

Megastar

Winter 2020

Sixtieth Anniversary Edition

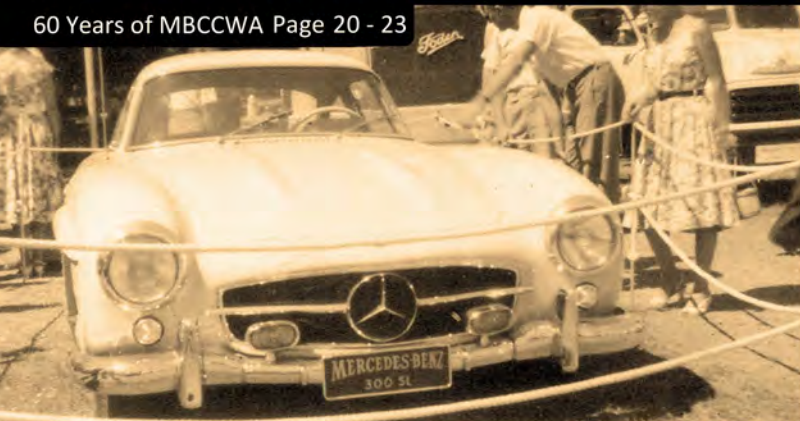


2020

60th Anniversary
Mercedes-Benz Car Club
of Western Australia

60th Anniversary Featured Cars Page 25

60 Years of MBCCWA Page 20 - 23



60 Years of Iconic Models Page 32 - 41



Ron Wise 190SL Page 42 - 43



The Official Publication of the
Mercedes-Benz Car Club of WA (Inc)

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Here are some classics I've found new homes for.

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Megastar is published quarterly. Advertisers are asked to contact the Webmanager for advertising space availability, rates and requirements.

The membership year is from 1 July to 30 June. The annual membership fee is \$85.00, with a \$20.00 joining fee applicable for new and returning members. Regular meetings are held in addition to display days, technical events and social functions.

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Cover Image

This photo was taken by Denise Clydesdale-Gebert at McCallum Park on the Swan River foreshore in Victoria Park. The full story is on page 25.





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Committee Information

The *President, Vice-President, Treasurer, Secretary and Editor* positions are elected yearly at the Annual General Meeting. All other positions are appointed by the elected committee members at the first committee meeting following the AGM. If you are interested in becoming involved and joining the committee, please contact President David Gebert.

ClubCard Information

Membership cards, known as the ClubCard, are produced by Mercedes-Benz Classic Car Clubs International in Germany. Cards are produced every year in February for all members. New members should have their first card within two months of joining.



Local Benefits of the ClubCard include:

- 10% discount on genuine Mercedes-Benz parts from **Diesel Motors** and **Westpoint Star**
- 10% discount on labour at **Auto Exclusive Perth**
- 10% discount on labour at **MB Centre**
- Free wheel balance on every wheel or tyre purchased from **Richard's Tyrepower**

The ClubCard contains your membership number and login ID for the ClubLounge website, located at clublounge.mb-lounge.com/en

The ClubLounge contains information on discounts available worldwide with your ClubCard, including free entry to the Mercedes-Benz Museum in Stuttgart.

Additionally, ClubLounge contains past issues of the Mercedes-Benz Classic magazine and access to the Mercedes-Benz Electronic Parts Catalog (EPC) covering all models from 1945 to present, including Mercedes-Benz cars, trucks and Smart cars. For further information regarding EPC access, please see our club website: www.mbccwa.org.au

New Members Announcement

MBCCWA would like to welcome the following new members:

SURNAME	NAME	VEHICLE(S)
CESARE	Joseph	2016 C300
PUIU	Adrian	1991 420SEL
METCALFE	Joe	1968 280SL
MENEGHELLO	Danny	1967 250SL
NEILL	David	1978 W116 6.9
MAHNCKE	Ralf-Eckard	2008 C200
DEARLOVE	Merv	CE300
PRINCIOTTO	Carmelo	2010 E63 AMG
SCHIBLI	Damian	1985 280SE
SULZBERGER	Craig	1970 300SEL 6.3
RETZLAFF	Stephen	1990 Merc Bus 0405
PARKINSON	Simon	2018 C200
BATRA	Priyank	2017 GLA45
DUNNE	Shaughan	1988 420SEL
LANE	Pauline	2019 Vito Van

August

Monday 10th - Club AGM, Perth Tattersals Recreation and Bowling Club, 2 Plain St Perth. @7pm

Sunday 16th - Classic Cars & Coffee, UWA carpark 9 Hackett Drive, Crawley @9.30-11.30am

September

Tuesday 8th-10th - 60th Anniversary Mid Week Run, 2 days to Margaret River, RSVP required contact Bev Margetts Mob: 0412 144 707. See page 24

Sunday 20th - Classic Cars and Coffee, UWA carpark 9 Hackett Drive, Crawley @8.30-10.30am

October

Sunday 4th - Rotary Club of Como Car Show, more details to come.

Sunday 11th - Classic Cars & Coffee, UWA carpark 9 Hackett Drive, Crawley @8.30-10.30am

Sunday 25th - German Car Day, more details to come.



\$10 entry

2020 Dates
August 16
September 20
October 11
November 15
December 27

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David Gebert—President

It is with much pleasure that I present the 60th Anniversary commemorative edition of our Megastar magazine. It is a great honour to oversee this edition and a joy in celebrating the history and stories that make

our club such a special one. Our Club is the 3rd oldest Mercedes-Benz Car Club in the world and still going strong.

The Megastar started as a newsletter in the early years, in the 1990s the newsletter transitioned into a section of the Victorian Mercedes-Benz Car Club's "Around the Benz" magazine and then in the mid 1990s the Megastar returned as a dedicated publication, managed and designed by our own members. The rest is history as it goes from strength to strength as a high quality magazine, exclusive to our Mercedes-Benz Club network.

We have recently introduced QR codes, a more interactive format to use with our phone devices and we constantly look for ways to improve innovative techniques of delivering the news to our club. Have a go at this QR code by using the camera app on your phone and enjoy this quiz "Which Classic car fits you?" to find out yours.



To celebrate this milestone, we have produced a commemorative grille badge which you can purchase as a reminder of 2020. (details page 10)

This special edition incorporates much of the 60 years of our club history as well as some club reports on our events over the last few months.

I would like to refer you to a special interview of a club members iconic 1960s car, the 190 SL (pages 42 - 43) and why it is so special to him.

It was with much pleasure, that the front cover was the result of a meeting at the South Perth foreshore for a photoshoot of three iconic 60 year old models full story on page 25.

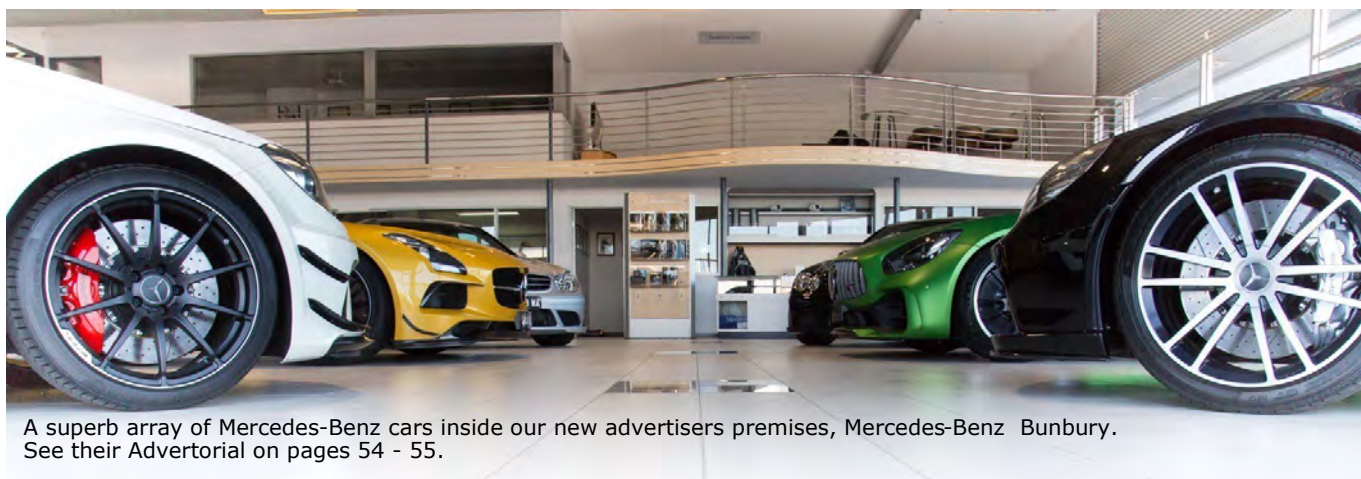
Our committee met (via zoom) to map out what we would like to showcase in the special edition and we decided to scroll through the library vaults of our old Megastars for old stories and front page covers to give a snapshot of the history of this magazine. Please enjoy our centrefold of old front covers and look out for more stories in the Spring Megastar.

A highlight of this edition is the new online process of buying cars from Mercedes-Benz, starting with the all electric EQC which one of our members has recently ordered and the story will take you through the process and why they decided to order this car. One of the themes we have been developing over the last few editions is the future of motoring and this story links in nicely with that. (page 48).

It gives me great pleasure to announce that the Megastar has 4 new advertisers, Automobile Germany, Peter Wilkinson & Co, Mercedes-Benz Bunbury and Yagmich Estate, I would like to take this opportunity to thank them and urge our members to support all new and existing sponsors.

I would also like to welcome back our existing members and a special welcome to our new ones as a new financial year has begun.

Apart from the obvious restrictions, we have managed to offer in this edition a report on our Club meeting at the Star Shop, a mid week run and a country run,



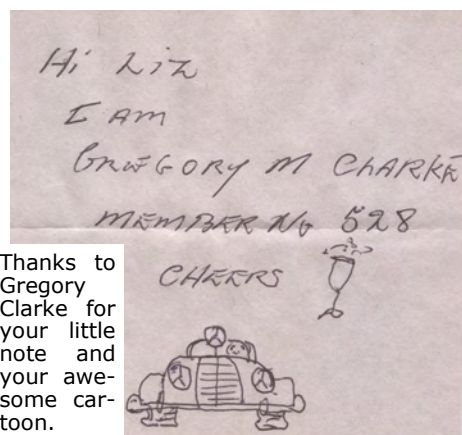
A superb array of Mercedes-Benz cars inside our new advertisers premises, Mercedes-Benz Bunbury. See their Advertorial on pages 54 - 55.



all of which were well patronised and all of which were outstanding successes.

We will endeavour to continue this momentum into the next period for our members which will include our celebratory 60th Anniversary dinner, German Car Day, (of which our Club is the lead organiser) and more country drives, including an extended Mid Week run, overnight stay in September as the 60th Anniversary south west tour (page 24).

I would like to thank the executive committee for their fantastic efforts in a challenging year. We have adapted to meeting online and have ensured our club activities return as quickly and safely as possible.



Thanks to Gregory Clarke for your little note and your awesome cartoon.

Now our club has reached the milestone of 60 years, the committee will continue to

explore the concept of a dedicated club room.

I am pleased to advise this edition of the magazine will be launched on the Club website, the first Megastar to be available to our members digitally. We are exploring the possibilities of providing this exclusive publication to our members in the digital fashion for the long run, albeit keeping the traditional format for those who would prefer this. Our club will move with the times to stay relevant and robust for the next celebration, our 70th year.

If there is anything we have learned over the last 6 months it is the need to futureproof and ensure our sustainability long into the future.



David Whitehead's new baby - A35 AMG

Yagmich Estate Advertorial

The first vineyards in Western Australia were in the Swan Valley and the Yagmich family has been there since 1918. Growing grapes and cultivating vineyards was second nature to a family that has been doing it for 500 years on the Dalmatian coast of Croatia but the winery became a commercial enterprise in 2000. It achieved early success in 2006 by winning a silver medal at the Perth Royal Show and bronze at the Swan Valley Wine Show for its first vintage 2005 Shiraz.

The original 22 acre property grew currant and table grapes for the export market and now has 8 acres of Chenin Blanc, Semillon and Shiraz, with the Cabernet Sauvignon on another family property in Oakover Rd. The typical loam over clay Swan Valley soil produces quality grapes and the Valley wines are having a deserved resurgence of popularity.

Contact
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Dennis Yagmich

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Denise Clydesdale-Gebert

June's Club Meeting was held at The Star Shop, Hector Street, Osborne Park on a very wet and cold Monday night, COVID restrictions had been lifted and this was our first meeting since March, so it was pleasing to see 35 club members in attendance. Herbert was a gracious host as he offered attendees a beer or wine.

After an introduction by President David Gebert covering upcoming events and other Club business, Herbert was asked to give a presentation of his facility, The Star Shop. It was very interesting to hear that Herbert, Walter Hannel and Walter Epple all came through the Mercedes-Benz employment and training regime within years of each other and then each decided to settle in Perth, Western Australia.



The Star Shop also sells older Mercedes-Benz models, Herbert will purchase very good older models and offer them for sale after mechanical restoration, at the time of our Club Meeting Herbert had two impressive W107 models.



Vice President David Whitehead showed the 2020 rally grill badge as highlighted by the photo of Terry Jones.

Herbert was warmly thanked by all club members and the evening concluded around 8.30pm, we all drove off into the cold wet night.



The Star Shop provides an impressive service and repair facility for all and only Mercedes Benz models, new models being prepared and attended to by technicians whom had trained with Herbert and now are moving into management positions within the Shops structure. Herbert maintains a service schedule for the older models, he has a detailed paper-based service setup within his office.



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MBCCWA Merchandise

To purchase, please contact David Whitehead at merchandise@mbccwa.org.au

2020 Polo Shirt (Black/White/Teal)	\$45
2020 Cap (Black or White)	\$25
Old Polo Shirt (Black/White)	\$22
Old Polo Shirt (White with Blue Logo)	\$25

NEW 60th Anniversary Grille Badge	\$30
NEW Stainless Steel Travel Mug	\$20
NEW China coffee mugs	\$15ea or
	2 for \$25

Golf Umbrella	\$50
Key Ring	\$10
Grille Badge	\$50
Apron	\$20
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Maggie May
Photos by: Lloyd Margetts

The joys of life returning to normal were exemplified on Thursday, 2nd July, the first mid week run following the relaxation of COVID-19 restrictions.

For me, it was also a treat to be able to participate in a week-day country drive now that I have finally retired.

We were instructed to meet at Mondo Nugat along the Great Northern Highway in the Swan Valley. After enjoying a coffee and a chat, we discovered where our mystery tour was taking us when Bev handed out a route map and directions to the Victoria Hotel in Toodyay.

Bev must have had a crystal ball when she selected the date as after five days of rain, the sun shone from a clear blue sky, perfect conditions for a country drive. The Autumn and Winter rain had transformed our surroundings and the route took us along the winding Chittering Road, through beautiful green, undulating scenery.



A couple of us had a slight 'blip' on the way, missing the turn off to Julimar Road but that can be blamed on enjoying the drive too much (or perhaps we should blame our navigators), luckily the mistake was quickly realised and the rest of the drive to Toodyay was enjoyable and uneventful.



With a large group, it's always better if meals can be ordered and paid for individually at the bar. We expected that we would be eating at different times but the hotel staff made a great effort to bring our meals almost simultaneously - apart from Chris who had to watch the rest of us tucking in, I hope those lamb cutlets were worth the wait!

Our thanks to Bev for planning and organising this 'run', the route she chose was perfect.





Lunch and some pictures around Toodyay. Next run planned for September.



The biggest Shannons Club Online Show & Shine Competition has been run and won

The competition, now in its fifth year, has proven to be very popular with 2,244 entries and 15,343 photos submitted, demonstrating again just how passionate and proud motoring enthusiasts are for their cars and bikes. Thanks to everyone for making this a fantastic competition and we look forward to running this again in 2021.

BEST IN SHOW WINNER

Congratulations to the 'Best in Show' winner 'jockeyb' and his 1953 Jaguar XK 120 Le Mans Coupe. After years of planning, the car was purchased and re-designed by Justin Hills to pay respect to the original design. The car has won awards at events around the world and has received a written endorsement from Jaguar designer Ian Callum. We think it's absolutely stunning!



1953 Jaguar XK 120 Le Mans Coupe

WEEKLY WINNERS





Bev Margetts

Photos by Lloyd Margetts

How did this event come about in our club?

In 2007, when I was on the committee and not long retired from full time business, then President, Jeremy Ludlow, said to me the he had 'Just the job for you'. A quizzical look then he revealed the idea.

He had been speaking with other Australian Presidents at their annual Presidents' meeting in Stuttgart and he discovered that the Victorian club had this mid week outing, where people drove around then had lunch somewhere. I made calls to the Victorian organisers who said that yes they drove around the countryside close to Melbourne then found somewhere to all have sit down lunch together at a nice hotel for around \$20 per person. Oops hurdle No. 1 encountered. Costs a little more here for something that we would enjoy.

After lots of research and visits to tourist information offices in late 2007, numerous drives and visits to establishments, road testing menus, (someone has to do it!!) etc settled on the first run in January 2008. A drive around the Swan Valley with morning coffee at Mondo Nougat, lunch at Houghton's Winery and dessert and coffee at Edgecombe Bros for their yummy signature Muscat ice cream. Bookings were made, RSVPs received, numbers confirmed, maps printed, all set to go. Then I took a trip, not with a ticket, but across a tiled floor and smashed my left patella, so was in hospital having it wired back together. Didn't get to the event!!!! Angus Stewart very kindly assisted with organising on the day.

After I got back on my feet, with the aid of crutches, more outings were test driven,

both on the road and in restaurants, often with the assistance of other members on weekends.



This was before Google maps and lots of establishments having websites to see what they are offering. The route directions were done by the passenger writing all the turns into a notebook and later these would be typed up into notes to hand out to participants. As technology has advanced these maps can be done online showing turns, distances, etc. Occasionally Mr. Google is unaware of some roadworks or gives odd instructions for turns, but makes for an interesting drive at times. ->



We have had events around six times a year, not so regularly in earlier days - just when everyone was in town as a number of our group have been regular overseas travellers. Recently a position called Events Manager was created and we needed to have set dates so these could be advised to the Committee and published in the Club calendar.



This started our first Thursday of every second month, March, May, July, September and November with one in late January for folks who may have longer summer holidays. Easy to remember they are the uneven numbered months of the year. This equates to around 74 Mid Week Runs completed to date.

To date there has been only one omission from our calendar, May 2020, due to COVID-19 restrictions. We were fortunate with March which was on the 19th as it was just before the closure of restaurants, cafes, gatherings of more than 2 people, etc. This was all sanitising hands on arrival and distanced seating.



Where have we been? Lots of places within 1 to 3 hour's drive out of Perth. We have met for the start at a few coffee spots, but they often proved to have slow service and/or lack of parking, so we have tended to stay with Mondo Nougat, great supporters of our club, with excellent parking, great coffee and cake and of course their fabulous nougat.

Not in any order, but Café on the Dam at Serpentine, Stringybark Winery in Chittering Valley, Millbrook Winery at Jarrahdale (repeats) Café Coast at Port Bouvard, Greenhills Hotel, Port Bouvard Golf Club, Mandurah, Gnomesville and St. Aiden Winery, Ettamogah Pub in Cunderdin via Meckering, Quindanning Pub (repeat) Wheatbelt Gallery at Moora, Spencer Brook Tavern, York, Beverley, Core Cider House, Rowleys on the Ridge in Roleystone (till they wouldn't split the bill) Avocadoes in Roleystone, Bindoon Bakery, Guilderton, Riverside Hotel Northam, Goomalling Pub, Chidlow Pub, several venues in Dwellingup, Mason Mills Gardens Restaurant at Carmel, New Norcia (before the pub closed), Yahava coffee and Penny Gardens in Swan Valley, Ravenswood Hotel. Sandy Cove Tavern in South Yunderup, The Abbey in Swan Valley, Araluen and others. We have a scenic drive from morning coffee to lunch, not the direct





route as we wish to drive our lovely cars.

We have been to a few places for repeat visits as it can be better to return to somewhere we have enjoyed rather than go to something new for the sake of it and hate it. Yes, we have been set up with a lovely large table inside overlooking the water, sounded great until we arrived and the air-conditioning did not reach that part of the restaurant in January.

These events were originally held on a Wednesday, hence the name Mid Week, but so few places out of town were no longer opening on Wednesdays, so Thursday it has been for a number of years.

The largest attendance was around 56 when we combined the run with the Jaguar Car Club of WA. Lovely to see so many

E-types and other classics on the day. Smallest attendance was four (in 2 cars) when foul weather reduced the numbers travelling to Guilderton. Average attendance is around 18-20 folk, with most of them being enthusiastic regulars. ->



Origins of the Mid Week Run

After May 2020 was missed due to the interference of a certain Mr Covid (an unwelcome visitor from overseas), the July event was recently organised after many, many phone calls to lunch venues which had not yet re-opened after the restrictions.



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Megastar



Richard's Tyrepower Advertorial

From solid to pneumatic, from bikes to motor vehicles, wheels and tyres are like so many other vehicle components: we take them for granted. Most of us are accustomed to the regular replacement of our car's tyres, which eventually wear out. It's easy to forget (or ignore) how different it was just a few decades ago, before innovations like radial tyres, long-life tread, run-flats, and TPMS (Tire Pressure Monitoring Systems). But what were tyres like at the dawn of the automobile?

Whether made of stone, wood, metal, or some combination, the wheel has been around for many thousands of years. Our interest here is in the automobile's use of rubber tyres mounted onto a centre disc.

Incidentally, the word tyre as we know it was originally spelt TIRE and was later anglicised to TYRE, hence the American spelling as TIRE. The original tires were the metal hoop you see around a wooden spoked wheel common on horse drawn equipment.

Below are just the highlights of 100+ years of rubber tire innovations and improvements. It really begins with the bicycle, which went through several popular crazes in the 1800s. We will trace the path of tire development from bikes to cars, focusing on some of the better-known milestones in the industry.

Bicycles started the revolution **Vulcanised rubber**

Horse-drawn carriages required strong wheels. As the pathways of the 19th century were hard earth, stone, or even unpaved fields, wood or metal wheels could stand up to these harsh conditions. The trade-off was an equally harsh ride. Rubber may have been considered as an alternative material, but in its natural state, it is sticky, gummy, and subject to temperature fluctuations, being soft in warm weather, and brittle in the cold.

Rubber's usefulness changed for the better in 1839, when a man named Charles Goodyear (that last name may sound familiar) invented a process to vulcanize rubber. Vulcanizing rubber transforms it into a substance which is more durable, can be formed into a consistent shape, and can deform, or bend, and then return to its original shape. In other words, it was a significant improvement over the hard wheel.

Pneumatic tyres

In the mid-1880s, Europeans began to develop the bicycle, and its popularity took off. Original bike wheels were wood, but sometime in the

1860s, solid rubber tyres were introduced. Still, the rubber material, while long-lasting, did little to cushion the ride. (An early nickname for the bicycle was the "bone-shaker.")

And as the bicycle progressed, average speeds increased. The public wanted more comfort on this newest transportation fad.

In 1888, a man named John Boyd Dunlop (another familiar surname), desiring his young son to have a more comfortable ride on his bike, invented the first practical pneumatic, or air-holding tyre.

Coincidentally, the automobile industry was born around this same time.

Detachable Tyres

These early tyres were permanently mounted to their wheels. When a solid rubber tyre wore out, the entire assembly was replaced. The bigger issue arose with pneumatic tyres, as it was a difficult and time-consuming process to make a repair. Although there are some claims for British inventors in 1890, the first effective, detachable pneumatic tyre is usually credited to Edouard Michelin (our 3rd inventor with a recognizable name), who patented his version for bicycles in 1891.

Horseless carriages drive the demand **Treaded tyres**

Rubber tyres were originally smooth, as there was no inherent demand for a tread pattern (except for decorative or marketing purposes). As roadways improved and speeds increased, and as cars, unlike bikes, were used year-round in all kinds of weather, the need for better traction arose. In 1904, Continental Tire of Germany was the first to introduce a tread pattern on a tire. Grooved tires to help with traction in slippery conditions came about from the Goodyear Tire Company by 1908.

Inner tubes

Early tyres and wheels were made of materials which could not sufficiently contain air pressure. This, combined with inefficient mounting techniques and high tire pressures, resulted in a requirement that all tyres use a rubber inner-tube, between wheel and tyre, to hold the air.

Bias ply construction

By the 1910s, tire engineering and manufacturing had evolved to use sheets of cotton cord material, cut at an angle ("on the bias"), layered, and moulded into sheet rubber. So was born the "bias ply tyre," which remained the industry standard, at least in the U.S., until the 1960s. ->



Radial Construction

Like so many other tyre technologies, the radial tyre was initially developed early in the tyre industry's life, but a combination of poor design, lack of manufacturing know-how, and failure to find a market led to a lack of success. In 1948, the Michelin Tire Company produced the first commercially available steel-belted radial tyre, so named because the tyre's cords were placed at a 90 degree angle (radially) to the wheel.

This Michelin X radial was used on a French Citroen, a car company which Michelin happened to own at the time.

Bias belted construction

Radial tyres, for all practical purposes, were invented in Europe and became hugely popular there. Radials promised longer life, better handling, and improved fuel economy. Other tire companies in Europe and Japan began to manufacture them, and by extension, car companies on those continents adopted the tire. But in the U.S., there was resistance as American tire companies were hesitant to invest in expensive equipment to make the changeover.

American car companies, thinking that they would need to re-engineer their suspension systems, rejected the radial tyre as "too harsh" for their vehicles.

Goodyear aimed for a compromise. In 1967, they brought to market a bias belted tyre, which was a bias-ply tyre with an additional fiberglass belt. It had longer tread-life than a bias-ply and could be used on soft American car suspensions. But a radial tyre it was not. When the first gas crisis hit in 1973, Americans began to buy more fuel-efficient, radial equipped imports, and demanded better mileage from their own cars. The radial tyre eventually found its way onto all American-built cars by the early 1980s.

Tubeless construction

Tube-type tyres were around for more than half of the 20th century. Early attempts to improve tyre/wheel sealing and eliminate tubes were unsuccessful. The B.F. Goodrich Tire Company filed for a patent for a "pneumatic tyre without

Radial Ply Tyre



Bias Ply Tyre



inner tube" in 1946, which wasn't granted until 1952. The first U.S. car to use tubeless tyres was the 1954 Packard Clipper.

The 21st Century

Tyre Pressure Monitoring Systems, or TPMS, are required as standard equipment on all new cars sold in the U.S. This system provides an additional layer of safety by giving early warning to a driver should tire pressure fall too low. Tyre companies, starting with run-flats and moving to TPMS, have begun to further come up with ways to completely eliminate the issue of low or no pressure.

Making the rounds on the Internet over the last few years is the concept of the airless tyre, also known as the NPT, or non-pneumatic tire. Modern plastics combined with modern manufacturing technologies has resulted in a one-piece plastic wheel/tyre (sometimes called a tewel), strong enough to support a car's weight yet resistant to deflection at highway speeds. There are still plenty of downsides: they are heavier, have high rolling resistance, and don't dissipate heat well. This has not stopped Michelin and Bridgestone, among others, from continuing development.

As we continue to move toward the eventuality of the autonomous car, what does this mean for the modern tyre? If the occupants are no longer driving, they will likely be even less interested in changing a flat, so expect to see run-flats increase above their present 3% of the market. However, tyres as we know them are not going anywhere just yet and new tread technologies will likely mean incremental improvements.

In the meantime, we are in the fortunate position of being able to purchase tyres which are state-of-the-art, giving us performance, comfort, and safety that the early Goodyear, Dunlop, and Michelin could never have imagined!

Richard's Tyrepower Advertorial

In 1889 two brothers, Édouard Michelin and André Michelin, ran a rubber factory in Clermont-Ferrand, France. One day, a cyclist whose pneumatic tire needed repair turned up at the factory. The tire was glued to the rim, and it took over three hours to remove and repair the tire, which then needed to be left overnight to dry. The next day, Édouard Michelin took the repaired bicycle into the factory yard to test. After only a few hundred metres, the tire failed. Despite the setback, Édouard was enthusiastic about the pneumatic tire, and he and his brother worked on creating their own version, one that did not need to be glued to the rim. Michelin was incorporated on 28 May 1889. In 1891

Michelin took out its first patent for a removable pneumatic tire which was used by Charles Terront to win the world's first long distance cycle race, the 1891 Paris-Brest-Paris.

In the 1920s and 1930s, Michelin operated large rubber plantations in Vietnam. Conditions at these plantations led to the famous labour movement Phu Rieng Do.

"French Indochina – The French community of about 40,000 lived in the European quarters, – for the mass of the population the reality was forced labour – working to produce the colony's exports of rice, tin, tea, and above all – rubber – the source of the fortune of the Michelin company."

In 1934, Michelin introduced a tire which, if punctured, would run on a special foam lining; a design now known as a run-flat tire (self-supporting type)

Michelin developed and patented a key innovation in tire history, the 1946 radial tire, and successfully exploited this technological innovation to become one of the world's leading tire manufacturers. The radial was initially marketed as the "X" tire. It was developed with the front-wheel-drive Citroën Traction Avant and Citroën 2CV in mind. Michelin had bought the then-bankrupt Citroën in the 1930s. Because of its superiority in handling and fuel economy, use of this tire quickly spread throughout Europe and Asia. In the U.S., the outdated bias-ply tire persisted, with market share of 87% in 1967.

In 1968, Michelin opened its first North American sales office, and was able to grow that market for its products rapidly; by 1989 the company had 10% market share for OEM tires purchased by American automobile makers.

Also in 1968, Consumer Reports, an influential American magazine, acknowledged the superiority of the radial construction, setting off a rapid decline in Michelin's competitor technology. In the U.S., the radial tire now has a market share of 100%.

In addition to the private label and replacement tire market, Michelin scored an early OEM tire win in North America, when it received the contract for the 1970 Lincoln Continental Mark III,

the first American car with radial tires fitted as standard.

In 1989, Michelin acquired the recently merged tire and rubber manufacturing divisions of the American firms B.F. Goodrich Company (founded in 1870) and Uniroyal, Inc. (founded in 1892 as the United States Rubber Company). Uniroyal Australia had already been bought by Bridgestone in 1980. This purchase included the Norwood, North Carolina manufacturing plant which supplied tires to the U.S. Space Shuttle Program.

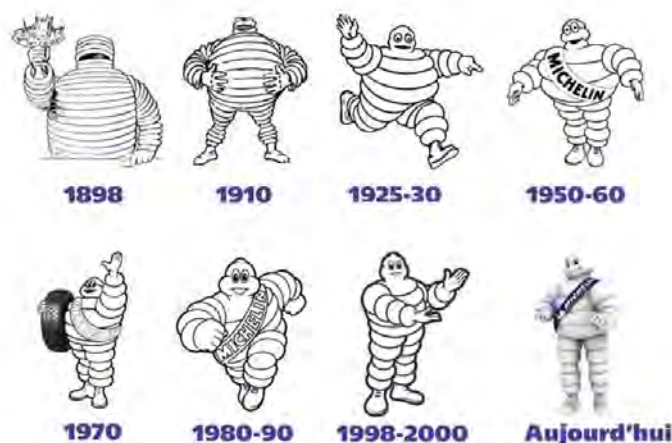
Michelin also controls 90% of Taurus Tire in Hungary, as well as Kormoran, a Polish brand. Michelin is one of the world's largest tire manufacturer after shared with Bridgestone and Goodyear. Michelin produces tires in France, Spain, Germany, the USA, the UK, Canada, Brazil, Thailand, Japan, Italy and several other countries. On 15 January 2010, Michelin announced the closing of its Ota, Japan plant, which employs 380 workers and makes the Michelin X-Ice tire. Production of the X-Ice will be moved to Europe, North America, and elsewhere in Asia.

"Michelin Man"

Bibendum, commonly referred to in English as the Michelin Man, is the symbol of the Michelin tire company. Introduced at the Lyon Exhibition of 1894 where the Michelin brothers had a stand, Bibendum is one of the world's oldest trademarks, now 126 years old. The slogan "*Nunc est bibendum*" (Now is the time to drink) is taken from Horace's *Odes* (book I, ode xxxvii, line 1). He is also referred to as Bib or Bibelobis.

Michelin dominated the French tire industry and was one of the leading advertisers; to this day its famous guidebooks are widely used by travelers. Bibendum was depicted visually as a lord of industry, a master of all he surveyed, and a patriotic expounder of the French spirit. In the 1920s, Bibendum urged Frenchmen to adopt America's superior factory system, but to patriotically avoid using the "inferior" products of those factories.

Bibendum is also known as the world's most recognizable company logo!



2020
60th Anniversary
Mercedes-Benz Car Club
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Paul Blank

It is impressive that the third oldest Mercedes-Benz car club in the world is in Western Australia. Perhaps it's something to do with the isolation of Perth...

Sixty years ago English immigrant to Perth, Arthur Chellingworth and a couple of mates thought it would be a good idea to gauge interest in forming a Mercedes-Benz club in Western Australia. Arthur was a gifted mechanic who had developed a strong respect for the Mercedes-Benz marque and later had a successful Mercedes-Benz dealership.

The Mercedes-Benz picture in Perth sixty years ago was very different to today.

Sales in Australia were small, but sufficient to make Australian assembly of Mercedes-Benz cars worthwhile - this was in part to cater to government incentives for local assembly of cars. The cars were built up from kits at the Australian Motor Industries Limited (AMI) assembly plant in Fishermen's Bend, Victoria. The more specialised models were imported complete.

In 1960 just 70 new Mercedes-Benz cars were registered in WA, out of a total of 1479 sold new Australia-wide that year. Interestingly national sales had approximately doubled each year since 1957.

The majority of the cars were first registered in Perth, the balance in country areas. The model mix was:	1960	Perth	Rural
	190/190D	8	3
	190SL	1	1
	220S/SE	32	19
	300	6	0

Six new Mercedes-Benz diesel trucks were registered in Perth in 1960 and 12 in country areas.

The vast majority of Mercedes-Benz models on the road at the time were "Roundies", with a small number of earlier 170s in the mix. The "Finnies" had been available here for only a couple of years.

Remember, there was still some anti-German feeling in Australian society at the time - it was just 15 years since World War Two was over. Australian car buyers had also grown up on a diet of British small cars and American large cars, with European cars having far more limited success here generally. Remember also that Holdens had only been available for 12 years, but dominated the market.

So it was a very different motoring world

when those pioneers began the Mercedes-Benz Car Club of WA.

Arthur Chellingworth, Bill Chamberlain and Albert Cain all with 220s, a Mr Rollinson with a 180 and John Brumley, owner of a 220SC were the key individuals at the start.

A drive day was held, and later, an inaugural meeting, more like a get-together, was held at Arthur's service station on the corner of William Street and Brisbane Street in Perth.

After officially becoming a club, the first run saw twelve cars gathered for a drive to Mundaring Weir, followed by a stop at the Mundaring Weir Hotel.

Other early runs went to country destinations including Bunbury and Cranbrook.

The first formal General Meeting of the club took place on April 20th 1961 after some months of planning. A letter to the owner of Diesel Motors, written in March 1961 advised him of the new club and invited him to attend. The meeting was held at the Leederville Town Hall. Those present were listed thus:

KJ Morrison, JEB Ollquist, AM Forte, VJ Rollinson, FA Thomas, Erich Pewal, EJ Brumley, JA Thomas, Miss Paterson, V Boalch, Dr Ord, WE Nanemblen & wife, WT Chamberlain Snr, WT Chamberlain Jr.

The inaugural committee consisted of:

President	Vaughan Boalch
Vice President	William Chamberlain
Secretary	William Chamberlain
Treasurer	Miss J Patterson
Auditor	Fred Thomas
Committee	John Brumley
Committee	Mr A Forte

In **1961** the club's Constitution was approved and by March 1963 incorporation was finalised.

There was a storm in a teacup in late 1961 when a member was 'appalled' at the suggestion at a committee meeting that the club should hold a pyjama party. It didn't eventuate...

By December 1961 the club had 52 financial members, including a large proportion in country areas. One of these was Dr Ernest Manea, of Bunbury, who would much later become the Mayor of that city. The

club had regular runs to and meetings in Bunbury for several years.

One of the club's earliest events was a night run, commented on in a letter from the Mercedes-Benz Club of America in February **1962**.

There was some interesting correspondence between the club, the (West) German Consulate and Daimler-Benz AG regarding the authorised use of the Mercedes-Benz name and logo. In March 1962 this resulted in Daimler-Benz AG agreeing to the use of the three-pointed star in the club emblem, dependent upon:

- The registered name of the club being Mercedes-Benz Car Club of WA.
- Daimler-Benz AG providing information and support for the members to continue the enjoyment of Mercedes-Benz automobiles.
- The club being a non-profit organisation for promoting the popularity and enjoyment of Mercedes-Benz automobiles.

Additionally, the Consul of the Federal Republic of Germany, Mr John Ollquist accepted the position of Patron of the club, which he retained to late **1963**.

Monthly meetings took place at the Ocean Beach Hotel in Cottesloe and country trips were popular events. Interestingly the 1963 calendar included a prawning party and a crabbing party. A basic monthly newsletter was circulated.

In **1964** the club was granted permission to use the Maylands Aerodrome for 'driving tests'. Sounds like fun!

By **1966** Don Hockley was the club Secretary, remaining actively involved for a very long period after.

1967 saw a series of club events take place, which included a rally, ten-pin bowling night and a barbeque at Yanchep. By 1968 a new, revitalised committee took the club forward, increasing the number of events and membership. The annual membership fee was \$5.

By the mid-1960s the club was participating in the annual Anzac Day Parade, driving veterans - a service the club is still involved with to this day. The club was one of the more active car clubs in WA through to the mid-1970s.

When the Combined Car Clubs of WA was formed in **1973**, the Mercedes-Benz Car Club was one of the 21 clubs forming the

group. From that year on, the CCC organized the annual Classic Car Show, at which our club has exhibited many times over the years. Two of our own club Presidents, Maurice Brockwell and Paul Blank have also served as Presidents of the CCC, which later became the Council of Motoring Clubs. The Mercedes-Benz Club of WA is still a member of the Council today.

In the late 1970s the club went into a quiet period, trickling along with little (or less, at times) happening. By the early 1980s the club regained a lease of life, with Don Hockley, Bill Buys, Russell Lanyon, Tony Africano, Chris Flamer and Bill Chambers pitching in - with success.

By the end of the **1980s** an idea of a national newsletter was gaining strength. Showing it was possible, our magazine was incorporated into the Victorian club's magazine for a period.

Through the 1990s the club continued strongly. In that decade the club decided to apply to be able to offer Concessional Licensing for member's cars.



The 1990 club display at the Classic Car Show, held at Forster Park.

In **1991** March the club participated in the annual Combined Car Clubs Classic Car Show, held inside the Burswood Dome - the only time the show has ever been held indoors. A big effort was made and among the cars displayed were an 1894 Benz (at the time the oldest car in WA) and a 300SL Gullwing from the Holmes a Court collection. The display also included Noel Holly's 600, Dallas Dempster's 190SL and 220 Cabriolet, Maurice Brockwell's 300 Adenauer among several other cars.

By 1991 the club had 101 members. Maurice Brockwell was President, and as someone well connected in many clubs, was an asset to our club. In his 1991 AGM President's Report, he lamented the small level of participation from members - a problem which would continue for a few years to follow. 1991 membership fees were set at \$35.

For a period in the late 1990s the club ->

held big Show & Shine days with cars from the Lindsay Fox collection in Victoria appearing several times as star attractions. These included a 600 Pullman Landulet and a 300SL Gullwing. The venue was a riverside park in Peppermint Grove.

By **1997** membership had grown to 160 members. A 1997 issue of the club magazine Megastar had a report courtesy of the Department of Transport, detailing how many of each year's Mercedes-Benzes were registered in WA. The total was 15,415 vehicles (including commercial vehicles).

In this period the club produced an annual club wine - with our own Mercedes-Benz themed wine labels - usually doing the bottling as well. This was a popular activity and sales were always strong.

In **1999** several interstate club members' cars travelled to WA for Benz West, a small version of a national rally.

MEGASTAR

APRIL 1998



The club's Megastar magazine has long been a high quality publication. This is the cover of the April 1998 issue.

capacities most of that time, always showing unparalleled dedication to the club and the Mercedes-Benz marque. Today, fifteen years later, he remains an active Committee member.

Having sought and gained approval from other state Presidents in October 2004, in 2005 planning began for the 2010 National Rally to be held in Perth, with much of the focus to be the 50th Anniversary of the club.

The Rally was a huge success. Participants came from all around Australia, as well as the UK and New Zealand to help celebrate, with a rally of a grander level than had ever been seen before. The glamorous Opening Night Dinner - with the Lord Mayor conducting the official opening, a fashion parade and championship-winning singers performing set the tone for an exceptional event which will be long remembered for its attention to detail and memorable activities.

Good fruit complexities with citrus and stone-fruit overtones. In French Oak for ten months - will benefit from cellaring.



Salitage Wines 2003 Estate Grown

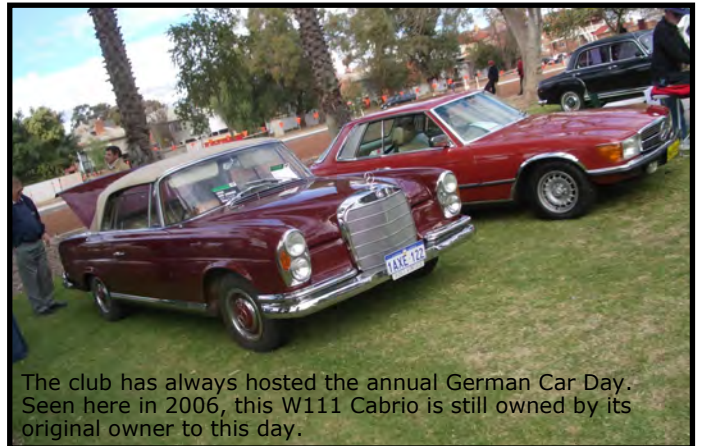
Chardonnay



One of the many Mercedes-Benz themed wine labels we produced for our club wines.

In the mid-2000s the committee decided to encourage Smart car owners to participate in club activities, being the first Mercedes-Benz club in Australia to welcome the new marque.

Having already been made an Honorary Life Member, in **2005** our long-time club member Chris Flamer was awarded a Silver Star award. Only about 20 of these most prestigious awards had ever been handed out to that point, worldwide. It acknowledges exceptional services recognized by Mercedes-Benz and is awarded by the company. Chris had been an active member for 25 years, and a committee member in various



The club has always hosted the annual German Car Day. Seen here in 2006, this W111 Cabrio is still owned by its original owner to this day.

As the third oldest Mercedes-Benz Car Club in the world - after UK and USA, as recognized by Mercedes-Benz in Germany, the company has supported the club well over the decades.

Today the club ends each year with over 250 members, and rather more cars. It is one of the largest single-make car clubs in WA and always offers a great mix of events and activities for members.



Our annual Show & Shine day was always popular, an array of SLs here at Peppermint Grove in 2006



Fifteen years ago Chris Flamer was awarded the Mercedes-Benz Silver Star Award, here at the annual President's Dinner by Paul Blank.



A range of club cars running through Kings Park in 2010.



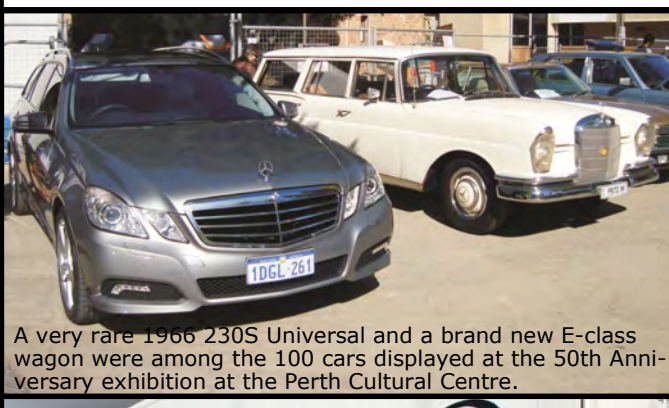
A 250SL and 230SE displayed in a foyer at Crown Casino during the 2010 National Rally Cocktail Party.



The club was invited to provide some cars to parade around the Northam Flying 50 course in 2013.



The O'Neill family who owned Diesel Motors had a new 300SL Gullwing, which was usually kept in the eastern states. However the car made a visit to Perth and is seen here at the Perth Motor Show held in the grounds of the Cottesloe Civic Centre.



A very rare 1966 230S Universal and a brand new E-class wagon were among the 100 cars displayed at the 50th Anniversary exhibition at the Perth Cultural Centre.



When Erebus Motorsport was running AMG cars in the V8 Supercars series, the club was invited to visit the action and tour the team's facilities.

Club Member of the Year			
1983	Tony Africano	2002	No record
1984	Russell Lanyon	2003	Bruno Santarelli
1985	Chris Flamer	2004	Paul Blank
1986	Chris Flamer	2005	Sylvia Reed
1987	Don Hockley	2006	Angus Stewart
1988	Russell Lanyon	2007	Paul Blank
1989	Russell Lanyon	2008	Angus Stewart
1990	David Raphael	2009	Paul Cooper
1991	Maurice Brockwell	2010	Paul Blank
1992	Chris Flamer	2011	Paul Cooper
1993	Chris Flamer	2012	Shirley Hall
1994	Hugh Cromie	2013	Anton Brown
1995	David Wickham	2014	Simon Jacobs
1996	Hugh Cromie	2015	George Kopsen
1997	Hugh Cromie	2016	George Kopsen
1998	Bruno Santarelli	2017	Natasha Hunt
1999	Bruno Santarelli	2018	Bev Margetts, David Gebert, Natasha Hunt
2000	Chris Flamer	2019	Bev Margetts
2001	Edmund Czechowski		

Club Presidents

Vaughan Boalch	1961-1962
HJ McQuillan	1963-1968
Jim Baker	1969-1970
Bill Bennie	1971-1981
Tony Africano	1982
Don Hockley	1983-1984
Russell Lanyon	1985-1989
Maurice Brockwell	1990-1992
Henry Zalevski	1993-1994
Chris Flamer	1995-1996
Bruno Santarelli	1997-2003
Paul Blank	2004-2009
J Ludlow/Angus Stewart	2009
Chris Flamer	2010-2014
Paul Blank	2015
Trent Chellingworth	2016-17
Natasha Hunt	2018
David Gebert	2019-Present



UPCOMING EVENT - EXTENDED MID WEEK RUN 8th, 9th, 10th SEPTEMBER, 2020

To help celebrate our Club's 60th Anniversary, we are holding an extended mid week run in Spring.

We will leave Perth on Tuesday morning 8th September, with a pleasant winery lunch on the way.

We have 2 nights accommodation, with full breakfast, in Margaret River.

During our stay the Artists Open Studios, which was cancelled in April/May is scheduled. Those interested can visit various studios and chat to the artists.

Of course there are wineries, breweries, gourmet food and all that Margaret River has to offer. We will have some of these included for you.

Return to Perth will be on Thursday 10th with some really interesting activities on the way.

We are planning dinner/s in house – no wining and driving, with special menu. As numbers for this have swelled we are putting together an in house wine tasting on one of the evenings.

We have many names down now and if for some reason you are unable to come along, please advise early so that we can release your room to someone else.



Cost for accommodation is \$333 (Q) or \$370 (K) with full breakfast for both nights. Other meals will be additional cost to participants. I will contact all participants well in advance with further details.

We currently have a few rooms left, so please **phone Bev Margetts on 0412 144 707** if you would like to join us.





W189 Walter Epple

The Mercedes-Benz W189 model 300 was a four-door luxury tourer produced by Mercedes-Benz between 1957 and 1962, this model was the company's largest and most prestigious automobile. Sold as the Type 300d it was mostly hand built and the company's flagship, it is identified as an Adenauer after Konrad Adenauer the first Chancellor of the Federal Republic who had a collection of 6 variants.

The 300d has a fuel injected 3.0 litre inline six-cylinder engine of which 3077 were made over its production life.



W121 Ron Wise

The Mercedes-Benz W121 190 SLR racing replica the R is for Rennsport two door roadster manual 4 speed gearbox; the petrol engine has a displacement of 1897cc and had twin Solex carburetors.

This model is an Australian delivered car from 1957, the W121 model was made between 1955 and 1963 with 25,881 being made.

W111 David Gebert

The Mercedes-Benz W111 was a chassis code given to a range of Mercedes-Benz vehicles produced between 1959 and 1971 with the two door coupes between 1961 to 1971. These models were introduced with a 2.2 litre inline six-cylinder engine M127 2195cc. The two-door coupe used Paul Bracq designed body work and production began in late 1960 with the coupe making its debut at the 75th anniversary of the opening of the Mercedes-Benz Museum in Stuttgart.

There were 14,173 220SE two door coupes made from 2/61 and 10/65, the two-tone blue on blue model in these pictures was produced during 1965 and delivered to York Motors.



Walter Epple

Anyone born in Stuttgart Germany knows Mercedes-Benz. That's Walter Epple.

His father and many family members worked at the Mercedes-Benz factory, so he grew up with cars and racing. He was a new generation of Epples when he won an apprenticeship at the factory. Here he was trained in each department in the development and production of past and current models.

Moving a family to Australia, learning a new language and starting work at Diesel Motors was quite a leap for a young mechanic – planned risk-taking.

His wealth of Mercedes-Benz experience led him to start his own workshop and in 1987 Auto Exclusive Perth was born. The itch of competitive motor sport had not left him and in 1991 he was in the thick of it. From

go-karts to eventually designing and building his racing Porsche 911 RSR was his pursuit of excellence. This car is one of the most honoured and decorated race cars in WA. Then there was also a BMW M3 John Player Special, a BMW 320i Super Tourer and Porsche Cup cars. A Porsche 930 is his current charger at Barbagallo Raceway. With 8 Sports Car championships to his name, it is fair to say that Walter and Auto Exclusive Perth has gained a reputation for excellence on and off the track.

Auto Exclusive Perth has been in the business of servicing, repairing and advising for over 30 years. With wife Liz and daughter Amy to run the administration, it is quite a team.

Liz has been doing a great job managing the membership database for the club. Walter and Liz salute the club on reaching the 60th anniversary milestone.

Bill Chambers and Jim Fitzpatrick and 280SE 3.5 Coupe Early Eighties.



Bill Chambers

Bill Chambers and SL



I joined the MBCCWA in the early 1980s and have great memories of the monthly club meetings at the Blue Note Tavern in West Perth. At that time Arthur Chellingsworth, who was one of the original members of the club was not an active member, but was running a Mercedes-Benz Showroom and Workshop in Mounts Bay Road, where the Mount hospital now stands.

The club meetings were great monthly events held, early in the evening after work in a private room provided by the tavern. The Blue Note Tavern was a very popular watering hole after work, providing great food and wine and excellent service in a trendy and inviting venue. I have great memories of club meetings and subsequent socializing with fellow club members. A few names in particular spring to mind for their enthusiasm and support of the club in those early years, including Russell Lanyon, Tony Africano, Chris Flamer and Don Hockley. Russell was full of enthusiasm for organiz-

ing club events. He worked for Channel Seven and was often seen driving the red fire engine at various charity and other events around Perth. On one occasion on a kids charity run at Dwellingup with the red fire engine Russell lined up all the kids for a photo and turned the fire hose on them.

On a more personal note, when I transferred to Perth from Melbourne with the iron ore industry in the early seventies I drove my 230/8 across the Nullarbor. I took delivery of that car from Stuttgart and in those days I was able to import it without paying import duty or sales tax. In the early 80's I purchased a 280SE 3.5 coupe and had many years with that fabulous car. It is now in Sydney and I have recently made contact with the current owner who maintains the car to concours standard. My other cars have included a 1959 220S Ponton Cabriolet, a 1959 220S Ponton Sedan, a 1970 Mercedes-Benz 6.3 sedan, and a 2002 SL500. I am currently driving a 2018 SL400 and a 2019 C43 sedan.

Hugh Cromie

As I wander down memory lane, I think of a few memorable cars and a sad but amusing tale.

Significant cars:

1. 300SL Gullwing - a green car owned by Robert Holmes a Court. Imported from the NT. Sold to an ACT club member. Another was owned by Peter Briggs but needed serious restoration. Sold to UK owner.
2. 300SL roadster - a black car owned at the time by John Bond - seen on display in Diesel Motors showroom - believed sold overseas.
3. 300SE cabriolet - White with fawn-coloured soft top - claimed to have been owned by the assassinated Sth Vietnam president Ngo Dinh Diem - spotted in a used car showroom on Welshpool Rd - acquired by Maurice Brockwell - current whereabouts unknown.
4. 600 Grossers - several, including Maurice Brockwell's and Dean Godfrey.
5. 220 Universal Fintail wagon, white, that was owned by Peter Harbin, then Peter Briggs. Now sold.
6. 220Sa cabriolet, silver /black owned by Bill Chambers. Sold to Singapore owner.

The heroic restorations that I can quickly think of include:

1. 190SL by Peter Barrow
2. Walter's Adenauer
3. Pagoda SLs - I can think of Nigel Giles's and Tony and Dom. Arcorace's
4. 170V Tony Bell's, now owned by Ziggy

Westerfield.

5. W111 280SE 3.5 coupe - Chris Flamer, sold to owner in Perth.

Anzac Day Parade Memory:

My Anzac Day Parade memory is of being a driver carrying old veterans, an arrangement that the club had with the Red Cross every Anzac Day going back now over 50 years. (I used to think that it was a bit incongruous given that, Mercedes in WW I, and, Daimler-Benz in WWII, played important roles in the German war machine with the supply of aero engines as well as trucks and other vehicles in the fighting against our veterans, but I digress). On this particular occasion my own car was unavailable and so it was arranged that that I drive a rather up-market Mercedes-Benz belonging to another club member. I was assigned two gents, one of whom was not only disabled but incontinent. I was also supplied with a bedpan arrangement to cater for this condition. As you may now be anticipating the inevitable occurred and he needed to use the bedpan. Fortunately the parade had not commenced and we were still stopped, but here was I, in full public view, leaning over to the back seat and trying to unzip this vet. and fit the bedpan, all whilst trying to prevent spillage onto the leather upholstery of this loaned car! Fortunately there were no mishaps, I was not arrested for 'lewdly assaulting an elderly and disabled veteran on Anzac Day' and I managed to return the car unscathed.

Best wishes for 60 years!

Chris Flamer

When I joined the club in the early 80s we were going through a renewal period. In those early days there was a real need for members to get a genuine insurance cover for vehicles. Insurance was only offered for market value which was determined by the Red Book. This of course did not take into account a restored value. As this was my professional business I was asked to locate and arrange agreed value cover. I was successful and was able to provide a package for club members with extra benefits. We could get discounted cover for club members and cover collections of vehicles. Later on a package for clubs that included Public Liability and Directors and Officers Indemnity was put together and this is now available Australia-wide. Very soon I joined the committee and have served in all the various positions. I have enjoyed my time in the club and if there is one thing I have pursued, it is that the club should be as inclusive as possible. Everyone's car is special

and everyone is special to the club. Our events and meetings must reflect this.

I am proud to honour this anniversary - 60 years and going strong!

PERSONAL PARS

Dennis Yagmich owns a beautifully restored 350SE and a 1996 E230, apart from his accountancy practice and the family winery.

Dennis is a former cricketer who played for WA, SA and World Series cricket in the 70s. Starting at Midland-Guildford he moved to Kensington Cricket Club, Don Bradman's old club. On his return to the West he was captain-coach at Nedlands CC.

Nowadays the walk is more leisurely at Mt Lawley Golf Club.



MEGASTAR

THE MERCEDES-BENZ CAR CLUB PO BOX 965 WEST PERTH PHONE (09) 321 4280

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Vice President/Treasurer
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Kerrie Keath 356 1433 (W)
459 6107(H)

Social Secretary
Maurice Brockwell

Librarian
Kevin Keath 479 1255(W)
459 6107(H)

Editor
Chris Flamer 271 1097 (H)
321 4280(W)

PRESIDENTIAL EXHAUST

Well here we are at that time of year again. In a couple of days it will be Christmas and next thing we know, 1991 will be upon us.

Our run on November 25 was not well attended by members. Unfortunately a number of normally active members dropped out at the last minute (myself included), however according to Editor Chris the event itself was most successful and Variety in conjunction with the Combined Car Club are planning to make it an annual event.

By the time this magazine is out, we should have already held our annual Christmas Dinner on December 8. At the time of writing, numbers are good - higher in fact than for some years. I'm looking forward to the night and catching up with new members.

Thanks to all those members who assisted by voting in the R.A.C. Council.

Unfortunately the legal fraternity seems better organized than the old car fraternity. The two lawyers on the Council standing for re-election got in, but yours truly did not. Next year we shall have to try harder, and be more organized.

Sunday January 20 will be our pool party at my place - Lot 15, Middle Swan Road, Caversham - More details this issue. It will be the first car club function held at my home since the recent building of my new garage. I look forward to "wetting it's head" with you all. (Unfortunately it only holds one Mercedes - used to be 4 at one time - !)

Club merchandise will be available for sale at the dinner and also at the pool party. Bring your

cheque book 'cos there's lots of good things to buy!

There's no Megastar in January, so just a reminder about February's event which is the Combined Car Clubs Show - February 16 & 17. Editor Chris and myself will be contacting members with a view to obtaining their cars for display. Should you have a particularly nice example and are willing to show it, please give Chris a call. This show is being held for the first time under cover at Burswood. Whist numbers will need to be slightly reduced, we should still have a great display. Please try and attend on the Sunday (Feb 17).

Those of you who like old planes should come to the Albany Air Show on March 9 & 10, 1991. The highlight of the show (at least for me) will be a flying Mustang. For years I've wanted to see and hear of these fabulous planes in the flesh.

There will also be a Spitfire there, but not flying. Those interested please call me, as I've taken a block of rooms at the Overland in Albany and quite a few old car buffs will be attending. All up, should be a great weekend.

In closing I would like to wish you all a happy Christmas, a healthy 1991 and enough prosperity to keep you at least one step ahead of the bank!

Sincere best wishes,
Maurice J. Brockwell
President

Deadline for articles for next
magazine Thurs 31 Jan. send to Chris
Flamer

1996 Issue of 'Megastar'



Mercedes-Benz Limousine Type 180 G, 1957
4 cylinders / bore 85 mm / stroke 83.6 mm
1.9 litres / 65 bhp at 4500 rpm / 136 kph max speed



Mercedes-Benz Limousine Type 180 G, 1957
4 cylinders / bore 85 mm / stroke 83.6 mm
1.9 litres / 65 bhp at 4500 rpm / 136 kph max speed



Mercedes-Benz Cabriolet Type 220 S, 1957
6 cylinders / bore 80 mm / stroke 72.8 mm
2.2 litres / 106 bhp at 4200 rpm / 155 kph max speed

Mercedes-Benz Cabriolet Type 220 S, 1957
6 cylinders / bore 80 mm / stroke 72.8 mm
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Mercedes-Benz Coupe Type 220 SE, 1959
6 cylinders / bore 80 mm / stroke 72.8 mm
2.2 litres / 95 bhp at 4800 rpm / 155 kph max speed



Mercedes-Benz Coupe Type 220 SE, 1959
6 cylinders / bore 80 mm / stroke 72.8 mm
2.2 litres / 95 bhp at 4800 rpm / 155 kph max speed

THE MERCEDES-BENZ CAR CLUB OF W.A. (INC)

P.O. BOX 965 WEST PERTH 6005
WEST AUSTRALIA



Mercedes-Benz Cabriolet Type 220 SE b, 1961
6 cylinders / bore 80 mm / stroke 72.8 mm
2.2 litres / 120 bhp at 4800 rpm / 170 kph max speed



Mercedes-Benz Cabriolet Type 220 SE b, 1961
6 cylinders / bore 80 mm / stroke 72.8 mm
2.2 litres / 120 bhp at 4800 rpm / 170 kph max speed



Mercedes-Benz
4 cylinders / 1.9 litres / 80 bhp



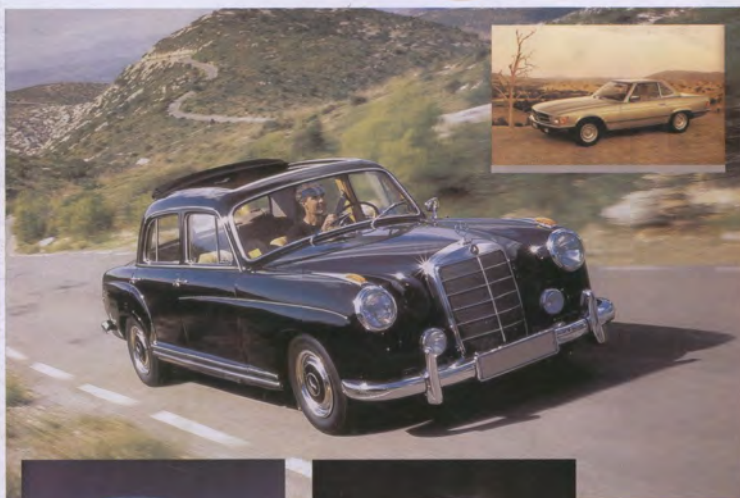
Mercedes-Benz
4 cylinders / 1.9 litres / 80 bhp

Thirty Years of the Megastar



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Megastar



The official journal of the Mercedes-Benz Car Club Of Western Australia (Inc)

1990 Issue of 'Around the Benz' this was when the Megastar was included in a section of the Victorian Mercedes-Benz Car Club magazine.

Megastar

Celebrating 40 years

Mercedes-Benz Car Club WA Australia 1961-2001

July - August 2001

Mercedes-Benz logo

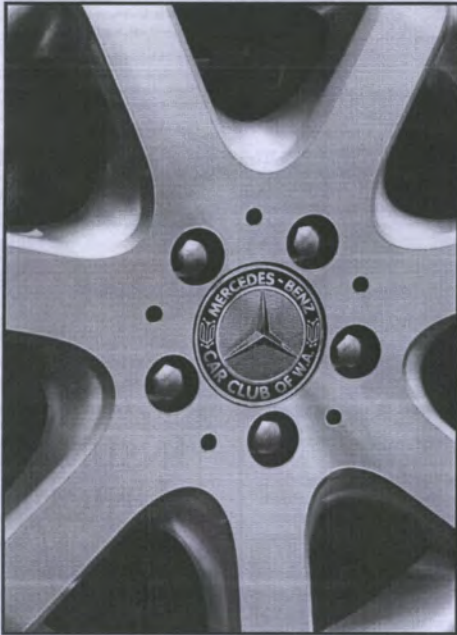
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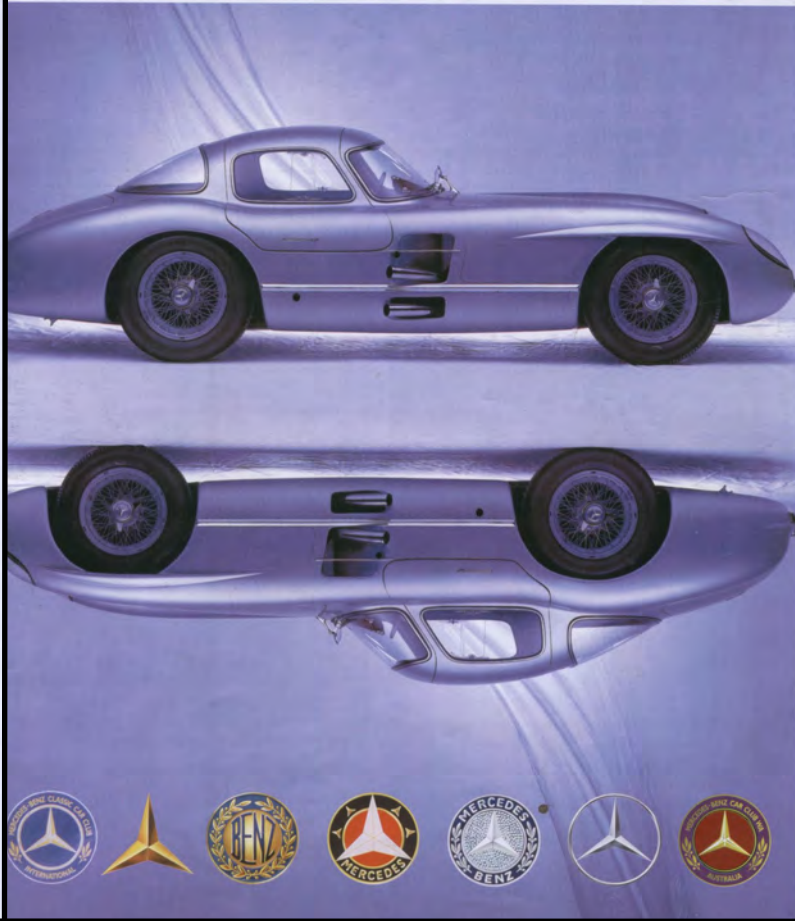
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In this issue:
 Event reports
 Upcoming Club events
 New model news
 Member Profile
 And plenty more!

Megastar



MERCEDES-BENZ

**DAIMLER MOTOREN
 GESELLSCHAFT**
 WERK UNTERTÜRKHEIM
 WERK MARIENFELDE
 WERK SINDLINGEN

BENZ & CIE
 RHEINISCHE AUTOMOBIL- U.
 MOTORENFABRIK A.G. MANNHEIM
 BENZWERKE SAGGENAU
 SAGGENAU / BADEN

Megastar

MARCH - APRIL 2009

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 - Profile - John Green
 - International Presidents' Meeting
 - Technical Notes
 - Classifieds
 - Smart Scene
 - NT Bash

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JUNE-JULY 2010



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- Classifieds
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- Yanchep Run
- New Test Proving
- Spy Photos of SLS

Mogastar

MAR-APR 2014

Unimog
Special Edition



- New Member's Breakfast
- The Unimog, A History
- RAAF Museum Visit
- Jason Townes' U1300
- Auto 2000

Megastar

JAN-FEB 2015

Check inside package for
free MBCCWA windscreen
sticker!



- Celebration of the Motorcar
- Go-Karting Day
- Rudolf Uhlenhaut



The Official Publication of the Mercedes-Benz Car Club of WA

Megastar

APRIL-JUNE 2019



The Official Publication of the Mercedes-Benz Car Club of WA (Inc)
www.mbccwa.org.au



Bruno Santarelli

My father was a fifth generation copper-smith who became a first-class panel-beater and finisher at Bob Lambkin's Auto Body Specialists in East Perth. He worked on many luxury cars and told me that the German cars were so advanced in design that they could be dismantled and assembled with ease. I grew up with an appreciation of good workmanship and good cars.

I got my current 280 SE 3.5 sedan in the mid-nineties. I had been to the (now sadly defunct) Pitstop Bookshop for the manual and it was only natural that I should join MBCCWA. I got involved with activities and pretty soon was President of the club for six years. These were great times with an enthusiastic committee and we enjoyed our years together. We started having meetings in the America's Cup Room at Royal Perth Yacht Club and felt so fortunate to be able to enjoy the facilities there. A drink at the bar allowed us to also admire the lights of Perth across the river and rub shoulders with interesting characters like Jon Sanders of triple circumnavigation fame. That's where we were on 9/11.

As a collector of model cars, when I visited Germany, I met the owners of CMC Classic model cars. They needed a distributor in Australia. I am still selling their cars. As the world's premier model maker – all hand built and finished – they proudly present over 300 models.

Among events that stand out were our Show and Shine Days at Manners Hill Park in Peppermint Grove. We were never keen to have Concours Days but instead felt that all members were proud owners and their pride and joy was worthy of display. Through work I had met Lindsay Fox of Linfox Transport, St Kilda tragic and the Linfox Collection. With Brian Tanti, his curator and master restorer we arranged the display of a prize exhibit for several years. The Brockwell family graciously provided accommodation for him during his stay. We had a Gullwing, a Roadster, the ex-Bing Crosby 300c, the ex-Ringo Starr 600 and the ex-Bob Jane 600 Landaulette. These shows attracted a lot of attention and enjoyment and club involvement.

Happy 60th anniversary to MBCCWA and many more!



Member John Phillips aunt, Mrs Mabel Thunder, 101 years young with a car older than herself, the replica Benz Patent-wagen.



The Magnificent 7, the 600's in a line.



Daimler Global Media

Stuttgart – In the 1950s, a very special star rose in Stuttgart: the Mercedes-Benz SL-Class was born. It all began with motor racing sports. With its successes in international competitions, in 1952 the 300 SL competition sports car (W 194 series, "SL" stands for "Super-Light"), became the initial spark for the start of two fascinating production sports cars – the "Gullwing" coupé and the roadster: the Mercedes-Benz 300 SL and 190 SL laid the foundation for the tradition of this legendary sports car family in the year 1954.



Mercedes-Benz caused a sensation with the presentation of these two vehicles at the 1954 International Motor Sports Show in New York. Specialists and the general public alike were enthusiastic. The 300 SL was presented for the first time as a series-production sports car (W 198 series), the famous "Gullwing" coupé. The totally newly-designed 190 SL (W 121 series) presented by the company as a roadster, created just as powerful an impact. This first-generation SL sports cars already allowed one to envisage the brilliant future that lay ahead of these attractive and innovative production vehicles with motor sport abbreviations in their designation.

Based on the legendary Gullwing coupé, the open 300 SL Roadster (W 198 II), which was built in parallel with the 190 SL, was launched in 1957. The body form of the two-seater open car was thus defined as the typical characteristic of the SL family. The 300 SL and the 190 SL together prefigured numerous features of later SL generations and both were thus the forerunners of all the SL series that followed.



In 1963 the SL, W 113 series arrived on the scene; it was dubbed the "Pagoda SL" because of the characteristic shape of its hardtop roof. It was followed in 1971 by the R 107 series that achieved the highest production volume of all SL series to date because of its long production life of 18 years. In March 1989 Mercedes-Benz introduced the R 129 series. Featuring numerous technical innovations, this car carried the SL-Class over into the new millennium. After a production period of twelve years and two facelifts it was replaced in 2001 by the R 230 series – the first one with a steel folding top. Finally, in the spring of 2012 the R 231 series is due to be launched as the next generation of the Mercedes-Benz SL-Class.





Daimler Global Media

Within the framework of the inauguration of the Daimler-Benz Museum in Untertürkheim on February 24, 1961, the new Mercedes-Benz 220 SEb Coupé was launched. The elegant and representative new design was the successor to the 128-series Coupé production of which had been discontinued as early as October 1960. In terms of its engineering and styling, the new car was modelled on the 220 SEb Saloon presented in August 1959 and likewise allocated to the 111 series.

Unlike its predecessor, the Coupé was based on the full-length frame/floor unit of the Saloon and was therefore a fully-fledged four-seater. Although the fintails – which caused quite a stir when the 220b and 220 SEb were presented – were only rudimentary on the new Coupé, both Coupé and Saloon had numerous stylistic features in common. It is therefore all the more surprising that the Coupé did not share a single body-in-white part with the four-door model.

Engine and chassis were adopted from the Saloon without any modifications worth mentioning. The only significant difference was also a technical titbit: the 220 SEb Coupé was the first Mercedes-Benz production car equipped with disc brakes on the front wheels.

In August 1961, a Cabriolet variant of the 220 SEb was introduced, corresponding in all its details to the Coupé with the exception of the soft-top and the required bodywork reinforcements.

Six months later, the 300 SE Coupé and 300 SE Cabriolet made their debut at the Geneva Motor Show – created, in a way, from parts from a modular kit. The bodywork of the related 220 SEb variants were fitted with additional trim and combined with the engineering of the 300 SE. Accordingly, the new exclusive models – allocated to the 112 series like the basic Saloon – were equipped with a whole series of special technical features. The standard specifications included a light-alloy engine with a displacement of three litres, a four-speed automatic transmission, power steering, air suspension and a dual-circuit brake system with disc brakes on the front and rear wheels. The additional chrome trim consisted of a chrome strip running in the longitudinal groove from the headlamps all the way to the rear lights, as well as of distinctive trim strips on the front and rear wheelarches.

A brochure of 1953 commented on the design: "From whichever angle one looks at this car, one is always struck by its racy elegance and aesthetic balance of stylistic elements. It is its superior appearance – forward-looking, yet without a hint of fashionable gimmickry – which holds the observer in its thrall."

From March 1963, the 300 SE Coupé and Cabriolet as well as the Saloon became optionally available with a four-speed manual transmission, reducing the list price by 1,400 Deutschmarks. In January 1964, engine output was raised to 125 kW, resulting in improved performance. This increase in output was made possible by replacing ->

the injection system by a six-plunger injection pump.

A special one-off version of the 300 SE Coupé was set up in the test department in 1962. The rear end of the roof with the rear screen was removed and replaced by a recessible folding top. The result of this modification was a landaulet which was driven by chief engineer Fritz Nallinger for several years. Unfortunately, nothing is known about the subsequent fate and whereabouts of this interesting one-off car.

When the 220 Sb, 220 SEb and 300 SE fin-tail Saloons were replaced by a newly designed generation of models in August 1965, the Coupé and Cabriolet versions remained in the sales range for the time being. These exclusive models, which had been in production for four years at the time, were far from looking outdated alongside the new-generation Saloons, so that an expensive stylistic refinement or even a new development of the small-series versions was not necessary. The brochure promised this: "You will see for yourself that Mercedes-Benz passenger cars will give back to you something that has become extremely rare in today's road traffic: your freedom and composure."

Several new features introduced with the new Saloons were also incorporated in the Coupés and Cabriolets. The two 2.2-litre models were given the 110 kW 2.5-litre engine of the 250 SE and the corresponding model designation. Like the three-litre models, they were also equipped with the larger wheels (diameter: 35.5 centimetres) and the larger disc brakes of the 108 luxury series. Another new feature was the hydro-pneumatic compensating spring on the rear axle, fitted in place of the previous coil spring in the 2.5-litre models and keeping the car at a constant level irrespective of the load in the car.

In January 1968, the 280 SE made its debut, succeeding the 250 SE with a newly developed 2.8-litre six-cylinder engine with 118 kW. This change of generation affected both the Saloon and the two two-door versions. With the exception of the new engine, only detail modifications were made on the Coupé and Cabriolet: like the Saloon, both models were given flatter, undivided wheel embellishers with integrated hub caps. Production of the 300 SE Coupé and Cabriolet was discontinued at the same time as that of the 2.5-litre models. A direct successor was not planned for the time being but wasn't really necessary, either, as the 2.8-litre engine developed only a little less output (7.4 kW)

but had a comparable performance on account of its considerably reduced weight.

In September 1969, clearly more powerful versions of the 280 SE 3.5 Coupé and Cabriolet were introduced. The completely newly developed 3.5-litre V8 engine with an output of 147 kW excelled in particularly smooth running characteristics and gave the car a sports-car-like performance. The new models had been stylistically refined to a certain extent, like the versions with 2.8-litre six-cylinder engines which continued to be on sale: the radiator mask was lower and wider, with a correspondingly flatter front end of the engine hood. Due to this characteristic feature, the face-lifted Coupés and Cabriolets were often referred to as the "flat radiator" models by insiders. As on the Saloons, the bumpers of the Coupés and Cabriolets were now fitted with rubber strips. In purely visual terms, the eight-cylinder models did not differ from the face-lifted six-cylinder versions.

Production of the six-cylinder Coupés and Cabriolets was discontinued in May 1971. When production of the eight-cylinder models ceased two months later, the era of the Coupés and Cabriolets from the 111 and 112 series came to an end after more than ten years. In the Sindelfingen plant, 28,918 Coupés and 7,013 Cabriolets had been produced. The highest production volume within the model family had been reached by the 220 SEb Coupé with 14,173 units.

There were no direct successors to the Coupés from the W 111 and 112 series. Instead, Mercedes-Benz offered Coupés from the C 107 series, whose engineering was based on that of the SL, between 1971 and 1981.





Daimler Global Media

Type 600 / 600 Pullman

In September 1963, Mercedes-Benz presented a new, exclusive prestige vehicle to meet the requirements of the most demanding customers – the 600 model which became an instant legend. It was outstanding in every respect – generous dimensions, majestic design and exceptional technical characteristics. Its V8 injection engine developed 250 hp from a displacement of 6.3 litres and allowed the almost two-and-a-half-tonne vehicle to attain a top speed of more than 205 km/h with a 0 to 100 km/h acceleration time of ten seconds. The standard-fit air suspension, whose shock absorbers could be adjusted from the steering column while the vehicle was moving, ensured excellent ride comfort. The Type 600 was available as a five to six-seater limousine with a 3200-mm wheelbase and also in several Pullman variants with a wheelbase of 3900 mm.

It was only a short time after the launch of the top-of-the-range model that the German government asked Daimler-Benz AG to build an armoured version for state visitors. Although Mercedes-Benz had a remarkable track record in building special-protection vehicles, this on its own was not enough as the technical fundamentals had changed dramatically, not least because of the adoption of the self-supporting body. As a result, the engineers and materials experts at Mercedes-Benz embarked on nothing less than the reinvention of the concept of special protection.

Thus it was that a small team set out to develop a new approach. In May 1964, at the Sindelfingen plant, they conducted the first armour tests with new steel grades and prepared the first design drawings. They eventually decided on high-alloyed steel grades, using double layers in certain situations and weight-saving ceramics for some

flat-surfaced components. At the same time, working with a glass manufacturer experienced in equipping banks, they came up with a solution for the windows, the vehicle requiring not only a curved windscreen, but a curved rear window, too.

In June 1965, a bullet-resistant Pullman limousine was produced – the first special-protection vehicle built by Daimler-Benz since the war. Working under the pressure of an extremely tight schedule, the company managed to complete it just in time for the state visit of Queen Elizabeth II. The armoured Pullman limousine had a raised roof element so that Her Majesty did not have to remove her hat. This generous headroom subsequently benefited other state visitors, many of whom wore hats in those days.

To make it easier to open the doors, whose weight had increased dramatically because of the protective elements, the engineers installed a hydraulic system for the rear compartment. It was activated at the touch of a small button housed in the door handle recess – security staff and hotel doormen were instructed accordingly.

Along with a number of "normal" Pullman limousines, this vehicle remained in the company's fleet, ready to be hired to the government or other users when required. A second version of this special variant was built in 1980. This, too, spent its working life in the company's fleet before joining the Mercedes-Benz Classic vehicle collection.

On special request, Type 600 limousines and Pullman limousines were also built with special protection for private customers. Between May 1971 and November 1980, several special-protection 600 models were built. However, unlike the two vehicles in the company fleet, these models had a standard-height roof.



Daimler Global Media

A clear commitment to power 45 years ago: in spring 1975 Mercedes-Benz introduced model series 116's new, top-of-the-line model, the 450 SEL 6.9. The high-performance saloon was one of the fastest vehicles at the time, as only very few sports cars were able to reach even higher speeds. Nowadays, it's a sought-after classic. "The 450 SEL 6.9 is a brand icon," Patrik Gottwick says as the Head of ALL TIME STARS, Mercedes-Benz Classic's own vehicle retailer. "Model series 116 vehicles have become very sought-after on the market, especially the ones with 6.9-litre M 100 engine. We have noticed a significant increase in demand over the past years and recent auction results show that the value of the 450 SEL 6.9 is on the up. The reasons for this being its levels of refined motoring, everyday qualities as a classic car and the very low production numbers of a mere 7380 vehicles."

The model series 116 S-Class was introduced in September 1972. It received a number of awards from the outset. These included the 450 SE's being named the 1974 "Car of the Year". Three years later, the top-of-the-line model 450 SEL 6.9 rounded off the model range (which started with the 280 S) at the top end. Its predecessor, the 300 SEL 6.3, generating

184 kW (250 hp), already set a benchmark within the luxury saloon segment.

The technical basis for the eight-cylinder engine with plenty of displacement stems from the legendary Mercedes-Benz 600 (W 100 model series). However, with the same displacement, its cylinder bore had been increased even further, from 103 millimetres to 107 millimetres. This resulted in a displacement of 6,834 cc in the 450 SEL 6.9. The engine generates 210 kW (286 hp) at 4,250 rpm and reaches its maximum torque of 550 newton metres at 3,000 rpm. Such a high torque allows the integration of a very "long" rear-axle ratio (2.65). This cuts the engine speed and thus noise levels. Engineers even kept maintenance costs in mind: the hydraulic valve clearance compensation mechanism makes retrospective adjustment obsolete. Thanks to a newly developed cylinder head gasket, it is no longer necessary to retighten the cylinder heads. Dry sump lubrication paired with an oil quantity increased to twelve litres makes it possible to stretch oil change intervals to 15,000 kilometres. The three-speed automatic transmission basically stems from the 4.5-litre models, but is adapted to the output and increased torque of the "6.9".



Daimler Global Media

At its premiere in 1976 the 123 model series was offered as a Saloon, and then six months later in chassis form for superstructures added by external suppliers. However, as quickly as the following year, Mercedes-Benz went on to introduce the Coupé (C 123) and the Estate (S 123). The Estate model above all, whose German name "T-model" was derived from terms such as "Tourism" and "Transport", introduced a focus on recreational activity and sporting lifestyle that would set the benchmark for the future of the E-Class: "This multi-purpose estate was a car to be enjoyed; one that would meet even the most exacting standards in terms of comfort and performance", is how the German specialist magazine "Oldtimer Markt" recalled the birth of the Estate model in the 123 series in its issue 6/2008. 1977 then brought the premiere of a version of the Saloon with a wheelbase that had been extended by 63 centimetres (V 123).

Mercedes-Benz began at a very early stage to investigate the use of alternative drive systems in the 123 model series. In 1983, for example, a 280 TE was fitted with a hydrogen drive system, following in the wake of a 1982 experimental vehicle with electric drive system, also based on the Estate model. And as far back as 1981 Mercedes-Benz had presented a 200 model with a bi-fuel drive system (liquefied petroleum gas and petrol). There was thus already an indication of the importance that alternative drive systems would take on for future gen-

erations of the Mercedes-Benz intermediate model series, even four decades ago.

The 123-series Saloon was built until November 1985; the era of the no less successful 124 series had begun ten months earlier. Production of the especially successful Estate models in the 123 series even went on until January 1986. From 1975 until 1986 almost 2.7 million vehicles were manufactured, the highest proportion of these being Saloons with normal-length wheelbase (2,375,440 units). 199,517 units of the Estate were built, along with 99,884 Coupé vehicles. In addition to these there were 13,700 long-wheelbase Saloons and 8,373 chassis as a basis for special bodies. These days the 123 model series has long been recognised as a classic – and remains as fascinating as it was at its launch 40 years ago.



Daimler Global Media

Four decades forever upwards that is the essence of the history of the Mercedes-Benz G-Class. On the one hand, this refers to the outstanding off-road capabilities of the vehicle presented in 1979, and the fact that it has remained true to itself and its values for almost 40 years on the other. From the very start, there was no way but up for the G-model with regard to its status as an automotive icon. For decades, the G continuously evolved from a useful off-road vehicle with high ride quality on the road. The constant development work of Mercedes-Benz ensured that the vehicle always remained fresh and up-to-date.

From 4 to 9 February 1979, the G-model of the 460 model series had its world première in Toulon, France. On this occasion, the Mercedes-Benz press kit emphasised the values of "uncompromising off-road and on-road capability" as well as "maximum variety of use". This also applies fully to the new G-Class of the 463 model series, which celebrated its première in January 2018. In addition to this there is the tradition of performance and unique character. The G-Class has grown into this role over the past decades with ever more success.

The history of the G-model began in summer 1969. At the time, Daimler-Benz AG and Austrian Steyr-Daimler-Puch AG entered into talks about a possible cooperation. Both manufacturers offered vehicles with excellent off-road capabilities as part of their product ranges: the Mercedes-Benz Unimog as well as the Puch Haflinger and the Puch Pinzgauer. In 1971, the idea of jointly building an off-road vehicle was fleshed out for the first time. It was to combine extreme off-road capabilities with good handling on the road. Probably as early as in the autumn of 1972, the CEOs Dr Joachim Zahn (Daimler-Benz AG) and Dr Karl Rabus (Steyr-Daimler-Puch AG) then came to a basic understanding on jointly developing the light-duty off-road vehicle. The construction team was headed by Erich Ledwinka personally, Chief Engineer of Steyr-Daimler-Puch.

The development now progressed with force. The first wooden model was created by April 1973. The first roadworthy prototype was already being tested in 1974. Photos in the technical description published internally in 1975 showed how quickly the designers and engineers arrived at a design that already came very close to the eventual G. The final styling with the clear profile was defined by Mer-

cedes-Benz Design headed by Bruno Sacco. The stylists masterfully combined the large, smooth surfaces of the vehicle body with the technically defined characteristics such as large approach and departure angles as well as a relatively large vehicle height with a rather small overall width.

The G-model was built from the start at the Puch plant in Graz-Thondorf. Mercedes-Benz delivered engines, axles, steering systems, transmissions, large stamped parts and other components from various locations in Germany to Graz. Series production started in February 1979 shortly after the première of the G. The responsibility for it was in the hands of Geländefahrzeug Gesellschaft (GfG), founded by the two companies in 1977.

The G was launched to market first as the 460 model series: A universally usable off-road vehicle with relatively austere interior. All the more detail work went into the drive system technology. An on-demand all-wheel drive and fully locking differential locks (instead of limited-slip differentials) ensured optimal off-road capabilities. The frame design and rigid axles with coil springs were aimed at versatility and robustness off the road.

At the start of series production, the models 240 GD and 300 GD with diesel engine as well as the 230 G and 280 GE with petrol engine were available. There were two different wheelbases (2400 and 2850 millimetres) as well as different body styles (open vehicle, closed station wagon and panel van with closed side walls). In addition to the 460 model series with 12-volt on-board power supply, Mercedes-Benz offered the 461 model series with 24-volt on-board electrical system for military customers. Its CKD version (completely knocked down) was assigned to the 462 model series.





Daimler Global Media

Compact, powerful and muscular the Mercedes-Benz 190 E 2.5-16 Evolution II exuded self-assured sporting prowess at its premiere at the Geneva International Motor Show in March 1990 – and not without reason: the sports saloon provided the basis for the new Group A racing tourer with which Mercedes-Benz competed in the German Touring Car Masters. At the same time, the Evo II was also a particularly powerful protagonist in the strategic product initiative which the Stuttgart-based brand was rolling out at the time. 30 years ago, the sports saloon laid the foundations for the special tradition of high-performance vehicles such as are offered by Mercedes-AMG today – culminating in the C-Class in the current C 63 S of model series 205 rated at 375 kW (510 hp).

The Evo II did justice to its appearance by virtue of a further development of the 2.5-litre oversquare engine adopted from the 190 E 2.5-16 Evolution, which had demonstrated excellent stability irrespective of rpm variations ever since its introduction in 1989. The engine's output had been raised

once again in comparison to the first Evolution model from the previous year, the Evo II now generating 173 kW (235 hp) of power as opposed to the previous 143 kW (195 hp). The top speed was 250 km/h, and the Evo II accelerated from a standing start to 100 km/h in 7.1 seconds.

The body had also undergone further refinement on an aesthetic and technical level. The Evo II chassis, which had been modified for racing use, was fitted with 17-inch wheels (as opposed to 16-inch), for example. The vehicle's aerodynamics were improved by new front and rear bumpers with integrated spoilers, wheel arch flaring integrated into the line of the body and the highly pronounced rear aerofoil.

In all, 502 units of the Evo II were produced – available exclusively in blue black metallic. At the time of its original presentation the Evo II was priced at DM 115,259.70, or DM 119,717.10 with air conditioning.





The two A 140 and A 160 models with gasoline engines were the first variants of the A-Class to be launched onto the market in October 1997. The A 140 had an engine with 1397 cubic centimeter displacement, with which it developed 82 hp (60 kW), while the A 160 with 1598 cubic centimeter displacement generated 102 hp (75 kW). The top speeds were 170 km/h and 182 km/h, respectively.

Within the model range more than 20 technical innovations were incorporated which were previously not available in this car category. The unique sandwich concept for the bodywork had been fully developed and implemented: engine, transmission and axles were housed in front of and below the passenger compartment. This had many advantages. In the event of a head-on crash the drive system unit dived underneath the passenger compartment of the A-Class. The model achieved the safety levels of larger Mercedes-Benz sedans with a vehicle length of only 3.57 meters (50 centimeters shorter than comparable competitors) and with a weight of only 1000 kilograms.

Thanks to the sandwich principle the A-Class also attained the levels of spaciousness of a medium-size sedan. The innovative rear seat assembly and optionally removable front passenger seat provided the variability of a mini-van. In total 72 different seat variations were possible, and in terms of load volume the A-Class achieved the level of large station wagons: between 390 and 1340 liters depending on the position of the rear seat, or even 1740 liters with the front passenger seat removed. The flat floor, the large tailback and the low loading edge facilitated loading of the lug-

gage compartment.

The stable floor assembly made up of a network of straight longitudinal and cross members was an integral element of the innovative safety concept. At the front end of the longitudinal members there was a novel front module made of aluminum with two lateral crash boxes. These were bolted to the longitudinal members and could be replaced quickly and relatively cheaply after an accident. For the first time in Mercedes-Benz large-scale production, plastic was used for the front fenders which resumed their original shape again after a light collision without requiring repair or paintwork. In order to save on weight the tailback was also made of plastic. The easy-to-repair structure of the A-Class not only reduced the cost of repairs after an accident but also resulted in a low insurance classification. In terms of passive safety the model series achieved practically the same level as the exemplary Mercedes-Benz E-Class. Besides the sandwich principle the restraint systems installed as standard and which were specially adapted to the A-Class concept with its short crumple zones contributed to this result. They included full-size airbags for driver and front passenger, inertia-reel seat belts with belt tensioners on the front and outer rear seats, as well as belt force limiters on the front seats.



*Daimler Global Media*

AMG SLS Coupé - Black Series a name that resonates with automobile experts and enthusiasts alike. Following on from the SLK 55 AMG Black Series from 2006, the CLK 63 AMG Black Series (2007), the SL 65 AMG Black Series (2008) and the C 63 AMG Coupé Black Series (2011), the fifth exponent sees the Black Series entering a new dimension with the gullwing model.

"The new SLS AMG Coupé Black Series is a perfect study in the one hundred percent transfer of technology and engineering from motorsport to the road. We have drawn inspiration from the example set by the SLS AMG GT3 customer sport racing car, which has enjoyed tremendous success worldwide. Boasting numerous lightweight components and sensational driving dynamics, our fifth Black Series model promises pure, unadulterated 'Driving Performance'. The SLS AMG Coupé Black Series is the ultimate choice for extremely quick lap times and highly emotional driving experiences," says Ola Källenius, Chairman of Mercedes-AMG GmbH.

"The most dynamic road-going gullwing model of all time goes by the name of the SLS AMG Coupé Black Series. Fans of high-performance super sports cars will be thrilled by its high-tech package. Its stirring performance and supreme driving dynamics are underpinned by the numerous new developments that have been incorporated into the engine, power transmission, suspension and aerodynamics, but also by us giving top priority to our "AMG Lightweight Performance" strategy. Great efforts in the area of lightweight design have resulted in a DIN kerb weight of 1550 kilograms",

notes Tobias Moers, Head of Overall Vehicle Development and member of the Management Board of Mercedes-AMG GmbH.

AMG SLS Coupé Electric Drive - Mercedes-AMG is entering a new era: the locally emission-free super sports car featuring advanced technology from the world of Formula 1 represents the most exclusive and dynamic form of electric motoring. The most powerful AMG high-performance vehicle of all time has four electric motors producing a total output of 552 kW and maximum torque of 1000 Nm. As a result, the gullwing model has acquired the status of the world's fastest electrically-powered series production vehicle: the SLS AMG Coupé Electric Drive accelerates from zero to 100 km/h in a mere 3.9 seconds. Meanwhile, the exclusively tuned "SLS eSound" means that this matchless driving experience stirs the emotions acoustically too in typical AMG fashion.





David Gebert

It is always surprising when you meet a club member and discover that this person has such an interesting car history. This occurred when Walter Epple and I met with Ron Wise to complete our photo shoot on the 1950s and 1960s models that were produced during the beginning of our club's history. I suggested that we meet to talk cars and prepare another article.

On the Sunday morning of our meeting the weather was so good that I decided to take my W107 380SL for its longest run since its engine repair due to timing chain issues.

Ron has had many cars over the years and still has quite a collection ready to serve his needs, there were two W126 coupes and a Diesel Estate on the front road verge, after greeting we drove my SL to where his 190SL was being stored. There was a marvellous meeting of the couple storing Ron's car, they were painting their old weatherboard house whilst cooking up a goat curry.



I began taking some pictures of this beautiful little roadster whilst Ron was explaining

its history, which fits directly into the 60 years of our club's beginnings. The car has been repainted in the original white paint (possibly DB 050) and the engine is now fitted with twin Weber carburettors with the original Solex units now being in storage. Also in storage is a large amount of bumpers and chrome fittings the as well as a hard top which was purchased in England for 100 pounds.

Liz O'Neill was given this car in 1960 to celebrate her 21st birthday by her parents who were the owners of Diesel Motors at the time. Ron bought the car in 1970 for \$5250 after negotiating a price and leaving his telephone number with the seller. The seller actually purchased a 4WD with the funds. After many years Ron met the original seller who told him he had always regretted the sale.



Ron had always liked the look and design of the 190 and at the time in the late 1960s. He was torn between this and a collection of English sports cars being MGs and Triumphs in the end he told himself it must be the Mercedes-Benz. The 190SL was never going to be the every day driver and has only travelled around 1000km per year over the last 50 years. Ron's motoring history highlights the cars that have been his choice in daily driver from a Peugeot 504 and a BMW 2002 to a Datsun 240 which he tells me was the very worst car he had ever driven. Now we must visit a car from his past which goes against his normal type, a Ferrari Boxer from 1974. Unfortunately it became such a money pit with its 12 cylinder flat mid-mount engine, the last straw was the \$10,000 exhaust.

Ron's car history continued with a 7 Series BMW and then a return to Mercedes-Benz with a W126 380SE. Whilst we were enjoy-

ing a coffee he told me about the car he had lost due to a body restoration job that took so long that he literally forgot the address of the workshop or had the business closed and not told him? Any way this was over 20 years ago and his W111 220SE could easily be out there.

Ron owns another 190 SL, the one highlighted in the 3 car photo shoot on page 25. Ron told me his silver 1957 190 SLR replica racer has been successfully raced in its division at various tracks namely Phillip Island.



The car was built to resemble the 190 SLRs which were raced in Europe in the 1950s, Ron's car was Australian delivered in 1957. He tells me that Walter Eppele has put a lot of work into this particular car and it is fully modified for racing within the classic divisions. After these modifications the car is now far more suited for daily driving duties due to improvements in suspension and power.

I asked Ron what were his hero cars from his childhood which cars were on his bedroom walls; the answer came rather quickly and it was a Porsche 365, I asked what car today would make him sell his beloved 190SL? A conversation continued with some models and brands being tossed around but he decided on a Mercedes SLS Roadster with the handmade AMG 6.3 litre V8.

Ron told me that he liked the longer country runs that we have tried to have on a regular basis. We thanked each other for an enjoyable meeting. Thank you, Ron Wise.

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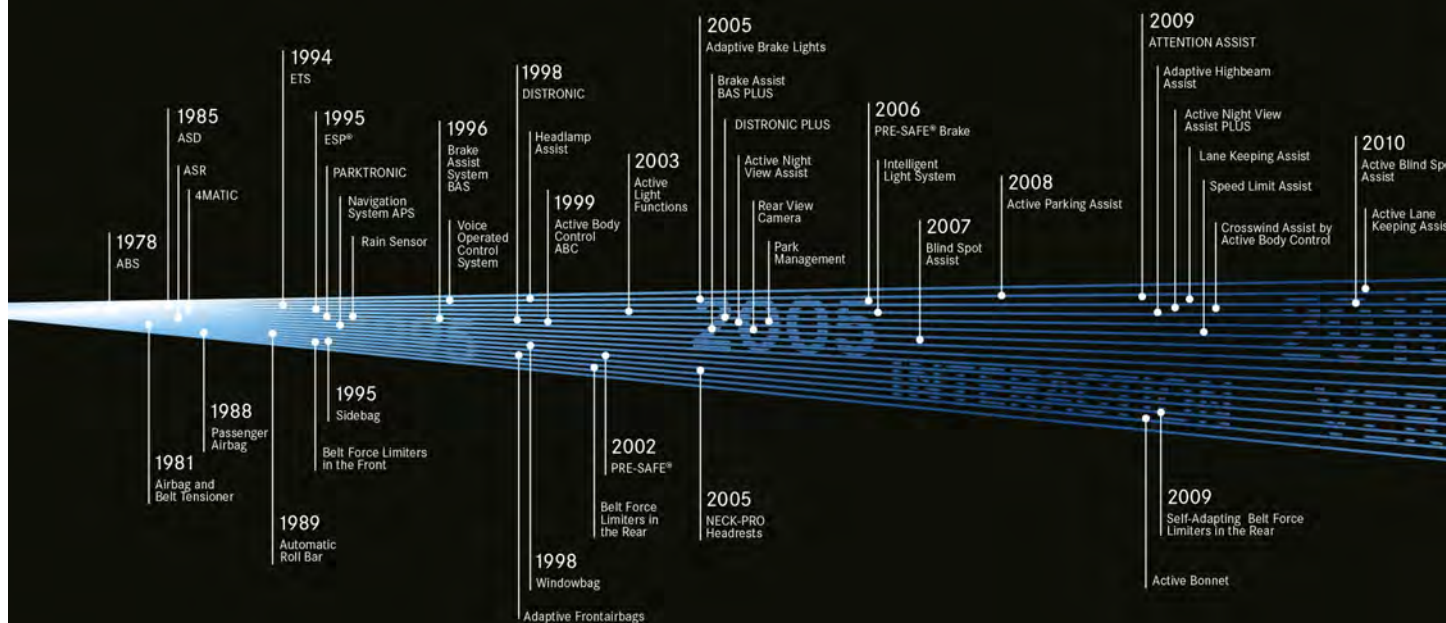


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The Evolution of Mercedes-Benz Intelligent Drive



Daimler Global Media 40 Years of Assistance Systems

Digital technology found its way into the car in 1978 in the shape of the anti-lock braking system, marking the start of the partnership between vehicle and driver based on assistance systems. This partnership has gone from strength to strength ever since, with the introduction of ever more capable assistance systems.

Four by four: 4MATIC automatically engaging all-wheel drive was unveiled in 1985 – together with the automatically locking differential (ASD) and anti-spin control (ASR). The message: the car became part of the thinking process in difficult driving situations.

Long line: Classic cable harnesses for the on-board analogue electrics and electronics had reached lengths of up to 2000 metres by the late 1980s. Things changed in 1990. The Mercedes-Benz 500 E (model series 124) was the world's first production car to be equipped with the CAN bus for control unit networking. The Mercedes-Benz S-Class model series 140 was the first complete model range to feature this technology in 1991.

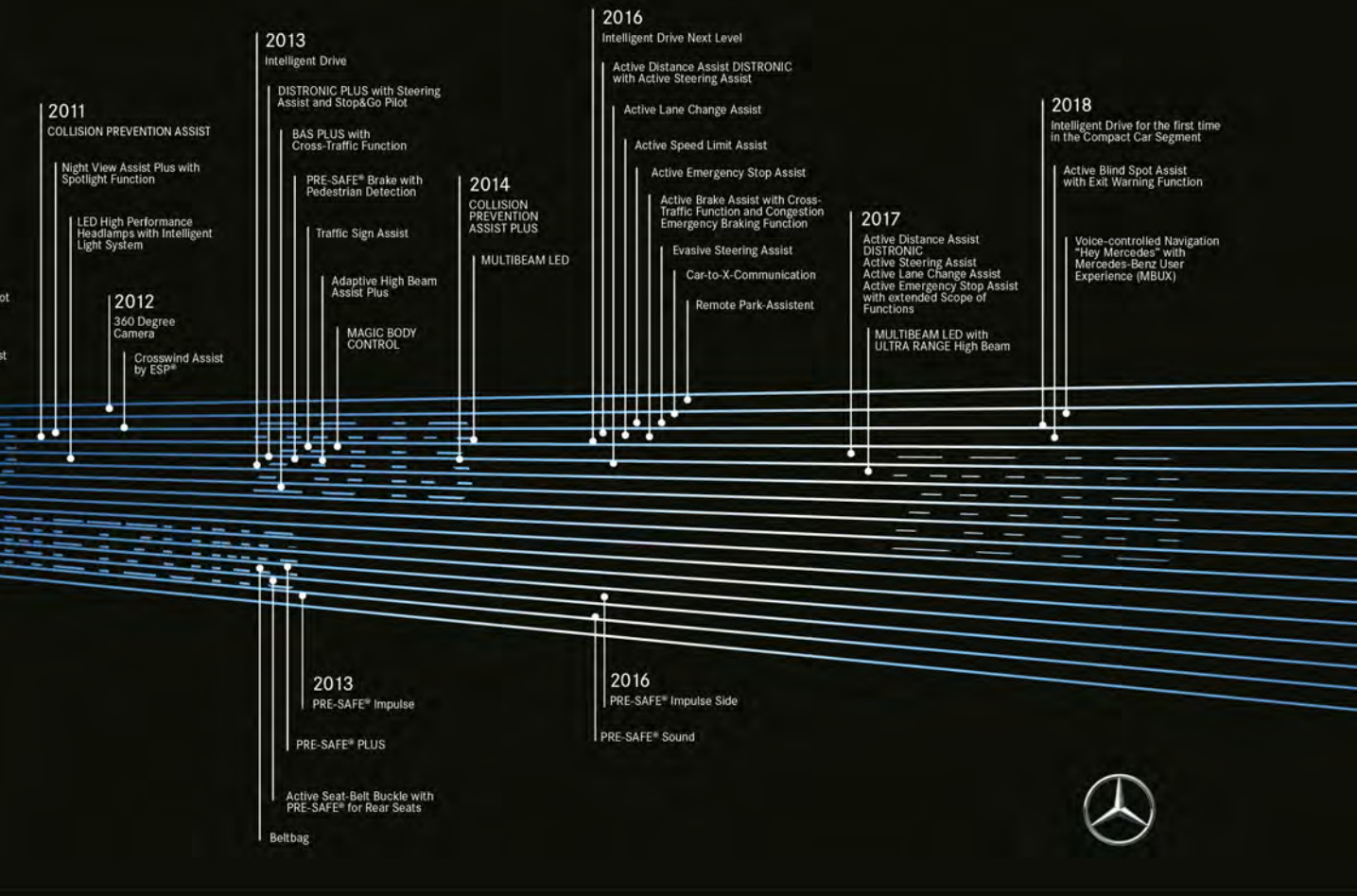
Test winner: The Electronic Stability Program ESP® premiered in 1995 in the S-Class. It was introduced for the A-Class in 1998, which subsequently passed even the

most extreme of tests with aplomb. Mercedes-Benz was the world's first manufacturer to introduce ESP® as standard for all its model series. After this, the number of Mercedes-Benz passenger cars involved in road accidents with serious consequences fell by more than 42 percent according to accident statistics.

Skywatchers: Mercedes-Benz had already been working on car navigation systems for many years – with increasing success. The breakthrough came when permission was given for civilian applications to use the GPS satellite data. A collaboration with Robert Bosch GmbH resulted in the Auto Pilot System APS, which premiered in the S-Class in 1995.

Obeys every command: SBS voice control (called LINGUATRONIC from 1997 onwards) had been available since 1996 (initially as an optional extra) and enabled the car to understand navigation destinations input by the driver. Today the Mercedes-Benz User Experience MBUX relies on the voice control system. On hearing the words "Hey Mercedes", the system communicates extensively with the driver.

Keeping your distance: DISTRONIC premiered in 1998. For the first time, the car was able to brake and accelerate for the



driver in flowing traffic. To do this, it used radar to measure the distance to the vehicle in front. Today's DISTRONIC PLUS offers a far wider range of functions.

On command: Increasingly extensive in-car systems require a human-machine interface that is both effective and intuitive to use. The solution introduced in 1998 was called Mercedes-Benz COMAND (Cockpit Management and Data System, 1998). In 2018 it is the Mercedes-Benz User Experience MBUX, an all-new multimedia system that creates an emotional bond between vehicle, driver and passengers. What's more, it has the ability to learn thanks to artificial intelligence.

Adaptive and active: Mercedes-Benz assistance systems are getting more and more intelligent. Solutions that have the "Adaptive" attribute can adapt to the current situation. Systems that have the word "Active" in their name can intervene automatically in critical situations by applying the brakes or correcting the steering, for example.

All-round visibility: Early environmental sensors based on radar and ultrasound were joined by cameras. The 360 degree camera combining images from four cameras around the vehicle premiered in 2012.

Headed for the future: In 2013, the highly automated S 500 INTELLIGENT DRIVE research vehicle drove through cities and along country roads from Mannheim to Pforzheim, following the route taken by Bertha Benz in 1888. The development of autonomous driving, which began back in the 1980s with the PROMETHEUS programme and research at the University of the German Federal Armed Forces, started to gather pace, bringing it closer to production standard. In 2013, Intelligent Drive was also the name given to the new network of assistance systems in Mercedes-Benz vehicles.

Park at the push of a button: The car has increasingly assisted the driver with parking since the introduction of the PARKTRONIC parking aid in 1995. Remote Parking Assist rounds off the process perfectly by enabling parallel and end-on parking by smartphone.

Global explorer: A test vehicle based on the S-Class spent five months on the road all over the world in 2017 and 2018 on the Intelligent World Drive. On this trip, the on-board systems learned how to deal with widely varying traffic conditions around the globe – an important step towards autonomous driving under extremely diverse conditions.



SCAN ME



Daimler Global Media
A pioneer of electromobility

Mercedes-Benz EQ stands for electric vehicles made by the brand with the famous star. The vehicles are designed on the basis of the latest developments in areas such as electric motors, power electronics and rechargeable battery systems because these technologies have progressed in leaps and bounds in recent years. Direct comparisons with earlier individual experiments in electromobility are, as a result, difficult. Nevertheless – or perhaps precisely because of this – a glance back into history opens up many fascinating stories.

One such story is set in 1990: in May of that year, Mercedes-Benz exhibited a model 190 (W 201) converted to electric drive in the innovation market section at the Hannover Fair. "In this way, the Mercedes 190, which in terms of length and weight comes closest to the requirements of an electric vehicle, is an ideal battery test vehicle. The main objective is to assess the functional

suitability of all the components in realistic situations with all the vibrations, accelerations and temperature fluctuations experienced in everyday operation," explained the brochure issued at the time.

The question remains as to why electric vehicles are only now becoming established and why they did not take off on the basis of the projects of that time. Battery service life, range, recycling, charging infrastructure and vehicle price are quoted as just some of the keywords in a Mercedes-Benz press release from spring 1991 as challenges faced by e-mobility on the way to series production. Many of the answers to these questions have only become available today, as can be seen by the range of hybrid vehicles offered by Mercedes-Benz and, of course, the EQ electric brand. Projects like the 190 with the electric drive have helped to provide these answers. All the knowledge gleaned by the experts in the 1990s has contributed to the comprehensive knowledge pool of vehicle development on which engineers draw in developing today's vehicles. In addition, some of the engineers that worked on the W 201 with the electric drive are still active in the company's electric vehicle development and are thus involved in the latest projects. This innovation

movement can only go in one direction: forwards to bring the future into the present.



Daimler Global Media **EQ Ready App**

Stuttgart. Does an electric car or plug-in hybrid suit my everyday life? By analysing their individual driving behaviour, the EQ Ready App helps drivers who are wondering whether it would be practical to switch. Since the launch of the app three years ago, it has been used over 1.6 million times. The updated version of the app is available as of now and offers new functions such as the 7-day challenge, a virtual charging simulation, plus an improved user experience through its new design.

"Our EQ Ready App helps drivers find out whether an electrified vehicle suits their individual requirements – completely irrespective of the brand of their current vehicle.

This is important, as electric cars and hybrid models are much more suitable for everyday use than most people think. With the new EQ Ready App the user receives even more functionalities in even more countries – around 30 worldwide – and can find out information such as how well developed the charging infrastructure already is in numerous markets. This makes the app the initial but key step towards the electric mobility turnaround for its users," says Sabine Scheunert, Vice President Digital & IT Mercedes-Benz Cars Marketing & Sales.





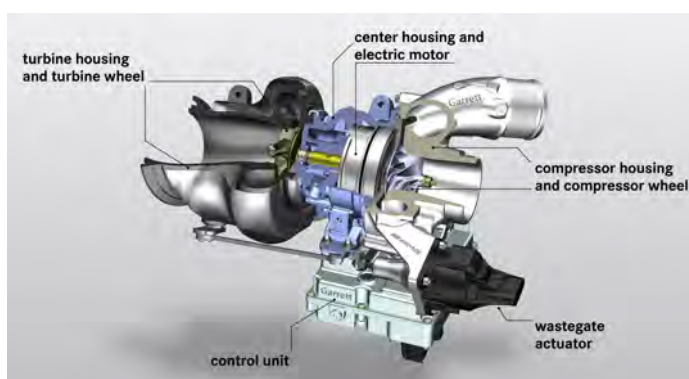
An Electric First

Local battery production is an important success factor for Mercedes-Benz AG's electric offensive and the key element to flexibly and efficiently meet the global demand for electrified vehicles. The company is therefore focusing on establishing a global battery production network and is investing more than one billion EUR to this end. The

network will consist of nine battery factories at seven locations in Europe, North America and Asia. Mercedes-Benz's wholly owned subsidiary Accumotive in Kamenz, Saxony will play a special role in this. As the competence centre for the global battery production network, it has been producing drivetrain batteries for electric and electrified vehicles from Mercedes-Benz and smart as well as light commercial vehicles since 2012. After the second plant – designed from the outset to be CO₂-neutral – went into operation in 2018, the Mercedes-Benz subsidiary successively increased its production capacities and volumes. The annual production volume will soon exceed half a million battery systems for hybrid, plug-in hybrid and purely electric vehicles. The plant is also preparing for the next milestone of the product and technology brand EQ, which will also offer electric variants in the compact segment.

Electric Exhaust Gas Turbocharger

The highlight of this innovative turbocharging system is a slim electric motor, measuring about 4 centimetres, which is integrated directly on the charger shaft between the turbine wheel on the exhaust side and the compressor wheel on the fresh air side. This electronically controlled electric motor drives the compressor wheel before this accepts the exhaust gas flow. The electrification of the turbocharger significantly improves immediate response from idle speed and across the entire engine speed range. The so-called turbo lag – the delayed response of a conventional turbocharger – is eliminated by the electric motor. The result is that the combustion engine responds even more spontaneously to accelerator pedal input, and the entire driving feel is significantly more dynamic and agile. In addition, electri-



fication of the turbocharger enables higher torque at low engine speeds, which also enhances agility and optimises acceleration capability from a standstill. Even when the driver takes their foot off the accelerator or applies the brakes, the technology of the electric turbocharger is able to maintain the boost pressure at all times, so that a continuous direct response is guaranteed.

NVIDIA Computing Architecture

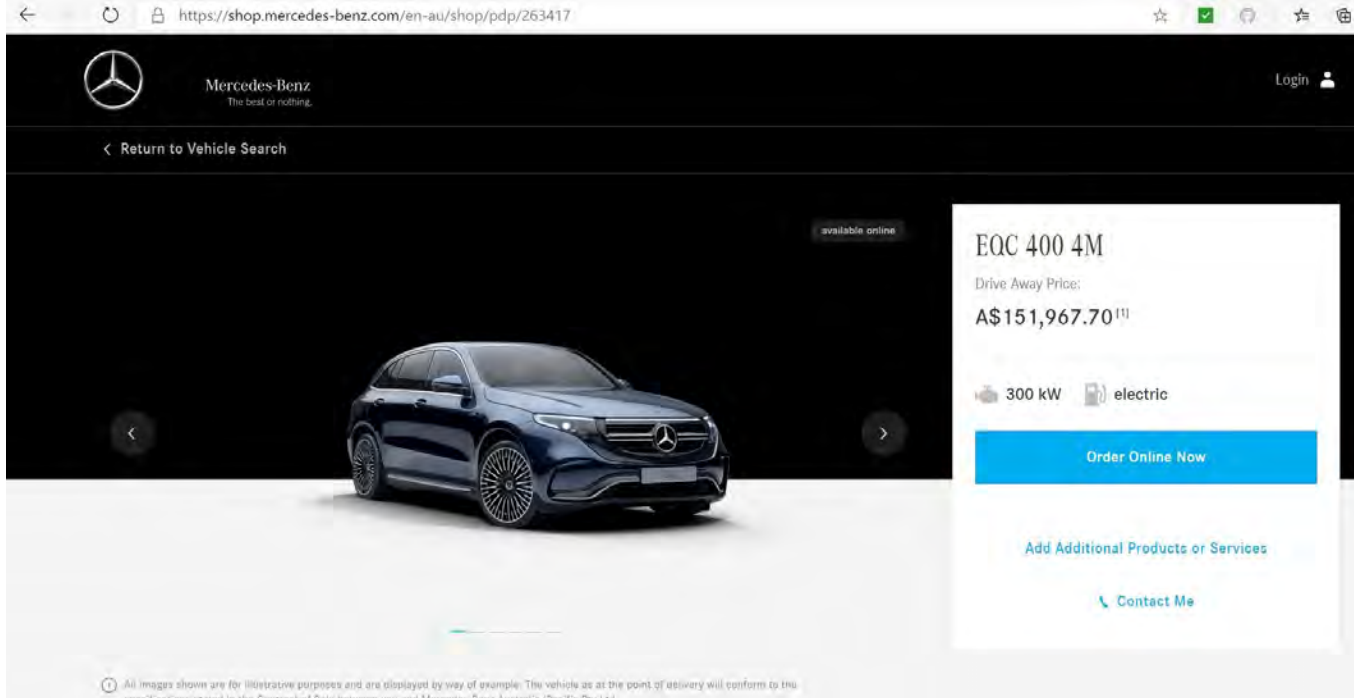
Mercedes-Benz, one of the largest manufacturers of premium passenger cars, and NVIDIA, the global leader in accelerated computing, plan to enter into a cooperation to create a revolutionary in-vehicle computing system and AI computing infrastructure. Starting in 2024, this will be rolled out across the fleet of next-generation Mercedes-Benz vehicles, enabling them with upgradable automated driving functions.

Working together, the companies plan to develop the most sophisticated and advanced computing architecture ever deployed in an automobile.

The new software-defined architecture will

be built on NVIDIA DRIVE™ platform and will be standard in Mercedes-Benz' next-generation fleet, enabling state-of-the-art automated driving functionalities. A primary feature will be the ability to automate driving of regular routes from address to address. In addition, there will be numerous future safety and convenience applications. Customers will be able to purchase and add capabilities, software applications and subscription services through over-the-air software updates during the life of the car.





Terry Jones

We were intrigued about the advertising for the Mercedes EQC - I wanted more space for my golf clubs and child seat for grandchildren - and had looked online for information and reviews from overseas.

We visited Diesel Motors early March 2020 to have a look at these electric vehicles - they had 2 on display available for looking at and test drives.

We took one for a good test drive and were impressed with the finish of the interior and exterior - typical Mercedes quality. We had previously driven another brand of electric vehicle and were not overly impressed so this vehicle was refreshing.

The drive was really comfortable and the quietness in the cabin was excellent. The ability to accelerate was evident and the self-parking was great. I was convinced.

So back to Diesel Motors for some detail on what to do next.

It was here that we found the "new" way to purchase these vehicles.

We can go online and look at the options we want - colour, wheels, finish etc on the

configurator - this was fun - then we printed it off and paid a deposit to Mercedes head office in Victoria then went back to Diesel motors to finalise the order. (Whilst we can pay the deposit and lock in a vehicle the final configuration is done at the dealer on their order form and is the binding document for our specifics).

Diesel motors is one of 9 dealers capable of this online trade.

The vehicle had a non-negotiable base price plus any specifics we wanted.

This was completed, signed and submitted for manufacture and order.

We were advised that our order had been accepted and there were only a specific number of these vehicles being manufactured for Australia initially and it would be some time before more would be built for Australia.

We have been advised our vehicle is built and ready to be shipped now that the factories are in full swing again after the COVID-19 shutdown.

We are really looking forward to the delivery in September.





Denise Clydesdale-Gebert
Photos: Lloyd Margetts

The day offered some sunny patches but also intermittent showers so it was good to gather 22 well presented club cars. On offer was a return trip of 300km north of Perth, on some spectacular country roads.

We then proceeded to turn off onto Chittering Valley Drive which offered a lovely winding tree lined drive towards Bindoon through some breathtaking views with lower clouds virtually in line with our cars at times through the Chittering Valley. Some great driving roads to note were; Moolia-beenee Road, Gingin Brook Road and Ridgeway Ramble.



Once maps and instructions of the day's event were distributed, we proceeded to drive on the new section of Tonkin Highway heading north. It was a view to behold in the rear-view mirror as the headlight lit convoy stretched out along the highway.



Our first stop was the Gingin café for a coffee break and a photo opportunity at the popular water wheel.

At this point we caught up with others that lived in the area and carried on towards Guilderton. Our briefing in the morning->





suggested that we should stop just down the road at West Coast Honey, where many bought some tasty local produce and honey supplies. Despite the ongoing showers the road conditions were still very good as we took a more leisurely pace through the winding and long stretches of road.

We spent little time on the highways, choosing to skirt around them on winding and picturesque roads to reach our final destination at Guilderton.

Once in the hamlet, we headed to the look-out on Gordon Street for some some breathtaking views of the Indian Ocean meeting the Moore River. One of our members brought his drone and as the wind conditions were favourable, we watched the majestic contraption hover above us.

We then proceeded to our picnic site below us on the river and enjoyed a lovely lunch together before we made our journey home, some picking up further local produce on the way.

Some segments of this drive were originally intended for our Rally 2020 to the Pinnacles. This particular drive was shortened to 300km, but because of the enjoyment on the day, we will look at completing the drive to the Pinnacles on another occasion in the future.



Many of those who attended enjoyed the drive, designed by myself and David Gebert, which concentrated on long stretches of good sealed roads, with a mix of winding tree lined roads. We managed to successfully keep the large group together. Members agreed it was a memorable drive.



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ODO: 153,000kms, A real enthusiast's or serious collector's car. Has all the standard, original '95 R129 features. Impeccable condition throughout. First delivered in Perth by Diesel Motors July '95. Reaches "HISTORIC" status April 2020. More pics and history on carsales.com.au.

Asking \$32,000.

Contact JB on 0419 404 414



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SUV Wagon, Silver, Low kms Well maintained, service book and owner's manual available, excellent condition.

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The new Mercedes-Benz S-Class has become more intelligent in many areas, and the driving experience reaches new heights. The digital innovations in e.g. MBUX [1] include new features that make driving even more enjoyable and even safer: among them are rear-axle steering with a large steering angle and safety innovations such as the rear airbag. Furthermore – as a new function of PRE-SAFE® Impulse Side – the vehicle body can be raised just before a side impact thanks to the active E-ACTIVE BODY CONTROL suspension. Following systematic further development, the driving assistance systems are a further step towards autonomous driving. Thanks to improved environmental sensors, for example, the parking systems give the driver even better support when manoeuvring at low speed. While visualisation reaches new levels by virtue of integration into the intuitive operation of MBUX.

Can a luxury saloon with a long wheelbase be almost as manoeuvrable and agile as a compact car around town? Yes, if it has rear-axle steering with a large steering angle at the rear axle.

Are more safety innovations even possible in the interior? Yes, as the S-Class demonstrates: The rear airbag for severe frontal collisions deploys from the front seat backrests, extending the protective systems for the two passengers on the outer rear seats.

Can the active E-ACTIVE BODY CONTROL suspension improve not only comfort, but also safety? Yes, because in addition to the well-proven PRE-SAFE® Impulse Side system, the new S-Class is able to raise the entire vehicle body immediately before an impending side collision. This can benefit all the occupants.

Can the driving assistance systems be improved even further? Yes, in the new S-Class, Mercedes-Benz comes another big step closer to its vision of accident-free driving. The driver is assisted in controlling the vehicle by numerous new or extended driving assistance systems. He/she thereby has a reduced workload in day-to-day situations, and is able to drive comfortably and safely. When danger threatens, the assistance systems are able to help the driver respond to impending collisions as the situation demands, and ideally prevent them. Active

Parking Assist and the 360° camera with a new 3D view assist the driver more easily and conveniently than ever before when parking and unparking, or when negotiating tight spaces.

E-ACTIVE BODY CONTROL: Adds semi-supporting hydropneumatics to the air suspension. The air springs bear the base load of the vehicle body and gradually regulate the level. The hydropneumatics generate dynamic forces that overlay the air suspension forces, and actively support and dampen the vehicle body. At each wheel, a damper is installed within the axle whose two working chambers have an adjustable damping valve and a hydraulic pressure reservoir. The damper is connected to an intelligent motor/pump unit in the 48 V network by hydraulic lines. Actuation of the motor/pump unit enables the hydraulic fluid to be displaced to create a difference in pressure within the damper, allowing an active force to be generated. The motor/pump units at all four wheels are coordinated by a central control unit which also actuates the valves and the compressor for the air springs, and therefore always controls the entire suspension system.

PRE-SAFE® Impulse Side: In addition to the familiar functions, the body of the new S-Class can be slightly raised just before the collision when a side impact threatens. The side-mounted radar sensors are able to recognise and track a potential side crash at an early stage. The actuator is the E-ACTIVE BODY CONTROL suspension, which can raise the body upwards by up to 80 millimetres. This reduces the loads on the door structures, as the door sill can absorb more of the load thanks to its higher position. As a result deformation of the passenger cell and the loads acting on the occupants can be reduced.

Rear airbag: Cylindrical, tubular structures are inflated with compressed gas and deploy a wing-shaped structure. A large, tent-like airbag deploys between the two wings, and this is inflated by the surrounding air via specially patented valves in the skin. These valves are designed so that the air cannot escape when the rear passenger is immersed in the airbag. The comparatively small volume of the tubes allows rapid deployment of a relatively large airbag volume. This takes place with comparatively low force and a low risk of injury, as the

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tubular wings give way to obstacles. The airbag enhances the restraining effect of the belt system, and can support the head and neck to decrease the loads on them significantly. In combination with a beltbag and the inflatable seat belt, the S-Class sets new standards for rear seat occupant safety.

Centre airbag (country-dependent feature): During a severe side impact, this positions itself between the driver and front passenger seat, reducing the risk of their heads making contact. It is integrated into the driver's seatback in the middle of the vehicle. The centre airbag is triggered when a severe side collision is recognised and certain conditions are met. The main factors for deployment are the direction of impact, impact side, and front passenger seat occupancy.

Rear-axle steering: An electric motor drives a spindle at the rear axle via a drive belt. This makes axial adjustments to the spindle. Depending on the speed and the steering angle, the rear wheels are turned in the same or the opposite direction as the front wheels (same-direction or counter-direction steering). In simplified terms, this produces more agility and a smaller turning circle by counter-steering and more stability

with same-direction steering. In the S-Class, the full steering angle of ten degrees is especially used during parking manoeuvres. The environmental data of the vehicle sensors (radar, camera, ultrasonic) are used for large steering angles to adapt the maximum angle to the relevant situation. The system switches from counter-direction to same-direction steering at more than 60 km/h. The different driving modes rely on different steering strategies. The respective rear-axle angles and trajectories are shown in the driving mode menu in the central display. The 10° rear axle steering has a special snowchain mode. When activated by the driver, the steering angle at the rear axle is reduced and the steering characteristics are adapted for the special conditions of surface snow.

S-Class DIGITAL



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The history of Mercedes-Benz Bunbury Advertisorial

In 1982 Steve Beaglehole, founder of Mercedes Benz Bunbury, left the company he had worked at since 1976. Starting off as a car detailer then working his way to become an apprentice technician repairing mainly Holden's. After 3 years of working with Holden, Steve moved on to the Mercedes Benz product and with a work colleague they started a partnership in a repair shop utilising a two bay workshop in a service station. This was quickly outgrown and led to moving into larger premises. The company at the time was named Beaglehole and Pyke who operated there for the next 2 years before designing and building new premises. Mercedes Benz clients were building up and before long the company was servicing more Mercedes Benz cars than the local dealer and this led to Mercedes Benz Australia allocating the Service facility to the newly named business, Coastal Automotive Centre. Along with servicing Mercedes Benz, the company also repaired power steering for most of the South West, supplied, fitted and repaired air-conditioning and serviced a variety of brands of vehicles. Coastal Automotive Centre in 2005 started working with the

Perth distributor selling some new vehicles as a side line and then decided to take on the SsangYong Musso franchise. At this stage the 13 year partnership decided to go in different directions, one taking on the general servicing, air-conditioning and Steve taking on the Mercedes service side. In January 2003 Coastal Automotive opened a full Service and Sales dealership at the current location, 2 Sandridge Road Bunbury. From 2003 the company moved forward and grew its business as the Mercedes Benz product range became more popular. Numerous National Dealer and Service and Parts awards followed their way. In 2014 Coastal Automotive Centre changed names once again to Mercedes Benz Bunbury as it is today. The company is still going strong due to 20 conscientious staff members that strive to go out of their way to improve customer service and the future of the business.





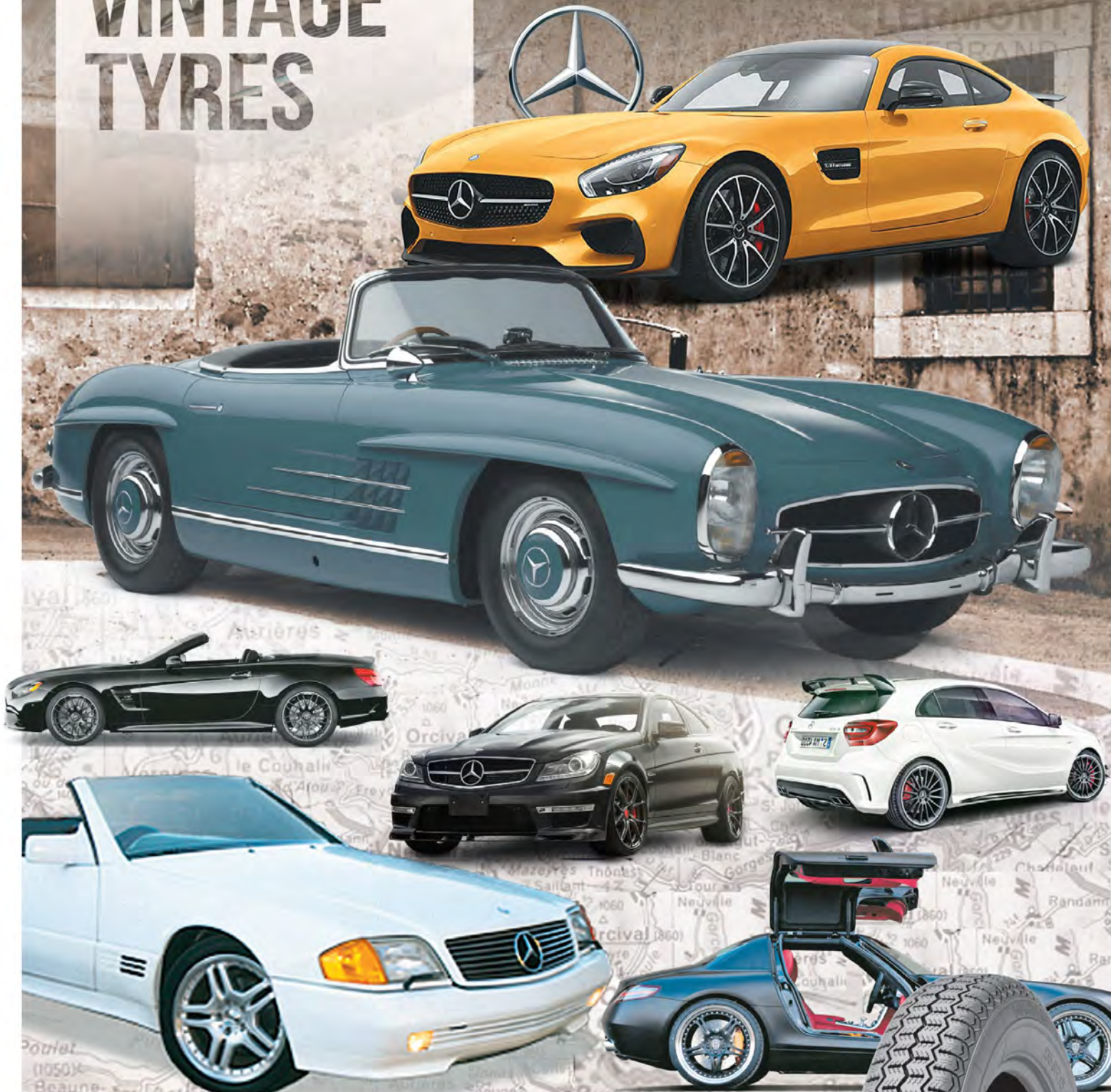
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