

October 2019

Gazette



V DAY
W123 DAY
AMG C43 4-MATIC ESTATE
CLK STEPPER MOTOR REPAIR



THE OFFICIAL MERCEDES-BENZ CLUB FOUNDED 1952

What's inside...

23



FEATURES

- 21 Rob writes...
- 22 Car of the month
- 23 V Day
- 27 W123 Day
- 30 F1 news
- 32 From deep in the Archive



27



39

- 33 BTCC
- 34 W111 anniversary
- 39 E-Class Day
- 42 W126 estate by Zender
- 43 AMG C43 4-Matic estate
- 48 The British GP courtesy of Mercedes-Benz UK

TECHNICAL CORNER

- 50 Spares register
- 51 CLK stepper motor repair

Regulars

- 4 **CLUB INFORMATION**
- 4 CLUBPUBMEETINGS
- 5 **DIARY DATES**
- 5 **FORTHCOMING EVENT**
- 7 **NEWS & VIEWS**
- 11 **YOUR LETTERS**
- 16 **CLUB SHOP**
- 18 **ROSEMARIE'S RAMBLINGS**
- 55 **REGIONAL REPORTS**
- 80 **NEW MEMBERS**
- 81 **BACK NUMBERS**
- 81 **SPECIAL NOTICES**
- 85 **CARS FOR SALE**



51



Gazette

Published by **The Mercedes-Benz Club Ltd**

Gazette copy dates

December October 11 January November 15

Editorial Office: Chris Bass, Tel: 01483 481836.
30 Scotgate, Stamford PE9 2YQ
E-mail: chris.bass@mercedes-benz-club.co.uk

Advertising, Design and Production: Hine Marketing,
Tel: 01452 730770
Hill Farm Studios, Wainlodes Lane, Bishops Norton
Gloucestershire GL2 9LN
E-mail: ads@hinemarketing.co.uk

Gazette distribution queries: Catherine Barlow,
Tel: 01780 482111 (9.00am to 5.00pm Monday to Friday)
30 Scotgate, Stamford PE9 2YQ
E-mail: catherine.barlow@mercedes-benz-club.co.uk

Membership benefits

- First ever Mercedes-Benz Club – founded 1952
 - Only UK club recognised by Mercedes-Benz
 - Monthly Gazette
 - Technical support
 - Discounted insurance
 - Club shop
 - Local, national and international events
 - Discounts from many MB dealers
 - Members' website forum
 - Free subscription to *Mercedes-Benz Classic* magazine
 - Discounts from parts suppliers
 - Discounts from hotels
 - Unique archive of photos, brochures and technical literature
- f** MercedesBenzClubUK
Instagram [themercedesbenzclub/](https://www.instagram.com/themercedesbenzclub/)

For membership and general enquiries

telephone **01780 482111, 0345 6032660** (9.00am to 5.00pm Monday to Friday)
or see **www.mercedes-benz-club.co.uk**

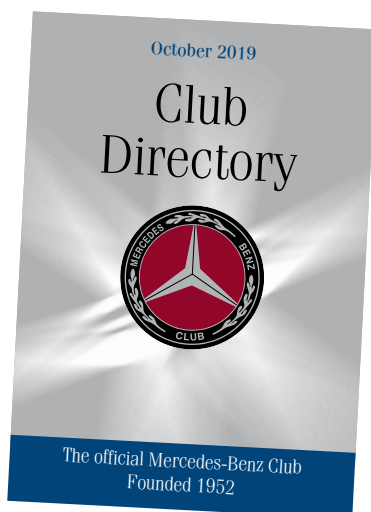


These badges can be supplied with either provision for mounting on a bar or on a grille.

CAR BADGES

Car badges are available from the Club Office. They are approximately three inches (76mm) wide and come with fittings enabling them to be mounted on most radiator grilles. The cost is £25 including post and packing. To order your badge please contact Catherine Barlow (catherine.barlow@mercedes-benz-club.co.uk or 01780 482111).

CLUB DIRECTORY



See the Club Directory enclosed with this Gazette for all the latest updates to contact details for Club Officials, offers to Members and 'Good Garage Guide' recommendations.

A NEW REGION, A NEW REGIONAL OFFICER AND A NEW PUB MEET ORGANISER

This month we report the setting up of a new region called Nottinghamshire covering the NG postcodes with Stuart Alderson as the Regional Officer. In Midlands – West James Underdown has been appointed as a Pub Meet Organiser. We wish them well in their roles and would ask you give them your support.

Trevor Mitchell, Regional Development Director

G-WAGEN MODEL REGISTER CAPTAIN CHANGE

Pete Bowyer has recently stepped down as Model Register Captain after supporting G-Wagen owners for quite a number of years to concentrate more on his business interests, thanks Pete for your time spent in this role.

I am pleased to announce that Andrew Lane has been appointed to the role of G-Wagen MRC. Many of you will already have met Andrew as he attends many regional and national events in his G63 AMG or with one of his W123s, which include the 'Red Pig' tribute car.

Andrew's e-mail address is andrew.lane@mercedes-benz-club.co.uk and his phone number is 07739 250610.

Clive Henderson, Model Register Captain Co-ordinator



Andrew Lane.

GLB NOW AVAILABLE

The GLB (the Sports Utility Vehicle version of the B-Class) is now available to order, with prices starting from £34,200 for the GLB200 Sport, rising to £45,950 for the GLB220d 4-Matic AMG Line Premium Plus.

Seven seats are standard across the range with the exception of the GLB220d 4-Matic AMG Line Premium which can be specified with five seats.

The GLB200 is powered by a 163hp, four-cylinder petrol engine that produces 250Nm of torque. This allows nought to 62mph in 9.1 seconds, a 129mph top speed, with fuel economy from 47.1mpg (combined) and emissions from 138g/km of CO₂. A seven-speed automatic gearbox comes as standard.

The GLB200d – available with either front-wheel or all-wheel-drive – features a two-litre four-cylinder diesel engine which generates 150hp and 320Nm. It can travel from nought to 62mph in nine seconds and has a top speed of 127mph (4-Matic 9.3 seconds and 125mph). It can deliver up to 56.5mpg combined and emits 133g/km of CO₂ (4-Matic 51.4mpg and 145g/km). The GLB200d and 220d both have eight-speed automatic transmission.

The range-topping GLB220d 4-Matic is powered by a 190hp, four-cylinder diesel engine producing up to 400Nm for nought to 62mph in 7.6 seconds and a 135mph top speed. Fuel economy figures and emissions figures for this engine are 51.4mpg (combined) and 146g/km of CO₂.

A Mercedes-AMG GLB35 4-Matic has also been announced, but UK pricing and availability have not yet been released.



Prices from £34,200.





Letter of the Month

As a thank you (and as an incentive for even greater efforts) we like to choose a letter of the month. Meguiar's have kindly agreed to sponsor this and the Member whose letter is selected receives a Wash & Wax car care kit.



TECHNIK MUSEUM SPEYER



Bob Coxshall's 170SD next to a 1971 Trascal C160.



Some of the other cars visiting Speyer with the MVC.

Dear Chris,

I must congratulate Graham Black on his article about the Speyer Museum, an incredible experience at an incredible venue. I was there with the Mercedes Veteran Club's Rhine and Neckar division in June this year.

The MVC booked three hotels for members, one of which was in the museum grounds – ideal, over 120 cars, pre-war and up to 1955 were gathered at this event.

Graham mentioned the 747. There is an alternative way down, by means of a slide or chute, which brought out the child in me – brilliant!

Well done to Graham.

Regards,

Bob Coxshall, via e-mail

TECHNIK MUSEUM SINSHEIM



Concorde and Concorde ski at Sinsheim.

Dear Chris,

I was very interested in the article in the September Gazette from Graham Black about his visit to the Technik Museum Speyer in Germany. Last September I visited the sister Technik Museum in Sinsheim which is near Speyer. The Sinsheim museum is very similar to Speyer. I had the opportunity of going around it for a whole day. This was made easier by my being able to stay in a modern hotel adjacent to the museum. They are highly recommended to visit.

The Sinsheim location has a large display of Mercedes, besides other cars, motorcycles, military vehicles, aircraft and railway locomotives. There is something to interest the whole family. One amazing display at Sinsheim is that of a Concorde and Concorde ski aircraft mounted on the roof of one of the display halls. They are in a take-off position. Visitors can enter the aircraft by a circular staircase at the rear of the fuselages. Although some seating has been removed, all the instrumentation in the cockpits is able to be visited.

Regards,

Tony Grice, Welwyn Garden City

GERMAN RECOMMENDATION

Dear Chris,

I would like to recommend a Mercedes-Benz dealer in Germany. They saw me at short notice, rectified my issue and sent me on my way without charge. They were unfailingly courteous and the technician spoke excellent English. Additionally, he was unhurried and let me observe under the car as he worked. He pointed out items that should also be addressed. The contact details are Ostendorf GmbH, Vorhelmer Str 68, 59269 Beckum, Germany, telephone +49 2521 84080.

Michael Tanousis, via e-mail

FOUNDING MEMBER'S CAR



Geoff Wilson's W21.

Dear Chris,

I am the current owner of a W21 sport roadster, registration ALW 73, it has been in our ownership since 1963. Club founder

Member Peter Gray mentioned my car in a letter in the Gazette of July 2010 which included some photos of the car. I would like to obtain copies of these pictures as I am trying to piece together some early history of the car.

Geoff Wilson, via e-mail

Editor's note: I have supplied Peter Gray's photos to Geoff and he has said he will provide an article for the Gazette on the recommissioning of this car. He would like to hear from anyone who has recollections of it or information about it – and if anyone knows of any other examples. The Club Archive has been able to provide some of Geoff's cars history and some more photos.

RECOMMENDATION CONFIRMED

Dear Chris,

I am writing to reconfirm my recommendation of Christian Cars in Woldingham Surrey. They have just replaced the head gasket on my 1989 300SL, the work being carried out by Mike their Mercedes qualified Mercedes master technician. I am pleased with not only the quality of the work but the care they take in looking after the car. I highly recommend them. They are currently listed in the guide in London – South. Given that they are based in Surrey I would suggest they be listed there as well.

Regards,

Peter Matson, via e-mail

Editor's note: Entries in the 'Good Garage Guide' are made in accordance with the Club's allocation of postcodes to its regions. There is not sufficient space to include more than one entry for each recommendation.

MILTON KEYNES RECOMMENDATION

Dear Chris,

I recommend Autoclass Garage, 5 Blundells Road, Bradville, Milton Keynes MK13 7HA, www.auto-class.co.uk telephone 01908 222244.

They are independent Mercedes-Benz and AMG specialists who quickly identified and repaired the cause of a failure to start (no power to the fuel pump as a result of the fuel pump relay having shorted out) on my R107 500SL.

John Woolford, via e-mail

FAREWELL

Dear Catherine [Barlow, Membership Secretary],

Thank you for your letter regarding the renewal of my annual membership. I am sorry to advise you that I will not be renewing my membership of the Club.

The reason for this is due to my age. I am in my 93rd year and have decided to





ClubShop

More detailed clothing descriptions, sizes and colours shown on the website

Available from the Club website. Post and packing is not included in the prices shown.



Club fleece in various colours £32



Softshell jacket in various colours £35.00



Keyrings from £5.00



Padded body-warmer with Club logo £32.00



Cufflinks £18



Pin badges £7



Holdalls £25



Reversible coat in several colours £58



Beanie hats in various colours £12



Baseball cap £12

Buy on the Club website

Visit our Club website shop where all items can be viewed. Orders can now be made via the site with payment by credit card or cheque.

Log onto the Club website and start shopping the easy way. Please make cheques payable to Donna Butter.

All orders will be despatched within 14 days, if there is a problem we will contact you. Post and packing is not included in the prices given above.

Goods found to be faulty through design flaws or postage damage will be replaced free of charge.

Contact details Donna Butter To order please ring 01278 652340

If we are unable to answer the phone, please leave a message on the answer-phone and we will call you back.

The e-mail address is sales@mercedes-benz-club-shop.co.uk

Sorry, but due to bank charges, we have had to introduce a minimum order value of £5.00.





Gullwing at the Silverstone auction.

Rosemarie's ramblings

by Rosemarie Maslin

After a month off to make way for our report on the Officials' Study Day workshop I'm back with my normal ramblings.

Before I do ramble on I would, however, like to place on record that whilst a small number of Forum users have taken exception to comments in the report about the Forum it was never our intention to cause offence. It should be noted that the content of the report was taken from comments made by your Officials at the OSD Workshop, not the Board. There is also no intention to close or restrict access to the Forum, only improve its usability. Neither do we have any intention of gagging or censoring Members' postings. To disagree with any opinion is perfectly OK, but I would urge everyone to do so in a respectful way and not resort to sarcastic, personal or abusive attacks.

As a subscriber to the *Which?* consumer magazine I was surprised to read in an article on dash-cams that the Department for Transport (DfT) said that dash-cams must be placed in a way that does not obstruct the driver's clear view of the road. In particular there should be no obstructions encroaching more than 40mm (1½

inches) into the wipers' swept area of the windscreen. This set me thinking that most of us who do not have a built-in sat-nav generally place our TomTom or whatever in the centre and at the bottom of the screen, which is well within the 40mm swept area. If you are interested in dash-cams, all the best buys were manufactured by Nextbase, with the highest score going to their 612GW Elite at £124. If you don't need Amazon's Alexa at your disposal the 322G may suit at £99 and if you are not bothered about GPS or wi-fi their 222 model at £54 probably does the job.

The National Weekend was held from June 5 to 7, but as we had been invited by Rob Halloway to be guests of Mercedes-Benz at the Goodwood Festival of Speed on the Friday we did not get to the National Weekend until late on the Saturday. During the Saturday evening Gala Dinner a Murder Mystery that Red Mackinnon had arranged was played out which started in the bar prior to dinner when the unfortunate victim dropped dead at my feet. From there we were encouraged to follow the clues periodically presented to us during dinner. It is clear that I will never make a 'Miss Marple' because at the end of dinner I had

no idea who 'done it', nor incidentally did anyone else on my table (had we paid a little too much attention to the wine?)

This year the venue for our car display on the Sunday was the National Coal Mining Museum at Overton. The weather was glorious, leading to our cars being displayed at their best. I presented the owners of the winning cars with their trophies and, as is normally the case, this was the signal for people to start packing up and heading for home, after all, for most, Monday is the start of their working week. Some of us however had no such pressing engagement and had elected to spend another night in the hotel. I have done this ever since the days when I was organising events, as not being a morning person I found it easier to leave everything in the hotel room on the Sunday ready for a leisurely checkout on the Monday.

As I have just said, I'm not a morning person, but as Rob had arranged for us to be picked up from home at 5.30am and driven to the Goodwood Festival of Speed in time for breakfast on the Friday there was no option but to set the alarm for 4.30am. However, it was well worth it as it was a great day. We were driven down and deposited in a field a few miles from Goodwood where we were to be taken cross-country by G-Wagen into Goodwood, missing all the jams as cars queued to enter the site. It was a wonderful route along byways, through farmers' fields and around their farm buildings. At one point we were held up by two standard road-going cars that had tried to use one of the by-ways only to find they had insufficient ground clearance to clear the ruts and humps and, as a result, had blocked the by-way. They did manage to move to the side, but I have no idea how they got any further because it appeared they could not turn around or drive backwards.

Once in Goodwood we made our way to the Mercedes-Benz hospitality unit which was in a great position track-side, giving fantastic views of the cars as they raced past, with the added benefit that Goodwood House was not too distant and the place where many cars entertained with 'donuts'.

Mercedes was celebrating 125 years of motor sport – 1894 to 2019, and how many of the world's car manufacturers can claim as many victories during that period? Mercedes was displaying a huge 'Blitzen' Benz with its 200hp engine designed to be the fastest car in the world. Moving on a bit to the years 1934 to 1939 it was the Silver Arrows that won nearly every race they contested. At the end of the 1955 season



The Surfleet Selection.





A CLK63 AMG Black Series at rest.

Rob writes...

by Rob Hallway



How to make clouds.

No smoke without ire

The cloud of shattering material comprised three kinds of fibre – carbon, glass and dried grass. The previously-pristine supercar’s driver had missed the braking point at Molecombe corner (an off-camber left) and instead speared off through the first two layers of hay bales, eventually coming to rest about five feet away from a big yellow recovery crane.

The driver sheepishly got out of the crumpled car, red flags were waved. Course closed. It didn’t help my nerves...

My nervousness was down to the fact that, for reasons I forget, I found myself behind the wheel of a brand new CLK63 AMG Black Series, which was entered in the Supercar run at the Goodwood Festival of Speed. The complicating factor was that I’m not a particularly skilled driver, and didn’t want to bin the Benz on the treacherous tricky bend that lay about half a mile ahead.

Foolishly, I’d tried to learn the course by watching the worst possible on-line video – the footage showed Nick Heidfeld sear up the course in a McLaren-Mercedes F1 car in a scarcely-believable 41.6 seconds. It was a terrifying two-thirds of a minute, and there was clearly no way I’d be able to deal with lift-off snap oversteer at all, let alone with the lightning-reflexes of ‘quick Nick’.

So I’d decided to eschew my ambition for a fast time and instead do a slow and smoky run up the track, letting the tyres spin, and hopefully create some smoke for the fans to enjoy. Which is where we get to problem number two – I’d never done what most people call a ‘burnout’, this would be my first time. Panic hadn’t set in, but it was ringing the doorbell.

Not all superheroes wear capes, they say, and my saviour came in the form of my pal, a motoring journalist called Kyle. As I gently rolled towards the start line at the Festival, in the queue of exotica, Kyle caught my eye. He shouted across the bales, “Are you going for a time, or for a show?” I yelled back, “Erm, slow and showy, but I don’t know how”.

“Easy”, Kyle replied. “ESP off and just hold the car on the brakes whilst flooring it.” Yeah, cheers, mate. Easy. The clock ticked on. Panic arrived. My turn.

The CLK was lined up on the startline, between two enormous trees wrapped in chequered flags. Full of fear now, I did what Kyle said, hopeful but hopeless, and planted my left foot on the brake. Right foot hard on the gas, and the car did almost nothing. It barely moved.

Now, the reason for this is that the brakes on any AMG are always more

powerful than the engine – so if you’re over-enthusiastic and slam both pedals down, the slow always beats the go.

Bogging down, as we were, I finessed the pressure on the brakes. And then it happened.

The rear tyres started to spin. Spin like a top, then spin like a drill. Held on the front brakes, smoke began to appear at the rear, so I feathered some more. We crept forward and the smoke billowed behind us like an acrid cloud. We were doing about 30mph now, a quarter of a turn of lock on the car, the speedo reading about 140mph and a cumulonimbus of Continental tyre vapour filled the circuit. I could hear the crowd roar, and we pelted up to the first corner. Hard on the brakes, and then another, more confident and massive rolling burnout in front of the Mercedes-Benz stand. I even waved, arm out the window, one hand controlling the steering, and then up we went.

Molecombe passed by at a snail’s pace, but on every straight I lit up, blew the tread off the tyres and camouflaged my lack of ability in a stinking, wonderful fug of radial rubber. It was glorious, that Goodwood.

Later that day I had another go and, on my final return to the paddock, decided to do the biggest skid of my life. As we passed under the main pedestrian footbridge the burnout was so prolific it momentarily hid the enormous structure. I was very pleased that I’d managed to put on a show, to entertain the folks who had turned up, and to return the Black Series undamaged. “I’m the king of the world!” I thought.

But the driver following me complained to the marshals that I created so much smoke he couldn’t see which way the road went. He wasn’t happy, as people couldn’t really see his car, and he made his point fairly firmly. And he did have a point, to be fair. It was all a little ridiculous, and it was – coincidentally – the last time I drove up the Goodwood hill. But my goodness it was fun to take up smoking for those few minutes.



Smoking at the start line at Goodwood.





Car of the month

If you would like your car to be a Car of the month, please send a good photo (conventional or digital) and a few details to the Gazette Editorial Office: Chris Bass, 30 Scotgate, Stamford PE9 2YQ or chris.bass@mercedes-benz-club.co.uk



Lermooos

189

Mike Livermore's 190 at Lermooos, Austria, May 1966, with Mike in front wearing shorts.

Mike Livermore's 190

Mike writes: 'This 190 was purchased new on September 20 1958 in Aden (Yemen) by my father during an RAF overseas posting. I still have the original receipt. He was a pilot, engineer and avid archivist and photographer so a wide record still exists from most periods of YXY 107's life.

The car was shipped from Aden to Genoa (Italy) in Spring 1960 and driven back to England to be registered YXY 107 in May 1960. Thereafter it was used as the family car until 1974 when it was stored and, after some refurbishment, became my first car in 1979. As a Club Member the car was seen at various events in the south of England. I taught my girlfriend (now wife) to drive in it, and it was our wedding car in 1985.

By the end of 1987 I was using it as a summer and occasional wedding car, with modern vehicles providing daily transport for commuting and the growing family. I sold it to the first of four London owners where it resided in the Kentish Town and Clapham Common areas until 2009.

That year it was sold to a Polish engineer living in the UK who exported it to Poland to complement the stretched Lincoln Continental used in his family wedding car business. He traced me via

Facebook from the 190's paperwork and we communicated regularly over the following years until I made an offer to purchase it. In June 2015 I took YXY 107 on a test drive in Poland and in August it arrived 'home' on a car transporter to reclaim the same spot in the same garage I sold it from. I now live in my parents' house so time has come full circle.

My father saw pictures of YXY 107 in Poland before he died, and my mother saw it return home before she too passed away.

It returned home largely in the same condition and as fit as when I sold it, with only an extra 12,000 miles on the odometer. A sticker which I placed on the rear window in 1980 is still there! Total mileage 116,159 miles.

A deep service for safety and reliability commenced at the end of 2016, but scope creep led to the replacement of the braking and cooling systems, chassis welding and cleaning and painting of accessible parts and replacement of rubber items where possible. It now sports an electronic 123 Ignition distributor and ballast resistor thanks to the advice of Club Technical Director Jeremy Stevens.

YXY 107 took to the UK road again for the first time on Royal Wedding day,

May 19 2018 and has since completed over 400 miles without significant issues. It has been well maintained through its life yet retains the patina of 60 active years, having not been restored but sympathetically refurbished and maintained. It will be further improved as a rolling project, meanwhile enjoying summer trips and events.'



The 190 in Wiltshire 52 years later, May 2018, with Mike still wearing shorts!





A V8 and a V12.



Ian Carr from Bedford with his CLK280, complete with distinctive registration.

V Day, incorporating W215 CL Day – Sunday July 14

by Clive Henderson,
Model Register Captain Co-ordinator

This event was announced last February as the V Day, which was primarily for all Mercedes-Benz cars with an engine of a V configuration. However, the following month Ray Oliver was appointed W215 CL Model Register Captain so it seemed logical to incorporate these sleek coupés, which are only available with V8 or V12 engines, into the event.

We had over 60 cars registered for the event but Members' plans understandably can change and so 55 were present on the day at the RAF Museum in Cosford. The V6 and V8 engined cars were represented by 23 examples of each, with models as diverse as an SLK32 AMG and a Viano turbo-diesel representing the six cylinder cars, with Phil Greaves' C107 450SLC and Andrew Lane's G63 AMG providing examples of Mercedes-Benz's V8 design technology over the last 40 years. The V12 group was represented by elegant CLs in W215 and W216 body styles, which as always created a great amount of interest in our display area.

For once the weather was of no great concern because for about a week before



A section of the V6 display, Ray Oliver's W207 E350 cabriolet nearest to the camera.



W123 saloons on the cobbled streets.



W123 Day 2019 – Bradford Industrial Museum

by Dave Bambury, W123 Model Register Captain

Bradford was the home of Jowett cars and the Bradford commercial vehicles, manufactured by the same company in the first half the 20th century, and of carpets and cloth weaving. This rich history is contained on three floors of an old woollen mill and terraced houses within the grounds of the Bradford Industrial Museum. The museum is used to hosting car clubs, with Jaguar, Jowett, Armstrong-

Siddeley and Morris just a few of those who have held events there. The museum is an active facility with working steam engines and weaving looms recreating a nostalgic hint of an early 20th century manufacturing environment. On June 23 our beloved W123s took full advantage of its excellent facilities. The museum was open to our Members throughout the day and was much appreciated by them.

Brian Speed from West Yorkshire captured the essence of their many comments, describing it as 'a hidden gem'.

Yorkshire – South Member John Thompson, with his wife Pat, took the accolade of being the first to arrive and were registered by Sue and Keith Duke. John and Pat were welcomed by Pat Bambury with free morning coffee and light refreshments provided by the Club and available throughout the day in the museum.

Our W123 saloons, coupés and estates lined up in the cobbled streets of the museum with a backcloth of a row of terraced houses providing an excellent photo opportunity. Members at the meeting took some superb photographs, many of which can be seen on the Club Forum. Thank you to those who posted pictures that will preserve the memories of our W123 Day in 2019.

Whilst all Members' cars were welcome it was the W123 saloons, coupés and estates that took pride of place. Of the 25 pre-booked entries, 18 were W123s. Of these 12 were saloons, five were coupés and there was one estate. Seven were other models. In all, with late entries being accommodated in the public car park, 30



More saloons around the corner.





F1 NEWS

by Will Gardner

BELGIUM

The world of motor sport was stunned by the tragic death of Anthoine Hubert in the GP2 race that immediately followed Saturday's F1 qualifying. The accident happened on the second lap of the race when the cars were travelling at over 150mph on the exit of the famous Eau Rouge corner. Lewis Hamilton was watching the race feed live as the Renault Academy driver hit the barrier hard, before springing back into the path of Juan Manuel Correa, whose car ripped Hubert's car apart. Both drivers were treated at the scene before being transferred to hospital. Sadly Hubert succumbed to his injuries a few hours later, whilst Correa, an Alfa Romeo development driver, remained 'critical but stable' in an induced coma as we went to press.

Hubert won last season's GP3 championship and had already won two races this season and is the first driver to die in a Grand Prix race since Jules Bianchi in Japan in 2014. After the incident, Mercedes cancelled its media engagements with Hamilton posting on social media that his thoughts and prayers were with Anthoine and his family.

Sunday's race was won by pole-sitter Charles Leclerc, giving Ferrari its first win of the season and Leclerc his first in F1, with the Monegasque driver finding victory bitter sweet and hard to savour when his thoughts were with Hubert and his family. Lewis piled the pressure on Leclerc in the closing stages of the race but was unable to find a way past the pacey Ferrari; with Mercedes Team Principal Toto Wolff admitting that his team tripped over itself in qualifying, leaving too big a deficit to overcome in the race.

WILLIAMS

Williams has quelled rumours of a change of engine supplier by announcing that it

will be staying faithful to Mercedes power until the end of the 2025 season. Toto Wolff, Mercedes' Team Principal, said, as the deal was announced, that the Grove-based team has a proud history in the sport and he was happy that they were to remain part of the Mercedes motor sport family. The deal is the first clear statement that Mercedes will remain in the sport beyond 2021 when the current F1 concord agreement expires.

ALONSO

Ahead of the Italian race rumours circulated that twice world champion Fernando Alonso was preparing to return to F1 in 2021. Back in the spring it was suggested that Alonso would enter a team that season, but now speculation is rife that he may return to drive, fuelled by his answer of "maybe" when asked the question by a Sky Sports journalist. The Italian – who'd be 39 at the start of the 2021 season – said that F1 was still too predictable, with the same dominant teams and race results and looked forward to things changing dramatically the season after next.

MONZA

Just a week after Spa, Monza hosted the Italian race, delivering Leclerc his second pole in a row – much to the delight of the Ferrari team's home crowd. The Silver Arrows lined up in P2 and P3, with Hamilton ahead of Valtteri Bottas.

Chaos had reigned in the Q3 qualifying session, when seven of the drivers failed to make it across the line in time to post a final flying lap. Nico Hulkenberg, Lance Stroll and Carlos Sainz were formally reprimanded for deliberately driving slowly to back-up other drivers – including Hamilton, whose time was already good enough to progress to Q2 – and prevent them setting a final improved time. Red Bull's Max Verstappen and Toro Rosso's Pierre Gasly started at the back of the grid,

having elected to take an engine change and upgrade to the team's new Spec 4 power plant, first run by their team mates at Spa.

Leclerc took his second consecutive win, with Hamilton third behind Bottas. Ferrari's Sebastian Vettel's poor form continued with a 13th place finish, a lap down on the leaders. Sergio Perez bought his Mercedes powered Racing Point home in a very creditable sixth place, with team-mate Lance Stroll recovering from his qualifying shenanigans to take the last points-winning place in 10th. Once again the ever reliable but slow Mercedes powered Williams drivers completed the race, albeit with Robert Kubica last of the finishers and George Russell a couple of places ahead.

SUMMER FUN

Over the summer break Red Bull team chief Helmut Marko replaced Pierre Gasly with Alex Albon for the rest of the season. Albon, who joined feeder team Toro Rosso at the start of the season, 12 races and a sixth place finish later, found himself promoted into the spotlight alongside Max Verstappen, repaying the opportunity with a fifth place in Spa and finishing sixth in Monza. Gasly meanwhile replaced Albon at Toro Rosso alongside Daniil Kvyat, who himself had previously been demoted from the Red Bull team in 2016.

Meanwhile Mercedes confirmed that Valtteri Bottas will partner Lewis Hamilton again in 2020, whilst Esteban Ocon will move to Renault for the new campaign, which has a confirmed start on March 15 in Melbourne and will finish 22 rounds later on November 29 in Abu Dhabi.



Hamilton with Leclerc after the race at Monza.



Engineering, quality and safety.

'What makes a Mercedes-Benz a Mercedes-Benz?' 1972 North American brochure.

From deep in the Archive

by the Archive Team

Over the last 70 years the United States of America has grown to be a key market for Mercedes-Benz. Indeed the company has set up car manufacturing plants in the USA and, by the acquisition of Freightliner, also become a major player in its heavy truck sector.

In the Club's Archive the importance of the USA to Mercedes-Benz has not been well reflected by its contents. But this has all changed as we catalogue the vast Ronald Johnson Collection (RJC), which was generously presented to the Club's Archive by John Mack, his son-in-law.

Ronald Johnson was an indefatigable correspondent and we are now looking at these letters, many of which were between himself and leading Mercedes-Benz owners and collectors in the USA. As part of this RJC cataloguing process we have also recently discovered a 1972 sales brochure, published by Mercedes-Benz of North

America Inc. This brochure covers the compact-size, as the North American market saw it, 220D/220/280/280C range. It is an important publication showing how Mercedes-Benz set out to greatly expand its North American market in the 1970s by appealing to American upper-middle and upper class customers.

One can sense from the brochure that Mercedes-Benz realised that its target market would be won over by the company's engineering, quality, safety, comfort and timeless styling and thus be willing to forgo the 'attraction' of the increasingly garish US-made luxury brands such as Cadillac, Lincoln and Buick. As such Mercedes-Benz's approach to wooing these sophisticated and affluent potential customers was a masterpiece. Mercedes let its achievements do the talking – first by outlining its original role in the development of the motor vehicle as we know it.

The copy went on to lay out the company's engineering philosophy. Under the subheading of 'Mediocrity rebuffed' various strong stand-out statements such as 'In an age of status symbols here is a company that still considers an automobile a precision machine. In an age of cost accountants and marketing experts and styling triumphs, there is a company where engineers prevail', leaving the reader in no doubt about where Mercedes-Benz stood in respect of its car design and manufacture.

'The best or nothing', one of Gottlieb Daimler's famous quotes also plays its part in emphasising the company's goal in the development, construction and production of Mercedes-Benz automobiles. This is then followed by 'Comfort is not pomp – to the engineers at Stuttgart-Untertuerkheim real comfort means reduced fatigue, not fancy brocades'.

The reader is then treated to a detailed look at what made a Mercedes-Benz car so special. Be it the near 24lbs of undercoating applied to every Mercedes car, the individually hand tied seat springs, the shock absorber hidden in the steering system or four wheel disc brakes – the list is a comprehensive and very subtle demolition job of the style-led, unsophisticatedly engineered American-made luxury cars of the day, with their built-in obsolescence.

This brochure must have done much – along with the quality of the cars – to grow Mercedes-Benz's market share in the USA.

The Mercedes-Benz Club's digital archive is having new material added every month and now includes thousands of items. If you haven't yet done so please take a look by registering. It's a simple process, just go to: <http://archive.mercedes-benz-club.co.uk> and follow the on-screen instructions – happy browsing!

If you would like to dispose of surplus Mercedes-Benz literature or photographs please let us know. Whether it's one brochure or a car-load your surplus material will benefit Club Members. Even early Gazettes are welcome, although the Archive does have a full collection of the later A4-format editions. Please contact the Archive team: Jon and Lynne Bell, Phil Reed, Sophie or Andy Holmes (archive@mercedes-benz-club.co.uk). If you do not use e-mail please telephone 01932 346981 and leave a message.



Details of the 280.

'280 – A monument to sanity in the fine-car field'.



Adam Morgan flies to three podiums at Thruxton.



BTCC – round seven, Thruxton

by Paul Kelly

Morgan on the podium three times!

The championship returned to Thruxton for round seven as a replacement for Rockingham, which has been sold to property developers.

The big news for Ciceley Motorsport was that the Italian race engineers had been sacked, being replaced, for this weekend at least, by original race engineer Paul Ridgway and Aussie race engineer Steve Farrell, who has worked with Adam Morgan in the Chinese Touring Car championship. The results were not coming, team chief Russell Morgan made the tough decision.

From the off in free practice Adam was on the pace, back to where he belongs at the sharp end – fifth and third in the two free sessions – and he didn't disappoint in qualifying with a superb fourth. Dan Rowbottom was 21st, but much happier with the set up changes instigated by the new engineers. Sam Tordoff grabbed pole in the Honda Civic.



Adam punches the air with joy.

Race one

Adam made a great start and got away early with the leaders, fourth into the complex. Early leader Jason Plato got a drive-through penalty for starting outside his grid box. Pole sitter Tordoff took the lead and led the field. Dan Cammish was second in the Honda and Adam close behind in third. Josh Cook was fourth and looking threatening. Adam tried his best to get past Cammish but just couldn't find a way through. It stayed that way until the chequered flag. A brilliant third for Adam. The car was transformed from the previous rounds, and a real morale boost for the family-run team. Dan finished 20th, but was delighted with the feeling from his car.

Race two

Adam had 42kg of ballast for race two, what would the new set up run like with the weight? He had a great start and was up to second straight away, chasing leader Tordoff. Cook was in the mix. On lap five Cook took the lead from Tordoff at the run up to the chicane, Morgan keeping his second place.

Cook and Morgan then disappeared into the distance and that's how it finished. Another podium for Adam and he was back where he deserves to be, at the sharp end. Dan was again 20th in the sister A-Class.



It had been a long wait to taste the bubbly once again!

Race three

The reverse grid draw saw Adam getting fifth position for the final outing, with another strong finish in the offing. The start of race three had rain clouds threatening, with the chance of a heavy shower during the race. From the start pole sitter Rob Collard took his Vauxhall Astra into the lead.

Adam and Dan got away unscathed, Morgan retaining his fifth position with four laps gone. Dan had made his way up to 14th by lap nine, and then the showers came. Spots of rain on the cars' windscreens didn't seem to effect the pace, cars still charging. On lap 13 the rain began to pour down, could it be a red flag? No! The race carried on – there were some slides as the cars were on slicks. A brilliant move by Adam on Tom Oliphant saw him pass the BMW on the brakes into the chicane and he was up to fourth. The positions stayed the same to the flag, the race being won by Cammish in his Honda Civic. Adam was fourth, Dan in the points again in 14th – a lot happier with the set up of the A-Class.

What a turnaround for Adam and Ciceley Motorsport. The change of engineers was absolutely the right thing to do. The car had been transformed and there had been three visits to the podium for the Lancashire ace, who finished fourth in the last race but was top independent! Second, third and fourth was absolutely brilliant and a huge boost for all in the team. Let the good times roll!

Adam and Dan Rowbottom both said the cars were handling much better!



Most mornings we wake up, either switch on the TV or read the paper about the latest horrific global incident, yet another 'Trumpism' that manages to rock our sensibilities or dare I say the word 'Brexit'. But not this day, this day was a day to celebrate. A day to spend amongst like-minded brethren to celebrate one of Mercedes most honorable

and luxurious models, the W111 which hit the wise old age of 60 this year.

Now, these are big cars, make no bones about it, and need to be stored away, cosseted a bit but driven, otherwise the dreaded rust demons settle in, engines begin to fail and slowly rot away. In July on a blindingly hot day at the Silverstone Classic, Club Members came from

various parts of the country to celebrate the 60th birthday of the W111 – coupés and Fintails. Remember, you're only 60 once. In period these cars were the epitome of luxury, alongside the 600. But if you wanted to take your partner out for an evening drive, the W111 was the car of choice. Some would say the Pagoda SL, but that's for another article. We owe

A very special birthday for the W111

by Clive Ricketts



There was a fine selection of W111s at Silverstone.





Space was a little tight.

This year's venue was the Buckinghamshire Railway Centre at Quanton near Aylesbury, a railway museum and preservation society which this year is celebrating its 50th anniversary. Members arrived to the sound of the whistle and rising steam from 0-6-0 locomotive *Hunslet Austerity*, built in 1964 for the National Coal Board, but with far lighter work planned for the day – transporting Members a few hundred yards up and down the line.

53 cars arrived including, and for the first time, eight CLS models, making a welcome addition to the display. The registration desk

team of Julie Waker, Gary Norrington and Moira Greaves gave out 82 admission and guided tour tickets exclusively for Club Members and their guests and sold raffle tickets which raised £192 for Club charity the RNLI. Thanks go to Club insurance partner Footman James who generously donated two *Practical Classics* magazine subscription vouchers as prizes.

Tour guides took Members on a trip down memory lane (for some anyway) and explained the significance of the various buildings, lines and exhibits on the site, which still has a working main line track running through its middle.



The registration team – Moira Greaves, Julie and Ray Waker.



Jonny Swann's W210.



Garry Norrington's W124.

E-Class Day – August 11

by Ray Waker and Phil Greaves,
photos by Gary Norrington



Three-pointed-stars abounded at the E-Class Day.



Dominic Lunney's 230S estate (one of the UK cars on the rally) next to Ralf Weber's 560SEL Zender estate, with a radio tower in the background.



W126 estate by Zender

by Nick Kisch, main photo by Sharon Lunney

This year's Ponton Rally was a particularly enjoyable one – to the historic town of Hamelin, where we were blessed with wonderfully sunny weather and an indulgence of ice cream cafés, a necessity by 3.00pm each day. This year's event was organised by Uwe Stöcker and his team, with Alexander Swartz liaising between the MBIG (the organising club) and our Club, Michael Morrison co-ordinating the bookings for any UK Members wishing to take part. Overall attendance was over 200 cars this year, with 13 making the journey from the UK. I'm pleased to say that despite temperatures of 35-plus degrees C Michael's 1964 300SE cabriolet, in which I had the pleasure of travelling, didn't lose its cool or any coolant, once.

Part of this rally's appeal is the opportunity to see classic Mercedes driving about amongst the regular traffic rather

than just being statically displayed. Many of the cars were familiar as this was my 11th year, though it also usually throws up one or two left of field Mercedes, this year was no exception. On the Friday tour to the tiny, local Selve Automobilwerke car museum, I spotted parked outside this superb W126 estate.

Talking with the owner, Ralf Weber (who spoke perfect English), he said he was happy to inform me that only four such W126 estates had been built by Zender. One was kept by Mr Zender, with an SEC bonnet and grille in silver, one is owned by Jacky Ickx, in white or brown, and another brown one is now lost in France somewhere, and there is Ralf's green one.

The Hans-Albert Zender tuning company, set up in 1969, built up its business manufacturing sports seats, body kits, spoilers, wings, wheel arch extensions and alloy wheels to quench the 1980s thirst

for owners to personalise their Audis, Opels or VWs. It later moved into limited production of the 1986 Zender Vision, an exotic mid-engined super car. A variety of other companies attempted conversions of W126 S-Classes into estates, with less success, both aesthetically and in sales terms.

Thankfully this particular example has been spared the 80s excess of the SEC bonnet, grille, side skirts and spoilers (such an aptly name accessory I always think!) Even with the period Zender alloys this car all looks so right. It is built on a 560SEL and, if you haven't already spotted it, the roof, rear hatch and roof rails are from a W123 estate. But what makes this the most convincing conversion, so much better in my eyes, is that the full-width rear light clusters have been kept. They appear to be split, from the reversing light in, to give a wider opening to the loading area at bumper level, but retain the saloon's familiar rear.

Next year's Ponton Rally is to take place in Bonn, we think from Thursday June 11 2020, and it will be an opportunity to see more Mercedes rarities – do join us. Michael is thinking of standing down as co-ordinator but look out in the Gazette for confirmation of the dates and who you should contact.



The roof rails on the Zender conversion come from a W123...



...it retains W126 rear lights.



Audible warning of approach

by Chris Bass

Mercedes-AMG C43 4-Matic estate

The first things that struck me about this car were its sound on starting – a sustained, baritone thrum, virtually a roar that you could not ignore. And secondly a button on the centre console that clearly had something to do with the car's exhaust system. One way or another this car gave a clear warning of its presence.

It has long been a legal requirement for road vehicles to have a means of audible warning of approach – a whistle, a klaxon and most usually a horn. These are used at the driver's discretion, but now legislation has been introduced for electric vehicles to have a sound generating system to help pedestrians and cyclists sense their proximity. The very petrol powered C43 AMG is not subject to these rules but has a distinct sound, not just on starting, and which, with a piece of optional equipment, can be enhanced.

However grown up you might think you are, I doubt you could resist pressing

Gazette ROAD TEST

the button for the 'AMG Performance exhaust system' – a £1,000 optional extra. Apparently this 'changes the position of exhaust gas flaps allowing you to select the sound characteristics of the system – closed for comfort (balanced) open for sporty (powerful)'. But there was no indication in the literature with the car of whether this brings any more power or just entertainment.

In days of yore high performance cars, particularly competition models, sometimes had mechanical devices on their exhaust systems that gave an 'open' option, by-passing silencers which, at least in theory, gave more power as a result of less back pressure – they certainly gave more noise. I checked with the Mercedes-Benz press office

if the AMG system gave extra power. Sadly, perhaps surprisingly, the answer was no.

But the C43 is not short of power.

There are of course even higher powered AMG C-Classes, including estates – the C63 and C63 S V8s, but the C43's V6, 2,996cc engine develops a maximum of 390hp at 6,100rpm and 520Nm of torque from 2,500 to 5,000rpm. Its 4-Matic all-wheel-drive transmission gives a torque distribution of 31:69 per cent front to rear for 'enhanced driving dynamics' and 'increased traction when accelerating'. All this equates to a nought to 62mph time of 4.8 seconds and an electronically limited top speed of 155mph.

Serious performance

Add to this AMG tuned suspension and you have a car capable of serious levels of performance – both in a straight line and around any bend at which you choose to aim it. In a few hundred miles across southern England, as far west as Devon, I didn't get anywhere near using its full





The thrill of the race – with Hamilton leading Bottas.

The British Grand Prix – courtesy of Mercedes-Benz

by Robert Grainger

In May I clicked a box on a Mercedes-Benz e-mail I had received to enter a free draw for two tickets to attend the Rolex British Grand Prix. I forgot all about it as I have never won one of these draws! However, June came and I received a phone call to let me know I had won two tickets for race day – grandstand seats at Stowe. A date was set for the tickets to be signed for on delivery. Wow – now to get organised – who to go with, where to stay etc. My wife could not come due to her brain injury five years ago, but our three children (now adults) love sport and all have competed to national levels. Our younger son (35) is a Royal Marine and would be home on leave so would happily be my number two! Now, hotel – I no longer sleep in cars or under trucks! At this stage most were booked – however one was available 20 miles from Silverstone. One twin room for Saturday please – sorted.

Now to sort the route from home – unable to leave until late Saturday afternoon, I prefer A and B roads rather than motorways. Sunday would be an early start from the hotel and

we would grab a breakfast at Silverstone. Car parking at Silverstone was courtesy of Mercedes-Benz at Towcester racecourse with a park and ride scheme. The CLK was serviced and MoT tested after our two-month winter tour of Spain and Portugal.

All sport at international level has vastly changed over the decades – from spectating at the sides of tracks to now being quite a distance away (for safety) and mainly in grandstands, which are great for being able to watch. Being at an event adds so much more than watching on a television. At Wimbledon Henman Hill has a great atmosphere but to be on a court is just a bit more. Rugby – on television you do not get how fast these people are, and the

‘hits’ are horrendous, no wonder they can hardly move the next day. My past sports of moto-cross, rallying and of course racing have all changed. No longer on international rallies do you have all-night stages and sometimes stages of 250 miles! Under the glow from the Cibie lights you could see a mass of people watching in the trees. A great atmosphere. Drivers and teams would assist each other, as most events were considered to be an endurance! But life moves on and now we are very much into electronics and safety – no matter how one feels, this is now and moving on we must be realistic.

The GP tickets arrived as Mercedes said they would, plus instructions for the park and ride, details of the Mercedes area in the F1



Robert Grainger's CLK before leaving home.



The Mercedes-Benz safety car.

FOR SALE

Breaking W123 280 coupé; 1998 C250 CDI estate; 2000 W208 CLK cabriolet; W124 300D multi-valve estate, good vented wing; W126 420SEL, good engine and box; W108 280SE. Parts off the shelf for W111 coupés and Fintails, W108, W123, W201 190 series, W124, W126, W202 C-Class and W210 E-Class. Please phone or text on 07710 672986 or e-mail retrodave111@aol.com Dave West Yorkshire.

Workshop manuals, parts catalogues, special tools, owners' handbooks and sales literature too numerous to list. These are all original (not reproductions), factory-printed books for all post-war models up to 1984. Contact me with your requirements. Geoff Marshall 07414 538004 marshall.geoffrey@gmail.com

Breaking W124 1989 300E Complete. 1989 W124 260E panels. 1985 W201 2.0 complete. 1990 W124 300D complete. Set of four wheels and tyres from SLK. Charlie 01787 461751 07909 171330 Essex.

New old stock brake discs Sold as pairs, Mercedes-Benz part numbers 210 421 25 12, 202 421 09 12, 202 421 02 12, 210 423 05 12. Please check correct part number £20 a pair. Collect or post and packing at cost. robertcoxshall@outlook.com Hertford.

Sales brochures R107 1985-89 £35. R129 SL (hardback) £25. Limited Edition covering Atlantic, Almandine and Silver Arrows £10. R230 SL (hardback) £20. R170 SLK (face-lift edition) £30. W201 190E £10. W202 C-Class £5. All prices include post (within UK) and packing. Michael 01932 245711.

R170 SLK230 Four 16-inch wheels, pristine, powder-coat refurbished with almost new tyres. Front 7J x 16H2 ET37 part number A170 401 1102, tyres 205/55. Rear 8J x 16H2 ET30 part number A170 401 1202, tyres: 225/50. Immaculate. £475. 07902 941397 stuartcrisp204@btinternet.com

R129 SL factory hard-top Silver vgc £575 ono. Robert Simonds 07711 555445 rsimonds@icloud.com

W218 CLS Steering wheel as new, grey gear lever and gaiter as new, navigation CD latest update unused and cover for inside and outside use. Reasonable offer. 07902 360145 sid.clarke@hotmail.co.uk

W124/201/etc Five steel wheels, Michelin 205/65 R15s, good treads. Four new wheel trims to fit, late type, part number 124 401 0424. Collect only, Buckhurst Hill Essex £200. Ken 07779 797269 ken.johnson8@btinternet.com

W123 New front mud flaps, original equipment £45. W123 new rear mud-flaps, original equipment £40. W124 new front mud-flaps original equipment £45. W208 CLK wind-break with bag, perfect condition £160. 01257 269720 artisan39.rh@gmail.com

W121 190SL New rear centre bumper, locking petrol cap. Used chrome wind-shield surround with pillars, steering column, brake servo, window regulators, front centre chrome parts, pair Dellorto carburettors, Becker Mexico radio with 190 knobs, various bits and pieces. To be sold in one lot. J B Bell 07714 222471 j13bel@hotmail.co.uk

2001 W203 C-Class Gear shifter, automatic 81850, part number A203 267 6024 01. 01536 511806.

2002 W220 S430 Complete engine and gearbox, 125,000 miles, £250. Bonnet £100. Doors, boot-lid, bumpers £100 each. Write to Mr R Slot, Long Reach, Ockham, Surrey GU23 6PF.

2000 R170 SLK, black Dismantled, work in progress, genuine MB parts include front bumper, suspension parts. Illness forces sale of this project, offers please. Ben 01725 552362. Buyer collects from Salisbury.

Business opportunity Ill health forces sale of used Mercedes parts business. R/C107, W115, W116, W123, W124, W126, R129, W140, W163, R170, W201, W202, W203, W210. Too many to list, viewing essential. Sensible offers for entire stock. Bob Choda 07956 994323 bob.choda@btinternet.com London.

W209 CLK Wind deflector and zipped cover, part number A209 860 01 74, unmarked with no tears or cuts £150 ovno. Mike Walker 07572 249002 mikewalker_idsl@yahoo.co.uk

Retirement clear out After 40-plus years of rebuilding Mercedes diesel engines and diesel conversions on most models from the mid 1960s to mid 90s, too many good used parts to list, particularly 615, 616 and 617 engines. Alan 07973 481161 alanbrooke3@sky.com

R107 SL soft-top Original equipment, removed carefully from 1989 R107. The original quarter windows each have a small hole repair which is the only reason why it has been changed. Thought it still might be of use to someone. £100 plus any required postage. David Figg 07770 784690 07907 815766 daverigg01@googlemail.com

R129 SL Door cards, good clean condition, beige, minus lids to pockets £40 each, £75 the pair. Stephen Booth 07970 900126 01438 351465 steve@pvpubs.com Stevenage.

Mercedes-Benz chrome seat-mounted coat hanger Attaches to the head-rest at the rear of the seat £20.00. David 07860 968157 dng470@outlook.com

Four R129 SL-compatible 18-inch alloy wheels With tyres. Very smart wheels – 16-spoke, machine finished, clear coated, similar to Carlsson 1/16s. Continental ContiSport Contact3 tyres, 242/45 ZR18s, good few miles' tread. May need spacers – 2x10mm front, 2x5mm rear. £420. snowdropjohn@gmail.com 07707 635702 Perthshire.

Four 16-inch alloy wheels 7½ J 16 H2, part number 140 401 10 02 to suit W140 S-Class. With tyres, two of which are good winter snow tyres £140 00. Set of Mercedes-Benz roof bars to fit W140 S-Class £50.00. Five Intra 6½J x 14-inch 'Mexican hat' alloy wheels £200.00. M189 complete engine and auto gearbox from 1966 W112 300SEL, also front and rear axles £1,500.00. John 01304 274494 (evenings) 07711 327852 (any time) Kent.

R129 SL Factory hard-top, dark blue (nautic blau metallic) £275. Richard 07934 852567 rjimmer@btopenworld.com East Sussex.

R171 SLK Set of Mercedes-Benz staggered five-spoke alloy wheels. Two 7.5xET36x17 225/45/17 and two 8.5xET30x17 245/40/17. Wheels in good condition. Slight kerbing on one front and one rear. Front tyres 4mm tread. Rears shot. Sensible offers. Ian 07834 132654 ian.lindsay@zodiacconsulting.co.uk

R107 350SL For spares or repair, includes hard and soft tops £1,500. Finbar 07961 584765 tintofinbar@yahoo.co.uk

R107 SL Inner and outer sills, left and right hand, inner sill water channels, bulkhead repair kit £800 the lot, buyer collects from Derby. John 07773 332450 john.garnett67@gmail.com

W208 CLK Wind deflector and zipped bag, perfect condition, had very little use £160. 01257 269720 artisan39.rh@gmail.com

W207 E-Class cabriolet draft stop Genuine Mercedes-Benz part number MA2078600474. Details and photos on request. Current list price is (gulp) £554! £200 collect from near Bournemouth or carriage to be agreed. David 07912 619001 davidinlondon@talk21.com

R170 SLK Rear sub-frame £125. W208 CLK wind deflector £125, rear light lens £25. Set of four Mexican hat 14-inch wheel rims, complete with sets of long fixing bolts £125. Ken 07904 475646 Sheffield.

R129 SL Factory hard-top in black with stand £350. Lee lchairframes@gmail.com 07932 592085.

R107 SL Acrylic wind deflector, purchased from SL Shop for £555, little used and complete, for sale at £300. View on SL Shop website. 07899 996912 john@sonningcommon.com

Gazettes 2000 to 2018, free if collected from Solihull or delivered if carriage paid. Ken 07761 789369 daviskenk@aol.com

WANTED

W201 190E Supplementary instrument panel and/or gauges, as fitted to 16-valve cars, if possible with wiring attached. Arthur Bayley bayleydesign@aol.com

R129 SL Tow-eye cover. Full boot carpet. Hard-top trolley. Please e-mail with 'MB Club' in the subject line vdk22@hotmail.com

R129 500SL Set of alloy wheels with or without tyres, AMG would be good. Mungo Sloan 00353 879551544 mungosloan@eircom.net

W110/W111 windscreen For 1966 230s Fintail. Chris Gray 07949 281812 chrisgray103@btinternet.com

R171 SLK fitted luggage In good condition for 2007 SLK200. candcpinks@googlemail.com 01934 712499 north Somerset.

M130 923 camshaft To fit a 1972 W114 250C US-spec 280S engine. The camshaft part number is 114 0510101. sayedbloke@gmail.com

M127 cylinder head For 1964 W111 220SEb. George 07990 562682 georgebrenan@yahoo.co.uk

1953 170DS Two front axle brake slave cylinders, part number 26, catalogue number 000 420 40 18. Gavin Charlton Brown gavincharltonbrown@me.com

1985 W123 coupé A set of dark green or black plastic trim which covers the levers/adjusters on both front seats. Jim 00353 (0) 87 917 7541 jamesomalj8@gmail.com Galway.

1994 W124 cabriolet Desperately seeking roof ECU, part number A1248204526, top price paid. Dean Pearce 01787 378797 dean.pearce@live.co.uk

All Spares Register entries should be limited to 40 words maximum and sent to Bob Coxshall, 55 The Avenue, Bengoe, Hertford SG14 3DS **to arrive by the 26th of the month preceding publication.** All correspondence should be by post or e-mail to bob.coxshall@mercedes-benz-club.co.uk In emergencies only, telephone 01992 302238.





1. Kevin Williams' CLK320.

CLK stepper motor replacement

by Kevin Williams

I have owned my 2004 CLK320 (photo one) for just over two years. When I bought it there was a clicking from behind the dashboard on the left side. The salesman had good patter and told me it was just that one of the 'stepper motors' that controls the car ventilation system was old and going through a re-set cycle.

After a great deal of research on-line, and ensuring I had the right tools for the job, I decided to undertake the daunting task of removing a large section of the dashboard. The dreaded clicking was coming from the left side of the dash and my Star diagnostics machine told me that it seemed to be the left or right footwell flap that was affected. I could feel the vibration of clicking on the left footwell panel. Testing the motor through Star showed it either did not have power or it was not turning, which didn't seem to correspond to the common linkage fault. So dismantling the dash started with the centre armrest.

1. Remove the gear shift cover shroud – this just unclips with a credit card, but I would buy a set of trim removers as they are always handy (photos two and three).



2. Gear-shift shroud released...



3. ...and removed.



ANGLIA – NORTH

New baby

We have a new baby in the Jobling family. Following my son's search for a suitable SLK55 AMG and a lukewarm response from a Mercedes-Benz dealer (see the September Gazette), a very interesting SLK55 raised its head above the parapet at an unlikely venue... British Car Auctions.

Classed as a grade three car (which means 'A bit tatty but not a complete nail') and hailing from 2005, this car allegedly had fewer than 40,000 miles on its clock and a full Mercedes dealer history. *We just had to take a look.*

When we got to the auction at BCA's Bedford branch we were immediately astonished by the overwhelmingly large number of cars, which ranged from a few old wrecks from the 1990s (no classics) to cars that looked like new. Most were a little dog-eared, but there were a few undeniable gems.

We worked our way through what looked like an airport car park, down rows of Audis, Nissans, BMWs, Vauxhalls and Hyundais for what seemed like an eternity, until we found lot 627 and we couldn't believe what we saw – a metallic black SLK55 AMG, far from being tatty, this car looked like the day it left the factory. We just couldn't fault it – it had unmarked black leather upholstery with wine red inserts, had only 38,000 miles on the clock and when it started it had a soundtrack to rival Rodgers and Hammerstein. We just couldn't believe it... there had to be a catch! Why was a car like that at an auction?

Buying at auction is a gamble, if the car dies five minutes after buying, that's your problem not theirs! If it drives sideways, it's

your problem. Normal consumer protection does not apply to auctions – you pay your money and take your chance.

To add to the stress auctioneers are a funny 'lot'. They speak perfectly normally, then the minute the auction starts they go into 'Jabba the Hut' mode and burble out an indecipherable cacophony of noise which resembles a group of football supporters after someone has missed a goal, '97 bla, Sub'roo Impre', bla, who'll give m' bla, star' me bla, two bid, three, three-four, bla, in-the-room bla, waa, car...'. We really didn't have a clue what the motor-mouthed auctioneer was saying, we could only tell the bid from the screen above his head. This was a worry because we couldn't tell who was bidding – so how would we know it was our bid or not?

Time for a cup of tea. The conclusion we came to was that any car that looked that good and sounded that good had to be worth a punt, but we agreed to stick to our strict limit, because it's so easy to get carried away at auctions. The auctioneer began, "Mersay SLK, bla 38-mile bla, who'll start me off, A-bid" (which turned out to mean eight bid) "aba-ba-ba, nine-10-11, on the internet at 12". We bid for the first time and 10 seconds later we had reached our limit and were out!

"Against you in the room at 12," I nudged my son, "Go for it". A few seconds of father and son negotiation and we were back in... and well above our limit. One by one everyone else in the room dropped out and we were bidding against an anonymous on-line being, but we felt like the crowd



The new baby in the Jobling household, an SLK55 AMG – with a Rodgers and Hammerstein soundtrack.

were behind us... people in the room wanted to see us get this car. It was what sportsman must feel when they are playing at home. Then the dreaded words: "It's against you in the roo', bla". One final nudge and our anonymous internet bidder decided that 5.5 litres of power was too rich for him unseen, so we were the owners of a lovely black SLK55 AMG. What had we done?

What happened next was quite amazing. Three traders walked up to us, one after another, and complimented my son on his purchase, "You got the best car in the auction mate". "You just can't go wrong with that." "Really pleased you got it, I was rooting for you."

Other than a recharge of the air conditioning unit, the car has been absolutely marvellous and I hope to be able to borrow it to attend events in the future.

Paul Jobling

Elvis has left the building, Cromer Hall – Sunday August 4



Sheila and Roger Hinton and Graham Austin (with the hat) between their respective SLK and R107 SL.

Whichever way you look at it, concerts and classic car shows seem unlikely bedfellows, but last year when we attended the Glenn Miller concert at Cromer Hall with the Ray McVay orchestra it all just gelled beautifully... a very hard act to follow you might say.

This year was even better, with an

evening classic car show and outdoor concert, which created quite an amazing atmosphere, with a huge Glastonbury style stage with hundreds of people thronging to enjoy the music, plus a display of classic cars to enjoy until the first note was struck.

As usual our Club put up the best display (although the MG Car Club was



Terry and Joyce Broom with their lovely W124 E-Class.



Roger Hinton and John Durrant (nearest the camera) fascinated by a mystery car – a PAO.





230CE. 1984. 118k miles, fitted with a rare 5-speed manual gearbox, champagne gold, cloth interior, sunroof, 2 previous owners. Very good condition with extensive history. Many new parts fitted over the past few years. An elegant classic that's reliable and usable in modern traffic. £11,995 ono.
Tel: 07760 172 135 (Bath) (10/19/01)



SLK350. 2005. Pristine condition W171 in Iridium Silver, black interior, fmbsh, extended Mercedes Warranty. 52,000. 7 speed auto with paddle shifters. Parking sensors, Xenon lamps, SATNAV, telephone, tracker, A/C, memory seats & more. SLK Day Runner Up (2015), Concours de'Elegance Runner Up (2017), Concours Winner (2018). £8,900. **Tel: 07973 559152** (Berkshire) (10/19/04)



200 Model 123. 1983. 185,000 miles. Petrol blue, 5 speed box, electric s/roof, aerial, central locking, reversing camera, new tyres Michelin, Blaupunkt radio, cream velour upholstery, orthopaedic seats factory fitted, new steering box, new radiator. N.C.T May 2019 for 2 years, RHD. Remarkable condition, asking price €6400 euros.
Contact number +35387232250. (Tralee, Co.Kerry) (10/19/07)



CL600. V12. Bi-Turbo. 2003. Genuine exceptional low mileage Supercar, 46,000mils. Full MB service history. Every conceivable extra. 3 previous owners. Reg plate included. Private sale. Stunning vehicle. May swap for Land Rover 110. £10,495. **Tel: 07831 481442** (Cheshire) (10/19/09)



500SE. 1990. Silver with blue leather interior. 67,000 miles. Always garaged, good condition. Service history. MoT to April 2020. New battery. £10,750.
Tel: 07788 461715 (Reading) (10/19/13)



124 Series. Estate 300D. 1995. Good running order. OM606. Owned for many years with history. OAP giving up driving. 19,000 miles. **Ring for more details 07759 6611999** (Essex) (10/19/14)



E220d AMG Line 4Matic. 2017, 7,000 miles. Grey. Host of extras and safety features. Bereavement sale. £23,000 ono.
Tel. 01491 636037 (Oxfordshire) (10/19/16)

The Copy Deadline
For The
Next Issue is

1st OCTOBER



WANTED

ALL MERCEDES MODELS CLASSIC TO MODERN. ESPECIALLY WITH LOW MILEAGE.

All conditions wanted, from restoration projects to concours. Complete collections purchased. Right and left-hand drive. Cash buyer. Discretion assured.

Please do not hesitate to contact me if you are interested in selling your Mercedes and are looking for a prompt hassle-free cash buyer! Please feel free to contact me for a no obligation friendly chat.

I am especially interested in the following models: AMG & '50s to '00 SL's.

CALL DIRECT ON:
07787 528131
UK Based Buyer

**WANTED.....WANTED...
VERY URGENTLY
WANTED**

PLEASE PHONE NOW, ALL MERCEDES SPORTS, ANY YEAR ANY CONDITION & ALL CLASSICS, INSTANT SETTLEMENT
**WE TRAVEL IMMEDIATELY ANYWHERE,
TOP CASH TOP SERVICE,
PLEASE PHONE ANYTIME DAY OR NIGHT PETER JARVIS**
TEL: 01322 669081
MOBILE: 07836 250222
EMAIL: PJARVIS646@AOL.COM

MERCEDES-BENZ 190E FOR SALE

RARE 5-SPEED MANUAL



Potential Concours car
September 1990 1.8-litre four-cylinder petrol engine – super rare five-speed manual transmission
Cream with unmarked brown checker trim
Three registered keepers from new
Factory rear spoiler
Recently serviced and fitted with new exhaust components
Just 76k miles from new backed up by 16 old MOTs
Big history file incl' Mercedes branded folder;
Mercedes owner's pack, current V5C, old style V5
MOT to April 2020



£4,595

PLEASE CALL OR MESSAGE: 07969 456214

MERCEDES WANTED



- ANY MODEL • ANY MILEAGE
- ANY CONDITION

WE COLLECT ANYWHERE

TELEPHONE Peter Cecil 07903 822886 anytime
EMAIL: frintonmotorcompany@gmail.com



ACCIDENT & BODYWORK REPAIR

P J Smith
 Classic and modern paint and bodywork Ltd
 Unit 2, Manor Park,
 Windsor Rd, Bedford MK42 9HW
Tel: 01234 341410
 Accident repair and restoration specialists

VANLEIGH COACH WORKS
 Unit 7, Central Ave, West Molesey,
 Surrey KT8 2QH
 Tel 0208 783 1212
 vanleigh@virginmedia.com
 All aspects of repair & restoration undertaken
 to the highest standard at competitive rates

ALLOY WHEEL REFURBISHMENT

JUST WHEEL REPAIR
 10% off all services upon
 presentation of current
 membership card.
 London, Essex and Herts please
 call 0333 2079971 quoting MBOC18
 info@justwheelrepair.co.uk,
 www.justwheelrepair.co.uk



CAR MATS



CAR STORAGE

Richard Thorne
 The Courtyard Garage, James Lane,
 Grazeley Green, Reading RG7 1NB
Tel: 0118 9831200 Fax: 0118 9831414
 www.rtcc.co.uk
 Dehumidified, alarmed storage.
 Transport from anywhere, MOT.
 M4 J11 3 miles.

INTERIOR WOOD TRIM SPECIALISTS

Nick Martin,
 The Workshop at No 39, 39 Albert Street,
 Spalding, Lincolnshire, PE11 2LD
Tel: 07977 741889
 www.nicholas-martin.co.uk
 Email: nickjmartinwoodtrim@gmail.com

SERVICING SPECIALIST REPAIRS

Steve Redfearn Motor Co Ltd
 169 Gladstone Rd, Wimbledon, SW19 1QS
 Tel: 0208 540 2311 Fax: 0208 5430812
 redfearn@nascr.net
 Specialising in Mercedes Benz repairs &
 servicing. Full test & report facility available
 before you purchase your new car

New and Used Mercedes Body Parts Available

ANDY'S AUTOBARN

Prestige Vehicle Body Repairs
WWW.ANDYSAUTOBARN.COM

tel/fax 01784 243426
 mob. 07956 360293
 email. info@andysautobarn.com

Andy's Autobarn
 Henry's Yard
 Challenge Road
 Ashford, Middlesex
 TW15 1AX

ADAM'S AUTOMOTIVE ENGINEERING

Tel: 01603 880522 Fax: 01603 880058
 www.adamsautomotive.co.uk
 email: adam.pointer@btinternet.com

With over 40 years experience in restoration, we are Mercedes specialists maintaining and restoring these cars to customer requirements with Historic event preparation and modification as part of our services. Please remember we also cater for other main marques from 1900 to 1972 and that we are agents for Penrite oils. We look forward to your enquiry!

Auto Technic Est 2000

Independent Mercedes-Benz, AMG and Smart Specialist

Servicing, technical and mechanical repairs
 M.O.T. Test Centre
 Courtesy vehicle by prior arrangement
 Now servicing all new Mercedes-Benz and Smart vehicles without compromising manufacturers mechanical warranty

www.autotechnic-mercedes.co.uk
 Units 7-9, Langley Road Trading Estate
 Chedgrave, Norwich NR14 6HD
Tel: Loddon (01508) 522995

TWB TECHNICAL SPECIALISTS

Service & Repairs in S.W. London
 Engine Rebuilds • Servicing • Diagnostics
 Air Conditioning • MOT Preparation • Accident Repairs

Trevor Brown Service Engineer
Tel: 020 8675 8505
Mobile: 07956 309767
 Email: trevor.brown675@ntlworld.com
Website: www.twbmercedes.com
 23-25 Oldridge Road, Balham, London SW12 8PL

Redcastle Classics Limited

19 Sir Alfred Owen Way, Pontywindy Industrial Estate, Caerphilly, CF83 3HU
Tel: 029 20882110
www.redcastleclassics.com
mail@redcastleclassics.com

Specialists in 190SL restoration, servicing & repairs
 Also Pagoda 113 series, Fintail, Ponton etc. 1950s-1980s

Star Motor Service Limited

Specialising in Mercedes-Benz servicing & repairs

Established 15 years

Unit 1, 28 Send Road, Caversham, Reading, Berks RG4 8EH
 Tel: 0118 946 2750
 starmotorservice@aol.com
www.starmotorservices.com

SilverStar Garages Limited

Lazarus Court, Woodgate, Rothley, Leics, LE7 7NR
 Tel/Fax 0116 230 3801
 From classic to modern all MERCEDES BENZ vehicles serviced & repaired, MERCEDES Trained Technician, full workshop facilities available, free quotations and friendly advice Discounts for club members.
www.silverstargarages.co.uk

PRESTIGE MERCEDES

Mercedes Specialists run by a genuine enthusiast Charles Wells with over 40 years experience. Specialising in the following models: R107, W123, 124, 116 and the superb 126 coupés & saloon

We would also like to introduce "Bezza.biz" a company dedicated to ecologically sound under body treatments far superior to current traditional under body treatments that are available

Please ring me for details 01732 763956, 07970 553071, 07773 583583
 Kemsing, Kent

Hindsight

Restored Vision for Convertibles
 Treat your screen before it splits

- Restores clarity by removing scuffs and opacities
- Lubricates & protects from frost
- Reduces risk of splitting
- Avoids replacing rear screen
- Particularly effective on SLs
- Restores milky acrylic head/tail lights
- Renovo Fabric Hood restoration products also in stock

Tel: 01780 749449
www.morethanpolish.com/hindsight.asp
 world-wide shipping

"Hindsight miraculously removes scratches and opacity, and is environmentally friendly"
 Mercedes Gazette

"By far the best screen cleaning product I've tried"
 Editor - Classic & Sportscar

Merc-Care Ltd
 Independent Mercedes-Benz Specialist
Tel: 020 8361 6750

Brunswick Park Road, New Southgate, London N11 1EY
 Website: www.merc-care.co.uk email: info@merc-care.co.uk

Merc-Care has been established since 1988 with fully equipped Mercedes workshops and fully trained technicians. We at Merc-Care offer a personal service to your vehicle with all the latest Star computer diagnostics and Mercedes special tools.
NO JOB IS TOO BIG OR SMALL.
 All types of body repairs and insurance work undertaken
ONE CALL AND MERC-CARE DOES IT ALL!