



Volume 36 | No. 1
June 2021

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BENZ LENS

MERCEDES-BENZ CLUB OF SOUTH AFRICA

MERCEDES-BENZ

A Prince, A Princess and a Car with No Peer, a portrait. The formal dignity and mien of the Prince and Princess Hohenlohe is complemented by the proud, new Mercedes-Benz 220 photographed at the Hohenlohe shooting lodge. The Prince himself has been a Mercedes-Benz owner for decades because he has never found a car he considers to be better. Now, however, he is pleased to learn that tradition has not been despoiled. The new Mercedes-Benz models, through discreet improvements and evolutionary changes, also add to their heritage as cars of exemplary breeding ... carefully constructed for connoisseurs.

MERCEDES-BENZ SALES, INC. (A subsidiary of Studebaker-Packard Corporation) Sedans, convertibles, sport cars ... (price range from about \$3,300 to \$13,000).





Editorial

Stephen Kaalsen

Dear reader, warm and welcome greetings to another edition of our club's lively literature – The Benz Lens. The Benz Lens is our club's official magazine giving you a first-hand experience of all the sights and stories, gears and glories related to Mercedes-Benz and our Club. This edition includes some sumptuous stories, a special word from our President, regional reporting and much more. Have a look at our high definition images, which surely speak more than a thousand

words. When writing this, it is with a sad heart that I think of all the people we have lost since the last edition of the Benz Lens. Many succumbed to Covid-19 and other illnesses. Words are not enough to express my sadness. In particular, our greatest language purist, Mercedes-Benz connoisseur, racing driver and vice president friend, sir Christopher Carlisle-Kitz's untimely passing has hit our club very hard along with all else that we have lost. I decided to feature a Fintail on our front page,

as it would have brought so much joy to Christopher.

Dear reader, sit back and enjoy our Benz Lens. May you all keep well and be guarded by God's grace for the rest of your life, until we meet again. Just like the mittelrot W111 Prince and Princess Hohenlohe-Langenburg of the German Empire defined them, you our readers, define the Benz Lens. Without you, the reader, there is no point in having the Benz Lens.

Happy reading! ■

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For Prince and Princess Hohenlohe from Hohenlohe-Langenburg of the German Empire there simply was nothing else good enough.

Their aristocratic stance and mien could only be complimented by a brand new Mercedes-Benz W111 in the attractive DB516 *mittelrot*. Though it seems like it is only used to leash their dachshunds, their Mercedes-Benz was much more than a pretty face.

Prince Gottfried was an eager enthusiast of the Mercedes-Benz brand. He was a Mercedes-Benz owner for decades preceding this W111 which he had just acquired, because he had never found a car that he considered better. To him, his personal car of the royal fleet must have been much more than just a pretty face. A pretty face it surely was; you can tell breeding! He needed a pretty face, but also a safe means of travel with unmatched reliability and performance. The Mercedes-Benz tradition went forth once again. Prince Gottfried was married to princess Margarita, Princess consort of Hohenlohe-Langenburg and they could surely not be presented in anything else

other than a brand new W111. Princess Margarita of Greece and Denmark was the eldest child and daughter of Prince Andrew of Greece and Denmark and Princess Alice of Battenberg. She was the first great-great-grandchild of Queen Victoria, and the eldest sister of Prince Philip, Duke of Edinburgh. They had no less than six children, their youngest being twin boys, and with its bench-style front seats – no other car was so versatile for their serene highnesses as their family's brand new W111.

When Princess Margarita's mother, Princess Alice of Battenberg passed away at Windsor Castle in Berkshire, United Kingdom, on 5 December 1969, the widowed Princess Margarita would have been attending her mom's funeral. Supposing she took her chauffeur driven W111, I can only imagine how the jaws of the aristocratic circles must have dropped when this car arrived at Windsor Castle for the funeral. A





Wonderful
times
ahead

That is what the star on the radiator of a Mercedes-Benz stands for: travel in safety and comfort all the time. And what is more, you will enjoy lavish elegance and unsurpassed quality every mile of the way. Surely a very special

experience! So it is quite obvious what this picture means to convey. The time you spend with your Mercedes-Benz will always be happy on any road. For 1963, too, we wish car-lovers all over the world „Happy Motoring!“

MERCEDES-BENZ



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left hand drive red Mercedes-Benz amongst right hand drive British cars, would have stolen all the attention!

For the Hohenlohe-Langenburg's of the German Empire, their Mercedes-Benz was much more than just a means of transportation. It was part

of what defined their royalty. It took the men shooting ducks, the dachshunds for a drive, and in royal attire it was their symbol of elegance arriving in unmatched style at the utmost posh events. Isn't this the very same reason why Mercedes-Benz is our passion? Not only is it a versatile

car and classic driver for shooting ducks, taking our dogs for a drive, or to purchase fast foods at a drive-thru in our pyjamas - but it is an absolute symbol of exclusive elegance to arrive with at any special event; whatever the social standing! ■



from the President

Waldo Scribante



Dear Fellow Members

I always endeavour to start my letters with something thoughtful and positive, but I must admit that I am finding it increasingly challenging to find a positive spin of late. It's sad for me to write about events that had to be cancelled due to Covid-19 and lockdown. I know how much hard work and energy goes into organising the stellar gatherings we are used to, which makes cancellations - whether by force or sense of responsibility - rather disappointing.

Of course, there is a much bigger picture to consider, and the health and wellbeing of our members, loved ones and communities will always come first. But even though we know this won't last forever, it sometimes feels like a lifetime since the "good old days" of 2019 and earlier.

A slow start

2021 started with South Africa in the midst of our second wave of Covid-19. This resulted in the cancellation of our first National Committee meeting in George, the annual George

Old Car Show and Vettoer, as well as the President's Braai and Valuation Seminar. It felt a bit like having our feet flat on the accelerator, with the handbrake pulled up.

We did however get to enjoy a wonderful R107 50th Birthday

Celebration at Gariep on the weekend of 14 - 16 May, organised by Jaco Kachelhoffer from Central region. This was followed by another R107 celebration in Western Cape the next weekend. Sincere thanks go to all involved in the organisation and facilitation. Your efforts are greatly appreciated.

36th AGM

By June we were back to a third wave of Covid-19 and stricter measures, which meant holding our 36th AGM over Zoom. *(I must say that I am getting quite used to meeting in my slippers, so don't be surprised if you see me in them more often when this is over!)*

All of the National Committee were re-elected, unopposed, and I once again thank all Committee members for their hard work, dedication and drive. We continue to enjoy each other's company on Zoom.

Looking forward

I know I speak for many of us when I say we are eager to resume some sense of normality. Unfortunately, the National Concourse 2021 is cancelled due to the Pandemic! We are however looking forward to our National Gathering planned for 29th & 31st of October in Graaff-Reinet, organized and hosted by Erald Hohls and team from the Eastern Cape. Lets plan end-of Year functions - not to be forgotten!

POPIA

As you have probably noticed, through a flood of WhatsApps and e-mails, the Protection of Personal Information Act has recently come into effect. I hereby assure our members that personal Member

information is not shared with any other organisations, companies or private parties, and is intended and used strictly for the purposes of Club communication. Should you wish to opt out of any Club-related WhatsApp groups or e-mailers, it is your right to leave or unsubscribe from such groups at any time. It is also important to note that newcomers cannot be added to any such groups or e-mail lists without their prior consent. Furthermore, we implore all Club members to protect the privacy and information of fellow members at all times.

A Privacy consent form will be sent to all members, or a downloadable form our website at www.mercedesbenzclub.co.za. Complete abovesaid form for yourself and all family members including minors, participating in club events.

Been there, done that...

But have you got the t-shirt?

Have a look at our new customised t-shirts on our online store. Follow this link to see the great merchandise available: <https://www.mercedesbenzclubshop.co.za>

Stay safe

René and I wish you and your loved ones well over this challenging time. Please spare a thought and/or assistance for those experiencing extreme adversity. And if you are able and willing to get vaccinated, please take advantage of the vaccines that are becoming ever more widely available. Stay warm, stay well and we'll hopefully see you soon! ■



We are family.

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.

Text: Jörg Heuer | Collaboration: Marc Bielefeld, Patrick Witte



Great cohesion

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!

South Africa.



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

Pure passion.

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.



Classic beauties

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." ■



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



<https://www.mercedes-benz.com/en/lifestyle/classic-magazine/we-are-family-mercedes-benz-clubs/>



Anniversary Lunch

By Brendan Moran



As you are all aware some legendary models in the Mercedes-Benz range have celebrated their anniversaries this year. The R107 SL and C107 SLC turned 50 years old, the W111 coupe and convertible turned 60 years old, and the 300 Adenauer celebrated its 70th birthday.

In celebration of this we arranged an anniversary lunch for our members, hosted by the Botany Lounge at D'Aria Wine Estate on Sunday 23 May 2021.

Despite Covid we were very grateful for the enthusiastic

support of 48 of our members for this event. We were also honoured to have our Club President Waldo Scribante and his wife Rene drive down from George in their lovely early model 350SL to join us for the event. Aldo Van Zyl from the South Cape Region had also driven down in an SLC to join us.

Our venue had a semi-outdoor seating arrangement which was a gamble for us with the unpredictable Cape Town winter weather, but once again we were blessed with an uncharacteristically warm and





sunny day for the time of year.

The D'Aria Estate attracts a large number of patrons and visitors to its various restaurants and wine tasting venues. We had arranged reserved parking adjacent to our lunch venue for our cars, allowing all visitors the opportunity to enjoy our mini car show. It is great to see the appreciation for these classic cars from all walks of life, young and old, male and female.

Botany Lounge served up a delicious 3 course meal for us and our members enjoyed a lovely laid back Sunday in beautiful leafy surroundings, catching up with one another.

We will definitely be back at this venue again soon for future events! ■





Breakfast Run

By Brendan Moran

After a very successful run to Val de Vie Estate in 2019, we decided to return in April this year to support our friend and celebrity chef Reuben Riffels at his restaurant "The Yard" for a club breakfast.

We had absolutely superb weather for this outing; the best we could ever ask for! Members congregated at our usual Winelands meeting point at 09:00 on Sunday 25 April 2021 to the delight of many onlookers and admirers of our gleaming sports and classic Mercedes-Benz's.

The run was very well supported with around 50 members and their vehicles in attendance.

We enjoyed a scenic drive to Val de Vie via Paarl, and upon arrival the cars were parked in formation in front of the restaurant. There was a fantastic mix of cars representing the best of the brand in the Franschoek morning sun.

Pontons, Pagoda's, W108's, 114's, 107's, 116's 129's, R230's, and an S123 were all in attendance.

Some cars that truly were breathtakingly amazing to behold on the day were Terry and Lee-

Anne's SLS AMG Gullwing, Dennis Porter's drop-dead gorgeous 111 cabriolet, Wynand Louw's concours 190SL roadster, and the matt satin metallic CLS 500 shooting brake of Graham van Heerden. We also had 2 SLK 55 AMG's, an R230 SL55 AMG, and a very special and rare SL65 Black Series.

While our members enjoyed a relaxed breakfast and catch up, it was pleasing to see how much interest there was in the cars on display by residents and visitors to the restaurant. Seeing such a large selection of rare and collectible cars out on the roads and out in the sun is always a heartwarming spectacle for onlookers, and even for us as owners and club members.

To conclude my report, I'd like to quote some popular Instagram hashtags -

#oldisgold #keepcalmanddriveaclassic #driveit-donthideit ■







Workshop Day

By Brendan Moran

On Saturday the 27th of March this year we had our first workshop day since pre-Covid-19 at the new Paarl Mercedes-Benz Dealership. We were hosted by Bianca Fluckiger, the Marketing Manager for the Mercedes-Benz Super Group in the Western Cape.

Our workshop days are always well attended by our members, as it gives them the opportunity to have their cars inspected on the workshop lifts, with expert advice at hand regarding any required maintenance or repairs. And yes, we welcome any excuse to stand around with our bonnets up, talking about car stuff all morning with fellow petrol-heads.

After a morning coffee and muffins, members were able to view the newest models on offer in the new car showroom, after which



it was off to the workshop for inspection.

We had a lovely selection of cars in the workshop all owned by our members. This included two W111 coupes, a R121 190SL, a handful of 107's, a rare CLK 55 AMG, a R230 SL55 AMG, various C126 SEC'S, a Fintail saloon, a C123 coupe, C124 coupe, W108s, and a W116 350SE. The cars were a great attraction for other customers at the dealership, and a welcome change of pace for the workshop mechanics who mostly

work on modern cars still under their warranty period.

Once all the members' cars were thoroughly given the once over, our monthly club meeting was also held at the dealership towards the end of the morning.

We look forward to more regular workshop days as soon as Covid-19 restrictions will allow us.

A big thanks to Bianca Fluckiger and the Supergroup for hosting us once again. ■





NORTHERN REGION

Come Hell or High Water... Wat Swaai Jy

By Cary De Sousa



Most club meets are usually quite memorable for some obvious reasons, like we get to meet up with some like-minded friends and look at beautiful cars that we are passionate about. This particular Saturday morning was memorable to me for other reasons, and I shall explain why.

I was extremely excited about this event as it was the first Northern Region event that I was able to attend, for the year, after missing a couple of the other events held earlier in 2021. My excitement was threefold; one I had just finished the restoration on my 1969 W114 250CE and the car had just left the mechanic that week with rear suspension bushes all replaced, a reconditioned steering box and 4 new Bilstein shocks. The second bit of excitement was more a feeling of trepidation. I had never driven the car more than 10kms in one trip since the work had been finished, so I had no idea whether Eva Green (that's her name) would make it to Pretoria and back. Lastly, my other excitement was that I would be taking my 5-year-old son and 81-year-old father-in-law along for this inaugural long-distance drive and the thought of any kind of breakdown was worrying me.

What I did not take into account was what the weather had in store for us that morning. The rain had pretty much started once we were on the highway from Beyers Naude and as we turned onto the M1 at Buccleuch, heading towards Midrand, the heavens decided to open up delivering a monsoon type downpour that would have been scary in a modern car. The





fact that I was in a 52-year-old Benz that is a left-hand drive with a four-speed manual column shift, with tiny side mirrors and windscreen wipers that work at one speed only was utterly terrifying. Visibility was non-existent except for the hazard lights of cars about 5 meters ahead. What did not help was my chatty 5-year son who was not stressed in the least and wanted me to look in all directions at the lightening whilst my father-in-law was adamant on discussing the state of our national road system. All this whilst I was just trying to see the road markings, stay in my lane and concentrate on not having an accident. This pretty much lasted for the next 30km until just before the John Vorster off-ramp in Centurion. My nerves were shot by the time I had arrived at Wat Swaai Jy, but in all fairness Eva Green performed impeccably under the most extreme conditions for her first real drive out.

As I pulled into the allocated parking area, I noticed that there were not too many old Mercs there yet and realised later on when chatting to other Club members that the rain had been a major deterrent for some. Having said that, the numbers did pick up as the skies cleared and with Wat Swaai Jy being a converted under-cover parking lot into classic car dealership, the venue seemed somewhat fitting and sheltering after the storm. The hot cappuccino from their little coffee shop also helped steady my nerves and mood.

What truly amazed me about the venue was the long-term





parking or storage/workshop rental areas. These are fenced off parking bays where the tenants can store their classics or even rebuild them there. I found this collection of cars far more interesting that the plethora of Americana on display for sale. Behind the cages were low mileage SL's, 107's & 129's, a W109 300SEL 6.3, immaculate Alfa Romeo's ranging from Spiders to 3.0 GTV's, Karmann Ghia's, early Jaguars, 70's Porsche 911's and even a canary yellow right hand drive Mercedes-Benz 250CE.

As always it was great to catch-up with fellow Club members and chat about our cars, projects and where to find those ever-elusive parts. What was interesting were some of the asking prices for the cars on display. Most of the cars are on consignment so the asking price is usually what the owner wants and what the dealership needs to make on top of that. This obviously sparked some interesting debate, especially when it came to the three-pointed star vehicles.

All in all, it was a good morning out. I was thankful that two and half years of restoring my 250ce was successful and many more interesting road trips were to be had with my Eva Green. Trust had been built in one crazy morning. I was also thankful for the Northern Region Team Committee who always try their best to organise interesting and fun outings for us, which the Wat Swaai Jy outing proved to be. ■





Black Horse Brewery

By Anna Lee Dos Santos



Marcell Mostert arranged the March club outing to Black Horse Brewery. A beautiful Sunday drive, with convoys from Pretoria and Johannesburg, who merged on the Black Horse in Magaliesburg by 12:00.

Pioneers in Craft Brewing & Distilling in Magaliesburg since 2012

Black Horse Estate offers an artisanal craft brewery & distillery as well as a quaint restaurant. Black Horse has a magnificent banquetting hall for weddings

and conferences with in-house catering and a variety of accommodation. The brewery is just an hour's scenic drive outside Johannesburg and is situated on the edge of the Magalies River with lush green fields and majestic black horses. Overlooking the breathtaking Zeekoeihoek valley, guests can relax and enjoy an afternoon under our magnificent Pecan nut trees. Take a break from your busy schedule and visit this well known spot!

Fifty people gathered at the venue, with strict social distancing protocols adhered to. Guests were entertained with live music in a most beautiful setting.

Some very nice cars made their appearance, including a W116 280S, a W111 coupe, a beautiful

W129 320 SL, C107 450 SLC, 300 SL and many more! Not forgetting the 200CDI GLA in the beautiful color red.

A most wonderful day! ■



NORTHERN REGION





W202 C250 Turbodiesel

By Erald Höhls

The W202 Series or first 'C Class' succeeded the highly successful W201 'Baby' Benz in 1993.

Although Bruno Sacco was initially highly involved in the design of the new W202 C Class, chief designer of the time, Oliver Boulay was accredited with the final design.

It had a more rounded and aerodynamic shape and higher specification levels than the previous W201 series. Model line-ups and specifications differed around the world.

The W202 was built in South Africa from 1994 to 2000 and launched here in Classic execution first, followed by Elegance with various higher levels of specification and engine derivatives in the years that followed. All W202 petrol models in South Africa were fitted with



multivalve engines from the outset including the 4 cylinder C230 Kompressor and C240 and C280 V6 models. Some high

performance models in the range such as the V6 C36 and the C43 V8 also found their way into the country, not having been built

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locally. Diesel derivatives were also part of the South African line-up with a C250 Diesel and C250 Turbodiesel.

Earlier this year I came across a very nice fully serviced, one owner 1999 C250 Turbodiesel Auto Classic, having done only 131000km. The car was originally purchased from Graaff-Reinet Motors and was generally in very good all-round condition, with only a few minor imperfections.

I couldn't resist it, and once I'd bought it, I had some cosmetics done, which made all the difference. The overall performance is great with a power output of 110kw & 280Nm of torque. It is an absolute pleasure to drive. They are very solid, reliable and safe and can comfortably be used as daily drivers or as a second family car.

There has recently been quite a debate on W202 values. In my opinion, W202's have not yet seen their real values in the market place, most probably because they were produced in large numbers with many still on the road, mostly in poor condition.

Well-kept W202's with low kilometres are more and more difficult to find and I have no doubt that they will become quite valuable & sought after in the not too distant future. ■





1983 500SEL W126



1984 500SEC C126



1995 S600L W140



1995 S500 W140



1999 S500L W220



2001 CL500 C215



2007 ML500 W164



2011 E200T S212

Mercedes-Benz brand obsession

By Rudi le Roux

I have always been obsessed with the Mercedes-Benz brand and the cars they produce. They call it being “*Star Struck*” amongst enthusiasts. It is a compulsion bordering on obsession that drives you to be in, around or involved with the Mercedes brand as much as possible and guides the decisions you make in life.

That’s how I ended up working at Mercedes-Benz of South Africa, how I became an active member of the Mercedes-Benz Club and also how I ended up having 8 examples of the brand. There have

been many more in the past that I loved, but sadly had to part with to make space for different models. The aim is still to experience as many of the brand examples as possible in my life and hold on to my favourites along the way.

My current fleet includes the following examples:

- 1983 500SEL W126
- 1984 500SEC C126
- 1995 S500 W140
- 1995 S600L W140
- 1999 S500L W220
- 2001 CL500 C215

- 2007 ML500 W164
- 2011 E200T S212

I generally get more affordable neglected examples of the “*modern classic*” models and as a hobby try and do much of the restoration work & maintenance on them myself. The process makes me bond with them. Sadly, Sonja my partner demands something more modern and she uses the Palladium Silver 2011 E200 S212 Station wagon as a daily driver and as transport for our daughter Silke. ■



Trip to Sunny Port Elizabeth

By Gareth Henning



Thanks to the Covid-19 Corona virus and lockdown regulations, there have not been many events held in the Eastern Cape, until now. Ensuring Covid-19 protocols were adhered to by all attending, Port Elizabeth (PE) club members were given the go ahead by Waldo to host one of the most anticipated events in recent years. In Mid-May word was put out that the Eastern Cape club members from Port Elizabeth (PE) would be treating the out-of-towners to a spread like no other.

The event itself was scheduled to start Saturday morning, 12 June 2021, ending the following morning with a breakfast run to Nanaga Farmstall. Items on the agenda included a visit to Dr Jan Enslin's Museum followed by a visit to Dr Enslin's residential garage where a rare car is being restored; then a trip to Dr Greeff's



personal warehouse to view his collection; topped off by a catered for braai at Fabian Cairns and Michael Price's facility where a selection of cars and a trike were on display. Needless to say, the event was welcomed and well supported. I personally had not

ever been on such a trip, so it was a pleasure to be able to join my fellow club members on a special weekend away.

A few of us had decided to leave East London (EL) the Friday afternoon so we could sleep over at club members Colin and



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Anne Meyer's beautiful home in Kleinemonde. I was fortunate enough to be given the reins to Lawrence Kropf's 1972 300 SEL 6.3. Wow, what a beauty. I felt honoured and ever so privileged to be allowed to commandeer such a special car. I have not driven too many classics, so I can say without a shadow of doubt this is the most special to-date. Even other drivers and road users couldn't help themselves tailing us and when passing by greet, give a thumbs up, and share a toot-toot. Heck we even had a group of youngsters so impressed that they drove behind and alongside us for a good few kilometers either because they were in awe of the power of the 6.3 up the sweeping passes, or just because they couldn't get over what they were witnessing. When they eventually passed us, they showed their unwavering appreciation to the marque. At this time you can't not feel like you are driving something special.

The next morning, unfortunately due to health issues, Lawrence was not able to join us for the rest of the trip. This left Pieter Moolman and I sort of stranded...but not in our club...without hesitation Colin offered his W126 500 SE to us. Affording us the opportunity to continue to PE for the event and back home too! At 08h00 the EL contingent (some travelling through earlier

that morning) met in Port Alfred to enjoy a quick coffee and bite to eat at the Penny Farthing Restaurant after which we were firing on all cylinders for the day and events that awaited us.

Arriving on time at Dr Enslin's Museum, we were greeted by fellow friends and members alike. Some who have known each other for years and years, and some like myself meeting some members for the first time. Member's travel cars were parked outside the facility and being pure petrol heads, we had to have a closer look at who was driving what. Even the general public and passersby couldn't help snapping their necks back and even sneak a photo or two of the stunning variety of cars being driven.

Once all members had arrived and where accounted for, we entered Dr Enslin's facility. My first impression was that of complete disbelief. I had seen a few photos shared in the past by club members that who visited previously, but NOTHING prepares you for the spectacle that is Dr Enslin's museum. Feel-good endorphins flood your body and thankfully what stopped me from doing flick-flacks and back flips is my lack of physical ability! It may sound so cliché, but I honestly felt like a "kid in a candy store". I even thought to myself that no amount of money could buy such a facility. I say this because of the passion that built this collection. Decades and decades collecting iconic cars; signage; old petrol



pumps; models and memorabilia; etc. Even what very-well seems like the full collection of 007 James Bond movie model cars, still in its packaging, filled a large display cabinet.

During our time at Dr Enslin's Museum we were also treated to a fully catered gourmet spread of eats with tea and coffee. The food tasted as good as it looked. There was even beetroot hummus which was another first for me. After ogling the cars on display, we then proceeded to visit Dr Enslin's residential garage where a very special and rare car is slowly being brought back to life. The car being restored might not be a Mercedes-Benz, however it is unique and ultra-rare and deserves mention. It is a 1939 BMW 321 Cabriolet. It is touted to be the only one in SA or on the continent. Once complete, it will be invaluable to the "doc" I am sure.

After this some of us quickly checked in to our over-night accommodation before rushing off to our next destination – Doctor Anton Greeff's warehouse. There were 13 vehicles on display (12 being Mercedes-Benz) from a fintail, to a R107 which are owned by Dr Greeff and his brother. It is however clear that they have a fond love for 190Es with three Mercs been the 190E model. A new addition and personal favorite of

mine from the weekend so far had to be their recently acquired 190E 2.3-16 'Cosworth'.

I am not sure if my love for the 190E 2.3-16 is its styling, flared arches and flanks, black leather bucket seats or the purposeful AMG steering wheel. All of which seem to fit so well together. Or could it be the infamous story behind a race named "Race of Champions" which took place back in 1984 around the entirely new 4.5 km Nürburg ring. 20 identical Mercedes-Benz 190 E 2.3-16 models in racing trim were thrashed around the 'ring' by a bunch of incredibly talented racing drivers. Ayrton Senna was one of the drivers. Ayrton and Niki Lauda had a ding-dong battle; however, it was Senna that was victorious ahead of Lauda. This race not only marked Ayrton Senna as a future force to be reckoned with, but also made the 190E 2.3-16 a significant piece of motorsport history. Either way, I am proud to have named my son after the racing legend... now all I need is the car...Haha.

Our last destination for the day was Fabian and Michael's shed where their and Andrew Murphy's cars were on exhibition. Club members got a chance to walk around the property, taking in the views and looking at the cars at leisure. A fully catered braai with salads etc. supplied by the

club, followed. At the said braai the mood was high from the days events and all were in good spirits. Sayings like "we are here for a good time, not a long time" had been mentioned in passing earlier on the day...and that night it was evident. I can honestly say that the camaraderie in the club is great to witness and be a part of. We even got to wish Colin Meyer a very happy birthday as a group and the PE group presented Colin with a lovely chocolate cake. A very nice touch.

The next morning some of us were nursing headaches and bruised egos, whereas others were bright and bushy tailed for the breakfast run to Nanaga Farmstall. We all congregated outside the premises of the Eastern Province Vintage Car Collection where we were joined by one of the club member's regal rides...a 1952 Bentley cabriolet. We proceeded on our run which was 45 minutes away (or an hour for the Bentley...) where a healthy farm-style breakfast was welcomed by all, especially me! From there we all said our goodbyes and hit the road. If you were driving with a fellow member you could not help but reminisce and discuss the weekend's proceedings.

In closing, I have to say a very BIG thank you to all who made the trip and weekend's events possible. Nikiforos Georgiou, Andrew Murphy, Dr. Anton Greeff, Fabian Cairns and Michael Price all did an outstanding job and can be proud of themselves. Not one person I met was un-impressed. Also, to all the members who took the time to join and be a part of the weekend. I truly hope that there will be many more events of such a nature planned in the future for the region and that Covid-19 won't cancel/ throw the proverbial spanner in the works... as it has a tendency to do that at the least opportune moments. ■





KWA-ZULU NATAL REGION



R/C107 Pre-birthday Celebration, Umhlanga

By Matt du Sart

What do icons do when they celebrate their 50th Birthday? Well, in 1997 Elton John threw one of the most elaborate parties of the decade with every A-List name imaginable on the guest list. The Twitterati launched one of the largest online happy birthday campaigns of 2019 for Jay Kay, lead singer of the band Jamiroquai. And while she has a decade and a half until she reaches 50, Lady Gaga is known for not holding back on the monstrous glitz and glam. It will be interesting to see how she commemorates such an occasion!

But unlike our referenced celebrities, there appears one superstar whose life is just beginning at 50. Despite a few wrinkles around the eyes, a determined twinkle when those eyes light up. And no matter how much junk she has in her trunk, she will always remain super leicht.

She is the 107-class SL and SLC. And while being the choice of transport for each of our mentioned celebrities, the 107 demands a 50th birthday

celebration even from those of us who can only dream of Sir Elton's fortune. Ahead of the commemorative run to Gariep Dam in mid-May 2021, the KZN Region of the Mercedes-Benz Club of South Africa decided that a single occasion was simply not enough to pay homage to the longest running series of Mercedes-Benz to have been produced.

Members came together on Saturday, 24th April 2021 for "pre-drinks", if you will. Even if only premium unleaded and high quality synthetic oil were on offer as a welcome cocktail.

Hosted by the Mercedes-Benz Brand Centre in uMhlanga, a total of six R107s in various engine designations (but sharing a most favourable bloodline) graced the polished tiles of the workshop to show off their elegant curves and ample displacements for anyone lucky enough to walk by.

Sheltered from the early Autumn rain, the stars shone brightly as camera flashes adored the gleaming paintwork. Once

the ever-unsated paparazzi were requested reprieve, it was time to gain a more intimate knowledge of our specimens' pedigree. Two by two, they were hoisted into the air where, guided by technical expertise, members were treated to a passage of knowledge as the underside of each vehicle was inspected. However as we all age, there is a measure of wear and tear experienced and the 107 is not immune. The esteemed owners of these chariots were given some insight into a few maintenance items to take care of, ensuring even more longevity from their mid-age dames.

Great appreciation to Sales Executive, Fatima Motala and her team from Mercedes-Benz uMhlanga for arranging complimentary cappuccinos and muffins as well as preparing the MB Café staff where members lunched, once the 107s were brought back to terra firma.

Happy Birthday, Regal 107! I only hope to look as good as you at half a century... ■





Visit to African Bird of Prey Sanctuary, Pietermaritzburg

By Matt du Sart

It's not always engine oil and spark plugs with the KZN Region! So when our newly appointed Events Coordinator, Raymond van Rooyen, suggested a visit to the African Bird of Prey Sanctuary just outside of Pietermaritzburg, keen members were able to stretch their legs (and those of their three-pointed stars) and breathe in some fresh air in the KZN Midlands.

Opened in June 2006, the African Bird of Prey Sanctuary is home to over one hundred and eighty birds across some fifty species, many of which are endemic to the KwaZulu Natal region. Most of the birds have found their way to the Sanctuary injured and in need of rehabilitation. Run by Shannon Hoffman and her team, the efforts expounded here in conservation

have earned them countrywide renown. With a newfound appreciation and awareness to the plight of our African Birds of Prey, members dug deep to present the Sanctuary with a cash donation to aid the continued and celebrated passion of the efforts of Shannon and her team. Well done, KZN! ■





107 50th Celebration Weekend

By Jaco Kachelhoffer

A few National Committee meetings ago, Avish Maharaj (KZN Chairman) raised the idea of a club road trip to Gariep Dam. His motivation for such a trip was to uplift the spirit amongst the club members which was low as a result of the impact of the Covid-19 restrictions and consequences.

Annalie and I gladly accepted the challenge to arrange such a trip and it was decided that this event would also celebrate the 50th anniversary of the 107-model series. Our aim was also to arrange a relatively low-cost event for our members as we knew that the Covid-19 restrictions placed financial burdens on them. Annalie's efforts and experience made the arrangements and organising, a pleasure. Unfortunately, and to many members' frustration, we had to limit the number of participants to only 50 as a result of the Covid-19 restrictions. The 50 limit was reached within 2 days after sending out the invitations to the event and we soon had quite a significant waiting list for members wishing to join should any cancellations occur. Despite late Covid-19 related cancellations, we still ended up with 49 participants.

From there the excitement just grew as we neared the date for the weekend. On Friday 14 May 2021 our members from Northern Region and KwaZulu-Natal arrived in Bloemfontein. Gill Cooper from KZN's 450SLC proved to be the only mishap for the weekend as she hit the rail of a sliding gate at the entrance to the guest house



CENTRAL REGION



which caused the manifold to break off. Fortunately, KZN came prepared with a back-up vehicle and Gill and Steve could still take part in the weekend.

The weekend started off with a visit to a non-club member, Frikkie Esterhuizen's exceptional car collection. There were Ferraris, Mustangs, Chev CanAms, a Ford Capri Perana as well as a Ford Cortina Perana to name only some of the vehicles on display. Frikkie also has extensive model car and model train collections. All this housed in an extraordinary venue in top standard quality. Frikkie enthusiastically shared his knowledge on the history and attributes of his collection. It proved to be the highlight of the weekend. From there we returned to our venue for dinner and get-together in an open lapa at a guesthouse. (We were quite fortunate that the notorious Bloemfontein cold did not punish us for arranging an open lapa due to Covid-19.)

On the Saturday morning we met up at our local dealership, John Williams Motors, where our member and Mercedes-Benz staff member Johan Strydom, welcomed us with coffee, muffins

and a peanut padkos snack. We must convey our heartfelt thanks to both John Williams Motors and Johan.

We departed for Gariep at 11h00 with the 107's in front of our convoy – a great sight to behold. On the way to Gariep we stopped at the Kuilfontein Farmstall near Springfontein where the members from Eastern and Western Cape joined the convoy. We were fortunate in having 15 107's on this trip (would be 16 if not for Gill's mishap).

After checking in at Gariep we did a photoshoot of all the 107's lined up with the dam and sail boats as a beautiful backdrop. A photoshoot is one thing that the MBCSA members do very well! At 19h00 it was time to gather (in an open lapa again) for our evening's festivities. The fires were soon burning (some with more success than others) and the members could braai their meat packs and generally just engage in some much-needed cameraderie and companionship. Then it was time for our small prizegiving and the following prizes were awarded:

- 1) **Hannes Viljoen 500SL** - KZN Chairman's Choice





CENTRAL REGION

- 2) **Nico van Rooyen 280SL** – Central Region Chairman’s Choice
- 3) **Johan Krogh 350SLC** – 1973 model oldest 107 at the event
- 4) **Kurt Stassen 500SL** – Ladies Choice
- 5) **Bart Opperman** – First Registration for the event
- 6) **Gill Cooper** – female member who travelled furthest and a consolation for her mishap
- 7) **Furthest travels per region:**
Central – Paul van Wyk; *Eastern Cape* – Andrew Murphy; *KZN* – Ashwin Singh; *Northern Region* – Zack Marques; *Western Cape* – Johan Kemp.
- 8) **Most persistent participant** – Rashmi Kooverjee Western Cape (I myself was very relieved when I could at last accommodate this member.)

Some of our members already had to leave early on the Sunday morning and just a small number had breakfast at the resort. Thereafter it was time for goodbyes and fortunately all travelled safely back to their destinations.

All in all, this event was certainly one of the highlights of 2021, despite all the restrictions and uncertainties the Covid-19 situation has brought about. I must also thank the Mercedes-Benz Club of SA for their financial support which aided in our goal to make this weekend a relatively low-cost weekend for our members. A huge thankyou also to all our members and their partners who attended and contributed to the success of the event.

With the Covid-19 infection numbers on the increase again, we were fortunate in being able to host this event - the memories of which will have to serve as a buffer against the expected decline in club activities again. ■





Afskopbraai

By Jaco Kachelhoffer

The annual activities of the Central Region kicked off with the "Afskop Braai" on Saturday 6 March 2021 at the "Benz Barn" in Bloemfontein with 22 people attending.

A word of appreciation was extended to Paul and Thea van Wyk (Frankfort), Dawie and Anta Ras (Christiana) and Bart and Tiaan Opperman (Jan Kempdorp) who made a special effort to travel all the way to Bloemfontein

to attend. The locals made up the numbers and we were ready for a serious "kuier".

It was a wonderful reunion of friends after a long absence due to the Covid-19 pandemic restrictions. As usual, everybody had to be updated on new additions to collections, restoration projects, tips on repairs and maintenance and so forth – and even the men did the same!

As is tradition by now, An-

nalie's Bola (Punch) had enough kick to add value to the "Kick Off braai"! Accompanied by her potato dish, salads and dessert no one left the Benz Barn hungry.

If not for the Covid-19 curfew that stopped all the chatter, the braai would have gone on much longer as there were still so many more stories to share! We hope to do so at our next event.





Piet se Gat

By Jaco Kachelhoffer

Our second event for the year was held in April in the rural town of Petrusburg between Bloemfontein and Kimberley. The name of the venue is "Piet se Gat", the name obviously referring to the name of the owner and we hope the rest refers to what is called in English: "a watering hole".

Our members from Bloemfontein met up at a central location and started the +/- 80 km to Petrusburg. Several of our Northern Cape members were to join from the other side as well – in total we were 19 adults and 2 children. The Bloemfontein contingent was led by Gert Coetzee in his 1968 230S Fintail and he kept up a steady pace of more or less

120 kph without any hassles. He was followed by Johnny Fourie in his beautiful 1985 W123 200 and then some newer models. Japie Vos in his CLK 63 Black Series was being kept under control by placing him in the middle of our line of vehicles. He did, however, give us a satisfactory earful of the powerful engine when he departed the venue heading home!

Piet se Gat did not disappoint as they had a well-stocked "watering hole" and we enjoyed a very tasty meal of Bobotie, yellow rice, caramelised pumpkin puffs, greenbeans, lovely salads etc. All this was topped off with a traditional malva pudding, ice cream and custard and then some cof-



fee to get us back into shape for the trip back home.

It felt good meeting up with our members again and we do hope that the Covid-19 restrictions will continue to give us leeway to carry on with our regular club outings. ■



SOUTHERN CAPE REGION



C107 – 450SLC road trip

By Aldo van Zyl

Just as we were thinking that all was returning back to normal, we were thrown a Covid ball, and everything was put on hold again.

I was however fortunate to be invited to the Western Cape's SL run and get together down at D'Aria wine estate. Waldo had graciously lent me and Albertus, that's my 6-year-old son, his 450 SLC. So, it was a boy's weekend, and we were both very excited to go down to Cape Town and join in the festivities.

I must say that when we set off for the weekend, I had no idea how much fun it would be. I

received the SLC on the Friday and had never driven any SLC, I was a bit apprehensive, but the big old girl quickly took me in and under her arm and reassured me that everything was going to be just fine. We set off the Saturday at around 11 am. We had packed our bags and Adele had prepared us a nice "padkos blik" for our road trip down to Cape Town. We said our good byes hugged and kissed the girls and the "manne" were off. We rolled slowly out of George and set our sights for Cape Town. We were not even 10 kilometres out of George when my passenger asked me how far yet? And when are going to have a lunch break?

So just as we edged out of Mosselbay we pulled over to have our first break of sandwiches

and cool drinks. I must say up until then the big old girl handled superbly and we were starting to get to know each other rather well. We left Mosselbay and hopefully would drive on without any further pit stops. Not by a long shot. Our next stop was



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Riversdale and we checked to see that everything was still in good nick. After coffee we were again on our way. The road just kept on rolling ahead and the time flew. The SLC handles with so much confidence, poise and elegance and one could be forgiven to think that you are driving a more modern car – there is just the one difference between a new car and the SLC. The SLC does not gear down when one wants to overtake. There is just this effortless surge or flow of power, much like a steam locomotive. Nothing can stand in its way as she just leaves the lesser vehicles in the distance. I think it was frowned upon in those years, for cars to gear down. There should just be ample power to overtake other vehicles, not this new-fangled and messy way to gear down 10 gears just to gain some speed.

The towns swept by quickly and in a flash, we were nearing Durbanville. The road trip was coming to an end for the day but there were still some festivities that were planned for us by Zillen and his organising committee. Sunday we were off to D’Aria Wine Estate and had a lovely gathering with all

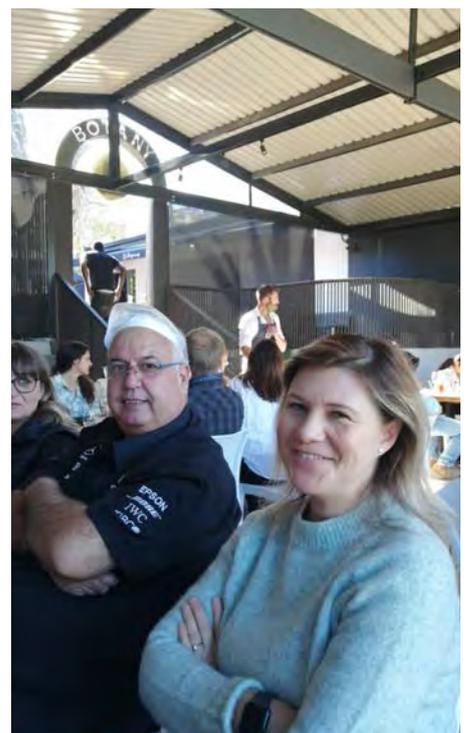


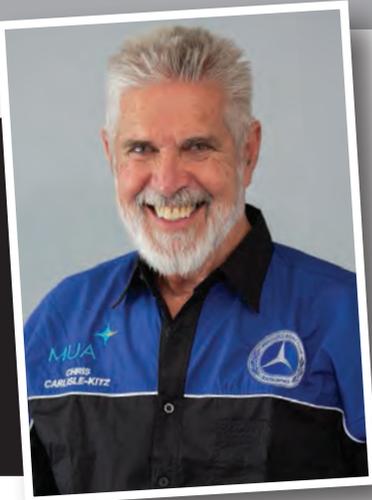
SOUTHERN CAPE REGION



the attendees and their gleaming SL and SLC's. Lunch was delicious and was washed down with a crisp Sauvignon Blanc. Waldo and I were contemplating whether we should stay on and crack another bottle, but alas I had to get back to George and I decided to hit the road. Our trip back was just as fun, and one wishes that the road would never stop and continue forever. However all good things must come to an end. What a truly great experience for me and Albertus to enjoy the SLC and the accompanying road. Thank you very much for opportunity Waldo, it is greatly appreciated.

We as a club did not have that many outings this year. We did however manage to squeeze in a lunch at the Eight Bells Hotel at the end of March. We had a technical day together with the South Cape Old Motor Club and were given a lecture touching on additives to help clear any petrol or diesel fuel engines. Hopefully we will be able to proceed with our September Snoekbraai and our Octoberfest. Let's all try to stay positive and Covid negative and see where the rest of the year carries us. ■





Albeit this article covers a Northern Region event, it is featured at the Tailend section in honour of our late Vice President – Christopher Carlisle-Kitz – who was the exclusive author of the Tailend. Goodbye Christopher, memories with you, my lovely wife Claudine and I in the baba cage, will never be forgotten. *Editor.*

Foreword by Sven Krassnokutski:

I asked Chris to write an article for the Benz Lens about the Northern Region's latest outing, which was an informal gathering at the Mercedes-Benz Centurion dealership. Chris kindly agreed to do so, as he always did, but sadly, never managed to send me the article. He was still busy finalising and 'polishing' it, as he always did. Anna-Lee, thank you for sending on Chris's work-in-progress for this article, which I have taken the liberty of tweaking very slightly to fill in some details and finish off.

Chris - thank you for always being present and enthusiastic at Club events and for going the extra mile to be of service to the Club and its members. You will be sorely missed.



A visit to our local dealership – Saturday 29 May 2021

By Chris Carlisle-Kitz

I am having difficulty finding an interesting story in what turned out to be a very pleasant outing to Mercedes-Benz Centurion. However let me see how this turns out!

I was up early and anxious to finish applying the last of the decals to my race car before the outing. This has been a full rebuild of the car during lockdown, but that is not today's story. The last decal to apply to the doors was the racing number. I have the same racing number as that other

famous Mercedes F1 racing driver number: 44. So, on a Mercedes note, the day started off well!

Now satisfied with my early morning's work and having carefully wiped the dust off my beautiful blue Fintail, I left for the outing. With its newly rebuilt engine, the car was running well





and I enjoyed the short trip to the dealership.

The sun was shining on this bright winter morning and although I was fairly early I found two or three other cars already parked in front of the showroom. I guess lots of members are glad of the opportunity to drive their cars and meet with friends. A good turnout of cars and members proved this.

Our Chairman was there with his like-new magnificent S55 AMG. What a car! Just to name a few more, I always think to myself "which car would I steal today?" So it was a difficult choice between Doeke Tromp's superb and totally original Ponton 219 and Garry Dodds' lovely 230S Fintail. Quite what I would do with another fintail is a mystery as I have five already. I guess that it is a minor obsession within the main one of old Mercedes cars. Now without more car detail, most of which you will get from the accompanying photographs, the purpose of the day was to meet friends and be entertained by the staff in the showroom.

After sanitising and having temperatures taken to ensure that we are all still alive and well, we mingled in between the new cars and eventually found our way to the coffee, which Mercedes-Benz Centurion generously provided, and muffins, kindly organised by



Christopher Dooley. Not content with coffee and muffins, the dealership staff set about starting a fire to provide us with some welcome boerewors rolls and cool drinks later in the morning.

The time passed quickly by as it always does, in the company of good friends all talking the same language. One by one the cars left as people went about their other tasks for the day until a few die-hards were left still chatting and mulling over ideas for the next outings in this changed world of the Covid pandemic era. Some new thinking is needed, but what; is still a mystery. However, I am sure the willingness of the Mercedes-Benz Centurion branch management to collaborate with the Club will lead to new and fun outings in the future. I look forward to enjoying many more

new-world outings with members and their Mercs. ■





The end of the TAILEND

By Waldo Scribante

We are deeply saddened to hear of the passing of Chris Carlisle-Kitz, a man who inspired all of us.

It was a great honour to have Chris serving as my Vice President. But we all know he was really so much more than that. He was one of my best friends and my confidant. I am going to miss our phone calls... I am going to miss him dearly.

Chris was a true gentleman, a friend to many, a pioneer, a legend and a hero of the Club. A one-of-a-kind person with incredible knowledge, which he was so eager and happy to share.

Even though Chris may be gone, his memory will live on in all of us forever. We will all miss his advice, support and encouragement.

Jason, Annemarie, Francis, Nina... our sincere condolences. You are in our thoughts and prayers.

Anna-Lee, may you always find peace and love in your Merc family.

Chris, we appreciated your true friendship, kindness and gentle ways, always smiling and happy. Always going out of your way.

You will be forever in our hearts....

Ladies and Gentlemen, it is time for me to bid farewell to our beloved friend, and so I leave you with a message from our Vice President, Chris Carlisle-Kitz: **"Life is a daring adventure, or it is nothing"**.

You have lived your life to the full, my friend. May you now rest in peace.

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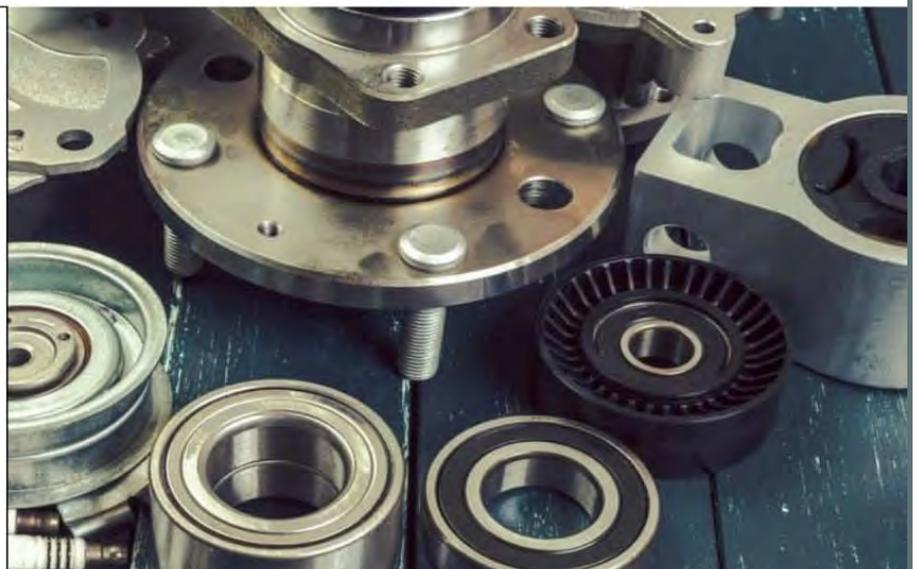
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