49,500

Light beige (181), red fabric, Becker Europa, sliding canvas sunroof, Koni susp., disc brakes, documentation, restored, cond. 2, private, 85399 Hallbergmoos, DE, +49 172 418 9748, +49 8744 966 837
 → classic-trader.com/mb188083

**230 C**

02.1980 | C 123 | 93,000 km | €34,890

Classic white (737), black leather (231), autom., Becker, 2 power windows, armrest, RH mirror, 4 prev. owners, Drivers Edition. +49 176 309 21275, alltimestars@daimler.com
 → mercedes-benz.com/alltimestars

**300 SL**

09.1985 | R 107 | 141,000 km | €29,900

Smoke silver met. (702), Brazil leather (273), brown soft top (new), auto., Becker, hardtop, 4 prev. own. priv., 71088 Holzgerlingen, DE, +49 7031 607 823, +49 171 2636474
 → classic-trader.com/mb175541

**500 SEC**

04.1993 | C 140 | 47,000 km | €22,500

Black, black leather, Becker Mexico 2000, elec. t/s sunroof, ACC, memory seats, 2 prev. owners. Bruno Silva, 3720-216 Oliveira de Azemeis, PT, +351 914 396 000
 → classic-trader.com/mb122435

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 CLASSIC TRADER

**50,000 –
100,000
euros**



560 SL

07.1987 | R 107 | 29,500 km | €95,900

Smoke silver metallic (702), cream beige leather (275), automatic, airbag, ACC, original. Marius Kost, 71711 Murr, DE, +49 7144 339 5635

→ classic-trader.com/mb165122



300 SE Coupé

1966 | W 112 | 67,143 km | €59,900

Blue, parchment leather, 4-speed, Becker, tinted glass, power w., elec. SR, A/C, centre armrest, RH mirror. Renald van Dijke, 5283 VK Boxtel, NL, +31 411 605000, +31 6542 55294
→ classic-trader.com/mb181860



300

01.1959 | W 189 | 7957 km | €84,488

Ex-PL government vehicle, black (040), beige leather, radio, docum., restored. Michał Prząda, 05-110 Jablonna, PL, +48 516 736 814, +48 516 612 395
→ classic-trader.com/mb186525



190 E 2.5-16 Evolution

05.1989 | W 201 | 144,857 km | €82,500

Blue black metallic (199), black fabric (071), 5-speed, Becker Europa 2000, power windows, elec. t/s sunroof, original. Bruno Pinho, 1000-137 Lisbon, PT, +351 918 660 398

→ classic-trader.com/mb134351



SL 320 designo

07.1996 | R 129 | 64,100 km | €49,890

designo variocolor (green-blue), designo black/anthracite leather, autom., rear seats & more, Collectors Edition. +49 176 309 21281, alltimestars@daimler.com
→ mercedes-benz.com/alltimestars



AMG 500 SEL

04.1985 | W 126 | 57,500 km | €59,900

Blue black metallic (199), grey leather (278), elec. t/s sunroof, A/C, sound system, TeKaDe, original. Niels Baumann, 22549 Hamburg, DE, +49 40 800 904 571
→ classic-trader.com/mb193198



600

05.1966 | W 100 | 125,000 km | €87,000

Ex-CH, mid blue metallic (396), orig. beige leather (219), air-con., pennant holder on right, orig. Tool kit, docum. Private, 913 42 Obbola, SE, +46 70 632 4461
→ classic-trader.com/mb195171

Prices for vehicles from countries which do not use euros may be subject to currency fluctuations

Over
100,000
euros



200 long-wheelbase Cabriolet B
01.1936 | W 21 | 360 km | €140,000

2.3 litres, mid brown/ivory, beige leather, black soft top, spoked wheels, additional headlamps, first owner until 1996. Axel Schaz, 75217 Birkenfeld, DE, +49 731 297 6003
→ classic-trader.com/mb198113



300 SE Cabriolet
07.1965 | W 112 | €189,500

White (050), dark red leather, black soft top, automatic, radio, additional headlamps, restored. Burkhard Steins, 10553 Berlin, DE, +49 30 3641 1780, +49 171 495 5455
→ classic-trader.com/mb199356



SLS AMG GT Final Edition
03.2014 | R 197 | 6560 km | €395,890

Himalaya mid-grey, black leather, AMG Speedshift DVT 7-speed, Bang&Olufsen BeoSound, ACC, Concours Edition. +49 176 309 21281, alltimestars@daimler.com
→ mercedes-benz.com/alltimestars



280 SL
11.1967 | W 113 | 600 km | €277,490

No. 0.002, silver grey metallic (180), red leather, black soft top, autom., Becker Grand Prix, metic. orig. rest., Concours Edition. +49 176 309 21281 alltimestars@daimler.com
→ mercedes-benz.com/alltimestars



190 SL Rallye
02.1961 | W 121 | 15,500 km | €139,900

Blue, blue artificial leather, 4-speed, hardtop, 2 previous owners, modified, rest., suitable for RMC Historique. Cochera Classicos, 28470 Cercedilla, ES, +34 615 269 900
→ classic-trader.com/mb170709



300 SL Roadster
06.1963 | W 198 | 43,882 km | on request

One of the last, Tunis beige metallic (462), red leather, Becker Mexico, hardtop, documentation. Jens Rath, 71254 Heimerdingen, DE, +49 7152 901 630
→ classic-trader.com/mb189105



Mercedes-Knight 16/40 hp
07.1912 | 32,500 km | on request

Sleeve valve engine, ex-Brazil, blue, black leather, 4-speed, docum., 1 previous owner, Collectors Edition. +49 176 309 21281, alltimestars@daimler.com
→ mercedes-benz.com/alltimestars

In this issue:



Model check W 123
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280 E

02.1977 | W 123 | 99,084 km | €19,900

dark blue (904), MB-Tex bamboo (104), autom., Becker Mexico, tinted wind., air-con, centre armrest, CL, 1 prev. owner, orig. Miguel Rodriguez, 03600 Elda, ES, +34 610 415925
→ classic-trader.com/mb194456



280 E

10.1976 | W 123 | 143,597 km | €16,000

cayenne orange (406), bamboo fabric (004), automatic, Becker Grand Prix, RH mirror, ex-collection, condition 2-. Helmut Gassmann, 37120 Bovenden, DE, +49 551 82020
→ classic-trader.com/mb196841



200

03.1979 | W 123 | 67,000 km | €15,029

Caledonia green (867), MB-Tex bamboo (104), 4-sp., Becker radio, power steering, 2 prev. owners, orig. Jakob Kuster, 8596 Scherzingen, CH, +41 71 688 5000
→ classic-trader.com/mb197350



250

03.1981 | W 123 | 95,000 km | €10,900

Silver blue met. (930), blue fabric (032), autom., tinted glass, 4 head rest., steel SR, RH mirror, 3 prev. own., orig. Martin Lutterberg, 29331 Lachendorf, DE, +49 1523 3852 365
→ classic-trader.com/mb158561



300 D

1984 | W 123 | 277,851 km | €7,950

Astral silver met. (735), blue fabric (052), 5-speed, tr. coupling, tinted glass, 2 power w., armrest, radio, RH mirror. Danny van Kerckhof, 3769 BT Soesterberg, NL, +31654 22 44 11
→ classic-trader.com/mb172231



200 D

03.1982 | W 123 | 149,000 km | €6,900

Classic white (737), black fabric (031), 4-speed, trailer coupling, tinted glass, radio, power steering, RH mirror. Broer Krol, 9351 PV Leek, NL, +31 594 516604
→ classic-trader.com/mb188340



300 D Turbo Diesel

03.1985 | W 123 | 191,196 miles | €9,900

Ex-USA, smoke silver metallic (702), date MB-Tex (154), automatic, alum., Becker Mexico, 3 power windows, elec. t/s sunroof, ACC. Broer Krol, 9351 PV Leek, NL, +31 594 516604
→ classic-trader.com/mb188400



200

08.1981 | W 123 | 30,270 km | €22,900

Champagne metallic (473), date fabric (034), 4-speed, alum., Becker, tinted glass, 4 head restraints, 3 prev. owners, orig. Jürgen Koraus, 83348 Seebruck, DE, +49 8667 876 366
→ classic-trader.com/mb156271

Prices for vehicles from countries which do not use euros may be subject to currency fluctuations



200
10.1980 | W 123 | 107,000 km | €7,500

Golden brown (476), olive fabric (036), 4-speed, radio, power st., RH mirror, CL, 1 prev. owner (family), well maintained, orig. Private, 26160 Bad Zwischenahn, DE
→ classic-trader.com/mb192152



250 8-seater
06.1983 | V 123 | 78 225 km | €29,000

Ex-Qatar, lapis blue met. (932), blue velour (952), 4-sp., elec. power wind. x 4, air-con., radio, power steering, ex-collection. Helmut Gassmann, 37120 Bovenden, DE, +49 551 82020
→ classic-trader.com/mb196844



230 E
11.1976 | W 123 | 146,650 km | €14,900

Classic white (737), black fabric (001), autom., alu, Becker, tinted wind., SSS, orig. Frank Szczotok, 90584 Allersberg, DE, +49 9176 5345
→ classic-trader.com/mb189395



200
09.1982 | W 123 | 99 000 km | €13,900

classic white (737), sienna fabric (037), 4-sp., Becker, power steering, SSS, RH mirror, CL, 2 prev. owners, orig. Oliver Reger, 90530 Wendelstein, DE, +49 9129 26244
→ classic-trader.com/mb199051



280 E
07.1981 | W 123 | 107,800 km | €19,990

thistle green met. (881), MB-Tex cream (135), 4-sp., Becker Europa, RH mirror, CL, first owner until 2018. Paul Witteler, 59929 Brilon, DE, +49 2961 74040, +49 171 404 1121
→ classic-trader.com/mb197503



240 D
1984 | W 123 | 363,511 km | €5,500

Black (040), blue fabric (052), 5-speed, tinted glass, 4 power windows, A/C, armrest, radio, CL. Dario Belloli, 24064 Grumello del Monte, IT, +39 035 830 800
→ classic-trader.com/mb185746



230 E
10.1982 | W 123 | 164,050 km | €12,490

Orient red (501), cream fabric (055), 4-speed, alum., rear speakers, steel SR, power st., CL, 4 previous owners. Paul Witteler, 59929 Brilon, DE, +49 2961 74040, +49 171 404 1121
→ classic-trader.com/mb197501

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In this issue:



Future classics: the R 170
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SLK 200 Kompressor
07.2003 | R 170 | 19,200 km | €19,000

Cubanite silver metallic (723), anthracite/Siam beige leather (215), automatic, ESP, A/C, SatNav. Thomas Rosier, 26135 Oldenburg, DE, +49 441 2097 8010
→ classic-trader.com/mb192344



SLK 200 Komp. Special Edition
2002 | R 170 | 114,851 km | €9,250

Cubanite silver metallic (723), black nappa leather (231), autom., heated seats, orig. Werner Sloetjes, 7091 DP Dinxperlo, NL, +31 315 651 767, +31 6 1196 7689
→ classic-trader.com/mb163589



SLK 320
03.2001 | R 170 | 42,000 miles | €6,286

RHD, linarite blue metallic (352), anthracite leather (211), 6-speed, tow-away protection, AMG wheels, A/C. Brett Lyons, Stanford Rivers CM5 9QE, UK, +44 1277 365 415
→ classic-trader.com/mb180308



SLK 200 Kompressor
11.2003 | R 170 | 26,693 km | €13,900

Cubanite silver met. (723), anthracite leather (211), 5-speed, ESP, A/C, heated seats, docum., orig. Torsten Hose, 40668 Meerbusch, DE, +49 211 9892 5426, +49 171 6833 801
→ classic-trader.com/mb198970



SLK 320
07.2001 | R 170 | 44,296 km | €14,161

Ex-co., yellowstone (685), black nappa leather (211), autom., heated seats, bird's-eye maple, Xenon. Helmut Gassmann, 37120 Bovenden, DE, +49 551 82020
→ classic-trader.com/mb196560



SLK 32 AMG
07.2001 | R 170 | 37,000 km | €34,900

Obsidian black metallic (197), alpaca grey leather (888), Brabus wheels, full spec., 3 previous owners, orig. Reinhard Sachse, 21376 Gödenstorf, DE, +49 4175 802 020
→ classic-trader.com/mb130163

Prices for vehicles from countries which do not use euros may be subject to currency fluctuations



SLK 320

01.2002 | R 170 | 51,000 miles | €5,961

RHD, linearite blue metallic (352), anthracite/Siam beige leather (215), automatic, A/C. Brett Lyons, Stanford Rivers CM5 9QE, UK, +44 1277 365 415

→ classic-trader.com/mb180328



SLK 200 Kompressor

07.1998 | R 170 | 168,986 km | €2,900

Brilliant silver metallic (744), black fabric (021), 5-speed, orig. Alum., radio, good overall condition. Link Motors Franchising, 00199 Roma, IT, +39 06 8620 3661

→ classic-trader.com/mb193491



SLK 32 AMG

2002 | R 170 | 72,205 km | €28,900

Brilliant silver metallic (744), alpaca grey leather (888), automatic, A/C, MB radio, heated seats. Renald van Dijke, 5283 VK Boxtel, NL, +31 411 605000, +31 6542 55294

→ classic-trader.com/mb185895



SLK 230 Kompressor

01.1999 | R 170 | 26,309 km | €12,990

brilliant silver met. (744), scarlet leather (227), autom., Bose sound, heated seats, 1 prev. owner, orig. Göing Motors, 30177 Hannover, DE, +49 511 8009 7247, +49 172 545 8090

→ classic-trader.com/mb198785



SLK 230 Kompressor

04.2002 | R 170 | 40,500 miles | €5,201

RHD, brilliant silver metallic (744), anthracite leather (211), automatic, ESP, A/C, MB radio. Brett Lyons, Stanford Rivers CM5 9QE, UK, +44 1277 365 415

→ classic-trader.com/mb180338



SLK 200

09.1998 | R 170 | 76,400 km | €10,800

Black (040), black fabric (021), 5-speed, chrome roll-over bar, radio, 3 prev. owners, well kept, original. Andreas Stehling, 10553 Berlin, DE, +49 30 662 3818, +49 172 390 8615

→ classic-trader.com/mb127407



SLK 230 Kompressor

2002 | R 170 | 41,580 miles | €5,322

RHD, brilliant silver metallic (744), anthracite leather (211), automatic, ESP, A/C, MB radio. Richard Biddulph, Grays RM17 6ST, UK, +44 7967 260

→ classic-trader.com/mb189143

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Alex Iwan grew up in Germany, Africa and Indonesia. The passionate 280 SLC driver and art collector now lives in Düsseldorf, where she runs a lifestyle agency.

“Disco coupé”

39. I've been very preoccupied with this number recently. 39 hours of welding, 39 hours of pain. Wind, weather and, above all, owner resilience has been shaken and my beloved 280 SLC has had to visit the welding doctor. But what is far, far worse: this was my first winter without it. There it stood, lonely and alone, in the garage at work. Every morning I would walk past it and sense its quiet breathing. It was locked in while I was suffering classic-car withdrawal symptoms. As a passionate advocate of “get your Mercedes-Benz out of the garage” we each had to exercise a little give and take. It had to be.

There was, of course, also a dramaturgical dimension to the whole thing. For one thing was clear: the countdown to get my little brown coffee bean from 1981 out of the garage was on: March, April, May. And I had got something ready for the moment: a cassette from 1990. I had found it the last time I did a thorough clearing-out of my drawers. Not just any old cassette; no, THE cassette. The most important one of my life. A gift from my husband, a record of our young love, transposed into music. And

with a home-made cover of course: a picture of him kissing me in the passport photo booth.

I'm one of a minority of people who still have cassette players in their cars – something that is about to pay off. For this precious musical gem from days gone by will be accompanying me on my first outing in just a few days' time, when I liberate my car from its wintry imprisonment in the garage. I'm already counting the days! I can't actually remember when I last listened to the cassette. I have to sing along at the top of my voice, so I can't open the automatic windows or the sliding roof, since otherwise it would be quite unbearable when I stop at the traffic lights. There is nothing – absolutely nothing – half so much worth doing as listening to music in the car. And now I'll let you in on a secret: I'm convinced that this is the true reason why Mercedes has always built such beautiful objects – so that everyone can listen to their favourite tracks entirely undisturbed. I'm looking forward to my SLC and to Heaven 17, Kraftwerk – and, above all, the amazing Donna Summer: “Love to Love You Baby”. ◇

Preview The next issue of *Mercedes-Benz Classic* will appear on 27 November 2020.



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