

October 2020

Gazette



**MERCEDES-AMG S65
WALES IN TWO SLS
15 YEARS WITH A 250CE
E36 AMG RESTORATION**



THE OFFICIAL MERCEDES-BENZ CLUB FOUNDED 1952

What's inside...



32

FEATURES

- 27 Grand finale
- 32 BTCC
- 34 Rob writes...
- 41 Land of my fathers
- 45 F1 news
- 47 From deep in the Archive

- 49 Car of the month
- 50 15 years and counting

TECHNICAL CORNER

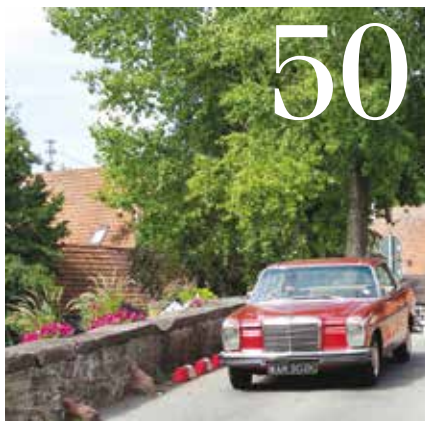
- 54 E36 AMG
- 58 Spares register
- 59 Detailing

Regulars

- 4 CLUB INFORMATION
- 4 CLUB PUB MEETINGS
- 5 DIARY DATES
- 5 INVITATION RECEIVED
- 7 NEWS & VIEWS
- 13 YOUR LETTERS
- 26 CLUB SHOP
- 63 REGIONAL REPORTS
- 79 SPECIAL NOTICES
- 81 NEW MEMBERS
- 81 SPECIAL NOTICES
- 85 CARS FOR SALE



41



50



54



Gazette

Published by **The Mercedes-Benz Club**

Gazette copy dates

December October 16 January November 13

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 come with provision for mounting on a grille.

CAR BADGES

Car badges are available from the Club Shop (www.mercede-benz-club-shop.co.uk or 01278 652340). 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.

ALL GAZETTES NOW ON THE WEBSITE

Club Director John Wallis has now completed the extraordinary task of getting scans of all the Club Gazettes, from issue one in 1952 to the latest, onto the Club website. Back number CDs have been offered for all Gazettes from 2000 on, but every issue before that had to be manually scanned and even some of the CDs had gone missing or become corrupted.

All the Gazettes can now be viewed on the Members' pages of the Club website. Just go to www.mercedes-benz-club.co.uk and log-in with your membership number.

Former Club Chairman Ian Keers said, "I would like to record my immense appreciation of the work recently put in by John Wallis, our Club Internet Services Director. John has put every Gazette since our inception in 1952 onto the Resources Library on the Club website. This means that the entire archive of articles ever produced by Club Members in the past to the present day is available instantly, now!

I hope existing and future Members will find this amazing archive interesting, enjoyable and informative. Thank you John, this has been a vital contribution to the Club".

NEW REGIONAL OFFICER FOR WALES – SOUTH

Richard Piercy has been appointed as Regional Officer for Wales – South, he says, "I look forward to meeting with Members as soon as covid-19 restrictions are lifted, to speak to you about the type of events you would like me to organise and locations for these.

I started my career as a motor vehicle technician and have progressed through the dealership route to my current role as MD of a consultancy business. I have in the past contributed to the running of a motor club, arranging events, stewarding, scrutineering and anything else that was required of me. I am passionate about the Mercedes marque and am looking forward to demonstrating this through organising Member events to the highest standard. My current Mercedes is a very low mileage SL350, prior to this I have owned two SLK350s, an S-Class, an SLC43 AMG, an E350 estate and a CLS250 Shooting Brake."

Richard's contact details are in the October Club Directory, distributed to Club Members with this Gazette.

Trevor Mitchell, Regional Development Director



Richard Piercy with 'Purdey'.



Richard's SL350.

MOTUL OIL CLUB PARTNERSHIP



Motul is the main sponsor and a long-standing supporter of the Goodwood Revival. It is also the approved lubricant partner for Brabus.

The Club is pleased to announce that it has agreed a partnership with Motul Oil and its UK sole automotive lubricant distributor Witham Group.

Motul was formed 167 years ago and has a long track record of leading the lubricants industry, including introducing the first multi-grade engine oil in 1953, the first semi-synthetic in 1971 and then pioneering fully synthetic engine lubricants. Motul has a wide range of products that carry Mercedes-Benz approvals and is a major supplier to Brabus, both for its high performance and classic work.

Witham has been a lubricants manufacturer in its own right for almost 100 years and its expertise and distribution facilities will provide a range of benefits for Club Members. These will include a 15 per cent discount from Withams on-line shop and technical articles in the Gazette. In the future there will be factory visits to Witham and Brabus plus participation in Club events.

To see the Motul and Witham ranges, and to buy lubricants, greases, workshop and cleaning products at discounted prices please go to www.withamgroup.co.uk/online-shop and use the discount code MBC01.



It has a wide range of products that carry Mercedes-Benz approval codes, such as this 10W/40 engine oil.



1977 280SEL black/tan velour, 61,000 miles £10,600
1979 280SE light green metallic/tan velour, only 39,000 miles
£8,100

1980 280CE red/mushroom cloth, 122,000 miles, very tidy £13,780
1982 380SL silver/blue check cloth, 111,000 miles £6,750
1983 W123 200 red/blue cloth, 144,000 miles £2,385
1991 190D white/blue cloth, 194,000 miles £1,728
1992 300SL white/blue leather £2,970
1993 SL320 black/grey, 121,000 miles £4,212
1993 190E green/beige cloth, 83,000 miles £4,240

1993 190E 2.6 light blue metallic/mushroom leather, 89,000
miles £4,320
1995 SL320 red/mushroom leather, 121,000 miles £3,780
1996 E220 cabriolet deep blue/blue leather, 137,000 miles £4,968
2002 CL500 silver/grey, 108,000 miles £2,160
2003 SL500 silver/black, 65,000 miles £6,264
2003 SL500 silver-blue/grey, 157,000 miles £4,050
2003 SL55 AMG silver/maroon, 70,000km £8,910
2005 SLK350 silver/grey, 59,000 miles £6,210

Malcolm Franks

PROJECT ONE TESTING STEPPED UP



Project One – 1,000hp...

The development of the Mercedes-AMG Project One hyper-car is entering a new phase, bringing it ever closer to production. Several pre-production models are now undergoing testing at Daimler AG's proving ground and technology centre at Immendingen. For the first time the hybrid drive unit, with its output of more than 1,000hp, is being run at full power. Development work is also being focused on the car's active aerodynamics. The complex interplay between the various active components, such as louvres, air outlets in the front fenders and the large rear aerofoil, is confirming its effectiveness outside the wind tunnel.

The adaptation of a complete Formula One drive unit for a road car for everyday use, able to drive in all-electric mode represents a tremendous challenge. The next step in the programme will be a test on the north loop of the Nürburgring.



...and active aerodynamics.

NEW S-CLASS INTERIOR



The new S-Class's dashboard.

As it approaches its launch, more information on the new S-Class is being made available. Amongst the details released so far is news that 'the designers have created a feel-good ambience with lounge character marked by elegance, high quality and lightness'. There will be an all-new dashboard and an 'extensive range of Energizing Comfort programmes'. This will include an air filtering system, up to five 'info-tainment' screens and 'active ambient lighting' integrated into the driving assistance systems to 'underpin alerts visually'. For example Active Blind Spot Assist will warn of an impending collision with a red light animation.

PIRELLI PERFORMANCE CENTRE OF THE YEAR



The successful team at STS Tyre Pros Chester.

Pirelli has named STS Tyre Pros Chester as its Performance Centre of the Year, making this the fourth time the depot has won this award in the 12 years it has been running. Centre Manager Frank Jenkins said: "We're delighted to have won this award for a fourth time. The recognition from Pirelli is fantastic for the whole team and shows our commitment to the highest standards of customer service and tyre knowledge. A big thank you to the whole team for their hard work, especially through these very challenging times."

Pirelli Performance Centres (PPCs) are a network of carefully selected and audited tyre dealers that offer the highest possible

standards of customer service and technical ability to drivers of performance cars looking for the most exclusive dealer experience available. To become a PPC, each depot must continually meet a set of demanding criteria, ensuring that only the best achieve and retain PPC status.

Pirelli has been recognising excellence within tyre dealerships across the UK and Ireland since the inception of its Pirelli Performance Centre initiative in 1998, but going one step further, Pirelli now recognises the best PPC in the country via the annual award, which was inaugurated in 2007.

Each year, one of the network of 128 PPCs is named PPC of the Year, after the

top performing centres in the technical audit have a video mystery shop exercise and are scored by an independent assessor. PPCs are judged on a variety of criteria including the centre appearance, politeness of staff, correct inspection of the vehicle and correct reporting of any issues found with the vehicle. More information about PPCs can be found at www.pirelli.co.uk/ppc

Bigger and better fuel card offer for Club Members

In time for increased driving again, the Pirelli fuel card offer for Mercedes-Benz Club Members now includes a fuel gift card to the value of £120 when you buy four new tyres in sizes of 20 inches or bigger.

Pirelli offers a fuel gift card on purchases through official Mercedes-Benz dealers, Pirelli Performance Centres and Longstone Tyres for up to eight Pirelli tyres within a calendar year. This offer can be used for your friends and family too, not just for tyres on your Mercedes-Benz.

For sizes of 16 inches and below buying two tyres brings you a £10 card, four tyres £30. For 17-inch tyres you get £30 for two, £70 for four. For 18 and 19-inch tyres it's £50 and £100.

For more information see www.pirelli.co.uk/mercedesbenzclub





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.



200,000 UP – WHAT NEXT?



John B Goulding's 500SEC.

Dear Chris,

Seeing the headline '100 up' in the May Gazette made me think it might be of interest that my Mercedes has done over 200,000 miles. It is still going strong.

To start from the beginning. In 1993 my wife and I took an old Volvo from our home in Bristol to London. It was for my daughter. I was swapping it for her old Ford Escort. I called into Dick Lovett (Swindon) on the way to London as I was considering swapping my BMW 5-series. The sales staff looked askance as I parked this old Volvo at their main entrance. Seeing nothing of interest I went over to the Mercedes showroom and outside, tucked away, saw a coupé, asked what it was and a bit about it. It was an F-plate W126 500SEC. I was told it had just come in as part exchange as the owner had traded it up for the latest 500SEC. We had a quick look at it and asked about the price. We were told it had not been prepped and would be priced and offered for sale later in the week.

On the return journey the same day, now driving an even more decrepit old Ford, we called at Dick Lovett again, parked at the front door and asked to look at the coupé again. To my astonishment my wife was very encouraging. The sales

staff were a little surprised and could be forgiven for assuming we could not possibly be genuine buyers. However they took us out in it and, to cut it short, I bought it, trading in my BMW. This was in November 1993. The car was first registered in November 1989, so in four years it had done 40,000 miles. It has now done over 200,000!

I previously changed cars every three or four years but from then on the question of a change rarely arose, and I find after 27 years with the same car I am still not looking! At 83 years old, in the near future a decision will be forced upon me. Even after 200,000 miles it looks and feels as if it will go on for ever.

When I reached retirement age in 2002 I took the view that it made sense to budget maintenance spending on the equivalent of annual depreciation of an average new car. This seemed sense as actual depreciation by then was very low. Now the car could appreciate and when the time comes for it to change hands, a new owner will have a classic if he still owns it in 2029. Then it should be exempt from MoT tests and road tax. In Ireland I believe it is already rated as a classic and there are advantages in import duty if the new owner is Irish!

A comment often made is that 18 to 24mpg is uneconomic and that maintenance

costs are high. For a Club meeting a couple of years back I went through all my receipts over 23½ years. These were for servicing, tyres, batteries, exhausts and repairs. This worked out at £909 per annum. I consider that very reasonable. I do no work on the car myself as I have very limited mechanical ability.

I have only broken down twice – the alternator packed up on the first occasion and the second was the day after a service, the radiator ran out of water. The RAC report was that the cap had not been screwed on properly. The garage, who I was with for years, accepted liability and even refused my offer to contribute. This was Parkway Auto Engineering Western. Unfortunately due to recent retirement of their classic car expert, I switched to Three Points Ltd (Yelverton Road, Brislington BS4 5HP, telephone 01173 352333). Both are Bristol firms. Three Points has, in Steve, a very experienced Mercedes trained mechanic on whom I rely for advice.

Back to the headline. The mileage is over 200,000 miles. Depreciation has now become appreciation, a Club Valuer has put a £10,000 value on it. This was in 2017, now Three Points say this is low.

I was delighted to read, in Mercedes-Benz Classic magazine issue number 60 that Mercedes' former chief designer, Bruno Sacco, responsible for the visual appearance of the marque from 1975 to 1999, has a 1989 SEC in his garage. And he rates it his favourite car, so I'm in good company!

In my own assessment it is one of the last of the 'properly built' Mercedes. It is very powerful, very reliable and very comfortable with its orthopaedic front seats. I can take my wife's and my golf clubs together with trolleys in the cavernous boot with plenty of space to spare. This coupé is admired regularly by complete strangers, resulting in lots of pleasant conversations. I'm proud of my car and it has given me enormous pleasure over the years. So what next? Probably a vehicle with wheelchair access... or just the wheelchair? 'GT'?

John B Goulding, Stoke Bishop

ME AND MY MERCEDES



Scott Stevenson's E320 and C250.

Dear Chris,

I am impressed by the Gazette that arrives each month (and pretty promptly too – the August issue was in my letterbox on the 3rd). I like the way Members are providing

articles for you, and not just reports of pub visits, car shows, etc. Maybe a note from New Zealand will be of interest.

Here, after four months at various levels of lock-down we are free to live life pretty much as normal. However, we are told to be ever vigilant – there is always the possibility of the virus returning with New Zealanders coming back from overseas.

My interest in Mercedes-Benz was due to a good friend, Bill Pyne, a bachelor, who lived in an apartment with a warehouse below it. Bill passed away in 2016, sadly, and at that time he had 12 Mercedes, a Smart and an MGF. I was executor of his estate and eventually managed to sell all the cars.

My first Mercedes was purchased on June 9 2015 and, I'm happy to say, I still have it. It's a W124 1995 E320 coupé,

NZ new and I'm its third owner. I spotted it on 'TradeMe' (NZ's Ebay) and agreed a price with its owner. We met in Taupo, central North Island (he drove down from Morrinsville, I drove up from Waikanae with Bill in his SLK230, about a 3½-hour drive).

The E320 was as expected – beautiful in ruby red metallic with mushroom-coloured leather and with 74,700kms on it (46,688 miles). It was purchased new in NZ on July 28 1995 by a Rotorua couple. They sold it (via a dealer) to its second owner in May 2003 with about 35,000kms (22,000 miles) recorded. The price paid then was \$NZ40,000. I bought the car 12 years later for \$NZ15,000.

After lunch with the vendor and his wife (then in their 80s), the drive home in convoy with Bill was trouble-free. The next





ClubShop

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

Available via the Club website or directly on www.mercedes-benz-club-shop.co.uk Post and packing is not included in the prices shown here.



Club fleece in various colours £32.00



Softshell jacket in various colours £35.00



Red trim jacket in various colours £45.00



Jacket in various colours £22.00



Cufflinks £20.00



Pin Badge £8.00



Keyrings £6.50



Holdall in various colours £25.00



Tee Jay jacket in deep navy or hunter green £90.00



Club badge £23.00



Club face mask £8.00

Buy on-line

You can access the Club Shop via the Club website or directly on www.mercedes-benz-club-shop.co.uk. Payment can be made by credit card or cheque.

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.

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.



S65 Final Edition

Mercedes-Benz has always been famous for luxury executive saloons, more so ones with a stonking great engine up front! Back in 1974 the 450SEL 6.9 caused a stir with its wolf in sheep's clothing guise. Since then we have had the brilliant W126, initially with the 5,000cc V8 and later the 5,600cc V8 option. Then followed the battleship proportioned W140 600SEL with the brilliant and powerful V12. The M120 engine was a game changer in refinement, and close to 400hp, giving these monsters of the road real get up and go!

Bang up to date now and I am reviewing the W222 Mercedes-AMG S65 Final Edition, the last hurrah for a Mercedes powered by a V12, announced in February. So what do we have here?

Mercedes has thrown everything at this car to give it the best send off ever. It comes with every option currently available for the S65, including the rear seating package, the warmth and comfort package and also the AMG driver's package. The car is limited to just 130 examples, with a badge on the steering wheel and centre console to remind



Lovely cockpit bristles with technology.

you that this is a special car indeed. All cars are finished in exclusive obsidian black paint, with matt bronze accents on the front spoiler, side skirts and 20-inch forged alloy wheels, shod with Michelin Pilot Sports.

Some may like it, but I think it looks a bit like a failed attempt at a *John Player Special* replica. There's no doubt though that this car has presence in bucket loads and, coupled with that monstrous V12, it

Grand finale

by Paul Kelly



The refinement impresses as much as the performance.



The full length Grand Prix circuit at Brands Hatch, normally saved for the last round of the championship, was used for the second round instead of the Indy circuit. The reasoning behind this decision was that for the last round, on November 15, fading light will be an issue, so the switch was made. Temperatures were soaring, drivers not used to being here in the height of summer! Still no spectators though.

Qualifying

Rory Butcher claimed pole for the new Motorbase Ford Focus, with team-mate Ollie Jackson third (his highest ever!) Adam Morgan had his fastest lap disqualified for exceeding track limits. The lad was trying though, getting the A-Class spectacularly sideways coming out of Dingle Dell, but 12th was the best he could muster. Team-mate Jack Butel, continuing his baptism of fire (new car, new circuit), was 26th and last.

Race one

Pole sitter Butcher got the hole shot and led the field away, followed by the Honda of Dan Cammish. Adam was circulating in 12th, battling with the BMW of Stephen Jelly and the Honda of Matt Neal. By lap 12 he was up a place to 11th, Jack still fighting at the back with Nick Hamilton's Passat. An incident involving Aiden

Moffatt's Infiniti and Neal's Honda brought out the safety car on lap 14 of 16. New rules now add three laps to a race when there is a safety car deployment. As racing resumed leader Butcher had a front wheel puncture exiting Paddock Hill Bend, putting him out of the race. At the flag it was Cammish in the Yuasa Honda from Colin Turkington. Jackson got his first podium to the delight of Motorbase, and it made up a bit for the non-finish of Butcher. Adam finished 11th, Jack 23rd.

Race two

Pole sitter Cammish fluffed the start in his Honda Civic, Turkington taking full advantage and leading the field away in his BMW. There was much battling in the mid pack, Adam in the thick of it and coming through unscathed in 10th. The safety car was out again on lap three, to enable the recovery of the Honda of Michael Crees and the Audi of Bobby Thompson after a coming together. As racing resumed it was Turkington hounded by the ballast-free Toyota Corolla of Tom Ingram. Adam instantly passed Senna Proctor's Hyundai and Tom Oliphant's BMW and set about the drivers in front. By lap 16 Adam was battling for fourth with the Fords of Jackson and Butcher. At the flag it was Turkington's BMW first. Adam finished a creditable sixth. Jack was improving with an encouraging 18th.



Jack Butel at Paddock Hill Bend. He went on to claim a couple of points for 14th in race three.

Race three

Turkington again did the reverse grid draw, and again pulled out number 12, making it a proper reverse grid once again and putting himself in 12th again! Some people commented that series director Alan Gow had a bag of number 12 balls to make the racing more exciting!

Ex-Mercedes driver Moffatt was on pole, still learning to drive the rear-wheel-drive Infiniti. Adam was seventh, with the promise of more points.

From the off Moffatt led the field with Adam in the mix. Exiting turn two, Druids, Proctor went sideways knocking Jack Goff's Passat into Adam, who had to take to the grass to avoid the melee. This was only the start. Goff then spun the other way collecting Ingram's Toyota, with other cars on the grass to avoid the hazard. What a mess! Goff retired with a heavily damaged car. Adam rejoined, but way down in 22nd! Team-mate Jack was ahead, in 19th. On lap 11 and it was all over for Adam, retiring with damaged steering and an overheating engine.

Ex-Ciceley driver Oliphant took his first win in the BTCC in his BMW. Jack finished 14th and in the points. No mean feat in this difficult championship.

Not a brilliant weekend for Ciceley, being a victim of someone else's accident. But, as they say, 'That's racing'!

BTCC

– round two, Brands Hatch GP

by Paul Kelly



Adam Morgan on his way to a fine sixth place in race two.

A trio of deserts

The funny thing about deserts is that you wait your whole life to see one, and then three come along all at once. Today's desert was the Taklamakan – the world's second biggest sand desert, apparently.

This was proper stuff. *Star Wars* could've been shot here it was so other-worldly. But before I get into that, there's the business of the escape from Ürümqi. I have previously explained the morning city traffic-dodging on pretty much every entry thus far, so here will instead talk about pollution and wind farms.

The morning air in the city was much cleaner-smelling than it was the night before and, as befits the edge of a desert, the temperature was hovering about 20 feet above zero, like a howlin' mad Kazak helicopter pilot. There was still a smoggy mist in the air as we set off towards the Tak' along another dark desert highway, cool wind in our hair.

Three-pointed wind harvest

The constant wind was put to good use in these parts, as we soon found out. About an hour east from the overnight stop is the Dabancheng forest of wind turbines. The air was starting to clear here and the sun breaking through the smog, so the three-bladed towers looked almost Martian as we drove among them.

Varying in size from about 15 to 50 metres from base to tip (120 metres to the top of the blade), they were spinning quickly as we drove under them – a rhythmic vwoop, vwoop, vwoop punctuating the otherwise silent



The old Silk Road wasn't always silky smooth.

surroundings. They almost looked like Mercedes-Benz logos.

It was clear that the forest was growing ever bigger as energy demands increase. We saw numerous blades and components being delivered on trucks too. It's difficult to picture a 120-metre high turbine, unless you see it in context. In situ they look big, but so what – lots of things are big. But put the blades on the back of a truck, and it suddenly seems *very looooooong indeed*.

Extending semi-trailers and high cab Dong Feng tractor units were dwarfed by these green energy leviathans. As we drove on past the forest I wondered how many Smart EQs could be powered by all these generators – all 111 of them. They produce 60 megawatts of energy, so I suppose the answer is 'a lot'. If you know please write in.

Silky smooth road

The pace of change and progress in China is well-documented as being dramatic,

but our itinerary made it easy to see how awesome the civil engineering projects were, in late 2006. Get away from the bamboo-scaffolded urban buildings and look at the motorways as an example.

The routes for our E-Class Experience were planned in springtime, but already, in six months, an extra 100 miles of smooth black top had been laid – and the project was going on at full pace. We switched on and off the new roads for hundreds of miles as stretches were commissioned, built and opened. Road charging was as popular here as it is in the UK, but the main difference is the pricing. The M6 toll costs around £6 I think, but over here you can travel 10 times as far, with almost no non-commercial traffic, for about 80p.

This new highway, with its Brighton-coloured crash barriers, was the latest surface to be laid down on the famous Silk

Rob writes...

by Rob Halloway

This is the third part of the Club's Honorary President's account of his participation in the 2006 Mercedes-Benz reliability drive from Paris to Beijing.



Great car, Great Wall.



Having spent four years of higher education in Wales, and only remembering one dry day, it was with some trepidation that, along with our regular touring companions Tony and Julia Howorth, we set off for a whistle-stop circumference of the Principality in our trusty R230 SL350 and R107 300SL.

Being based on the south coast of England we opted for an overnight stop in the home of the Industrial Revolution at Ironbridge. It was with some disappointment that on presenting our 'Museum Passport' issued in 2000 that we were told they had seen older examples, although the receptionist did tell us she wasn't born then! While we enjoyed the Jackfield Tile Museum (highly recommended) the Howorths opted to visit the Cosford Museum, much loved by the Club for gatherings.

Having met at our Ironbridge accommodation we set out the next morning into Wales. First stop was the Pontcysyllte Aqueduct. Designed by Thomas Telford and completed in 1805, it carries 1,200 feet of the 13-mile Llangollen Canal across the Dee Valley. With a trough water depth of just over five feet it is carried on 19 cast iron spans at a height of 126 feet. Parking at the Froncysyllte end we walked the ½-mile to and across the aqueduct along the tow-path. A little daunting for those with a fear of heights, it nonetheless gives fine views over the surrounding countryside, although the aqueduct itself can be best appreciated from afar.



Anglesey Transport Museum.

Our destination for the day was Conwy, but this was approached by a detour driving the 'Evo Triangle. A wonderful, picturesque triangular route from just off the A5 at Cerrigydrudion onto the B4501 then back to the A5 via the at A453. The Principality was showing her benign side and we were able to enjoy the roads roof-down and with little traffic to slow us down or hurry us up.

Having returned to the A5 we took the scenic route via the B5106 to Conwy and our accommodation for the night. We

stayed at the lovely historic, old Castle Hotel right in the middle of Conwy with good parking (albeit through a narrow entrance) and whose owners are very accommodating to classic car owners.

Next morning we set off for Anglesey. First stop was the Anglesey Transport Museum near Newborough. It was created by a local garage owner upon his retirement. In the main building, along with a café and shop, is a two-storey collection of over 100 vintage and classic cars, motorbikes, farm and agricultural machinery. Many of the vehicles are local with one owner and many with few miles on the clock. There is also a very large bi-plane suspended from the ceiling, bought off Ebay and previously used as a prop in the BBC opera *The Little Prince*. Along one wall is a row of faux 1930s shops and a garage, all decorated with ephemera of the period. In the workshop along with

Land of my fathers

by Sara Billett

Tony and Julia Howorth's 300SL and Sara and Bill Billett's SL350 in Snowdonia.





Hamilton and Bottas celebrate in Belgium.

F1 NEWS

by Will Gardner

ROUND UP

August was another busy month in the compressed 2020 campaign. Following the 70th anniversary race at Silverstone, Lewis Hamilton won in both Spain and Belgium, giving him 89 race wins and his fourth in Belgium, leaving him just two wins behind Michael Schumacher's career record of 91. Hamilton does hold the record for the most consecutive F1 starts though, as well as most races with the same engine manufacturer and most wins in his debut season; all of course Mercedes powered. Ferrari's alarming drop in performance continued with both cars finishing out of the points at Spa, with Vettel taking an unimpressive seventh place in Spain whilst team mate Leclerc didn't finish. Racing Point took points in both races, with strong fourth and fifth placed finishes in Spain. Williams showed some improvement in form, managing not to finish last in either race.

WILLIAMS

In mid-August Williams F1 announced that, after 43 years of family ownership, the team had been sold to American investment firm Dorilton Capital. The team announced unanimous support of the board for the sale, which will see the famous team retain the

Williams name, though none of the current family directors or employees, including Sir Frank and Deputy Team Principal Claire Williams, will remain involved. Dorilton has stressed that it sees the team as a long term investment and will not be stripping its assets nor splitting the business, citing its patient investment style and history of growing and enhancing companies as an ideal model for the team.

Claire Williams said, following the announcement, that maintaining the Williams brand, credibility and value was non-negotiable and that the board fully expected Dorilton to deliver success going forward. Since its beginnings the team has secured 114 race victories, seven drivers' and nine constructors' titles, though it hasn't won a race since 2012. The team will continue to use the Mercedes power plant for the remainder of the current deal, and remain at its UK Grove base retaining all current staff. The deal, signed just days after the F1 Concord Agreement keeping the team in F1 until 2025, valued the Williams group at £133.5 million.

Ahead of the Italian GP the team announced that this would be the last race led by Sir Frank and Claire Williams as both stepped down from their respective roles, leading to George Russell issuing a heartfelt goodbye from his car after taking the chequered flag, leaving Claire with a tear in her eye as she watched the race from the pit wall.

ITALY

Monza brought its share of drama to the season as use of the safety car saw Lewis pit whilst the entry lane was closed, securing him a 10-second stop-go penalty and losing what looked like a certain win, having led from his pole position start. The incident was a result of Kevin Magnussen's Haas being recovered and followed a 25-minute red flag period earlier in the race after Charles Leclerc crashed heavily at the

Parabolica corner. Once the chaos settled, Pierre Gasly led to take the win in his Alpha Tauri, ahead of Carlos Sainz driving for McLaren, with the Mercedes powered Racing Point of Lance Stroll taking the final podium slot. Hamilton fought back through the pack to finish seventh, two places behind Bottas who started second but never recovered from a poor getaway and losing places at the first corner.

The safety car deployment to deal with the Haas was controversial as the stricken car appeared easily recoverable under yellow flags, with those losing out suggesting that the safety car was deployed too soon in an effort to mix the race up further. None of the podium teams appeared to share the sentiment though!

VALUATIONS

Ahead of the Tuscan race reports emerged that Ineos, one of the world's largest chemical producers, was close to moving from sponsor to owner of the Mercedes team with a £700 million bid to buy a reported 70 per cent stake; you don't need to be a mathematical genius to realise that this values the team at £1 billion, or more than 7.5 times that of Williams.

Rumours have been circulating for a while suggesting that Mercedes may sell; the financial impact of coronavirus on Mercedes' wider business is surely a factor in this. The suggested deal would see Mercedes retain a 30 per cent share in the business whilst continuing – in the short term at least – to supply engines.

McLaren is also looking to raise capital by selling and leasing back its Woking headquarters. Offers of around £200m are said to have been invited to stabilise the group's financial situation and safeguard against future job cuts, with the firm stressing that the sale will have no impact on current operations on and off the track.

TUSCAN GP

As we went to press normal service was resumed with Hamilton winning in Mugello ahead of Bottas in a race which saw Max Verstappen and Pierre Gasly crash out on lap one followed by a restart and a further crash wiping out another four cars. Williams almost scored points for the second race running as Russell took P11, whilst Mercedes powered Racing Point did rather better with Sergio Perez taking P5.



Hamilton leads the field away at the start of the, for him, ill-fated Italian GP.



The Mercedes-AMG safety cars were repainted red at Mugello in honour of Ferrari's 1,000th GP – and saw plenty of action, here leading Bottas.





Hamilton and Bottas celebrate in Belgium.

F1 NEWS

by Will Gardner

ROUND UP

August was another busy month in the compressed 2020 campaign. Following the 70th anniversary race at Silverstone, Lewis Hamilton won in both Spain and Belgium, giving him 89 race wins and his fourth in Belgium, leaving him just two wins behind Michael Schumacher's career record of 91. Hamilton does hold the record for the most consecutive F1 starts though, as well as most races with the same engine manufacturer and most wins in his debut season; all of course Mercedes powered. Ferrari's alarming drop in performance continued with both cars finishing out of the points at Spa, with Vettel taking an unimpressive seventh place in Spain whilst team mate Leclerc didn't finish. Racing Point took points in both races, with strong fourth and fifth placed finishes in Spain. Williams showed some improvement in form, managing not to finish last in either race.

WILLIAMS

In mid-August Williams F1 announced that, after 43 years of family ownership, the team had been sold to American investment firm Dorilton Capital. The team announced unanimous support of the board for the sale, which will see the famous team retain the

Williams name, though none of the current family directors or employees, including Sir Frank and Deputy Team Principal Claire Williams, will remain involved. Dorilton has stressed that it sees the team as a long term investment and will not be stripping its assets nor splitting the business, citing its patient investment style and history of growing and enhancing companies as an ideal model for the team.

Claire Williams said, following the announcement, that maintaining the Williams brand, credibility and value was non-negotiable and that the board fully expected Dorilton to deliver success going forward. Since its beginnings the team has secured 114 race victories, seven drivers' and nine constructors' titles, though it hasn't won a race since 2012. The team will continue to use the Mercedes power plant for the remainder of the current deal, and remain at its UK Grove base retaining all current staff. The deal, signed just days after the F1 Concord Agreement keeping the team in F1 until 2025, valued the Williams group at £133.5 million.

Ahead of the Italian GP the team announced that this would be the last race led by Sir Frank and Claire Williams as both stepped down from their respective roles, leading to George Russell issuing a heartfelt goodbye from his car after taking the chequered flag, leaving Claire with a tear in her eye as she watched the race from the pit wall.

ITALY

Monza brought its share of drama to the season as use of the safety car saw Lewis pit whilst the entry lane was closed, securing him a 10-second stop-go penalty and losing what looked like a certain win, having led from his pole position start. The incident was a result of Kevin Magnussen's Haas being recovered and followed a 25-minute red flag period earlier in the race after Charles Leclerc crashed heavily at the

Parabolica corner. Once the chaos settled, Pierre Gasly led to take the win in his Alpha Tauri, ahead of Carlos Sainz driving for McLaren, with the Mercedes powered Racing Point of Lance Stroll taking the final podium slot. Hamilton fought back through the pack to finish seventh, two places behind Bottas who started second but never recovered from a poor getaway and losing places at the first corner.

The safety car deployment to deal with the Haas was controversial as the stricken car appeared easily recoverable under yellow flags, with those losing out suggesting that the safety car was deployed too soon in an effort to mix the race up further. None of the podium teams appeared to share the sentiment though!

VALUATIONS

Ahead of the Tuscan race reports emerged that Ineos, one of the world's largest chemical producers, was close to moving from sponsor to owner of the Mercedes team with a £700 million bid to buy a reported 70 per cent stake; you don't need to be a mathematical genius to realise that this values the team at £1 billion, or more than 7.5 times that of Williams.

Rumours have been circulating for a while suggesting that Mercedes may sell; the financial impact of coronavirus on Mercedes' wider business is surely a factor in this. The suggested deal would see Mercedes retain a 30 per cent share in the business whilst continuing – in the short term at least – to supply engines.

McLaren is also looking to raise capital by selling and leasing back its Woking headquarters. Offers of around £200m are said to have been invited to stabilise the group's financial situation and safeguard against future job cuts, with the firm stressing that the sale will have no impact on current operations on and off the track.

TUSCAN GP

As we went to press normal service was resumed with Hamilton winning in Mugello ahead of Bottas in a race which saw Max Verstappen and Pierre Gasly crash out on lap one followed by a restart and a further crash wiping out another four cars. Williams almost scored points for the second race running as Russell took P11, whilst Mercedes powered Racing Point did rather better with Sergio Perez taking P5.



Hamilton leads the field away at the start of the, for him, ill-fated Italian GP.



The Mercedes-AMG safety cars were repainted red at Mugello in honour of Ferrari's 1,000th GP – and saw plenty of action, here leading Bottas.





The AMG range as depicted in a 2008 brochure.

From deep in the Archive

by the Archive Team

Over the last 30-plus years AMG has become a major dimension within the Mercedes-Benz car range. Now the AMG designation is applied across the company's offerings, from applications indicating little more than a trim level featuring sporty addenda to full-blown, custom-engineered models. These latter have greatly increased engine fire-power and major suspension and brake upgrades to match their sporty looks.

This 'From deep in the Archive' features a 2008 published brochure from just a few years after MB's full acquisition of AMG. Brochure is perhaps underselling this lavish, hard-back, 100-plus page publication, which demonstrates how far AMG had then grown under the wing of MB.

AMG had gone from just being suppliers of tuning equipment to become responsible for the development of fabulous performance cars based on most models within the MB range. In 2008 if, as a potential customer, you were unsure about AMG's place in developing high performance MB cars, its engineering ethos and product range, this brochure would certainly tell you everything you needed to know.

At the heart of every AMG model is its engine – so the brochure did much to expand on how every one of its power units were individually built by just one skilled technician, who's signature appeared on the finished power unit.



AMG-modified engines were at the heart of all these cars.

The brochure then covers Mercedes AMG's success in touring car racing and their use as safety and medical cars in F1. The depth of AMG engineering is reinforced by outlining the way these super-cars were extensively tested in deserts, the Arctic Circle and other extreme environments.

All this set the scene for individual outlines of the 13 AMG models then available, from C-Class to G-Wagen. All these were powered by three basic AMG engines with a range of power and torque outputs. 55 – 5,439cc V8, 360 to 500hp, torque 510 to 700Nm. 63 – 6,208cc V8, 457 to 525hp, torque 600 to 630Nm. 65 – 5,980cc V12, 612hp, torque 1,000Nm.

The smallest AMG saloon or estate was the 457hp C63 AMG. All this power in the relatively compact C-Class delivered an electronically limited top speed of 156mph and very spritely sub-five-second nought to 100kph (62.5mph) acceleration time. To keep this particular show on the road AMG extensively uprated the suspension, so that the C63 AMG benefited from a wider front track and modified spring and damper settings all round as well as a three-stage ESP system. This car's brakes were also significantly modified by AMG, including the use of six-piston callipers, working on larger front discs. And, AMG had also worked its magic on the transmission, adding AMG Speed-shift Plus to the 7G-Tronic auto gearbox. This provided a double declutching function, which smoothed down-shifts and reduced the braking torque loading on the drive axle.

The C63 AMG was further differentiated from its non-AMG siblings with side skirts, flared front wheel arches, twin 'power-domes' on the bonnet, an AMG grille with two louvres and chrome trim and a front

bumper incorporating auxiliary lights and large air intakes. At the rear it sported a boot-lip spoiler, diffuser and AMG quad exhausts. And to make quite certain the C63 AMG could not be mistaken for a 'cooking' C-Class it also featured 18-inch AMG five-spoke alloy wheels in a high gloss titanium grey finish.

Internally the AMG treatment continued, with Artico (man-made leather) and AMG fabric trimmed high-back sports seats (incorporating the headrest), a smaller diameter steering wheel, alloy shift paddles and an AMG instrument cluster.

The AMG engineering approach to the C63 AMG was followed similarly, to a greater or lesser extent, across the other models in the range. However those with the V12 AMG 65 engine benefited from more engineering input to cope not only with its exceptional 612hp output, but also its monstrous peak torque rating of 1,000Nm. To cope with the demands of this mighty engine all 65 models were fitted with AMG Speed-shift five-speed automatic gearboxes and high performance braking systems.

With its AMG models MB was ahead of the curve, as this high performance range included both an SUV and an upmarket off-roader. The ML63 AMG was one of the earliest very high performance SUVs to be offered by any manufacturer. It was a bold but successful move on MB's part in 2008, which was subsequently copied by many other manufacturers. The G55 AMG represented a similar, successful ground-breaking move by MB, in forming a new market sector for very high performance, luxury 4x4s.

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, Bryan Allman, Andy Holmes and Phil Reed (archive@mercedes-benz-club.co.uk). If you do not use e-mail please telephone 01932 346981 and leave a message.



The SL63 AMG was one of the highlights of the range.





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, c/o 30 Scotgate, Stamford PE9 2YQ or chris.bass@mercedes-benz-club.co.uk



Paul Featherstone's AMG C63

Paul writes: 'This is my third 'Car of the month'. My first appearance was back in 2011 when my Mercedes ownership began with the purchase of a 2008 C200 – at what was supposed to be a 'free' day out at Mercedes-Benz World. Not so free as it turned out!

My second appearance was when I entered the world of AMG and bought a new CLA45 AMG, which I owned for the best part of four years. This car brought me immense pleasure, enjoying several trips to the continent including one to Stuttgart and the Mercedes-Benz Museum. And so began my love affair with AMG.

And now? Well now I'm the proud owner of a C63. A result of another visit to MB World – I drove one as part of their AMG driving experience offering. After that I knew I had to have one. So the search began for the right car and specification. And here she is – obsidian black, premium pack and the all-important switchable performance exhaust.

She really is a fantastic machine and by far the best car I've ever owned. I love her breadth of abilities and dual personality – dial everything back and she'll waft along in relative calm with just a faint V8 rumble in the background. Sure the ride is on the firm side, but it's not uncomfortable. Fuel consumption isn't too bad either when cruising. On a recent European trip totalling around 2,000 miles, which admittedly included several high-speed runs on the German autobahn (had to be done) she returned an average of just over 32mpg. I can't complain about that.

And what about her other side when everything's turned up to 10? Intoxicating is the word I'd use. The power is immense and it doesn't stop – it's relentless. And then there's the soundtrack – the pops, bangs and crackles from the exhaust. It never fails to put a smile on my face. How the wizards at AMG have been able to produce an exhaust sound quite like this from a forced induction engine is beyond me.

And it's the soundtrack which plays a big part in making this car so special. It's also where the emotional connection comes from. I think this is something future electric performance car manufacturers are going to have to grapple with – where's the excitement going to come from and how are drivers going to emotionally connect with a silent car?

And concluding with looking ahead – could this be the last V8 engine AMG produces? More likely than not... environmental concerns and with it a focus on producing electric cars will no doubt quickly confine this type of engine to the history books. And while I accept change is necessary and I hope it'll prove to be an exciting new era for cars and motoring, I can't help but feel a degree of sadness too. So while I'm still able to – and as long as it remains socially acceptable to – I'm going to savour every minute with this car.'





Geoff D'Cruze's 250CE.

15 years and counting

by Geoff D'Cruze

Our family numbered four in the noughties, and opportunities to ride motorcycles for fun reduced significantly so I parted with my BSA C12 and Triumph 6T, both of 1959 vintage. The search was on to find an interesting four-seater which could be enjoyed with the family, but primarily by me! It needed to allow me to get a bit dirty, keep up with modern traffic, be comfortable for four people and, if possible, have power steering. After some extended looking, ranging from Rover P5Bs, BMW 635 coupés, and the odd Daimler 250 V8 and Jaguar Mark II, I chanced upon a Mercedes-Benz 250CE for

sale in Swansea. I recognised the shape but knew nothing about the model. Being of the 1960s/70s, what complications could there possibly be?

To cut a long story short, a deposit was paid and an HPI check initiated. Wrong way round I know. Car came back stolen! A shock even to the owner. Luckily he had contacts within the DVLA and the enquiry rapidly came back that the chassis number recorded on the V5 was only the last six digits, linking it to a motorcycle which was stolen. Matter resolved; I collected the car on May 28 2005.

Driving home from Swansea to Horsham, my ears were straining for odd noises. What was that ticking? The wind noise seemed excessive. Should the gear lever feel so sloppy? Is this steering too light? I had lost track of how noisy mechanical speedometers can be, the effect of chrome trimmed gutters on wind turbulence, the extent of linkage from gear lever to gearbox, and had no idea what power steering of the era felt like. It was an adventure driving home, but we covered the 200-plus miles without incident. First hurdle overcome.

Our daughters were quite young when the car arrived and they were keen to name her, so they made suggestions, which will not be elaborated on, but we settled on 'Millie the Merc' – note the 'ie'. Well, not having been too keen on the idea of a name, I didn't take particular note of the spelling and used 'Milly'. 15 years on the girls have not let me forget this – so my tip is do not take lightly the question 'What's in a name?'

So, this W114 250CE, born in 1971, is known as Millie or Milly – same sound, but... I am pleased to say that some fellow Club Members refer to her by name; thank you.

When I collected the car there was some corrosion to the front wings and along the waist trim, nothing unexpected on a 30-plus-year-old car, but nothing to be concerned about for a few years. The underneath was very solid with no sign of being welded. I took the car to our preferred garage, they have no affiliations with any marque, for a service and a check-over. A few issues were identified and dealt with, but overall sound – result!

Bodywork

The car is not pampered too much (my opinion – not shared by the family) and so is not garaged very much. The result is that major bodywork has been necessary. This came to a head in Ireland in 2010 when, driving through some very heavy rain, Michele and I were pushing cloths and tissues into corners of the windscreen to soak up water ingress. Decision made – bodywork repairs necessary.



Prepared for paint after the first bodywork repairs.





October 2018, Paul Ventham's E36 AMG arrives – "Happy birthday to me!"

E36 AMG

by Paul Ventham

'Carfuffling' – part one

I will start by suggesting that I have had some stupid ideas in my time. On face value, however, this would seem to be the most idiotic.

It all began perfectly innocently, after some good-humoured banter with James, a young lad at work. Back in October 2018, during a tea break, I was browsing the Club Forum – as I often do, and all the while, James was wittering on about trying to find a project car and which one to choose...

blah, blah. After I had read the same line five times I relented and found the 'Cars for sale' section and showed him a W210 E36 AMG. "What about this?" I enquired hopefully, to which I was treated to a monosyllabic grunt of disapproval. Ah well, I tried, and went back to my reading.

Little did I know, but that was the moment this particularly rusty seed was planted in my subconscious.

To start the story I should wind the clock back a touch. The original advertisement had been placed by Club Member Clive Henderson (deep breath: Regional Officer for Wales – North and Borders, Valuer, Model Register Co-ordinator, Model Register Captain for



'18 certificate' required – non-existent rear headlamp sockets.



Repaired 'out of true' rear wheel arch – and some more rust.



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

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.

W112/W111 220SE/230SE/300SE Saloon front offside bumper half section, good chrome, no dents £200. Also nearside and offside top sections, good condition £50 each. All plus post and packing. robertcoxshall@outlook.com 01992 302238 Hertford.

R107 SL hard-top stand Good condition. £50. Buyer collects. Essex. Steve Richardson 07826 557138 steve@wiskr.org.uk

W208 CLK cabriolet wind-shield, perfect condition, unused for four years, complete with bag £150. Ron Hall 07944 856680 artisan39.rh@gmail.com Lancashire.

R129 SL hard-top hoist See on-line information by SVS, top quality, complete with six-page manual. I was able to set this up and operate on my own so makes using the hard-top much easier. Cost new £240, will sell for £100 plus £10 post and packing or collect, eight miles south of Bath. mike.carter@footdown.com 07768 740929.

R129 SL hard-top stand By Custom Covers, can be used for any model, assembled but never used, with assembly instructions. Cost £82 will sell for £40 plus £10 post and packing or collect, eight miles south of Bath. mike.carter@footdown.com 07768 740929.

W113 Pagoda SL Haynes repair manual For 230, 250, 280, 1968 to 1972. Also Mercedes 230, 250, 280 Gold Portfolio, 1963-1971. Both books in excellent condition £33 including postage. lance.rowell@architen.com

R107 SL Four 'Mexican hat' wheels, need tidy up, £150. Set of hard-top chrome trim, including window surrounds etc £200. Hard-top glass, rear and quarters £200. Boot emblem (not R107 SL) 105mm diameter steel chrome, 8mm brass fixing £35. Peter 07423 459684 petershort100@outlook.com

1972 R107 SL hard-top Cream, came off a 350SL. Very good condition, all glass intact and chrome in good condition. John Hough 07976 404036 johnhough16@aol.com Lancashire.

R129SL/W140 S-Class 722.620 five-speed auto gearbox £250. M119 5.0-litre V8 £500. Both good working order, can get pallet delivery at cost. David White 07734 491812 oilgarage@icloud.com

W110/W111 M180 engine, 230S cylinder head complete £250. Some W123 parts. Derek 02074 745953 or 07926 338158 London.

R/C/107 SL/SLC New old stock genuine ATE brake master cylinder £40 plus post and packing. robertcoxshall@outlook.com 01992 302238.

Twin Mercedes-Benz roof boxes To fit W123 or W124 estates. Silver, lockable, excellent condition and rare. Four lock-on cross-rails with adaptors for W124 plus two original, flush-fitting, lock-on rails for W123. Cost £1,000-plus around mid-1980s. Offers invited. piinttd@aol.com

W207 E-Class cabriolet Draft-stop wind deflector, genuine Mercedes-Benz, part number MA2078600474. Current list price is over £550! One of the plastic horns that slots into the rear seat belt mountings snapped off the first time I installed it, but it's never made any difference and the loose horn is supplied. £200. Carriage or collection to be agreed. David 07912 619001 davidinlondon@talk21.com East Dorset.

R129 SL portable hard-top stand Wiesmann, good condition (boxed) £120 buyer collects in Leicestershire. Brian Scott 07916 767840 scottb3@sky.com

Mercedes Enthusiast magazines Copies one to 73 inclusive plus 75 and 98. All in perfect condition (read then stored, no fading or dog ears) £120 plus post and packing (UK only). Alan Haynes 07860 215693 alanshaynes@me.com

R107 SL hard-top hoist and wind deflector Original German hard-top hoist, accessories and instructions together with electric motor (500watt Silverline) and original German wind deflector in original box (including accessories for pre-1982 cars). All in excellent condition. £450 buyer collects (near Darford). mikebhill@talktalk.net

R170 SLK roof rack and bars With key locks, to fit R170 1997 to 2004. Never used, as-new, in original box. Roof rack (slight scratches) and aero bars with rubber inset and two keys. Best offer accepted if collected from Northamptonshire. Stephen 07710 825733 or stephen@reeceandco.com

W205 2017 C-Class From a Mercedes-Benz approved used vehicle, set of four 19-inch Turbine wheels with Falken Azenis RF tyres, all between 3.8 and 5.1mm tread depth. Photos available. £800, collect from Berkshire. Tony Holdich 07831 391000 tholdich@icloud.com

W123 Two radiator grilles with good plastic grilles and good chrome. £25 each plus post and packing. 01992 302238 robertcoxshall@outlook.com

W169 A-Class Four original 10-spoke 16-inch alloy wheels, 6Jx16 H2 ET 46. Excellent condition but no tyres. £80. Raymond Dodwell 01428 607523 raymond@dodwell.net GU10, south west Surrey.

Four Mercedes-Benz diamond cut five-hole alloy wheels 8Jx17 plus centre caps. Tyres - two 235/45 x 17 Conti Sport and two 235/45 x 17 Sport Contact, 7mm tread, some marks. Will fit S-Class? Offers over £100. Collection only, from Dorset. Contact chrisharris61@talktalk.net 07443 905693.

1983 W123 230E For repair or spares, engine sound bodywork tatty £1,000. Sean Chapple 07931 386034 wembleyscaffoldingltd@yahoo.co.uk Northwood.

W230 SL350 seven-spoke alloy wheels 255/45 x 17 tyres, almost new. Very good condition. Junction three M5 to view or collect. Nick Roberts 07836 355782 njrcorner@live.co.uk

2000 R170 SLK Driver and passenger seats, in perfect refurbished condition, black and cream with electric movement but no heated seats. Because of size pick up only £130. 01661 881020 ericylviadickens@yahoo.com

Free Club Gazettes May 1993 to date, collect from Surrey. David W Edwards david.edwards@kbr.com

W201 190 Five original 15-hole alloy wheels and tyres. Part number 201 401 1102 (6Jx15H2). All almost perfect condition. Four with Michelin Energy Savers (185x65xR15 88H, approximately 2/3 worn, one with unused Pirelli P600, same size). Also two sets of centre caps and all correct bolts, including locking and two sockets £250. Roger 01792 281263 rogerthomasrv@gmail.com

Four steel hub-caps Diamond blue, paint number 355. Off 14-inch steel road wheels. May be OK for W113, R/C107 or W123 £200 ono. 07720 723135 gs.chnag@btinternet.com

R129 SL Four 8.5Jx17 alloy wheels with 245x45zr17 tyres. Wheel part number A230 401 0902. Tyres all with 3-4mm tread. Removed from R129 SL500. Collect from Ayr, Scotland £400. George Horton horton696@hotmail.com

W111/W112 saloon Doors, bonnets, bumpers, lights, M189 engine, autobox, rear axle, front subframe, front seats, air suspension parts etc. W108 door glass, locks, handles, bumper. West London. dominiclunney@mac.com

W108/W111/W112 Indicator lens £21, headlights £238 or £425.00 for pair, ignition lock switch £120, grille badge £130, boot badge £50, windscreen wiper motor £40, air conditioning unit £95, interior mirror £106. 280SE on wood plaque £185. Chrome seat cover plate £76. Grille badge emblem £150. 020 8529 2933, 07533 594597, jgl1948@icloud.com

190SL Hub-caps £60 each. Mexican hat hubs £40 each. Fuse box £150. Rear lights £150 each. Steering wheel £350. Steering box £350. Steering column £200. Chrome rim £60. Chrome cover trim for bonnet wiper wet £140. Electric window motor £50. Kenny 020 8529 2933, 07533 594597, jgl1948@icloud.com

W108/9 280SE or 3.5 Wiring loom £300. Stacked headlights and many other parts available Kenny 020 8529 2933, 07533 594597, jgl1948@icloud.com

R129 SL hard-top hoist Four years old, by Easy Hoists Ltd, little used, buyer to collect from West Yorkshire, Bradford area. Reasonable offers please. Nigel Ward 01535 642040 nigelward008@gmail.com

Mercedes-Benz star c1970s, dealership external showroom sign, one-metre diameter, complete with deep back mounting box and lighting, offers over £250. Mercedes-Benz Service Reception sign, c1970s, blue perspex sheet, approximately 1.8x0.4 metres, offers over £50. Photos available. Text offers to Roger on 07904 243304 or e-mail rogeranddiana67@gmail.com

Breaking two W124 300-24 cabriolets Left-hand-drive, black leather interior, alloy wheels. Some engine parts missing. Mitch mmrautos@aol.com 07860 704377.

W113 Pagoda SL Soft-top frame for 230SL and 280SL models, bonnet, boot, doors, fuel injection pump part number pes6k170/120r11, inlet manifold, bumpers, various other parts. 07538 807864 no texts.

Thule Rapid System roof rack Fits W201 190, W124 200 to 300(124), W202 C-Class and W210 E-Class(W210). Aluminium, twin aero bars, two bicycle one-key system carriers, set of locks. Brand new never used. In original boxes with full instructions. £120. Brian, Woodford Green, 020 8505 8741 brian@mazdon.com

W121 190SL body panels Bonnet, pair of doors, boot-lid and left-hand-drive dash. All good condition and useable. Package deal of £2,800 or can negotiate without the dash. Located in north west London, can deliver at cost. Tej 07984 687283 teju.patel@outlook.com

W113 Pagoda SL Pair of right-hand-drive headlamp glasses, exterior door handles, air louvre grille, radiator grille assembly with barrel and star, locking fuel cap and keys, fuel gauge (unused), speedo head (reconditioned) and exterior mouldings. David 01773 835462.

W187 220 and W136 170 Pair of running boards with trim £120, pair of rear wings £100, set of door window regulators £50, four early hub-caps £100, eight-day wind up clock £100, radiator grille mesh and chrome surround (requires some repair) £200. Bob 01992 302238 robertcoxshall@outlook.com

WANTED

2001 R129 SL Spare wheel cover, boot carpet, interior in dark grey, sun visors, hydraulic bow catches and seal units. Vishal K vd22@hotmail.com

2017 onwards W213 E-Class Estate roof bars, Mercedes-Benz part number A2138900793. Stephen 07710 825733 stephen@reeceandco.com

W201 190E 2.6 Heater hose, Mercedes-Benz part number 201 832 2894. Adrian Dyer a.k.dyer@btinternet.com

1994 W124 E220 cabriolet Dark coloured wood trimmed steering wheel. roger@mercoconsulting.ie or oshearogier@gmail.com

1994 W124 E220 cabriolet Roof controls module comfort ECU, Mercedes-Benz part number 1248204526. And roll-bar fuse box cover A0005458603. Steve Beck 07598 058454 stevenbck7@gmail.com

W113 Pagoda or R107 SLs Roof hoist, SVS system or similar please. Apparently the R107 hoist will fit the Pagoda roof as well, which is what I want it for. Nigel 07788 778891 nhc1@hotmail.co.uk

1994 R129 SL320 Four eight-hole original wheel rims, wood rimmed steering wheel in mushroom leather. Terry 01566 773844.

Club Gazettes July 2013 and July 2015. Ian McFarlane 01316 681421 mcfarlaneian34@gmail.com

1987 R107 500SL Gearbox dipstick tube, part number 1072700684. Angus 07956 712345 angusmaccuich@btinternet.com

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.





William Terrington's 190 after detailing.

Detailing

by William Terrington

This guide is intended as a friendly way of getting into detailing – it is intentionally not a guide to concours preparation, that is another thing altogether. I am planning to enter the E-Class shown here in the Club Concours in 2021, however that is totally beside the point, I am only using it as an example for engine cleaning and leather. My 190, which I consider to be a driver's car, is the subject

for everything else in this guide. My preferred choice of materials is *Autoglym*.

This guide, in terms of the results I hope it produces, should work at one end of the scale for those who just want to spruce up their car, and at the other end of the scale to get their cars ready for a show. The 'time required' recommendations are drawn from my experience. I don't believe that there is such a thing as a quick clean if you want, at

the least, a decent result. Taking your time, not rushing and letting the materials do their job is incredibly important.

Interior

The time required for this is two to three hours, excluding drying time, for a clean. For a show it would be up to whole day. The materials used are Interior Shampoo with a green interior microfibre cloth, Vinyl and Rubber Care with grey polishing cloth, Fast Glass with grey polishing cloth and Leather Kit cleaner and balm.

First of all it's very important to give the interior a very thorough vacuum, with a brushed end, making sure that literally all of the seats and carpets have been covered. To save time use it lightly to remove dust from hard surfaces. Then use a thin extension to get into all the crevices and down the sides of the front seats. This is completely necessary before shampooing the interior and will make it much easier. After vacuuming start off by cleaning all hard surfaces with interior shampoo and cleaner. For shampooing the interior do not use too much shampoo. For carpets and fabric seats that are not too dirty, a fine, even mist of interior shampoo across the whole surface is enough. Use the interior microfibre cloth in a circular motion and change the warm water regularly. As for the headlining, spray a small amount of cleaner onto a damp cloth. After that go over it again with a damp cloth with no cleaner. After this let the interior dry.

After the interior has dried use the vinyl and rubber conditioner on all plastic and rubber surfaces, right down to the small bits and pieces. This protects plastic and rubber from fading and gives them all a nice finish



The 190 before work started.



 CAMBRIDGESHIRE

Report from a Member – buying a CLK GTR



Brian Lees' model of a CLK GTR. Its door mirrors may have been lost in a 'cupboard crash', but after 20 years it still bears a pretty faithful array of transfers.

Exactly 20 years ago I was sitting beside a hotel swimming pool on the west coast of France soaking up the sunshine and enjoying a family holiday when out of the blue my youngest son, who was 10 at the time, announced that he would like to build a model car. He wasn't sure what type of car, only that it had to be exciting and interesting. So, without further ado, we got changed, jumped in the car and drove to the nearest large town where we were fortunate enough to find a toyshop that had a good selection of both *Airfix* and *Revell* models. My son perused the shelves carefully and after a time selected a CLK GTR. At that time this was a car I knew absolutely nothing about but, judging by the picture on the box, it certainly met the requirement to be exciting and interesting.

Having made the purchase we rushed back to the hotel. With great anticipation we opened the box and were confronted by many parts, a lot of which were very small, and pages of instructions. I could see that my son had become apprehensive about the challenge of building the car, but I reassured him that with my help we could complete the task. We started by putting together some of the sub-assemblies – that went quite well, but we soon realised that if we were to achieve a half decent outcome we needed to paint many of the parts as the build progressed. This was a problem given that we didn't have any paint with us, so we decided to pause the project until we got back home.

Once back in the UK the build continued but, with many other distractions, my son soon lost interest and the task of finishing the car fell to me; this was not an issue as during my youth I had enjoyed making models, but I do like to make sure things are done correctly and that the end product truly represents the real thing. This can be a challenge at times and with this particular model the painting of the numerous small parts in many different colours, let alone gluing them together, required much patience. However, after several weeks the job was complete and I was pleased with the result; I presented the car to my son and took great delight in showing him how the outer body panels come off to reveal the hidden details such

as the engine and suspension, whereupon he said, "Wow, that looks good," and then rushed off to play with his friends.

To give some background to the real CLK GTR the following is a précis of information found on the web.

AMG

AMG was founded by former Mercedes-Benz engineers Hans-Werner Aufrecht and Erhard Melcher in the late 1960s. The company's acronym was derived from Aufrecht, Melcher and the town of Grossaspach, near Stuttgart, where they were headquartered. After earning considerable respect tuning and racing Mercedes' engines, most notably in the European Touring Car Championship, AMG became an official corporate partner and over the years its importance to Mercedes increased, resulting in the acquisition of the tuning shop and the production of a limited number of AMG 190E 3.2 road cars. This project evolved into the highly successful C-Class DTM cars that earned an impressive 84 wins in the 1990s. Such was the start of AMG's entrance into production sports car manufacturing.

The CLK GTR

By the late-1990s there was a growing interest from Mercedes-Benz and Porsche to return to the tradition of the great 'Gran Turismo' races of yesteryear. The result was the FIA GT Championship, which commenced in 1997 with great fanfare and enthusiasm. Mercedes-Benz AMG entered the top-level GT1 class and competed head-on with the Porsche 911 GT1 and BMW-powered McLaren F1. 25 road cars had to be produced by each manufacturer, not surprisingly these limited-production cars were instantly collectible and highly sought after.

AMG had only four months to design, build and test a viable and competitive race car and its road-going brother. Early in 1997 the proposed engine for the CLK GTR, a 6.9-litre V12, was already undergoing rigorous testing. AMG mechanics worked round the clock and, only 128 days after the first sketches were made, the very first CLK GTR took to the track in Spain.



Several components required painting individually before the model's engine could be assembled.



CLK GTR chassis 04.

Mercedes veteran Bernd Schneider, along with AMG's young gun Alexander Wurz, tested the car with extremely successful results. Norbert Haug, Mercedes' racing boss, called Hans-Werner Aufrecht from the pits at the Brazilian Grand Prix to see how testing was proceeding. Aufrecht, grinning, understated the car's performance and said, "Er fährt... sieht gut aus" ("It runs.. and looks good."). Needless to say, the project was given the green-light by Mercedes' board of directors.

The CLK GTR did more than just run well. After only four months AMG had produced two race-ready CLKs and one homologated road version, with 300 prospective buyers eagerly waiting in line. This first CLK GTR for the streets was presented to FIA Head of Constructors, Gabriel Katringer, on Monday April 1 1997, only six days before its race-ready brethren would make their debut at the Hockenheimring. Schneider not only picked up fastest lap honours, but also pole position on the CLK GTR's maiden voyage. After a slightly staggered start to the season, the new AMG super-cars reigned victorious at the A-1 Ring, Suzuka, Donington, Sebring and Laguna Seca, taking the team championship to Affalterbach, while Schneider secured the drivers' title.

For 1998, however, the CLK GTR saw rather limited use, as the 630hp racer was being phased out by its descendent, the CLK LM, which was conceived with the 24 Hours of Le Mans in mind. Unfortunately the race-proven M120 V12 was replaced by another naturally aspirated engine, the M119 V8. Surprisingly the V8 produced equal amounts of power and was believed to be better suited for long-distance racing. Additional aerodynamic modifications were made in the way of a lowered roof-line and nose and redesigned air intakes. Ironically the two CLK LMs retired early in the race due to engine failure.





Mercedes CLK320 Avantgarde Cabriolet (W208) 3.2 litre V6 with c.220bhp Auto 2003 30,500 miles with Avantgarde spec Obsidian Black with automatic transmission, £6,795 ono **Tel: 07792 422209** (Gloucs)



Mercedes 300TE (W124) Estate 3.0 straight-six – rare 7 seater 1992, Nautic blue with original service books owners manuals, first aid kit and 2 keys, High Spec Extensive service history, £0,000s spent with over 50+ invoices £2,695 **Tel: 07889 916777** (Gloucs)



280SL. 1984, 113,000 miles, garage kept, brand new navy soft top, hardtop with new back windscreen. Silver, drives very well. Real head turner. Number plate valued at £800 but moving house means she has to go. £12,500. **Tel: 07825 828966** (Bromley) (10/20/02)



SLK55 AMG. 2008 facelift, great condition, 82k miles, full MBSH, recent MoT, mild Kleemann.dk K2 tune (415bhp, remap, headers, Quaife LSD and SmartTop), dry garaged and owned since 2012. £14,995 ono. **Tel: 07921 814268**. (Grampian) (10/20/11)



190E 2.6 auto. 1991. VGC. 76,000 miles. Service history from 28,000. MoT till Dec 20. Sportline suspension, e/sunroof, e/windows. £8,500 ono. **Tel: 07743 034289** (Surrey) (10/20/01)



300SE (W126). 1992 Unmarked Padgett red metallic with pristine cream/beige leather interior. 91,391 miles, power windows, sunroof, aerial, cruise control, Blaupunkt Cambridge radio/tape, Laserline alarm, MB overmats, FSH, original invoice, 12 months MoT, superb original & a joy to drive. £8,450. **Tel: 01529 497671**. Photos - brucewmarvin@btinternet.com (Grantham) (10/20/03)



G220. Elegance. 1994. Excellent condition, 3 owners, detailed FSH from new. Petrol, automatic, rear head restraints, fold flat rear seats, Blaupunkt radio cassette with CD changer in boot. Original hand book etc in wallet, original brochure, 2 keys, recent major service. MoT June 2021. £2,650. **Tel: 07768 074812** (Dorset). (09/20/04)



Mercedes-Benz Star. c.1970s, dealership external showroom sign, 1m dia complete with deep back mounting box and lighting. Offers over £250.00.



Mercedes-Benz Service Reception sign, c 1970s. Blue perspex sheet approx 1.8 m x 0.4 m. Offers over £50.00

Text offers please to Roger on **07904 243304** (10/20/05)

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

Toto 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



AMG

AMG e55 w211 5.5 Ltr SUPERCHARGED.

A Rare Classic in the Ageing

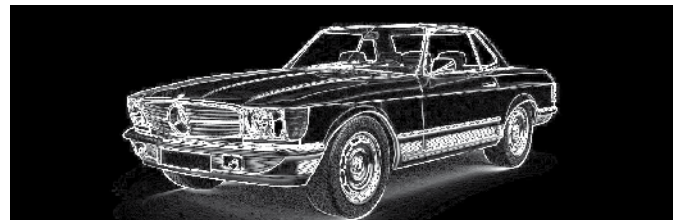
Fantastic condition – Ave mileage Year 2004 Black leather alcantara head lining Airmatic suspension Memory package Working Air con – phone system Electric front seats with heaters

Front dynamic seats 5 speed auto /flappy paddle buttons Parktronic Speed-sensitive power steering Electric glass Sunroof Heated screen Fuel tank and dynamo higher capacity



ABSOLUTE BARGAIN £9,895.00 inc number plate & two keys

More photos and build sheet phone or text 07768 833473



MERCEDES SL R107 WANTED

ANY CONDITION WANTED BY PRIVATE COLLECTOR **PETE 07943-096940**

HILTON & MOSS

ACHIEVING PERFECTION

MORE STOCK URGENTLY REQUIRED

As the demand for good quality W198 Coupe & Roadsters, W121 190SL's, W113 Pagoda's & W107SL's remains high, we are currently looking for more low mileage vehicles to replenish our stock.

01279 813907 www.hiltonandmoss.com

Email: restoration@hiltonandmoss.com and sales@hiltonandmoss.com Raynham Road, Bishops Stortford, Hertfordshire CM23 5PJ



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 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 MBOC19

info@justwheelrepair.co.uk, www.justwheelrepair.co.uk



www.justwheelrepair.co.uk

CAR MATS

Classic Mercedes Mats



07919 885705

www.classicmercedesmats.co.uk

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: nickmartinwoodtrim@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



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: Loddone (01508) 522995

SM Auto-Care

19 Enterprise Way, Thornton Dale Ind Est
 Pickering, N Yorkshire YO18 7NA
 Tel: 01751 474847 Fax: 01751 477725
 All repairs carried out on Mercedes models by trained technicians

hammertons cars ltd
 Independent Mercedes Specialist
 (Classics to modern) est.2000

Servicing Technical and Mechanical Repairs
 MOT Preparation
 Courtesy Car by prior arrangement
 Members of Good Garage Scheme
 Paintshop on site



A59 Green Hammerton York YO26 8EQ
 Tel.01423-331170

www.hammertonscars.co.uk

Redcastle Classics Limited

19 Sir Alfred Owen Way, Pontygwindy 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



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 LTD

A Mercedes Specialists run by a lifetime enthusiast Charles Wells with over 45 years experience. Specialising in older Mercedes R107, W116, W123, W124, and particularly the superb W126 coupés and saloon models. Servicing, restoration and smart repair.

Please ring me with any questions you may have, advice freely given.

07970 553071 01732 763956
 Kemsing, Kent

www.prestigemercedes.co.uk

Find us on Facebook @prestigemercedes.co.uk

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!