

March 2021

Gazette

THE BUTCHER'S CAR
THE LIVES OF TWO SLs
OWNING A W205 C-CLASS
ML320 CDI TURBO OVERHAUL

AM-48-29



THE OFFICIAL MERCEDES-BENZ CLUB FOUNDED 1952

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Gazette

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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 £23 excluding post and packing.

OUR COLLEAGUES AT HINE

The hated coronavirus has dealt a number of blows to our colleagues at the Gazette's publisher Hine Marketing.

Designer Tony Ruddy, who normally handles the Gazette, and who was particularly resourceful and untiring during the early days of the pandemic, has lost his father to the virus and has been looking after his mother who also contracted it. I am sure you will want to join me in offering our sympathy to Tony and wishing his mother a swift recovery. Senior designer James Morgan stepped in to finish the February Gazette and Directory, and has produced much of this edition, my thanks to James. Tony was able to return to work to do much of this Gazette, but James has again finished it.

Nick Hine's mother is also suffering with the virus. Nick is responsible for the vital advertising sales for the Gazette and placing the print contract. Again, I am sure you will want to join me in offering our best wishes for his mother's recovery.

Chris Bass

CLUB ARCHIVE



For the time being access to the Club Archive is restricted to the items on its website.

The Club's Board of Directors has decided not to extend the lease on the Club's Archive office which recently came up for renewal. The pandemic restrictions have curtailed visits to the Archive, both by its volunteer team and Members wanting to conduct searches in person.

Unfortunately this means at the moment we cannot have our usual 'From deep in the Archive' feature in the Gazette, but I would like to thank Archive volunteer Phil Reed for his sterling efforts in producing these articles on behalf of the Archive Team over the last six years. Phil will resume these articles when access to the Archive is again possible.

It will be a shame not to be visiting the beautifully preserved art deco Control Tower at Brooklands any more but the archive website <http://archive.mercedes-benz-club.co.uk> continues to operate. This now contains many brochures and manuals but these are not of high enough resolution to reproduce in the Gazette and there are still many photos and much correspondence to be scanned.

For the time being any enquiries about the Archive, and offers of donations to it, should be addressed to the Club Office. Club Chairman Rosemarie Maslin says: 'The Archive is a living thing which will never be finished as we will always be adding to it. The Club will always support it and it will be housed safely to maintain the original documents in as good a condition as possible. Once life in the UK gets back to normal we will open the Archive again'.

Chris Bass

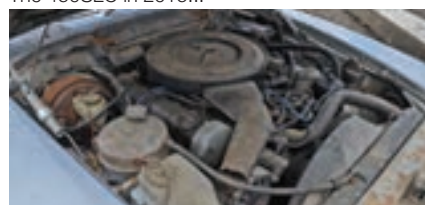
SELLERS' 450SLC RESTORED AND FOR SALE



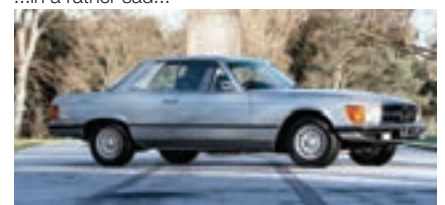
The 450SLC in 2015...



...in a rather sad...



...and unloved state.



Now it's in rather better condition...



...mechanically...



...and inside as well as outside.

A Mercedes-Benz that was once owned by comedy actor Peter Sellers has been restored and is once again to be auctioned. Originally belonging to *Pink Panther* director Blake Edwards, the 1975 450SLC was soon passed on to Sellers.

It last came up for sale in 2015 in a rather sorry state when it sold for £3,640. Since then it has undergone a restoration and with 116,000 miles on its clock it will be in *Historics'* March 20 sale at Ascot Racecourse, with an estimate of £29,000 to £38,000.

Chris Bass





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 has kindly agreed to sponsor this and the Member whose letter is selected receives a Wash & Wax car care kit.



SCIENTIFIC ENQUIRY



Before...

...and after.

Dear Chris,

In a spirit of scientific enquiry I put two ATE brake fluid reservoirs (from W112s) and three VDO washer bottles (W112 and W111) into our domestic Siemens SN/SX 678 integrated dishwasher. All these items bore the dirt from decades of neglect as well as various oil and rust stains. The result of the experiment was unexpected; my marriage survived.

In related news I can confirm that Siemens-Bosch Machine Cleaner (article number 00311580) is a highly effective dishwasher cleaner.

Incidentally, while domestic dishwashers are effective on everyday grime, it seems that automotive oil and rust are barely touched – as the attached before and after photographs show.

As with so many other things in life, there is no substitute for elbow grease.

Regards,

Dominic Lunney, via e-mail

Editor's note: The Technical Team subsequently advised that an ultrasonic cleaner might be a method more likely to ensure marital harmony and economise on elbow grease.

A CAUTIONARY TALE OF TWO SLS

Dear Chris,

I have been meaning to pen this for a while. Way back in 2006 when I was at a low point in my life I decided to add a sparkle by buying a convertible, principally for high days and holidays. Having viewed the market place and discounted Jaguar, Porsche et al I settled on looking for an R129 SL500. More a cruiser than a bruiser I thought. I found the ideal car, which was a 1998 face-lift model in silver with blue nappa leather and blue hood, panoramic hard-top and other high spec extras, full Mercedes-Benz service history and 21,000 miles. I paid £19,500 to a private seller for the car which was pristine. It joined an Aston Martin DB2/4 MK1, which I had owned for 30 years, and a hot-hatch every day driver.

Over the next 12 years I put on 19,000 miles, the car being maintained by Stratstone MB locally to me who were very good and reasonably priced. The car remained pristine.

Come 2018 I was looking to change the R129 and scoured the market (part of the pleasure) and found an R231 SL500 AMG spec in cavansite blue with porcelain leather and 14,000 miles. This was a 2015

car in my preferred colour combination as, like many others, I dislike black interiors. The car was being offered for sale by Sandown MB of Guildford. Telephone conversations ensued with a member of the sales team, Elaine Fountain, who was most efficient and very pleasant to deal with. A full description and numerous photos of the R129 were sent which elicited a part exchange offer of £4,000. I could not believe it as I was sure it was worth much more. The sales manager, to the clear embarrassment of Elaine, would not move on price. I made a few calls and was offered £9,000 unseen by one of your advertisers and a few thousand more subject to viewing by another. I concluded Sandown was clearly intending to make a large profit on the deal.

I wanted the R231 so I test drove it and negotiated the purchase without part exchange. I then set about selling the R129. I was slightly acquainted with Richard Powell of Coupé and Cabriolet and contacted him. He came to my home, viewed the car and we reached agreement for him to market the car through his firm on a commission basis, the car remaining in my possession. There was immediate interest from several people. The first to view purchased the car at the asking price which, after commission, a full MB

specialist service including a replacement air-bag seat sensor, left me with a clear £20,000, job done! The sales process was fully managed in a most professional way by Richard and I was delighted. My feedback to an MBUK questionnaire on customer service, in 'Yorkshire Speak', was that the sales manager needed 'a good talking to'. I don't suppose Sandown was bothered as they had achieved a sale.

The R231 is all I want in a sports car. It is a joy to drive and to behold. Stratstone, who have serviced it once, were excellent and gave the Club discount.

To complete the picture the Aston has been sold as I was not using it and lacked garage space in a pending house move. The R231 sits alongside a BMW X3 35d, my daily driver.

Robert Ackroyd, via e-mail

WIRING LOOM RECOMMENDATION



Autosparks offer a wide range of wiring materials and services.

Dear Chris,

I would like to recommend the services of Autosparks for inclusion in the next good garage guide.

Jeremy Stevens put me onto them when I first started making up a new loom for my project car and needed several metres of new wire. Their website is easy to order from and materials were with me within a day or so. They have a vast inventory of colour combinations, thicknesses and sleeving, which has proved invaluable in making up the new loom to the correct specification.

Finally, after several months of work, and with all the correct plugs fitted, a trial fitting in the car's shell to check lengths was made. This was followed by two circuit tests to iron out any faults and check correct functions. Then the loom was packed up and sent to Autosparks for re-braiding in a cotton covering sock, replacing the old covering so that all the new wires could be integrated. It was then sent back to me by courier within a few days of completion. What an excellent job – it looks like a new factory loom now.

Here are their details: Autosparks Ltd, 80-88 Derby Road, Sandiacre, Nottingham, NG10 5HU, telephone 01159 497211, e-mail sales@autosparks.co.uk

Cheers,

Nick Kisch, via e-mail





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



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 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

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





The side windows re-fitted in their frames and ready to go back in the car.

Rosemarie's ramblings

by Rosemarie Maslin

Last month my 'ramblings' were replaced by my annual Chairman's report for the AGM, which is due to take place on March 7. Due to the circumstances that we are all getting to treat as normal, the AGM is being held virtually and I look forward to 'seeing' all those who join us on the day. The meeting will be at 10.30am and you will be able to view it by pre-registering your interest and receiving an individual password. Requests for access, including your name and membership number, should be sent by e-mail to arrive at the Club Office no later than Wednesday March 3 (catherine.barlow@mercedes-benz-club.co.uk).



Rust in the channels that hold the windows.



The window mechanism in the driver's door.

can have what you want for lunch and they take up less time. During the last virtual Board meeting it started to snow heavily and I was able just to admire the crisp new snow – no panic that it might be a difficult journey home. I always like to think you can find a positive in any situation.

Numerous other Club meetings have been held virtually and I am told have been successful. Well done to all those who have organised them. I 'attended' the first *Pirelli* meeting, which was popular and enjoyed by those present, and I understand the subsequent one was equally well received.

Currently there are no plans in place for our next European rally as we need to wait until it is clear that we can travel in Europe, but in the meantime maybe it would be an ideal time for Members to check out all the new rules about driving in Europe. One rule I understand we will now have to comply with is the use of 'Green Cards', so add this to your list of 'things to do before travel' and make sure you ask your insurance company to issue one when appropriate. I do not believe they will be issued to you automatically on the reverse of your insurance certificate which was once the case. There is more on this in 'Insurance matters' on page 11.

Looking to the future, I do not plan to continue running our overseas trips as I feel these need to be organised by a couple as the work load is too much for a single person. I am therefore now looking out for a couple who would like to take over this role. They need to have a multitude of abilities, including patience, great organisational skills and the facility to plan, write and sketch routes to name but a few. If you think this is something that might be of interest to you let me know.

Peter's coupé

Doug Burton has been working very hard for me to get Peter's coupé back into its beautiful, original condition, and I must say it certainly is beautiful now. I thought you might be interested in the process of work which has gone into getting the interior back to its original state.

The list of work I agreed with Doug didn't seem that great – just replace the front and rear windscreens, have the wood surrounding the windscreen re-veneered and replaced around the windscreen (Peter had already placed the wood with a restorer local to us), realign the side windows and





A-Class R130 ONH after attention by the MBUK press fleet garage.

Rob writes... by Rob Hallway

Four careful owners, both of them twice

If you've a long memory for useless facts, you may recall a column I wrote in the November 2019 Gazette. The topic was a journey to central London in a very particular and very early A-Class, registration R130 ONH. At the time I'd taken the little red hatchback to Marylebone to visit my friends at the tailor, *Spencer Hart*, for some adjustments to my formal work-wear. Yes, they were letting my suits out...

Fast forward 18 months and neither the suits nor the little car are getting much use because of, well, 2020 and all that.

R130 remains – as far as I know – the oldest surviving A-Class in the UK. It was a very early production model, ordered for the Mercedes-Benz press department's test fleet, where it spent its first year being prodded, probed, thrashed and assessed – often critically, sometimes appreciatively – by the road testers of the day, including being the subject of *Autocar's* original A-Class road test.

After 12 months of that it was purchased by a well-known motoring journalist called Andrew Frankel. As I mentioned a couple of years ago, he and Mrs Frankel used it as their family run-around for more than a decade, until – unsportingly – something crashed into it, causing relatively minor

but technically catastrophic amounts of superficial damage. They were staring down the barrels of a technical write-off, until a fortuitous phone call.

When I learned of this predicament during one of our regular technical discussions, I asked Andrew if we at work could take it off their hands, on the understanding we'd fix it and cherish it and use it. He and Mrs F agreed, and R130 arrived back at Tongwell slightly the worse for wear but eminently fixable. The car in itself was actually pretty intact (as the photo shows) – but the theoretical cost of repair was deemed a little strong for the likely value of the car.

At the time of its return the company was readying itself for the mark three A-Class's arrival. A car that eschewed the previous two generations' sandwich floor and tall mono-box proportions for a more conventional – and, as it transpired, wildly more popular with customers – premium hatchback look. We wanted an example of the first generation variant to use on events and for the inevitable 'nostalgia' drives that often get commissioned when a new version is previewed.

The crash repair was actually pretty straightforward – a new front bumper plus a few other parts to attend to – and the wizards in our press garage gave R130 a bumper-to-bumper very thorough technical tidy-up. The most time-consuming part was to remove aromatic traces of the family's beloved dogs, both of whom spent many happy hours going to and returning from long, muddy, moulting walks (as far as I could tell). Duly vacuumed, perfumed,



The full extent of the damage – a potential write-off.

I have been honoured on two previous occasions to have had articles published in the Club magazine relating to the concurrent long-term ownership of my two SLs – a red 1984 380SL (24 years) and a silver 2002 SL500 (13 years), now with 197,000 and 147,00 miles respectively. Both cars are used regularly and were purchased with relative low mileages – 50,000 and 30,000. They come from an era when my wonderful late wife was still alive, so have huge sentimental value that will always secure their maintenance and safe-keeping.

I read with interest and total empathy the comprehensive article from Mic Bennett in the November Gazette 2019 regarding his experiences with his R230 SL, so will not repeat the inherent issues with these cars here, except to say that the innovative active suspension (ABC) on my vehicle has, at a guess, contributed to about half of all repair expenditure over the years, with all four struts replaced, the tandem pump about three times, including

one on warranty, and each item over £1,000 despite only about an hour or two labour required on each repair. The choice of the contemporary SL350 with its conventional suspension would have avoided this and, if I'm honest, probably not made a huge difference to the driving experience (at my age anyway).

I have been lucky not to suffer any cosmetic damage or parking dents etc but the rear wheel arches needed professional repairs about five years ago due to rust corrosion on their lips. It's essential to catch this early because I've seen otherwise immaculate cars on dealers forecourts, including some SL55 AMGs, with suspect wheel arches, such a shame because the whole of the aluminium and plastic remaining bodywork obviously gives no such problems. Arches on later cars were redesigned to obviate this problem.

The values of these cars are depressingly low despite their impressive specification, appearance and performance, but it's clear they have gained a reputation



The repaired wheel arches on the SL500 remain perfect after five years. Inner box sections and the rear valance were removed to facilitate the work at £300 per side.

The continuing lives and adventures of two SLs

by Tony Francis



Tony Francis's R230 SL500. He says, "These cars are beautiful from any angle but sadly their values remain depressed".



Charles Murray's C200 SE Executive.



Owning a W205 C-Class

by Charles Murray

I have owned a Mercedes-Benz for nearly 14 years. In the December 2014 Gazette I wrote an article about running my 2006 W203 C220 CDI for seven years. I kept that car for another 2½ years as it was the best car I had ever had, but in April 2016 I decided to replace it. What to buy? I looked briefly at the A-Class (too small) and the CLA (too black and claustrophobic inside) and concluded that what was needed was a good,

low-mileage used C-Class. Articles about the W205 C-Class in the Gazette include 'The New C-Class' by Chris Bass in August 2014, 'Pocket S-Class?' on the C300 hybrid by Chris Bass in April 2015 and 'Thoughts on my first three months ownership of a C350e petrol hybrid' by Mike Hurley in January 2017. I enjoy reading reviews of the latest Mercedes-Benz models, but

these invariably come with many optional extras like the latest electronic gadgetry and driving aids. Having been retired for nearly 10 years my annual mileage is much reduced and I do not need all that extra complication. I just wanted the most basic model. I had a trial drive at Mercedes-Benz of Giffnock in a black 2015 W205 C200 SE. I quite liked driving the car, but told the salesman I preferred a silver one. He checked and stated there was a silver C200 at the Ayr branch, and I asked for it to be brought up to Glasgow. It was actually a C200 SE Executive with the 1,991cc petrol engine and 7G-Tronic Plus seven-speed automatic transmission. It was fitted with the optional Executive package including Garmin Map Pilot navigation, heated front seats and split folding rear seats costing an additional £995 new. I did not really want satellite navigation, but decided to buy the car anyway.

Thus, on April 29 2016, I took delivery of C200 SE Executive KV15KCE with 12,696 miles on the clock. I have read Members' letters complaining that Mercedes-Benz is not being clear that some used cars which they are selling are actually ex-hire cars. I did not ask about the previous ownership and when I received the V5C document found that the previous registered keeper was Avis Rent-a-Car Ltd. With hindsight this explains my impression that the driver's seat looked a bit worn when I first sat in the car.



Charles's first sight of the C200 at Mercedes-Benz of Giffnock.





The effect of 32 years' neglect.

The Butcher's Car

by Keith Williams

Many years ago, when I mentioned to my father that I was about to join the Mercedes-Benz Club he commented, "I used to push past a dirty, rusty old one of them when I delivered to the butchers. We used to put the coal bags next to it!" He then continued, "Dawson sold it for a fortune!"

It was the first I had ever heard of this story, despite it being covered in the local press when I was a teenager. Whilst researching this article I also found a brief mention in the Gazette in the July/August 1988 edition – 25 years before I joined the Club! No one had ever mentioned to me how dashing Dawson must have looked in the 1950s driving around the Black Country town in his roadster. No one had ever spoken of the controversy around the car's sale in the mid-1980s. No one knew anything about what happened to it afterwards. I did, however, have memories of Arthur Dawson, the butcher. As a child, in the 1970s and early 80s, I would go to his shop with my 'nan'. She was a regular customer. A five-minute walk from our family's coal merchant business, J J Watkins of Stafford Street, Walsall, West Midlands was incredibly convenient. Dawson always appeared friendly when serving, always making us feel welcome in his shop. As a youngster little did I know of the butcher's passion for motor cars. I had no idea that behind his shop, succumbing to rust, was one of the most stylish, technologically advanced and important Mercedes-Benzes of all time.

In this article I will take a look into the life of the 'Butcher's Car' – one of the rare, prestigious 500K Special Roadsters, from its UK delivery in 1936 to its whereabouts today.

Between 1934 and 1936 Mercedes-Benz manufactured 342 W29 500Ks across different variants. The 500K was based on the revolutionary 380K from 1933. Unlike the 380K, that customers felt was underpowered (despite its 3.8-litre Kompressor engine), the more powerful 500K became an instant success. An improved five-litre Kompressor engine was much more suited to the revolutionary chassis developed by Technical Director Hans Nibel. It boasted all-round independent suspension, including double-wishbones at the front, coil springs and hydraulic shock absorbers. This level of technology and performance coupled with elegant looks attracted Hollywood A-listers, royalty and German military officers of the day to buy the car. Wealthy clientèle could own one for £9,330 – almost five-times the price of an 'average' Mercedes-Benz of the period. It was a great grand tourer for those who could afford it, the 160bhp engine gave it a top speed of 99mph and it averaged a little over 9mpg (soon emptying its 110-litre fuel tank!)

In 1933 a talented young designer called Friedrich Geiger joined Mercedes-Benz. Supervised by Hermann Ahrens (Mercedes-Benz Design Chief) Geiger, who was destined to design the iconic 300SL Gullwing in the 1950s, sketched the



sumptuous lines of the Special Roadster. With its V-shaped split windscreen, tall doors, shapely wings and curvy long tail, the design was destined to become a classic.

Only two

Of all the 500Ks manufactured, fewer than 30 were selected to become luxurious Special Roadsters, sporting coachwork by Daimler-Benz's Sindelfingen factory. Of these, only two cars were made in right-hand-drive. The first RHD model was displayed at the 1935 Olympia Motor Show in London. Having seen the car at the show,





Ineos's acquisition of a third share in the Mercedes team will not affect the team's name or livery – Ineos was already a major sponsor.

F1 NEWS

by Will Gardner

INEOS

Despite the rumours, the Mercedes team hasn't been sold to chemical giant Ineos, but that company has taken a one-third stake, with Team Principal Toto Wolff saying that the investment marks a 'sea change' in grand prix racing. Since the ban on tobacco advertising the major investment in the sport has come from car manufacturers. The sport's new concord agreement has made F1 once again appealing to major sponsors, with the budget cap making costs – and potential return on investment – more predictable; Wolff sees F1 teams becoming valuable franchises to major household names once again. For Ineos too this is a coup as the firm looks to diversify into production of the Grenadier 4x4, heralded as the spiritual successor to the Land Rover Defender, in terms of both strengthening technical ties with Mercedes and offering huge opportunities to promote the new vehicle.

There will be no name change to the Mercedes F1 team and its livery will not substantially alter as Ineos is already a key sponsor.

HAMILTON

As we went to press the news was released that Lewis Hamilton and the Mercedes team had reached agreement on a new contract. There had been media speculation that Hamilton was holding out for more money than the team, supposedly under pressure from Daimler AG, was prepared to pay. The terms agreed have not been revealed, but the team said that the new contract includes a 'joint commitment for greater diversity and inclusion'. This is something Hamilton has been keen to promote and the press statement goes on to say: 'This will take the form of a joint charitable foundation which will have the mission of supporting greater diversity and inclusion, in all its forms, in motor sport.'

The contract is for only one season and so is bound to spark conjecture that Hamilton might then retire or join another team, or that Daimler AG might be considering withdrawing from F1.

CALENDAR

Despite the impact of covid-19, F1 will launch its longest ever season on March 28 in Bahrain, finishing 23 rounds later at the Yas Marina circuit in Abu Dhabi on December 12. The traditional Australian season opener has moved to November, whilst the Dutch race returns after a 35-year absence to the rebuilt Zandvoort circuit in early September. Saudi Arabia will host a night race for the penultimate round of the championship and pre-season testing moves to early March in Bahrain as opposed to its traditional home in Spain, with just one round of tests between March 12 and 14.

Silverstone will host the British GP on July 18 with high hopes of at least some fans attending; the whole calendar is of

course dependent on world travel and local virus restrictions.

Live TV coverage of all rounds will be available on Sky as a subscription service in the UK, with Channel 4 showing extended highlights of qualifying and each race 2½ hours or more after the finish. Channel 4 coverage can also be watched through the All4 app on your phone or tablet. If you don't have – or don't want – Sky you can purchase its coverage through Now TV on an enabled device, or as a plug-in stick for your TV; it is thought about the same cost as a Sky subscription. You pay your money and takes your choice; and Sky currently has offers to attract new subscribers.

MCLAREN

The Woking-based team has been working hard over the winter to adapt its MCL35M chassis to accommodate the Mercedes power train, having raced in 2020 with Renault power, and at the end of January the team released footage of the new engine running in the car for the first time, traditionally a milestone in the development of a new car. The team was quick to praise Mercedes, who it said had been fantastic in helping McLaren adapt and return to the Mercedes fold and be able to run competitively in the new campaign.



As well as the supply of its power train to McLaren, Mercedes has also added gearboxes and related hydraulic components to its agreement with Williams.





Loraine and Mark Stephens with their SLK55 AMG.

Mercedes little and large

by Mark Stephens



Mark's firm's six wheeler Unimog, one of only three ever made.

I met Loraine in 1986 in a little village called Shenstone in Staffordshire. We had our first child in 1989 and then went on to get married in 1992 at Shenstone Church. Our first house was in Burntwood in 1994. Our world was turned upside down when our son was diagnosed with Leukemia, he was four years old. By April 1995 we had lost him, he was only five. We couldn't live in that house any more so we put it up for sale. The country was in a recession so it took two years to sell. In 1996 Loraine was expecting our second child and we finally had an offer on the house, sold it, moved in with my parents and found our next house in Alrewas. Loraine gave birth to our daughter Molly in May 1997. We moved into our new house in December. Loraine fell pregnant again with Lewis, our third child, and we had him in February 1999.





Cars 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

As we are receiving more than one submission a month for this page we are going to try to find the space to run two a month in an attempt to reduce the length of the 'queue'.



Edward Winiarski's CLK320 CDI

Edward writes: 'During this prolonged period of lock-down I have had time to browse through old copies of the Gazette and have enjoyed reading about some lovely cars owned and treasured by Club Members. It occurred to me that I too may have such a car that might be of interest to Members while we all reflect on happier times out on the open road!

It was back in 1992 that I acquired my first Mercedes, a black 300E which was a wonderful machine, smooth and lovely to drive with that distant pointed star in full view at the end of the long bonnet... I was really hooked. I had that car for about eight years and liked the brand so much that in 2001 I bought a new silver C180 Sport Coupé as a second car, which served us well for over 18 years with virtually no costs other than routine service and maintenance!

I have to confess that I did stray from the brand for a few years after the 300E was 'retired', but I was never satisfied and was always on the lookout for a nice high spec Mercedes coupé or SL to replace it.

I was in Spain early in 2014 when I agreed to buy the CLK. My son was talking to a motor trade client who was asking him if he was interested in a unique, ultra-low

mileage 2009 CLK320 CDI Sport coupé and his reply was that he wasn't, but he knew someone who was – me!

As soon as I returned to the UK and viewed the car, I knew it was for me. I had always liked the pillarless sleek look of the CLK coupé and although, to be honest I had secretly aspired to an SL, the CLK, with the AMG body kit and wheels, looked stunning and very similar from the front to the SL. With under 11,000 miles on the clock it looked and smelt like a new car, so I eagerly parted with my £14,000 or so, and took delivery of a car which had cost in excess of £40,000 when new!

Upon close inspection the car really was what I had hoped for. With just some light detailing I was able to bring it back to showroom condition... even the engine bay was spotless! I started off using the car every day, but I felt it was quite special and with its high spec, low mileage and 'as-new' condition the mileage was worth protecting, so I started using our second car, a 2017 B180d, for more lengthy business travel, using the CLK only for local weekend trips and social outings.

Ownership has been pretty much plain sailing and in addition to routine servicing the only major costs have been refurbishment of

the turbocharger and a replacement starter motor. The only upgrade I have made is a pair of K&N air filters which give a few extra bhp. The car drives beautifully with its smooth and powerful three-litre V6 diesel engine and, with just under 20,000 miles on the clock, it still looks as good as new. It really must be one of the finest examples of this model anywhere in the UK.

I believe production of the C209 CLK stopped in 2010 so this would have been one of the last cars to be produced... perhaps an unexpected advantage as it has all the up to date features, hopefully with all gremlins ironed out!

I am always surprised these cars are not more popular and that they get so little coverage in the motoring press in general and particularly in the Club magazine. The late model CLK320 CDI is an outstanding car and could be well on the way to becoming an affordable Mercedes classic.

In common with many Members I really have missed taking the car out for a spin while being stuck in lock-down and hopefully by the time this is published things will have taken a significant turn for the better and we will all be out on the open road again driving behind that classic three-pointed-star.'





W164 ML320 CDI turbo overhaul

by Paul Kelly

I had a couple of low oil warnings on my ML320 CDI, and the car had been, shall we say, 'smoky' on occasion. The turbo had shown a little oil weepage over the last few years, but checking it, after the oil warnings, it was covered in oil. A mechanic friend of mine had a look and said the turbo was close to failure. There was play in the shaft and, more concerning, the impeller blades were damaged, with some bits missing. I parked the car and decided to have a go at a repair. How hard could it be? This is a difficult job, do-able but tricky.

First of all you need to remove the windscreen wipers, then pull off the rubber strip and the plastic trim. You then need to remove the wiper mechanism (photo two) which is held on by three 16mm nuts. Then pull apart the block connector for the electrical supply. Now remove the rear



2. Removing the wiper mechanism.

ANGLIA – SOUTH

A Member's car – Mehmet Ibrahim's 220TE



Mehmet Ibrahim's 220TE after its restoration.

Mehmet Ibrahim has quite a collection of classic Mercedes-Benzenes – a 1996 W140 S280, a 1988 W126 420SE and, as seen here, a fully restored W124 220TE estate. The work carried out on this car included a full stainless exhaust with a new catalytic converter fitted



Masked up for paint, primer applied...



...and a colour coat.

by Profusion at Heathrow Airport's Terminal Five and a full body restoration carried out by the Car Hospital in Southend-on-Sea, Essex – in a beautiful, original colour! We look forward to seeing the car at a Club event, hopefully later in the year!

David Page

CAMBRIDGESHIRE

Club nights and 2021 events

Our Club nights continue to remain cancelled until further notice, although we do have some provisional events in the pipeline – to be revealed when we can see how the race of vaccines against the virus is playing out. In the meantime I hope you are getting some enjoyment from essential trips in your Mercedes and also from reading the Gazette.

Graham Black

Report from a Member – a different kind of barn find and a salutary lesson

My wife Susan and I had bought a Nissan Juke after our much loved Rover 75 passed to the great scrapyards in the sky following a catastrophic turbo failure which, sadly, made it beyond economic repair. Fortunately we still had our Smart 'town car' and thus were not completely grounded. A couple of my wife's friends had just bought Jukes and were very happy with them, hence we followed suit. The Juke was fun but different and after about a year we were seriously missing the comfort and performance enjoyed in our many years with Rovers and Volvos.

It was thus that one Saturday morning back in December 2017 we set off to Lincoln to visit the Jaguar dealership. En route we stopped off to visit Club Member and friend Chris Hodgson and his wife. We didn't mention our quest until we were

departing when, as they were waving us off, there was a bang from under the car and the roaring sound of a seriously blown exhaust. We then explained the reason for our journey, which would now have to be abandoned. Without a second thought Chris opened the door of a nearby garage and revealed what, to all intents, was a brand new 2005 W203 facelift C200 Elegance with little over 3,000 miles on the clock and every listed option. It belonged to his mother who had not used it for a number of years but was reticent to part with it. Not only had it been kept in perfect storage but it had been serviced to schedule and every MoT test carried out; indeed most of the mileage resulted from the MoTs and its regular 'exercise'. To cut the story short, after a test drive we bought it. A new set of tyres from Apex in Peterborough

(a highly recommended family business), the replacement of the Comand unit with a *Dynavin* set-up complete with reversing camera, the transfer of my wife's cherished number and we were on the road. NB the original Comand unit has been carefully retained.

Although lacking the kudos of an earlier, more collectable car, it is a future classic and is treated as such, to the point that Susan refers to it as 'the baby'. Needless to say we joined the Club.

Then came lock-down... right throughout the period we had kept up its exercise routine with a minimum of 25 miles every two weeks. Unfortunately however one cold December morning when it was booked for an MoT test and an oil change, it failed, dead, kaput, zilch! Fortunately we have a good relationship



ANGLIA – NORTH

Robert Parkins	CLC
Andy Pipe	E-Class
Nigel Bates	SLK
Ben Stoodley	E-Class

ANGLIA – SOUTH

John Steven	SL
Nicholas Challacombe	SL
John McGirr	SL

CAMBRIDGESHIRE

Kevin Cowling	E-Class
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HERTS, BEDS AND BUCKS

Martin Austin	C-Class
P J Slocombe	SL350
John Crownshaw	SLK
Andrew Oliver	S-Class
Mervyn Taylor	SL

IRELAND – LEINSTER

Carol O'Dowd	300SL-24
John Blomer	SL
John Gallagher	SL
Krzysztof Zukowski	CLK
Alex Murphy	C-Class
Ronan Molony	A-Class

IRELAND – MUNSTER SOUTH

Harry Harvey	E-Class
Maurice Neligan	SL

IRELAND – MUNSTER NORTH

Jim Lynch	E200
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KENT

David Evans	SL
Alfred Zalli	S-Class
Lenny Pitt	S-Class
Satinder Rai	SL
Mel Wallace	SL

LANCASHIRE

Geoff Whiteside	E-Class
John Bates	
Jose Carrera	SL
Frederick G Whiteley	E-Class

LONDON

Max Oppenheim	S-Class
Mikolaj Zwierowicz	E-Class
Clarence Holt	SL
Khalid Patel	E-Class
Rich McKee	SL320
Lily Souza Adu	G-Wagen

Adam Baker	E-Class
Eric and Rita Wilson	SL500, SLK200
Ian Rathbone-Jones	SL
Stephen Messenger	SL
Josh and Oscar Phillips	E220, SL350
Robert Pay	
Mario Muth	S-Class
Christopher Godfree-Thom	E-Class
John Stott	SL
Jason Hough	SL
Harmit S Kalsi	S-Class
Paul Davidson	SL

MIDLANDS – EAST

David Kilpin	S-Class
Altat Esat	170S
Jonathan Browne	E-Class
Philip Rumsby	SL
Richard Moss	E-Class

MIDLANDS – NORTH EAST

Lee Mallen	S320 CDI
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MIDLANDS – WEST

Simon Shaw-Batchford	300SL, CLK320
Paul Duggins	W210
Krishan Dhiman	
David Claire	E-Class
Robert Willis	
Henry Seaton	E-Class

NORTH EAST

Robert Owens	
Brian Wilson	SLK

NORTH WEST

Jeremy and Juthamas Clifford	
Martin Grubb	SLK
Marc Rudolph	CLS

NORTHERN IRELAND

Colla McParland	E-Class
Conor Hughes	S-Class

NOTTINGHAMSHIRE

Alexander Hancock	A-Class
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SCOTLAND – NORTH

John Guy	CL600
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SCOTLAND – SOUTH

Niall Blair	E-Class
Mo Saffari	SL

SOLENT

Leonard Solway	C180
Martyn Bowen	SL
Martyn Walker	SLK
James Leighton	E-Class

SOUTH

Simon Bowker	C-Class
Diana Watson	E-Class
John Rees	S-Class
Ronald Galliers	E-Class

SOUTH WEST PENINSULA

Paul Smith	SL
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SURREY

David Wakefield	CLK350
Donald Smith	E-Class
Gavin Scillitoe	SL

SUSSEX

Denis Curran	
Joel Featherman	E-Class

THAMES VALLEY

Shabaz Mohammed	
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TWO COASTS

Clint Adams	C-Class
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WALES – NORTH AND BORDERS

Bill Asprey	CLK
Michael Howard	SL

WALES – SOUTH

Simon Howell	280SL
Godfrey Codrington	SL
Bryn Morgan	SL
Peter Latham	SL

WEST COUNTRY

Gavin Hall	SL
Rob Martin	Vito

YORKSHIRE – NORTH AND EAST

Nick Hartley	
Jordan Baxter	

YORKSHIRE – SOUTH

Adrian Appleyard	SL500
Steven Newman	SL

OVERSEAS

David Moloney (Germany)	E-Class
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No information extracted from these records can be passed to a third party without written permission from the Board of Directors and the Member(s) concerned.

It is a legal requirement to ensure strict compliance with these regulations and the security of any such information in your possession.

Phil Greaves *Company Secretary*

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Members are reminded that subscriptions are due for renewal at the end of the month as recorded on the Membership Card. For those who normally pay by cheque individual notices are sent out about three weeks prior to

the expiry date. The forms should be returned promptly and Members who fail to pay within one month will have their names removed from the Register and no further copies of the Gazette will be sent. Members who pay by Direct Debit will receive a new Membership Card within a few days of the Club bank statement being received.

Geoff D'Cruze *Membership Services Director*

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Phil Greaves *Company Secretary*

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Rosemarie Maslin *Chairman*

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The preferred forms for text to be included in the Gazette are type written or word processed. CDs, memory sticks or files sent as e-mail attachments are welcome. If hand-written copy is to be submitted please send the original written in black or blue ink. All material should be sent to the editorial office (address on page three).

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Gazette

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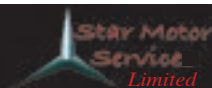
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