

April 2022

# Gazette



350SL LIFE STORY  
AMG SEC  
LIVING WITH AN ELECTRIC SMART

THE OFFICIAL MERCEDES-BENZ CLUB FOUNDED 1952



# What's inside...

# 31



# 43



# 54



# 49

## FEATURES

- 24 Rob writes...
- 28 Cars of the month
- 31 My 350SL
- 35 Quirky Classics
- 39 F1 news
- 43 From OMG to AMG
- 45 Stretching the shoestring

## TECHNICAL CORNER

- 48 Spares register
- 49 Three years, nine months with an electric Smart
- 52 30 years of diagnostics evolution

## MODEL REGISTER REPORT

- 54 SLK and SLC



## Gazette

Published by **The Mercedes-Benz Club**

### Gazette copy dates

June April 15 July May 13

**Editorial:** This Gazette has been edited by Chris Bass. Contributions for future issues should be sent to the Club Office at 30 Scotgate, Stamford PE9 2YQ, telephone 01780 48211, e-mail [editor@mercedes-benz-club.co.uk](mailto:editor@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](mailto: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](mailto:catherine.barlow@mercedes-benz-club.co.uk)

## Membership benefits MercedesBenzClubUK [themercedesbenzclub/](https://twitter.com/themercedesbenzclub/)

- First ever Mercedes-Benz Club – founded 1952
- Only UK club recognised by Mercedes-Benz
- Monthly Gazette
- Technical support
- Discounted insurance  
Insurance Panel – Preferred Partner Footman James and Company Ltd, 03332 076065 [www.footmanjames.co.uk](http://www.footmanjames.co.uk)  
Adrian Flux Insurance Services, 0800 0890945 [www.adrianflux.co.uk](http://www.adrianflux.co.uk)  
Hagerty International Ltd, 08448 241130 [www.hagertyinsurance.co.uk](http://www.hagertyinsurance.co.uk)  
Peter Best Insurance Services Ltd, 01376 573357 [www.peterbestinsurance.co.uk](http://www.peterbestinsurance.co.uk)
- 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

**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](http://www.mercedes-benz-club.co.uk)**



## KENNY OOI



Kenny Ooi at the recent Officials' Study Day.

Just as we were going to press we heard the news that the Club's Finance Director Kenny Ooi had died suddenly on Monday March 7. The Club offers its sympathy to Kenny's family at this difficult time. There will be an appreciation of Kenny in a future Gazette.

## 70TH ANNIVERSARY GRILLE BADGES

A limited edition 70th anniversary souvenir grille badge has been produced. Boxed and individually numbered on the rear, they can be purchased from the Club Office (catherine.barlow@mercedes-benz-club.co.uk or 01780 482111) for £35, including packing and postage. If it has not already been sold, you can request the badge number you would like. There are only 200 and once they are sold out, they will be gone.



Red Mackinnon

Limited edition of 200.

## VACANCIES FOR CLUB OFFICIALS

### Regional Officers

There are currently vacancies for Regional Officers in Cumbria – North; Cumbria – South; Herts, Beds and Bucks; Midlands – Central; Midlands – East; Midlands – North East; Northern Ireland; Nottinghamshire; Oxford; Scotland – North; Solent; Surrey; Thames Valley; Wales – North and Borders; Wales – South; West Country and Yorkshire – North and East. If you would be interested in learning more about any of these roles please contact me (trevor.mitchell@mercedes-benz-club.co.uk or 07710 911356).

**Trevor Mitchell, Regional Development Director**

### Model Registers

The Model Register vacancies are 190SL (W121), A-Class (W176), C-Class (W203), C-Class (W204/205), CLS (W218/219) and G-Wagen (W460/461/463). Please contact me via steve.howie@mercedes-benz-club.co.uk to enquire about these vacancies.

**Steve Howie, Model Register Co-ordinator**

### Valuers

Valuers are required in central Wales. If you would like to know more about these roles please contact Chief Valuer Ray Waker (ray.waker@mercedes-benz-club.co.uk or 07941 977356).

### Deputy Company Secretary

There is also a vacancy for a Deputy Company Secretary. If you would like to know more about this please contact Phil Greaves (philip.greaves@mercedes-benz-club.co.uk or 01952 292476).

### Trophy Manager and liaison with Mercedes-Benz World

We need a volunteer to take over the role of Trophy Manager and liaison with Mercedes-Benz World. Ideally the volunteer will live within easy driving distance of MB World and the role is two-fold; firstly to be responsible for the Club's trophy collection and have the relevant trophies available at events, and secondly to liaise with MB World and maintain the good relations between us. Your expenses for travelling will be reimbursed. If you think you might be interested in finding out more about this important Club role please contact Geoff D'Cruz via geoff.d.cruze@mercedes-benz-club.co.uk or the phone number given in the Club Directory.

### Club Services Manager

The Board would like to appoint a new manager to take on and expand the Club Services function. Historically this role covered a larger number of responsibilities, some of which have been merged with other positions. We would now like to look at re-establishing this role with a view to expanding it. It will include overseeing the Archives, Regalia, the Club Shop and Club storage, but will not necessarily be limited to these areas.

If you have previous experience of managing this type of role, in the first instance please e-mail Chairman Rosemarie Maslin (rosemarie.maslin@mercedes-benz-club.co.uk) indicating your interest and outlining why you feel your knowledge and ideas would be particularly suited to this position. The closing date for applications is April 4

## GAZETTE EDITOR

After more than 25 years as Editor of the Gazette, Chris Bass has decided not to renew his contract with the Club. The Board of Directors would like to thank Chris for all the hard work and experience that he has put into the production of the Gazette, which has been much enjoyed by Members over the years and admired throughout the car club sector. A full appreciation of Chris's work will appear in a future Gazette.

We welcome contributions from Members, please email editor@mercedes-benz-club.co.uk If you have previously e-mailed an article to Chris, please feel free to re-send to this e-mail address, although arrangements are in place for all articles to be forwarded to the new Editor.

**The Board of Directors**



These badges come with provision for mounting on a grille.

## CAR BADGES

Car badges are available from the Club Shop (www.mercedes-benz-clubshop.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 £23 excluding post and packing.





## 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 and the Member whose letter is selected receives a gift from the Club Shop.

### OBSERVATIONS

Dear Sirs,

I am a new Member (May 2021) and have the following observations.

I was previously a Member from 1962 to 68, a Board Member and Post-War Librarian, and a friend of Ronald Johnson [the Club's Founder], Jack Rohll [a Director and for many years Gazette Editor] and Ray Whiteway [a past Chairman].

I suggest the Board offers Honorary Membership to Toto and Susie Wolff. Toto is, of course, Principal of the Mercedes-Benz Formula One team and, until three years ago, Susie was a test driver with the team. Toto could give us an entrée into the F1 works and Susie would be ideal as a driver at a track experience day.

Secondly, would the Board offer the Patronage of the Club to Sir Lewis Hamilton? Six World Championships with Mercedes is an amazing feat and we should recognise it.

Looking through our list of Honorary Members shows us to be singularly insular – how about opening up the ranks? Especially in our 70th year.

Yours faithfully,

**Peter G Gerrish, Alresford**

*Editor's note: I have been to see Peter and he has a wealth of memories both from his time as a Club Director and from his exploits in motor racing. He is also responsible for saving an important album of Mercedes-Benz and Club photos. I hope to bring you reports about all of this in the future.*

*Club Chairman Rosemarie Maslin responds to his letter: 'Thank you for your suggestions which are well received by the Board. As a matter of policy, at the moment, we only consider offering honorary memberships to people who have shown an active interest in the Club. During our 70th anniversary year we will be only too pleased to extend invitations to those you recommend and will be very happy to meet them at any event. Likewise it would be a pleasure to meet you at one such event, so please do let us know which events you are able to attend.'*

### LOOKING FOR A 1954-59 180 DIESEL

Dear Chris,

May I pay my thanks to Clive Henderson, the Regional Officer for Wales – North and Borders. I called him on his home phone number, leaving a message asking if he knew the whereabouts of a 'rare bird' – a 1954-59 Ponton 180 diesel saloon.

He returned my call and was most helpful, however I am still hoping perhaps someone in our Club may be able to tell me where I can find such a vehicle.

Yours truly,

**Eric Williams, Wallasey**

### JANUARY GAZETTE

Dear Chris,

I rarely write to magazines, but feel moved to do so on this occasion, in praise of the Gazette.

It's very refreshing to see that the magazine is notably less sycophantic than the Porsche GB Club's 'Porsche Post', where no dissenting voices appear to be allowed and there are no members' letters published.

I was particularly impressed with the article by Mike Timms 'Why I'm waiting for hydrogen' and would ask that you pass on my congratulation to him. I feel very much the same about the current 'state of the art' battery electric vehicles. They are exactly as described – a solution that will be foisted on a largely naïve (disinterested?) public because it's a

relatively easy 'sell' to convince people that these are the balm their consciences need.

In reality we will see many more BEVs because the motor manufacturers have, with very few exceptions, followed classic 'me too' design, engineering and marketing solutions. They are a pack of near rabid big dogs barking up the wrong tree.

The other elements that Mike may have wanted to include are that the National Grid's ESO (Electricity System Operator) app will show the carbon cost of each kWh of electricity generated. Slightly skewing Mike's figures (and I can't remember what he wrote in his previous article, so forgive me if this is ground that has already been covered) is the fact that for each kWh generated five to nine per cent of that power will be lost in transmission (the National Grid's own numbers).

He may also have included that the immensely heavy BEVs produce a lot of particulates from brakes, tyres and road degradation, further negating their green credentials.

We own one old Mercedes at the moment – soon to be two, a Porsche 911 and a Citroen 2CV. The last is capable of transporting four adults and a spot of luggage at something close to the speed limit most of the time! In an idle moment I looked up the weight of a Porsche Taycan's battery, which was a 650kg for the 96kWh version. The weight of the 2CV? Quoted as 560kg. Instructive.

Regards,

**Ian Potter, via e-mail**

## SPRING HAS SPRUNG



Do you know which model these springs fit?

Dear Chris,

A few days ago I was having a clear out at home and came across this front road spring covered in weeds! You could have a competition in the Gazette asking Members from what model they came.

Best regards,

**Nicky Porter, via e-mail**

*Editor's note: See the footnote at the end of Letters for the answer.*

### A CAUTIONARY TALE

Dear Chris,

It was a dark Friday evening in early December, still no gritting as yet so the R129 SL had the job of getting us down to the pub and back in time for tea.

The favourite 'local' is a beautiful Berkshire country pub, next to a church in a quiet village in the middle of nowhere. 20 minutes later, parked in pole position with a pint of exceptional ale on the table, the weekend was taking shape nicely.

I am not sure if it was some sort of intuition, but within about a half of a second of the beginning of the wrenching crunching sound I found myself half way to the door as the exceptional ale dived for cover, all over the floor.

Five seconds later I was outside, the SL was two feet away from where I had left it and there was, you have guessed it, a white Transit van, a considerable distance away but stopped and surrounded by several locals and some neighbouring farmers returning from a long day but not too tired to 'lend a hand'.

The car is well known by all in attendance, except the delivery driver who, it turns out is lost, late to make a drop, on his first day at the job – filling in for a friend who had covid. The situation was never-the-less now contained and all assistants were thanked and dispatched.

It turns out that the driver was indeed in a panic and had also reversed into a VW







# ClubShop

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

Available via the Club website or directly on [www.mercedes-benz-clubshop.co.uk](http://www.mercedes-benz-clubshop.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



Unisex Windsurfer jacket in various colours £22.00



Wine bottle stopper £9.00



Pin Badge £8.00



Keyring £6.00



Holdall in various colours £25.00



Tee Jay jacket in deep navy or hunter green £90.00



Aluminium water bottle £15.00



Club face mask £8.00

## Buy on-line

You can access the Club Shop via the Club website or directly on [www.mercedes-benz-clubshop.co.uk](http://www.mercedes-benz-clubshop.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-clubshop.co.uk](mailto:sales@mercedes-benz-clubshop.co.uk)

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





# Rosemarie's ramblings

by Rosemarie Maslin

April is my month to clean and prepare the cars, or as is now the case my one car. I do in fact still own two Mercedes but it is only my SL600 that I will be using this year.

My 380SL is still in the process of being repaired. This is taking longer than I was hoping but we all know about older cars, they need attention and when you are not looking something goes wrong. The 380SL is basically still a very good car, but once work starts all sorts of things rise to the surface.

It is with pleasure that I welcome two new members to the Board of Directors, who I am sure will add to the diversity of our work. Both Keith Williams and Paul Mazzoni are long standing Club Members and well known to many of you.

Keith is now responsible for the Club's website and all things technical with it. I use the website, but that is as far as my expertise goes. What and how it happens I am afraid I just don't know or understand.

Paul is our new Technical Director, with a vast knowledge of our cars and all that goes with them. Again I have to admit

that I am not an 'under the bonnet' person so hopefully if I need help he will be able to assist.

By the time you read this 'ramblings' the Officials' Study Day will have taken place and I am sure it will have been a most successful day and enjoyed by all who attended. This is always the jumping off point for the year for all the Officials. This is the time they can decide what they wish to do for the year and of course this year it is an extra special one being our 70th anniversary.

As I am away I have started to think about past holidays I have enjoyed with the Club. I don't want to bore you with my reminiscences but I do have some really great memories of both the trips we organised and the recce trips Peter and I made setting up the various events, both in the UK and overseas.

I started helping with Club events over 20 years ago and one of my first 'solo' events was one of the days which was part of our 50th anniversary celebrations back in 2002. I was given the responsibility of

organising the Saturday at Grimsthorpe Castle, which happened to be just a few miles away from our home. The day was a combination of a concours and activities in the castle's park, with events such as laser clay pigeon shooting, fly fishing, archery and falconry. This was together with a tour of the castle itself. I remember the starting procession of all the cars arriving at 11.30am in order of year of production. They drove very sedately up the arrow straight drive to encircle the fountain and lawn. Very impressive and such an excellent photo opportunity. I would have liked to have shown you some of the things that were on offer that day but unfortunately this was back before digital photography was so wide spread and I can't find a single photograph taken at the event. I do remember however a group of 30-plus Members from the German MBIG club visiting in a refurbished Mercedes-Benz bus. The whole weekend was reported in the August 2002 Gazette with some really tremendous photos. All of the Club's Gazettes can be found on our website. Just log-in and hover over 'Club' then 'Resource Library'. Scroll down the page slightly and the first option on the left is '1. Gazettes'. Click to open and this will produce folders for each year, starting from 1952. Click on the year of Gazettes you wish to view. These are all in PDF format. Click on the month you wish to view. It may take a few seconds but the chosen Gazette will appear on your screen and you will be able to scan through it at your leisure. *[Tremendous thanks are due to former Director John Wallis for scanning all the pre-digital age Gazettes - Ed.]*







The EQS450+ Luxury at the Carden Park Hotel.

# Rob writes...

by Rob Halloway

## Lovely jubilee

It was as we passed the penultimate services on the northbound M6 that the anxiety really began to take hold. We'd been cruising north in electric silence for hours, just the swoosh of the windscreen wipers and the whisper of the climate control disturbing the peace. Our cabin was toasty-warm, I had the seat and steering wheel heat on full, and on the really boring average speed stretches I relaxed by listening to some Recondite [apparently a German musician – Ed]. But I was increasingly anxious.

This disquieting sense is something that's a familiar trope in most articles discussing electric cars and long journeys. We were in the sweet spot of this cliché, with all the factors that decimate battery range: Gusty winds, cold outside, everything switched on in the car, air warmed and purified, lights on – you get the idea.

It's probably helpful at this point of the column to clarify that I wasn't suffering from electric car range anxiety – I was driving the all-new EQS, and it can go further than me without the need for replenishment. No, I was getting a little

uneasy because later that day I was to make a short speech at the Club's platinum jubilee dinner and dance at the Carden Park Hotel in Cheshire.

My plan was to make reference to the courage and determination of the first group of enthusiasts, setting up a club dedicated to Mercedes-Benz, just seven years after



The EQS's dash with the 'single layer' screen on the left.







# Cars of the month



## Peter Lawrence's SLK200 Blue Efficiency

Peter writes: 'It has been with great pleasure and pride that I have enjoyed the delights of Mercedes-Benz motoring. Growing up in Denmark, where most taxis have always been Mercedes, I was used to the sight and feel of them. Even though my dream had, since then, been to own one, I was not able to afford one

In my early automotive ownership I had many examples of every northern European made sports car, starting with the 1970s British rust buckets and ending with

a BMW Z4, but the three-pointed-star had eluded me.

As I now drive a Tesla as my main transportation, I am of the persuasion that we should take extra care of the planet we call home. So, even when succumbing to cherished automotive desires, I feel it incumbent on me to choose this example for its relatively low CO<sub>2</sub> emissions, good mpg – and it's a wonderfully balanced and beautifully designed sports car. When I took it for a test drive I was the dealer's dream.

Through the years, I have accessorised and embellished 'Victor', which is his rightful name, making all who see him swoon.

Now, in my later years, I'm happy to, occasionally, put my right foot down when the coast is clear, yet mostly content to potter around country lanes enjoying the wind on my scalp. I have had no complaints with Victor's ability to see me through all weathers on some lengthy runs throughout the British Isles, and to look and feel like the dream I had back in the day.'





The R107 SL had a 19-year production life, from 1972 to 1989, with nearly 300,000 units manufactured.

My car has a 3,499cc 90-degree V8 engine with Bosch D-Jetronic fuel injection and produces 197bhp at 5,800rpm, with 211lb/ft at 4,000rpm torque. Later models used Bosch K-Jetronic fuel injection.

Transmission is by a four-speed automatic Daimler-Benz gearbox. This was changed to a three-speed automatic gearbox for later versions from August 1972.

It is claimed to do nought to 62mph in 9.2 seconds and have a top speed of 127mph, although I have only seen just over 100 mph (on the Wellington Straight at the Silverstone circuit).

It has disc brakes all round, which are ventilated at the front.

The early R107 models have no electrical refinements (such as roof motor, air-conditioning, central locking, electric windows etc). This has the advantage of making the car relatively light compared to later models. The 1972 350SL weighs 1,545kg without the hard-top, whereas a 1989 420SL, with all the extra equipment, weighs 1,600kg.

So, what you have is essentially four wheels and a big motor. It's easy to maintain and has the added advantage of being tax and MoT exempt.

My 350SL was first registered in February 1972, and appears to have had six previous owners. The current mileage is just over 122,000.

I bought the 350SL in April 2000 following a boring train journey from Cambridge to Manchester, with only a classic car magazine for entertainment. The transaction was done on the phone – the



The car's hood is always down in the summer.

only thing I needed to know was the car's length (4,380mm or 14 feet, five inches) because it had to fit into a particular space in my garage, between a workbench at the back and the garage door at the front.

On the day I picked the car up, my wife and I drove off to the Chilterns for my birthday weekend break. The dealer who sold the car to me was so confident that it was in good order that he offered to drive to collect me personally if I had any problem whatsoever.

The car ran beautifully and has continued to do so throughout my ownership. It has been on tour in

Wales and around the coast of Ireland clockwise (south and north). It has been to Silverstone, Flywheel at Bicester Heritage and to the Le Mans Classic.

On the 1,500-mile Welsh tour I only opened the bonnet three times – once for the scrutineers, once for the concours judges and once to check that the oil level was still OK. So, on the Irish tour I only opened the bonnet twice – no oil check.

### Bonus

I booked the trip to Le Mans rather late, and the organisers of the group tour had already completed the reservations for the Portsmouth to Le Have ferry. I had accommodation in a lovely chateau near the circuit, and a pass to get me and the car into the infield, so I made my own way to Le Mans via a Newhaven to Dieppe ferry. Although it sounded rather a slow crossing (leaving at 8.00pm and arriving at 4.00am in Dieppe) it turned out to be a great bonus. This is because I pulled out an old *Michelin* map of France which I had used in the 1970s as a young lad hitch-hiking through France. It only showed the Route Nationale roads and not any motorways.

# My 350SL

by Dr Jo Davies



Jo Davies's 350SL at a studio photo shoot in 2016.





# Quirky Classics

by Paul Kelly

In Preston, my home city, there is a certain classic Mercedes-Benz that has caught my eye for a number of years. It is parked outside all year long, actually, it's a daily driver! The car in question is

a 1971 W111 280SE, in astral silver with blue leather.

This very car got a certain young man's attention, when he passed it after playing football with his friends. Adam Pasquill-

Dixon lived near, and dreamt of owning one of these cars in the future. Little did he know that he would go on to run a successful parts business, dedicated to keeping these elegant Mercedes on the road.

Adam started Quirky Classics about 18 months ago, but says he has been buying and selling classic car parts for 15 years. His new premises, in Nateby near Garstang, has cars and parts aplenty about the place, including the aforementioned W111, which Adam now takes care of for the owner, Club Member Wilf, a local business man, who uses the car daily, and has owned it since 1978. It is bubbling on the body, but Wilf is dead against any sort of restoration. "I like it just as it is!" Wilf (I don't want to mention his surname) has apparently had an article in the Gazette about driving a W114 250 to Yemen, which was by all accounts, interesting!

Adam does service work for customers, but is slowly phasing that out to concentrate on the parts side of the business. It's similar to our good friend Dave Collins, who has a business close to Brighouse in Yorkshire.

Wilf wanted to contact Adam, who lives in the same area, about the progress



Adam with the car that started his Mercedes obsession.







Lewis Hamilton testing the new car in Bahrain

# F1 NEWS

by Will Gardner

## MAZEPIN

As the horrific scenes in Ukraine unfolded at the end of February, the Haas team ended the contract of Russian driver Nikita Mazepin and severed its ties with title sponsor Uralkali, the Russian fertiliser giant part owned by Mazepin's father, who is cited as an associate of President Putin. Kevin Magnussen returns to F1 to take the seat on a long-term contract. F1 itself has said that Russian drivers can continue to race under a 'neutral flag' arrangement, but must publicly acknowledge the FIA's strong stance on standing in solidarity with the people of Ukraine. F1 has also cancelled its contract to hold the Russian GP, which was scheduled for September this year.

## RULE CHANGES

As well as comprehensive changes to the 2022 cars to improve close racing, the biggest design shake-up since the 1980s, F1 has reacted to the debacle of last season's final race with what FIA President Mohammed Ben Sulayem described as a 'Step forward for F1 refereeing'. The changes include Race Director Michael

Masi being replaced whilst a Virtual Race Control Room – likened to football's VAR system – will be created and direct communications between teams and the race director have been removed. The system of allowing cars to unlap themselves behind the safety car has also been reviewed and adjusted, allowing the safety car to leave the track more quickly as there is no longer a need for it to remain in use until all lapped cars have rejoined the rear of the pack.

## TESTING

Split over two three-day sessions, the new era F1 cars took to the track in Barcelona at the end of February and again in Dubai at the beginning of March. The new cars look markedly different to last year's, with the most obvious visual differences being the larger wheels and smaller rear wing, which complement a host of other changes designed to make the cars more competitive, with more opportunities for on-track overtaking. The new term in F1 this year, is 'porpoising,' marking a return to the challenges of the 'ground effect' cars of the 1980s. It refers to the cars' tendency to move up and down, in a similar motion to a swimming porpoise, at high speeds. The effect is caused by the complex effects of the new aerodynamics regulations and is creating a real headache for the teams, with those quickest to cure the issue likely to gain advantage – at least until the other teams catch up.

Over the first three days, Mercedes, Ferrari and McLaren made a strong showing with good reliability, performance and mileage, whilst reigning champion Verstappen managed 206 laps in total in his Red Bull, but was only sixth fastest over the total test. Lewis Hamilton took

the fastest lap of the session, with George Russell taking over as wing-man in the Mercedes team and dutifully chalking-up the second fastest time. Of the Mercedes customer teams, McLaren had the most to celebrate, with strong overall performance, no reliability issues and an apparent ability to follow other cars closely without losing performance – which bodes well for overtaking in race trim. Aston Martin had to contend with an oil leak, which limited its track time, whilst Williams had a solid test, with new driver Alex Albon admitting he had needed some track time to shake off the 'rustiness' he felt after not racing last season.

Red Bull had a solid test too, though a little off the pace. Verstappen declared himself happy with the car so far, whilst reliability issues hampered team mate Sergio Perez who lost a chunk of running time with a gearbox fault. The team has been bolstered by the news that it has signed a new five-year contract with current champion Verstappen; a very long commitment in F1 terms and not seen since the days of Michael Schumacher at Ferrari. The new deal will move the young Dutchman into a similar contract league to that of Hamilton, with the deal being worth an estimated \$55million. With additional win and points bonuses, coupled with sponsorship deals, the actual figure could double.

As we went to press, the second test, in Bahrain, had just ended with the teams taking time to digest the results in the desert Gulf kingdom – the season opening Bahrain GP would be taking place just a week later. Red Bull certainly brought pace to the track, showing undeniable speed as well as a striking new side pod design. Mercedes' reliability continued, but its cars were off the pace as they dealt with porpoising, leaving Russell reckoning that the team had work to do ahead of the first race to catch both Red Bull and Ferrari. McLaren and Williams also had a challenging time. McLaren struggled to address front axle issues and needed new components to be flown out, whilst Williams was frustrated with a fire breaking out in Nicholas Latifi's car.



One of the most noticeable changes are the bigger wheels. This is George Russell's car in Barcelona.







'The Beast'.

# From OMG to AMG

by Brian Colledge

## A labour of love

This is a tale about an ugly duckling which became a beautiful swan. It started many moons ago when I visited Powderham Classic Car show in July 2005, where I met Patrick Lynch for the first time. He had entered his beautiful 560SEC, resplendent in almandine red with a cream interior. It was love at first sight for me with these S-Class 560 coupé models. Patrick and I became great friends over the years and met regularly at many Mercedes shows. At the time I owned a white 1989 300SL. On one occasion he told me he had purchased a second 560SEC from a local garage because he could not resist it. He kept both cars on the road for about three years but, due to lack of garage space, arrived at the difficult decision of choosing one to sell. The almandine red one was chosen and a local enthusiast took on the challenge of running and maintaining a very fine car.

Fast forward to the Powderham show in 2018 and I was surprised to see Patrick arrive with his son Joe driving his 560SEC. Chatting to Patrick during the show he suggested his driving days were coming to an end and he was thinking of selling his car. This sparked my interest and I immediately asked whether he would consider selling it to me. Knowing my passion for cars and in particular Mercedes he agreed to give me first refusal should he

take the decision to sell it. Unfortunately on the way from Powderham to his home in Weston-super-Mare the car broke down and had to be recovered, which prompted Patrick to phone me and a potential sale was agreed.

We regularly return to the Midlands visiting friends and old haunts and often visited Patrick at his flat in Weston-super-

Mare on the way home, but this year was different – I had arranged to pick up the Mercedes. I'd overlooked mentioning this to my wife who was a little upset, to say the least, at only being told a few hours before the pick up. She was quick to point out we had no more garage space as I already owned two other classic cars. Undeterred, I took the car for a test drive and was hooked, so the deal was done and back to Torquay we went in separate cars.

Driving such a prestigious car I soon realised the quality of the experience but was also aware of a few problems – it wasn't stopping very well, the rear suspension was rock hard and there was a rather loud noise coming from the rear of the exhaust.

The journey home was good and without any issues, the engine pulled like



5.6-litre V8 engine.





Chris Bass's 1998 C200 – looking as good as new after 200,000 miles.

# Stretching the shoestring

by Chris Bass

**A**nnie and I have always run our 1998 W202 C-Class estate on a shoestring. We bought it 12 years ago for just £1,200 courtesy of Club Member Steve Swithin who had found it on *Ebay*. It had suffered quite a hard life, in the hands of a second-hand book seller, not least thanks to his dog, and had received a far from a full service history. But, after some remedial work by our local independent Mercedes-Benz specialist, and the replacement of its comically small battery, it was deemed fit for work. The legacy of the dog remains in some tooth marks on the steering wheel, but his or her lingering aroma was dealt with by some spray kindly donated by then Editor-in-Chief

and Club Chairman Ian Keers. This aroma and the car's purchase in Morecambe led to its nick name of 'Smelly Eric'.

Since then it has had regular servicing, with me doing some engine oil and filter changes plus fitting the odd set of brake pads, and the independent tackling the serious major services. It had 80,000 miles on the clock when we bought it and now shows over 200,000. It has been totally reliable and its load carrying abilities have been of great benefit in house moves and building work.

Recently it started to use a little coolant and as I was also concerned about the effect of E10 petrol on its fuel system I



Rust on the tailgate...



...and adjacent to it.



Rust under the sill covers.



Rust at the corners of the doors and car park scrapes.



## 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](mailto: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](mailto:marshall.geoffrey@gmail.com)

**Sales brochures** R107 SL 1985-89 £50. R129 SL (hardback) £50. Limited Edition covering Atlantic, Almandine and Silver Arrows £10. R230 SL (hardback) £50. R170 SLK (face-lift edition) £50. W201 190E £10. W202 C-Class £5. All plus £5 UK post and packing. Michael 01932 245711.

**W113 Pagoda SL** Soft-top frames for 230SL and 280SL, bonnets, boot, set of doors, fuel injection pump part number PES6K170/120R11, inlet manifold, manual gearbox part number 1112610504, front bumper, rear bumpers, cylinder head, indicator stalk, headlight, tail light (red), used exhaust, new unused stainless steel exhaust, steering rack, flywheel, starter motor, glove-box, full set of instruments, various other parts. 07538 807864 no texts.

**W113 Pagoda SL** Rear amber indicator lamps, headlamp lenses, fuel gauge (unused), Becker Mexico 837 radio/cassette, indicator switches (unused), headlamp, hub caps to suit 230SL or 190SL (re-chromed), tonneau cover, grille barrel and star, grille, outside door handles, various chrome mouldings, 230SL camshaft. David 01773 835462 for more information and prices.

**Free for collection** Club Gazettes from October 1993, complete to date. Also some 'Buyers'. David Edwards 0770 4343425 [div.edwards@outlook.com](mailto:div.edwards@outlook.com)

**R172 SLK/SLC** Analogue clock, complete with plinth, wiring loom and, most important, wiring instructions, as new, easy fit £160. Auto dip rear view mirror, simple plug-in £60. Pair of red seat-belts, with fitting instructions, clean and undamaged £85. All plus post and packing at cost or collection from Somerset. [ralphc136@gmail.com](mailto:ralphc136@gmail.com) 01823 335657.

**Free for W108** Owner's manual for 250SE, slight damage, will post for free to any UK address. John and Wendy Parker [john.andwendy@btinternet.com](mailto:john.andwendy@btinternet.com)

**2002 CLK** Front and rear AMG style wheels, some kerb damage, 3mm tread on Uniroyal tyres, one rear slightly buckled £300. Photos can be sent. [rmconsultant@lineone.net](mailto:rmconsultant@lineone.net) Derbyshire.

**190SL** Bilstein jack, as new £100. Pair of window winder mechanisms, second-hand £100. Pair of C/P top plates to windscreen pillar £40. Two hard-top hooks, part number 121 690 00 71 £50 each. Set of sun-visor brackets, C/P with pins 121 811 06 41 £40. Glovebox hinge C/P £30. Glovebox trim C/P 40 121 689 00 71 £20. C/P bow for soft-top externally, second-hand £40. All plus postage at cost or collect from CO5, north east Essex. John 01255 870954 [jbw620@hotmail.co.uk](mailto:jbw620@hotmail.co.uk)

**Play music from your dashboard** With this five-in-one adapter. This PC/MIA card adapter plays SD cards, MMC and memory sticks in Mercedes-Benz Comand units. £9 post free. Martin on 01992 813132 [martin@theydon.plus.com](mailto:martin@theydon.plus.com)

**R230 SL wind deflector** As new, £100. Collect or plus UK postage and package from NE45 postcode. Peter 01434 632853 [petersfletcher@peletower.plus.com](mailto:petersfletcher@peletower.plus.com)

**W123 280TE** Doors, bonnet, tailgate, sunroof, top tint screen, front bumper, chrome trim, seven seat interior, lapis blue/beige cloth. [johnwood195@btinternet.com](mailto:johnwood195@btinternet.com) 07775 558675.

**1971 R107 350SL** Steering box £300. Can arrange postage. Simon 07957 123451 [simon.gcedwards@hotmail.co.uk](mailto:simon.gcedwards@hotmail.co.uk) North West.

**1987 420SEL for spares or repair** Silver with blue velour (interior removed and intact). All electrics working and car is on eight-hole alloy wheels. Engine and gearbox fully functioning. I bought the car last year for parts for my 420SL but did not need anything in the end. I have V5 as car is still registered and is not an insurance loss of any category. Billy Craighon 07503 333956 [langtonchauffeur@gmail.com](mailto:langtonchauffeur@gmail.com)

**W113 Pagoda SL** Boot lid, offers [keithheimer463@gmail.com](mailto:keithheimer463@gmail.com) 07801 944498.

**1959 W128 220S** Ponton cabriolet Many used parts, all in need of refurbishment – bumpers, lights and much more, all will need chroming, too many items to list individually. Julie Peake 02380 861343 07884 154925 [jujupeake1967@yahoo.co.uk](mailto:jujupeake1967@yahoo.co.uk) Southampton.

**W123** Pair of right-hand-drive headlamp units, new, unused £150 including post and packing. Krishan Dhiman [krishan.dhiman@btinternet.com](mailto:krishan.dhiman@btinternet.com)

**W124 estate face-lift** Rear bumper (painted) £50. Also (may suit other models) front road spring compressor tool £40. Gloucestershire. Mike 07956 122293 [mikeynoy@hotmail.co.uk](mailto:mikeynoy@hotmail.co.uk)

**W123** Lower air inlet grilles left and right, rubber bumper insert strip, wheel centres, all unused plus 1984 and 1988 250 and 280 Haynes manuals, 23cm TE plastic toy and a few other small items. 07957 631113 or [geoffholden@speedrecordmodels.com](mailto:geoffholden@speedrecordmodels.com) Twickenham, West London.

**R172 SLK/SLC** Analogue clock, complete with mount, wiring loom and wiring instructions, as new, easy fit to £160. Auto dip rear view mirror, simple plug-in £80. Pair of red seat-belts, very clean and undamaged, easy to fit. All plus packing and post at cost, or collection from Somerset. [ralphc136@gmail.com](mailto:ralphc136@gmail.com) 01823 335657.

**W126** Pair of new rear arch repair panels, now surplus to requirements, £75 the pair. Can send by courier if required. 01704 893251 [allanimpetus@yahoo.co.uk](mailto:allanimpetus@yahoo.co.uk)

**Panasonic stereo radio-cassette** With Panasonic stereo amplifier, late 1970s model, fully functional, no speakers £49 plus post and packing. W123 240D new old stock front exhaust down pipe £25. Five W201 steel wheels with good tyres £40, collect only, Eric 01516 390149 Wallasey.

## WANTED

**Blaupunkt Melbourne radio** For R107 SL. Jim Marshall 07745 355608 Alison Marshall [alison14@live.co.uk](mailto:alison14@live.co.uk)

**Pre-1988 W201 190** Full interior, prefer MB-Tex or velour, any colour. Will travel anywhere in UK to collect. Eric 01516 390149.

**1992 W201 190E** Firewall pad (at rear of engine). Mike Nixon 07712 184028 [nixon95@sky.com](mailto:nixon95@sky.com)

**1989 W126 300SE** ABS sensors (left and right front), rocker cover gasket and front cover gasket (U-shaped) and a steering damper. Please and thank you. [aidenobyne@gmail.com](mailto:aidenobyne@gmail.com) +353 85 7337471 Ireland.

**230CE** Project or restored. 07904321573 [oldtimerbenz@yahoo.co.uk](mailto:oldtimerbenz@yahoo.co.uk)

**1999 W210 E300 TD estate** Secondary oil cooler (located under nearside front wing), Mercedes-Benz part number W2105001000. Mike 01386 561219 [michaeldaunt@btinternet.com](mailto:michaeldaunt@btinternet.com)

**W124** Original equipment covers for front seats. Mick 01694 722350.

**R172 SLK/SLC** Spare wheel (expandable type), complete with jack and boot liner etc. [ralphc136@gmail.com](mailto:ralphc136@gmail.com) 01823 335657.

**1994 W124 driver's seat** Black MB-Tex, saloon or estate. Eric 01516 390149.

**1983 W126** Electric seat switch (driver's side), part number 03 831556 or 126 8203010. 07889 251967 [tim.jenkins.london@gmail.com](mailto:tim.jenkins.london@gmail.com)

**W124 300D** Multi-valve engine. My engine's number is 60691022007250, may consider complete car if cheap enough! Mick 01694 722350, Jill Bolton [mickandjill@btconnect.com](mailto:mickandjill@btconnect.com)

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







# Three years, nine months with an electric Smart

by Jeremy Stevens

In the summer of 2017 Mercedes-Benz Brentford (now West London) was doing a super deal on the then new W453 electric Smart. At that time there was a significant government contribution to the purchase of an electric vehicle and Mercedes was also offering an additional £1,000 off if you brought in an old diesel car for scrappage. We also considered the Renault Zoe and VW's electric car but both were more expensive and were deemed too wide and too long for the limited space at the front of our house.

Our 1987 Peugeot 205GRD was showing its age. When the vacuum pump for the brake servo failed, with the startling consequence that the pedal pressure required to stop the car varied from normal to 'grab the steering wheel and press as hard as you can' we decided to bite the bullet and purchase an electric car to replace it. In 23 years of ownership the 205 had always been pretty reliable (the XUD engine and

gearbox were never touched other than to have routine oil changes). It survived both our children learning to drive in it and being taken to St Andrew's University by my daughter for four years, but after 165,000 miles and at 31 years old, its time had come.

The interminable wait for the delivery of the new Smart commenced in September 2017, the Peugeot's vacuum pump was repaired with rubber taken from an old inner tube to keep it going. In fact, in the intervening six months before the arrival of the Smart, several more inner tube repairs were carried out on the 205's vacuum pump.

We finally took delivery of the Smart for Four in March 2018 and our electric car experience began in earnest. The first big plus was the load capability – I managed to get a standard bath into it and shut the boot by laying the front seat flat. I had also achieved this with the 205 but had to unbolt and remove the front passenger seat first.

The next discovery was the impressive

'from rest' acceleration which was revealed when I inadvertently surprised a motor cyclist who was in the turn right lane at a set of traffic lights, but wanted to go straight on when they turned green.

Incidentally, the Smart has a speed limiter which is a very useful aid to keeping within the law when city driving.

About a month after taking delivery we braved the 'Beast from the East' and met friends in West Clandon, about 30 miles from our base in Ealing. Starting off with a full charge we initially had the heater on but, watching the battery 'State of charge' indicator, I quickly realised that we had to economise on passenger comfort if we wanted to return home without running out of energy supply. We managed to get to our destination with a charge reading of 60 per cent. Suitably warmed up by an open log fire, and fed and watered, it was time to head home, but this time, with the additional load on the system of the lights. Now the lighting load is small compared to the heater (150W compared to 3kW) but, to avoid taking any chances with the reserve power situation, the heater remained off on the return journey, much to the annoyance of the management.

When we were nearly home the 'Reserve battery' warning loomed large in the instrument cluster but we actually made it home with 15 per cent reserve charge left. It would have been touch and go if we had used the heater all the time on both legs of the journey. One advantage of a combustion engine in these circumstances is the presence of plenty of waste heat.

## Silence and practicality

We subsequently had a charging point installed at home and settled down to enjoy the silence and practicality of the Smart.



Jeremy's new purchase as a work colleague of his saw it.



# 30 years of diagnostics evolution

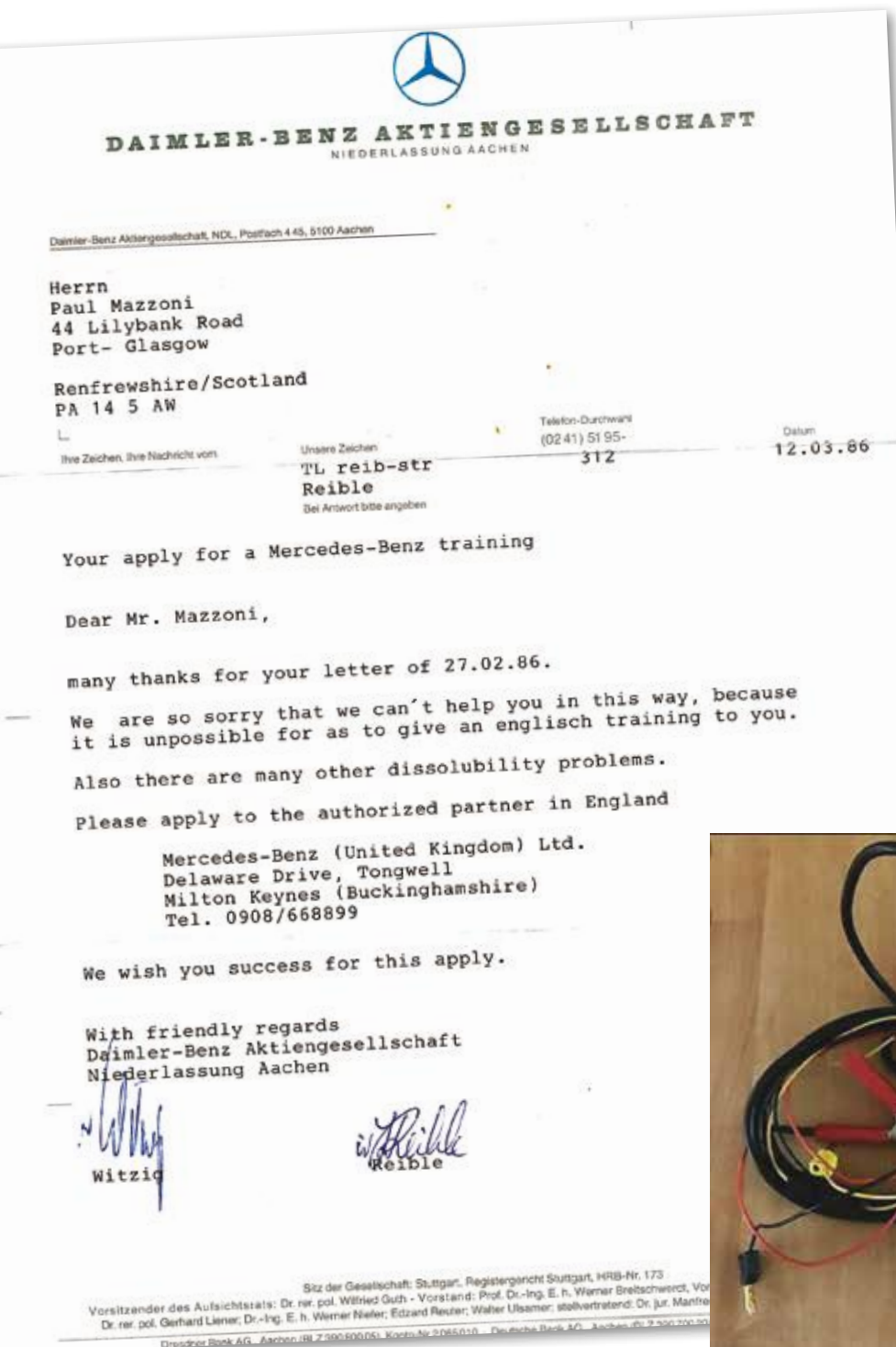
by Paul Mazzone, Club Technical Director

When I joined the newly opened Mercedes-Benz dealer in Glasgow in 1988 (Derwent Vehicles) I felt an immense sense of pride. From the age of 10, witnessing the Mercedes-Benz dealer personnel at Koln was something that has stayed with me. I was so impressed by their kindness – buying me a glass bottle of cola from their vending machine, to their professional manner in dealing with my mum and dad’s 240D, working so efficiently to get the car repaired so that we could catch the ferry at Rotterdam.

I always wanted to work for Mercedes-Benz and in 1986 I had written a letter to the manufacturer in Germany stating that I would like to carry out my apprenticeship there – they sent me a lovely letter back and I was not deterred. So I started my apprenticeship with my dad, working on his Mercedes-Benz fleet of vans, until I applied to the dealer in Glasgow as a third year apprentice – and the rest is history.

I remember PDI (pre-delivery inspections) on R107 SLs and W126 S-Classes, then the new technology really came like a bolt out the blue – the arrival of the R129 SL and the W140 -S-Class. Diagnosis was limited on a W126, you needed an impulse counter – a device that would count flashes. One flash meant no fault and after that two flashes and so on would mean that there was a fault in the system. The W126 would allow its air conditioning unit to be blink coded, it was a start... the start of amazing things that were about to happen. In 1991 the W140 was the car that could still be diagnosed with an impulse counter, however it would take an average of 30 minutes to read and clear all codes at PDI. Then it arrived...

What arrived gave me the same feeling I had watching *Star Wars* for the first time in 1977. This technology was something you could not have imagined. It was called the HHT (Hand Held Tester) and interestingly it was made by Dornier Aerospace [at that time part of the Daimler-Benz group]. The HHT could not only read faults and clear them, it gave you the opportunity to look closely at actual values and gave a host of data readings – temperature, load, injector



Impulse counter.

Letter to Paul Mazzone from Daimler-Benz AG in the year of the marque's 100th anniversary.





Collection day!

I'm the new SLK and SLC Model Register Captain. I have owned my SLK and been a Club Member for nearly four years now. I have been a Club Official for just over three years and have really enjoyed being a Regional Officer for the Midlands – North and a Social Media Co-ordinator, where I manage the Club's Facebook page.

I'm a life-long car enthusiast with a particulate passion for Mercedes-Benz. A Mercedes was always a dream car for me and the SLK represented an accessible way into Mercedes-Benz ownership. I'm passionate about this model as it's a usable car that can offer great experiences and enjoyment to its owners.

After owning a nearly new Corsa VXR that enjoyed regular trips to the dealer with



The R172 SLK's interior.



It has 18-inch AMG alloy wheels.

a range of issues and which was nearly out of its three-year manufacturer's warranty period, I felt it was time for a change. After a lot of searching and visits to see a few different SLKs, one appeared at a Volvo dealership just 10 minutes away from my home, a 2011 R172 SLK200 AMG Sport 125 Edition. Oddly it had been part-exchanged for a seven-seater XC90, from one extreme to the other. It was the right specification for me and had only done 16,000 miles in around seven years. I just had to buy her.

# SLK and SLC

by Steven Homer



Steven Homer's SLK200. 'A lovely view – and the scenery's not bad either!'



## ANGLIA – SOUTH

### Michael Peters

Well-loved local Member Michael Peters died on February 21. Michael had been a Club Member for many years having joined in August 2007. He was an enthusiast for all classic cars and loved his white 500SL which he campaigned far and wide.

In pre-covid days Michael and his wife Judy would join us at most local events and enjoyed them to the full. Also, the overseas trips to the battlefields and a tour of Southern Ireland were highlights.

Michael was a kind and considerate person, always willing to help others, including once when staffing problems threatened the region's Christmas lunch in Bury St Edmunds he stepped in and after a discussion with the hotel's owners, saved the day.



Michael Peters with his 500SL.

His passing at the age of 83 was peaceful at home with his family. He will be much missed by his family and friends. We send our condolences to wife Judy and daughters Emma and Charlotte.

Tony De Frates



'A kind and considerate person'.

## CAMBRIDGESHIRE

### 2022 diary dates



Sunny skies in Surfleet.

We have several events planned! Whereas in recent years we have enjoyed many events to the east and south of Cambridgeshire, we frequently have support from Members to the north and west and they particularly should find this year's activities of interest. This is how our schedule is currently shaping up (for further details of a particular event please e-mail the contact shown in brackets at [graham.black@mercedes-benz-club.co.uk](mailto:graham.black@mercedes-benz-club.co.uk) or [viv.paul.brickett@mercedes-benz-club.co.uk](mailto:viv.paul.brickett@mercedes-benz-club.co.uk)).

May 15 Club 70th Anniversary at Delapre Abbey, Northampton NN4 8AW (contact Viv and Paul).

June 11 Haynes Museum, Yeovil BA22 7LH, with hotel option (contact Viv and Paul).

July 10 Kimbolton Car Show, Huntingdon PE28 0EA (contact Viv and Paul).

August 6 Picnic in the Patch, Surfleet, Spalding PE11 4JF (contact Graham).

### 2020 B200 AMG Line Premium Plus owner's review – part two

In February's Gazette I set out my views on this model's physical features and driver assistance systems. In this second part I delve further into the 660-page manual (also conveniently available via the car's screen) and investigate some of the informative and multi-media aspects, many of which will be found in other Mercedes-Benz models.

#### Chips update

This AMG Line model must contain an enormous number of semi-conductor chips to orchestrate all its electronic systems. I tried to discover how many, but the best I could establish from various internet sources is that complicated modern cars may contain up to 1,000 chips. If that is true, what will the service life be for these electronic beehives we are driving around? Will the casino slang 'sorry, you've had your chips' take on new meaning?



The reversing camera retracts above the number plate and the after-market tow-ball is removable.





**190.** Shell remains from 1983 190 (Gazette April 2021). Rear end, rear screen, rear wings, roof etc. Four wheels, some axle parts, rear seat base, steering wheel. Numerous small parts and fixings. Car can be pushed. Free for collection from north of Gloucester near M50 junction. Meet by arrangement. Tel: 01962 865871  
cjjbalfour@yahoo.co.uk  
www.christopherbalfour.co.uk (04/22/01)



Classic **A-Class 160.** 1999. T Reg. Leather seats. Air con. 8,000 miles. This car is like new inside and out. New MoT. Very versatile and safe. £5,950. Tel: 01752 830231/07970 611444 (Devon) (04/22/03)

## WANTED

Wanted by Mercedes Club Member.  
SL400 AMG Sport R231 SL.  
Late 2014 or 2015-2016 plate.  
Tel: 01752 830231  
/07970 611444  
(04/22/03)



## WANTED

**W123 Diesel automatic estate car,** but saloon may be considered. Must also be a historic vehicle (more than 40 years old) and RHD automatic. Mobile: 07414 538004  
marshall.geoffrey@gmail.com (04/22/07)

# FOR SALE



**190E.** 2.0 petrol. Previous owner 20 yrs and 100K. Leather. Sunroof. Refurb wheels and new tyres. MoT. £7,995 ono.



**CLK 230 Convertible.** Black leather. 155k miles. MoT. Some bodywork and paint issues but fantastic runner. MoT. £11,995 ono.



**230TE Estate.** First owner from new then extensive refurbish and recommitment after storage. Sunroof. Full set refurbished steel wheels + matching colour hubcaps + winter tyres. Excellent bodywork, interior and overall condition. 146K miles. MoT. £11,995 ono.



**300SL.** 1986. Signal Red. Leather + Hardtop. 156k miles. Stainless exhaust. New hood. Extensive work done and bit more to do. History all the way. MoT £17,995 ono.

Full details and service history from  
[info@2bearsteps.co.uk](mailto:info@2bearsteps.co.uk)

All available to view Shrewsbury. Would swap/deal/part ex all/ any for modern Merc Convertible or other R107 or Pagoda.

**07802 364733**

**Gazette**

**EXAMPLE**

**190 Ponton 1957** Black, low mileage, original car, full service history from new, full length Webasto roof, 2 owners from new, MoT Jan 13, tax Jan 13, lots of documentation. EPOA. Tel: 01234 567890

Members **£18** inc VAT Non-Members **£36** inc VAT

**Advertise your Mercedes-Benz** or number plate or sale with a colour photograph for only **£18** inc VAT.

**Double Box £36** inc VAT.

The deadline for receiving your details is the beginning of the month

Tel: 01452 730 770  
Email: [ads@hinemarketing.co.uk](mailto:ads@hinemarketing.co.uk)

## 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](mailto:PJARVIS646@AOL.COM)

## GASOLINE ALLEY

Classic Cars for the Driving Enthusiast



**Mercedes Benz 250 SEB Coupe OMU 233E** Finished in two tone Light Beige with a Havana brown roof and Brazil Leather interior. Mercedes-Benz 111 Coupe's are becoming increasingly hard to find in this great condition and a viewing is highly recommended. Because of the rarity and high demand for these cars  
**£49,950**

Telephone: **01274 561098** Mobile: **07798 768676**  
Web: [www.gasolinealleybingley.co.uk](http://www.gasolinealleybingley.co.uk)  
Email: [malcolm.scatchard@thecarshack.co.uk](mailto:malcolm.scatchard@thecarshack.co.uk)

## HURST PARK Classic Cars

'a family business founded in 1938'

## WANTED

### All Mercedes-Benz models

- Must be low mileage and low owners
- Discretion assured
- Immediate payment

[www.hurstpark.co.uk](http://www.hurstpark.co.uk)  
Tel: +44 (0)1372 468487 [enquiries@hurstpark.co.uk](mailto:enquiries@hurstpark.co.uk)

## 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](http://www.hiltonandmoss.com)

Email: [restoration@hiltonandmoss.com](mailto:restoration@hiltonandmoss.com) and [sales@hiltonandmoss.com](mailto: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 MBOC22

info@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: nickjmartinwoodtrim@gmail.com

**SERVICING SPECIALIST REPAIRS**

**T W NEALE MOTORS**

65 School Road Himley, NR Dudley West Midlands DY3 4LG  
Tel: 01902 897447 Fax: 01902 892450  
INDEPENDENT MERCEDES BENZ SPECIALISTS EST. 1968. REPAIRS AND OVERHAUL + SERVICING AND BODYWORK.

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!



Specialising in Mercedes-Benz servicing & repairs

Established 17 years

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

**T.M. Motors Bodywork**

Unit 8, 24 Central Avenue, West Moseley, Surrey KT8 2QH  
Tel: 0208 941 4044 Fax: 0208 941 4340

**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

**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



**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

**W.D.M. Cars Ltd**

Independent Mercedes Specialist  
495 Chester Road, Aldridge WS9 0PY  
Tel: 0121 331 1066 Sales: 0121 356 1020  
Fax: 0121 331 1090

Specialising in all aspects of servicing, mechanical repairs and sales of Mercedes Benz

**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!**

**Amazing Pembrokeshire Coast National Park.**

Georgian detached house, 50 yds water's edge idyllic harbour. 6 bedrooms, inc 4 poster, sleeps 2-12, 4 bathrooms. Dishwasher, video, CD, DVD, wood-burner, parking. Good restaurants, galleries, beaches & walking. **07860 906032**



The Copy Deadline  
For The  
Next Issue is  
**4th APRIL**