

September 2022

Gazette



RON WAGHORN
NATIONAL CONCOURS
GOODWOOD FESTIVAL OF SPEED
NO LONGER AVAILABLE PARTS

THE OFFICIAL MERCEDES-BENZ CLUB FOUNDED 1952



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Gazette

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WHAT ON EARTH HAS BEEN HAPPENING?



An explanation of recent events from Interim Chairman Ian Keers OBE.

I am fully aware that Members' involvement in the Club ranges from passing interest to deep commitment, with several stages in between. Whilst those in the latter category will be fully aware of the turmoil that has gone on in the Club for these last few months, those at the other end of the scale are probably not so aware, so I thought I would try to explain things.

Newer Members will not know me, but I used to be the Chairman, from 2003 to 2018, and have a deep connection with the Club going back to my joining, along with a scruffy 220Sb Fintail in 1993. For some time now there has been an undercurrent of dissatisfaction in the way the Club has been managed and this reached a flash point in March when our Gazette Editor of 25 years, Chris Bass, was unnecessarily forced into a position where he had no option but to resign. Chris wrote a 'Farewell' piece for his last Gazette which was summarily pulled from the magazine the night before it went to print. The Publisher informed Chris, the Editor-in-Chief did not, and to this day has never made contact with him. The 'Farewell' piece was published on the Club Forum which was the first Members had heard about it and it caused uproar, especially amongst long-standing Members who knew Chris and his Club work so well.

This led to more and more criticism of the Board on a growing range of subjects. The Board refused to engage with this dissatisfaction, declaring there was a 'small group of troublemakers'. The Board, other than Red Mackinnon, never used the Forum anyway and certainly did not use it now, preferring to try to shut down discussion, even closing Forum topics that were considered critical of the Board! (Remember – this is a Club of approximately 9,000 equal Members who elect seven or eight of us to run it, there is no hierarchy). A small delegation representing the unhappy Members requested a meeting with the Board which was agreed to take place on May 15. The team were told to appear at the end of a Board Meeting at 3.30pm on a Sunday afternoon and could ask just five questions! The delegation responded that unless satisfactory process was made, a Poll to requisition a General Meeting of Members under the Companies Act would be made. The Board then abruptly cancelled the 'five questions' meeting, and indeed, two more. Things went from bad to worse, the Board continually refused to engage and the Chairman suddenly resigned. A Poll was conducted for a General Meeting and exceeded the required five per cent of Members, but the Board flatly refused to accept it as valid. However, they must have been aware things were horribly wrong because there were multiple resignations of good, volunteer Officials in protest at what was happening. Eventually the Board called its own General Meeting on July 31 with the resolution you saw in the July Gazette, ie that if carried, they would all stand down and be replaced by an Interim Board consisting of Clive Henderson, Steve Howie, Alan Chalkley, Michael Morrison, John Wallis and myself. This Interim Board has not been elected but was widely supported by Members using the Club Forum, the only communication channel even partially open to us. The purpose of the Interim Board would be to stabilise the Club, pending new elections for a substantive Board after which the Interim Board would stand down.

This was all well and good, except as you saw in the July

Gazette, the old Board only published their side of the story, nothing from the 'other side' and their long list of complaints and grievances. In the same Gazette they issued a confusing proxy voting form but no instructions as to how you could direct your voting wishes. It was frankly outrageous. The Interim Board and its key advisers, Mic Bennett, Stuart Mathieson and Brian Ellis sprang into action and created a voting instruction form which went to everyone who wanted one and lots of Members volunteered to be Proxies at the forthcoming meeting. Finally, the old Board did print our side in the August Gazette, but that only came out a day or two before the crucial meeting in Leicester, some Members didn't even receive it in time.

You can read a full account of the meeting below, but basically, the Interim Board won by a substantial margin, the old Board stepped down and I believe all but two have left the Club. The Interim Board is now fully engaged in getting the Club back on track and back to the happy place it should be and is making fast progress.

Now, if you are one of those slightly 'disengaged' Members I mentioned at the beginning, you may be wondering why any of this matters? I understand your feelings, indeed I share them in a way. I am a member of our local Co-op and every year I get voting papers for its AGM and I just bin them, I couldn't care less who runs the Co-op! This is a bit different though, because you, me, all of us own this great Club in equal shares, it really is your Club. There is no hierarchy, the Members (owners) simply elect a small group of other Members (Directors) to run it for them. It is obviously essential though, that the Directors are competent and run the Club effectively. You have my word that this Interim Board will do just that.

Ian Keers, Interim Chairman
(ian.keers@mercedes-benz-club.co.uk)

General meeting of the Mercedes-Benz Club, Hilton Hotel, Leicester – Sunday July 31

The meeting started at about 10.30am, all attendees having had their membership number and whether they were carrying proxy votes checked on entry. There were almost 100 attendees, including five Board Members, Stephen Beresford, Phil Greaves, Red Mackinnon, Geoff D'Cruze and Keith Williams, who sat at a top table together with someone who turned out to be the accountant from Merit who they had employed to count the proxies. Paul Mazzoni and Trevor Mitchell were not present.

The room was relatively narrow and there were many rows of seats, enthusiastically occupied from the front by Members.

The meeting started with Phil Greaves, the Company Secretary, thanking Members for coming and saying that the resolution would be read out and the votes counted.

A Member, Lucy Wylde*, stood up and questioned why the meeting was not being chaired by the Club Chairman, Stephen Beresford. The challenge went on for five minutes or more and eventually Mr Beresford agreed to chair the meeting, deferring to Mr Greaves on any legal issues.



The outgoing Board of Directors, left to right: Stephen Beresford, Keith Williams, Phil Greaves, Red Mackinnon, Geoff D'Cruze and Mark Meredith of Merit Accounting. Trevor Mitchell and Paul Mazzoni sent their apologies for absence.



AUCTION NEWS



Historics sold this 1971 280SE 3.5 cabriolet for £156,800.



At the same sale this 1970 280SL went for £76,160...

Barons held its second sale at its new Southampton headquarters, which from a Mercedes-Benz point of view was not a success. Of the 12 cars in the catalogue only one managed to find a new home, a 1996 E220 cabriolet in dark blue with blue leather and 130,000 miles selling for £4,480.

Manor Park Classics in Runcorn only had two Mercedes which both sold. A 1980 450SLC in nautic blue with grey velour and 73,000 miles had its very low estimate of £4,000 to £5,000 well beaten, selling for £16,675. The 1994 E320 estate in azurite blue with grey leather and 171,000 miles made £5,980.

Historics was at Windsorview Lakes, Datchet with a catalogue of 28 Mercedes in all, although the 1969 600 was withdrawn before the event. There were 10 no sales and of the 17 that did sell probably the star lot was the 1971 280SE 3.5 cabriolet in deep green with biscuit leather and a tan hood, showing 56,000 miles and ex-USA, it sold under estimate at £156,800. A 1970 280SL in silver with blue leather showing 90,000 miles also sold under estimate at £76,160.

Perhaps the most interesting of the Mercedes was the 1963 220SEb Fintail, with only 30,000 genuine miles and having been unused for 55 years but now running, it unsurprisingly beat the pessimistic estimate to sell for £27,734, which must be one of the highest prices paid at auction for a Fintail in the UK. The other above estimate sale was the £26,880 paid for the 1990 560SEC in metallic blue with cream leather and just 31,000 miles.

The other sales were:

- 1972 350SLC silver/blue velour, only 28,000 miles £14,716
- 1987 230E black/grey, 104,000 miles £6,440
- 1990 300SL silver/blue, 123,000 miles £4,480
- 1992 420SEC metallic black/grey, 157,000 miles £10,080



...this 1963 220SEb Fintail was sold for £27,734...

- 1996 SL320 white/beige, 231,000 miles £4,480
 - 1997 C36 AMG metallic blue/black, 211,000 miles £4,032
 - 1997 SL320 azurite blue/mushroom, only 20,000 miles £21,840
 - 1998 SL500 Designo vario blue/grey, 71,000 miles £20,160
 - 2000 CLK230 cabriolet, Elegance, metallic blue/grey, 74,000 miles £4,480
 - 2000 CLK430 cabriolet, silver/black, 61,000 miles £6,160
 - 2004 SL600 black/cream, 49,000 miles £19,040
 - 2006 SL55 AMG F1 Performance pack, silver/black, 127,000 miles £15,680
 - 2008 S65L AMG obsidian black/cream, 47,000 miles £23,772
- WB & Sons in Tyneside sold seven of its 10 Mercedes, with a 1967 250S in blue with grey MB-TEX and 107,000 miles making £11,900. The remaining sales were all around the £5,000 mark or below:

- 1983 200T ivory/grey cloth, 136,000 miles £5,913
- 1997 SL320 black/black, 111,000 miles £4,000
- 1999 SLK230 metallic grey/black, 66,000 miles £2,500
- 2000 SLK200 blue/black, 99,000 miles £1,500
- 2003 SL350 silver/black, 54,000 miles £5,225
- 2005 CLS350 black/black, 68,000 miles £3,850

H&H was back at Buxton with a catalogue including 14 Mercedes, nine of these found new homes. The grandest was the 1971 600 in dark velvet green with rich cognac leather, showing 7,000 miles and selling at the lower end for £95,625. At auction for the second time was the 1965 'Excalibur SS' that originally belonged to actor Tony Curtis and had only covered 6,500 miles from new, having been a museum piece for a while. £49,583 was below expectations but the vendor was glad to see it go. The other sales were:

- 1967 250SE coupé, blue/tan leather, for restoration, showing 86,000 miles £9,000
 - 1984 280SL silver/blue half-check cloth, 120,000 miles £13,500
 - 1987 230GE black/black, 40,000 miles, for recommissioning £7,312
 - 1988 300SL smoke silver/pebble leather, 91,000 miles £16,875
 - 1989 300SL astral silver/blue leather, 105,000 miles £20,250
 - 1998 SLK230 yellowstone/Designo yellow, 119,000 miles £3,150
 - 2001 S500 tanzanite blue/cream leather, only 19,000 miles £7,875
- Mathewsons remains on-line only, selling 12 of the 14 Mercedes in its catalogue, all bar one in the sub-£10,000 bracket:
- 1977 250 yellow/black, only 38,000 miles £5,450
 - 1984 500SL white/black leather, 101,000 miles £7,630
 - 1986 420SEC gold/beige leather, 202,000 miles £2,670
 - 1988 190E 2.3-16 silver/black half-check cloth, 98,000 miles £9,538
 - 1989 190E white/grey cloth, 79,000 miles £5,559
 - 1996 SL280 azurite blue/grey leather, 114,000 miles £3,488
 - 1998 E280 Elegance, silver/blue cloth, 87,000 miles £1,680
 - 1999 SLK230 bright blue/black, 83,000 miles £1,150
 - 2002 CL500 blue/grey leather £1,530
 - 2003 SL500 silver/black, 38,000 miles £8,830
 - 2003 C200 Avantgarde SE, black/grey cloth, only 27,000 miles £1,150

- 2006 SL500 black/beige, 78,000 miles £11,227

SWVA (South West Vehicle Auctions) was also on-line only and sold all of its 10 Mercedes, the best of which was a 1998 SL500 in Designo red with grey trim (one of only 150 right-hand-drive versions) and 72,000 miles which sold well above estimate at £19,580.



...and this 1990 560SEC made £26,880.



FORUM ROUND-UP

Welcome to our Forum

Hello Boys and Girls (and all points in between), welcome to the monthly round-up of news from our on-line Forum.

May I start by thanking those Members who either know me or remember me from last time, for their (mostly) kind words when they discovered I was back in the Forum reporting role. I also appreciate that we have Members who have no idea who I am or what I do (that includes me more often than you would think).

By way of introduction, I am Maurice Saunders, a Member for far too many years, and for many of those years I contributed a column in the Gazette dedicated to sharing news and views from our Forum. I blinked for an instant and found I had volunteered to start doing it again. For those of you who are new to this forum malarkey or are otherwise bewildered by electricrickery in general, Collins' English Dictionary tells us that a forum is 'an area of a website where users can post comments and have discussions'. I don't think I can do better than that.

Perhaps another way to think of our Forum is that it is a place where you can have conversations that are a sort of cross between intelligent ones you might have at a coffee morning and the sort of interesting, yet ultimately pointless conversations you might have in the pub. I have just checked and to date our Forum has around 15 different major categories, each one divided into a myriad of sub-categories. The upshot of all this is that it is easy to find something that interests you and, conversely, there are lots of places you can post things that might interest other Members.

Our Forum and Gazette complement each other rather than compete. They serve the same purpose but go about it in slightly different ways. The Gazette is a magnificent coffee-table publication that is a joy to hold and read through at your leisure. On the other hand, our Forum is more suited to things that benefit from the immediacy of the internet. Not being subject to copy deadlines pays dividends, particularly if you have just taken something apart and can't remember how it goes back together!

The eagle-eyed amongst you might have noticed that I always try to refer to our Forum as *our Forum*, not 'the forum'. This is because that is exactly what it is, something way up there in the ether that has no life of its own but is created entirely by its contributors.

As some of you might have heard, there have been a few ups and downs within the Club recently, but I'm leaving it to others to tell you about that, my job is simply to bring you snippets of information that might entertain you or possibly be useful one day. Of course, the other important function of this column is to introduce our Forum to anyone who has not yet dipped their toe into our Forum's waters, so to speak.

Because it has all been a bit of a rush this month there will only be a small amount of Forum news this time, below are a few items just to give you a flavour of things to come.

The infamous 30-minute job

A Member decided to tackle the simple job of changing the power steering fluid in his car and very quickly hit a problem. They could loosen the return pipe bolt into the reservoir, but the metal pipe stub attached to it wanted to turn with it. In theory, the bolt should turn around the stub.

It shouldn't be a problem in a car built by anyone other than Mercedes-Benz, it should be a matter of simply loosening the pipe clip on the rubber the other end of the pipe stub to allow the stub to turn in the rubber hose until the bolt is undone. However, as is often the way with all things Mercedes, the stub is offset so the end away from the bolt describes a large arc and tries to squash nearby cables and a hose.

This was the point that the Member posted on our Forum and asked for ideas from anyone who might have been in this predicament before. Over the next few days plenty of helpful suggestions arrived and the outcome of this adventure was the successful separation of the nut



The offending nut and pipe.

and pipe with only minor collateral damage. Having successfully completed this stage, the fluid was changed and the errant pipe reconnected.

The moral of this story is that next time you embark on a quick 30-minute job, know where to go for help and expect the unexpected.

What have you done!



Ready to go.

In complete contrast to the technical side of things, we have a section where Members can tell us what they have been up to with their Mercedes-Benz. This is a typical item.

One Member gave us details and photos of the two-week French holiday he had just been undertaken. As well as telling us where they had been, they kindly gave a lot of useful information about making the journey as pleasant and easy as possible.

I think this image really conveys the anticipation of a holiday, the independence and, dare I say, the glamour of travelling in a fine car. Over 1,500 miles without incident in a 21-year-old SL500. Not a bad advertisement for the marque and a testament to the owner for keeping it in fine fettle.

Time on our hands?



The Omega Snoopy Seamaster's face...

...and back.

We also cater for things that have nothing to do with Mercedes-Benz, but are nevertheless interesting in themselves. There is a very interesting topic on exciting watches, as it seems that many Members have an interest in rather nice watches. Who knew? And on the subject of who knew, one Member provided pictures of the Omega Snoopy Seamaster.

Every day is a school day on our Forum. Why not join us, there is something for everyone and you may be able to provide that something for someone else. We look forward to seeing you next month.

To access the Forum go to the website <https://forum.mercedes-benz-club.co.uk/login> Click 'Sign up'. The e-mail address you give must be the same one as you use for the Club's main website. If you have problems with this contact Catherine Barlow (catherine.barlow@mercedes-benz-club.co.uk). We suggest you choose a 'user name' which includes at least part of your real name if not your full name. Click 'Create your account' The moderators will add you shortly.



The Forum log-in page.

Maurice Saunders (Forum name Maurice)



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.

LET'S PRETEND

Dear Fellow Members,
If you have just wondered 'What has happened to my Club?' Let me put your mind at rest. I am an 'old' Member, was active in the 1960s, and have not been impressed by what I have found in the 2020s.

I know two of the new people who are going to run the Club and can assure you all that they are real enthusiasts and not pursuing some personal agenda. To quote the great and sadly missed Ron 'Steady' Barker, "Let's pretend this is a motor club and enjoy it for that!"

Yours sincerely,
Peter Gerrish, Ropley

BREATH OF FRESH AIR

Dear Editor,
Congratulations Mike Timms! What a fabulous article 'Help or hindrance?' in the August Gazette was. I laughed out loud at just about every paragraph. I also found myself in agreement with virtually all the points made. However, I suggest that car manufacturers add just one more feature – a prominently sited press button (not touch-screen activated) with one function – 'Disable all innovations since 2010'. By driving a 1998 C-Class I am blissfully unaffected by all 10 of the 'daft ideas' on Mike's list.

The terrific humour employed served as an extremely refreshing antidote to various other issues going on around us at present, and the surge of endorphins released into my bloodstream will surely extend my life by a year or two. Thank you Mike.

Regards,
Sebastian Cobill, via e-mail

MIKE TIMMS – THE VOICE OF REASON?

Dear Editor,
At long last, some common sense being talked!

I totally agree with Mike Timms ('Help or hindrance? August Gazette), those 10 things that have sent cars backwards in safety, convenience, security and usability need to be highlighted to car makers.

I went looking for cars recently. The showrooms were full of the usual b**ls**t that sales-people give you. Granted, it is fun to see all this in the showroom, but take these stupid ideas into the real world and you soon understand how bad they really are! Mike has said what most of us now realise; how long before car makers get the message?

For me, having to take your eyes off the road to adjust the heater is pure lunacy. Those three old knobs located in front of the gear lever were much safer! I also see the rear windows getting smaller and smaller, so that more metal protects the occupants, but how many accidents are

caused because people have not seen that truck in the blind spot?

There is a simple answer to the problem; buy an older car with less technology. Sadly, the biggest loser then is the environment, oh and the car maker!

Keep up the great work and well done Mike Timms!

Keep well,
Simon Howell, via e-mail

KEY SOURCE

Dear Chris,
I sent this letter in April but it was never published, I didn't think anything about it until I saw Jeremy Stevens' letter ('Letters policy' in the August Gazette) and I e-mailed him to let him know. He encouraged me to resend it to you as it could be of help to other Members. The letter said:

Last August I bought a 2000 SLK230 from a used car dealer, in very good condition and with low mileage (52,000), the problem was it only had one key. The sales people assured me a new key was about £150 from Mercedes-Benz, so considering I knocked the asking price down around £400 I thought it was a good buy. This is where you say how naïve I was, and you are so right. I was later to find out Mercedes does not supply these keys any more.

Jeremy Stevens, then a Club Technical Adviser, tried several avenues for me, even contacting the Classic department of Mercedes-Benz in Germany, but to no avail. Then in April, after frantic searches by phone and internet, I was put in touch with a company called Autolock in Radcliffe, Greater Manchester. The owner, Martyn, does ECU (Electronic Control Unit) re-mapping and yes he makes keys. After a brief phone call I drove the car down to his place, he then refurbished my old key with a new body and cut the blade to fit the ignition lock, he then manufactured a new key, again cutting the blade, and programming the new key to the car's locking system. So in the end I finished up with two new keys for less than the price of a new one from Mercedes, now that's the real deal.

So the moral to the story is never buy

a car with only one key, no matter what the make. Keys today are not like your old front door key, they are a sophisticated piece of electronic wizardry. My thanks must also go to Jeremy Stevens for his patience throughout this saga.

David Horrocks, via e-mail

NINE CARAT GOLD 300SL



Do you know the origin of this keyring?

Dear Chris,
I e-mailed the Club a little while back, but got no reply. So hopefully now you have taken the reins back can you help. Could any one in the Club give any information on my keyring? Was it made specially for or by Mercedes-Benz? I have owned the keyring for nearly 40 years, but am not sure of its history.

Kind regards,
Matthew Freestone, via e-mail

Editor's note: As I have mentioned in 'News and views', I was denied access to my Club e-mail account from March 18 until August 2 and so have not received anything sent to me in that period. Neither do I have access to anything sent to the Editor@... or EditorialBoard@... addresses. Efforts are being made to recover all of this, but if you have sent something and have not had a reply or not seen it published in the





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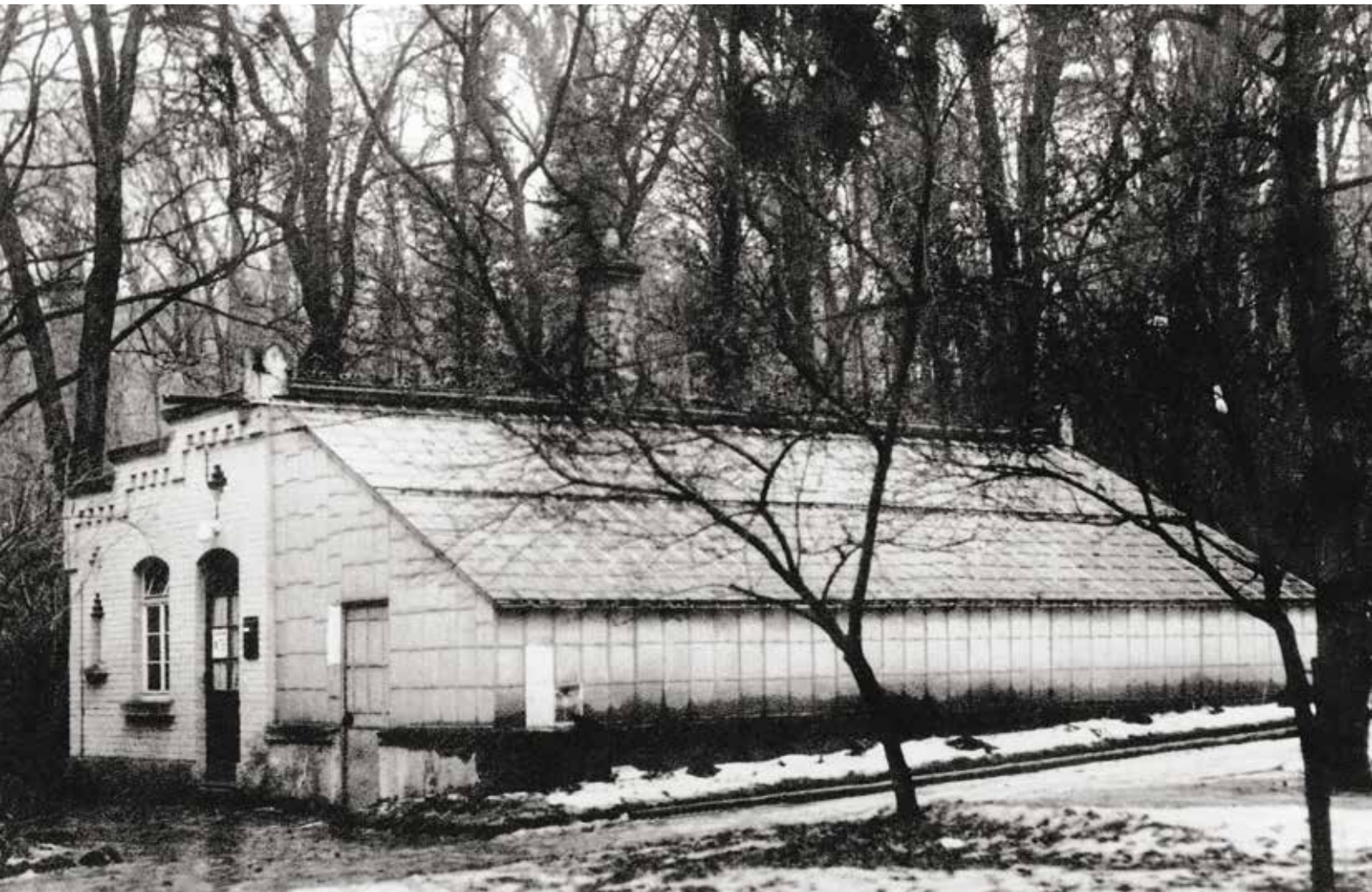
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Daimler's original greenhouse.

Rob writes...

by Rob Halloway

Founders keepers

Origin stories are all the rage in Hollywood, in novels, in computer games – well, everywhere. *Star Wars* famously started at 'Episode IV' then laddered back and (may the) forth through time. The latest origin story, as far as I'm aware, involves 'Baby Yoda'. It's the same for 'Minions' and other superheroes. My own personal favourite – 'Superman' has had numerous spin-offs and start-ups and reboots. There was a whole decade of Superman's school years in the noughties TV series *Smallville*. The ruthless, drifting hero of Lee Child's grippingly violent novels, 'Jack Reacher', has been described in dozens of stories from childhood to the present day. And anyone who's seen the latest *James Bond* film is no doubt expecting the next one to be an origin story.

Brands and companies are very keen to tell their origin stories too. It encourages consumers to buy into the values and qualities of a firm. I'm a total sucker for it – I love a start-up story, and a company that began because of the incredible passion

and commitment of its founders. These companies are often closer than we think.

Today I'm sitting at work wearing some desert boots made by Billy Tannery. It's a tiny firm set up to do something useful with otherwise wasted goat and deer skins. This micro-tannery began life in a farm shed in Leicestershire. I follow them on socials, and often interact with the company owners when ordering or considering a purchase. The shoes are very good too.

My work bag is by Elvis and Kresse, which I think began life on a farm in Kent. The firm makes bags and accessories from discarded London Fire Service hoses, and the firefighting charities benefit with regular donations too. So my yellow Gladstone bag spent 20 years in the back of a Dennis, helping extinguish fires before sitting, as it currently does, in my office.

My jazzy new spectacles are from Banton Frameworks, another start-up, this one's in Edinburgh. Handmade acetate frames and customer care are the product of a young pair of clever types beaver-

ing away in a back garden shed to make quite lovely glasses.

Frahm Jacket's founder is the face and voice of a Somerset company that I've been wearing for a couple of years now. Their stuff is very well made, available in Tall sizes, and I've bought loads of it. I believe it began on a kitchen table.

Aroma-wise, I'm wearing a wonderful scent by New York's MALIN + GOETZ, started by a couple who wanted to make lotions, potions and deodorants from natural ingredients. At the risk of bragging, I think I usually smell pretty good, thanks to them.

If you go back far enough in time, the computer I'm typing these words into began in a garage in California in 1976. Apple's gone on to bigger and better premises, obviously, and whilst I'm not in contact with the founders, they still loom large in the legend of the business.

I'm also not in touch with the founders of the car I drive, but their origin stories are well-known too. The GLC's genesis

Hamilton en route to second place in France.



F1 NEWS

by Will Gardner

BACK AGAIN

Having put away my pen after the July Gazette, Editor Chris Bass asked me to return to writing F1 news; I was delighted to say yes and look forward to working with him again and commenting on the sport I love over the coming months.

FRANCE

The penultimate weekend of July saw F1 arrive at the Circuit Paul Ricard for the French GP. As is becoming customary this year, Red Bull took the win, but Mercedes' continued resurgence saw the Silver Arrows come home line astern with Lewis Hamilton taking P2 ahead of George Russell to secure a double podium, crucially ahead of Ferrari.

Ferrari's Charles Leclerc started from pole, but crashed out on lap 18, thankfully unhurt, after being caught-out by sudden oversteer that sent him spinning into the barriers and off for an early bath. Championship leader Max Verstappen took the lead from the restart, comfortably keeping Hamilton behind to the flag with a margin of 10 seconds over the Brit, who had started P4, two places ahead of teammate Russell. Hamilton overtook Sergio Perez's Red Bull at the start, with Leclerc's departure leaving him running in P2. Russell tussled with Perez throughout much of the later stages of the race, finally pulling off a cunning overtake coming out of the final corner to deny Perez the champagne.

Meanwhile points were in short supply for the rest of the Mercedes powered teams,

with Lando Norris taking P7 for McLaren, whilst team mate Daniel Ricciardo came home P9. Lance Stroll rounded out the points, taking P10 for Aston Martin.

HUNGARY

The last race of the first half of the season took place just a week after the French GP, as the Hungaroring echoed to the sound of yet another Verstappen win. The result didn't appear to be in the script though as Verstappen had to start from P10 while Russell took the first pole of the season for Mercedes, with Hamilton adrift in P7.

Russell led from the start, eventually losing out to Ferrari's Carlos Sainz on lap 31. Red Bull's tyre strategy played superbly, allowing Verstappen to undercut Sainz and Leclerc, though he briefly lost out again after a 360-degree spin on the final corner. Meanwhile, Hamilton picked his way through the field, patiently making his way to P2, while Russell's tyre strategy and a slightly slow second stop left him finishing P3 to secure a second consecutive set of podium finishes.

MOVERS AND SHAKERS

The summer break kicked off with some dramatic news as former champion Fernando Alonso announced he'd be leaving Alpine and driving for Aston Martin in 2023 alongside Stroll, taking retiring Sebastian Vettel's seat and leaving an unexpected vacancy. Alpine was apparently unaware of the situation before Alonso made the announcement, though denied that the apparent breach of



Hamilton and Russell being introduced to the crowd in suitable transport in Hungary.

trust would impact the second half of the former champion's season. Whilst the top three teams have fully contracted drivers for next year, there is plenty of scope for change lower down the order – and plenty of rumours to match.

Alpine responded to the loss of Alonso by announcing that Oscar Piastri, this season's reserve driver and reigning F2 champion, would take the seat, only for the 21-year-old to claim on social media that he would not be doing so. Rumours suggest that Piastri, though currently contracted for next season, would prefer a move to McLaren where the underperforming Ricciardo could lose his seat. Pundits think a swap, with Ricciardo returning to the Enstone team where he was seen as having done a strong job during his last tenure, could be on the cards.

Meanwhile, Williams is keen to progress and build for the future and is said to be offering this year's signing Alex Albon a multi-year deal whilst looking to replace Nicholas Latifi, who many believe is in his last F1 season.

Former Silver Arrow and seven-time champion Michael Schumacher's son Mic's seat is up for grabs, as running a Ferrari backed driver is apparently not a requirement of the Haas team's engine supply deal. So, the team appear to have some choice, putting the pressure on Schumacher junior to put in some strong performances in the second half of the season to continue his F1 journey.

PORPOISING

F1's teams appear to have achieved a consensus to help eliminate the problem of cars bouncing rhythmically, known as 'porpoising', at speed. Reports suggest that agreement has been reached to change the rules to mandate the raising of the floor by 15mm (0.6 inches). Mercedes has suffered most of the front-running teams and has been vocal in driving through the change, citing the potential health impact on drivers being subjected to the constant bouncing motion, with the FIA commissioning a medical report into the issue. Red Bull and Ferrari had accused Mercedes of only pursuing the matter as it couldn't resolve its own problem and, with this in mind, the FIA was considering a vote on the matter – and suggesting a 25mm (one-inch) height increase, but the current compromise seems to allay health fears whilst allowing an agreement to be reached.



Russell and Hamilton celebrate in France.





Ron Waghorn (hand on the car) with his colleague and good friend Tommy Johnson, taking a break on the Sidcup by-pass during a Gullwing road test.

Ron Waghorn

by Chris Bass

Club Member, former W198 Model Register Captain and leading Gullwing enthusiast David Callaghan has sent me the sad news that Ron Waghorn has died. David said, “He would have been 95 this year and with him a large part of Gullwing history has died.”

Ron had been an apprentice with what was then Mercedes-Benz GB, the UK importer owned and run by Thomas Tilling.

Working first at the company’s Camberwell premises and later moving to Brentford, Ron was in at the start of the 300SL Gullwing’s life in the UK, beginning with manning the stand at the model’s launch at the 1954 Earl’s Court Motor Show. He gave his recollections of this and other early adventures in the December 1994 Gazette.

Through the good offices of the late Erik Johnson, for many years Mercedes’

PR man in the UK, I was able to meet Ron and his colleague and great friend Tommy Johnson. They worked together for many years and both took numerous photos of those days. Some of these and some of their reminiscences were published in the August 2007 Gazette.

When the Gullwing first arrived in this country it was a revolutionary, 150mph car and totally different to any other production Mercedes. There was little expertise for it here and Ron was sent to Germany to be trained by the factory in all aspects of the car. He thus became the leading authority on W198 300SLs in this country and worked on many well known and celebrity owned cars, including Rob Walker’s and John Surtees’. Comedian and actor Tony Hancock, whose private life was rather troubled, came to depend on Ron as a friend, sometimes contacting him when he had no problems with his car, but just wanted company.

After he left Mercedes-Benz GB, Ron went to work for Rose and Young, the Mercedes-Benz dealership in Caterham, the Young being John Young, an enthusiastic Gullwing owner. Ron continued to be the ‘go-to’ man for W198 300SLs, seeing them through what he called the ‘quiet years’ to their current iconic status and value.

When the ownership and management of Rose and Young changed, the company felt it could do without Ron, but his services were picked up by Kevin O’Keeffe who has become probably the leading restorer and maintainer of W198s in the UK. Ron eventually retired but he had passed on much of his knowledge to Kevin and his colleagues, and continued to keep in touch with W198 owners.

I very much enjoyed the short time I spent with Ron and I know his sound advice and wide knowledge, not just of W198s but of a whole range of Mercedes, as well as his personable company, were very much appreciated by all who came into contact with him. David Callaghan said, “He was a lovely man and I shall miss him”.



Ron at work on David Callaghan’s Gullwing...



...admiring the fruits of his labours.





Concours Judges ready to start work.

National Concours

by Red Mackinnon, photos by Clive Henderson and St John White

With the car park marked out and the marquees up, Judges ready and with our Membership Secretary and all round nice person Catherine Barlow making her Concours debut in administration, everything was set for a great event this year.

I was hoping that I would be able to get this event up and running for our 70th year so as not to spoil the good run of events that had started back in February, especially having been handed it at the last minute. I need not have worried as all was well and with the great support of some concours stalwarts from past years I was able to open up the doors to our Club's 70th anniversary after all.

We had returned to the British Motor Museum at Gaydon, Warwickshire which had proved to be a very good replacement for Mercedes-Benz UK's headquarters that had been used in recent years. A date is already provisionally set for Gaydon next year.

But for now, back to this year's event. We had a good number of cars attending, in all the categories from Exhibition Class through Club Class and Classic Class to our current ultimate Master Class.

Whilst mentioning Master Class, I had discussions with the Judges and also some of the entrants. There is a possibility of introducing a category above Master Class, something that previous winners of Master Class could work towards. This would also give winners of the Classic Class the chance of taking a Master Class crown at a future



The British Motor Museum at Gaydon, Warwickshire was the venue for this year's National Concours.



The Mercedes-AMG One on the Goodwood hill.



Mercedes-Benz at the Festival

by Chris Bass

BMW was the leading featured marque at this year's Goodwood Festival of Speed, with the usual gravity-defying display in front of the house and a class celebrating 50 years of its 'M Division' motor sport department. But Mercedes-Benz was by no means absent. It might not have had a class to itself but it featured in lots of areas, from its usual presence in the 'Pioneers' class through Group C sports-racers and its modern Formula One team to attention grabbing new road-going super-cars. And while the legendary '722' 300SLR might have been retired to the Stuttgart museum, its sister car was on duty at Goodwood – along with the boss of Mercedes-Benz Classic Marcus Breitschwerdt. To match BMW, Mercedes-Benz was celebrating 55 years of AMG.

The 1903 60hp Mercedes that was featured in the June 2021 Gazette, a 1908 Mercedes Grand Prix car and a 1909 'Blitzen' Benz were running in the Pioneers class. '704', the 1955 300SLR driven by



1903 Mercedes 60hp.





The cars were the star.

E-Class and CLS Day

– June 19

by Steve Howie, photos by Gary Norrington

As Phil Greaves (co-organiser of this event with Ray Waker) said, this was the third of these days but should have been the fifth. Two were missing for obvious reasons. And what a day it was! We were in a splendid location, Braxted Park in Essex, hosted by Peter Best Insurance Services at the very agreeable site of their offices. It's also a popular wedding venue and it's clear why, with its extensive, attractive

and well cared-for grounds incorporating a lake.

It wasn't only a Mercedes-Benz Club function in that other classics were there too, but we definitely had pole position, with our stand occupying high ground at the end of the drive leading up to the house. This meant that we were able to park firstly in a circle and then cars which arrived later formed three radii, so from above this looked like the three-pointed-star. A

marvellous drone photograph was taken which you can see here.

Although it was an E-Class and CLS Day, these models were outnumbered by other Mercedes-Benz cars. Some were predecessors such, as W124s which have retrospectively been called E-Classes because they were replaced by them. There were several W124s, three W123s (two saloons and a coupé, Mark Golyinia's lovely example which has done fewer than 30,000



Early bird – Cristin Irimia's W210.



Les Lindsay arriving in his CLS350.





Car of the month

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



Thomas McKenna's 300D

Thomas writes: 'I always wanted to own a W123 300D, with so many extras available on this model at the time it was a must for any car enthusiast. However in 1984, whilst working in the UK, the construction industry was struggling and I had to settle for the less attractive 240D version as finance was tight. This model was recognised in the construction industry back then as the 'Subbie Car' (as in subcontractor). I couldn't resist and joined the subbies club.

The 300D was more upmarket and used by executives, diplomats, CEOs of construction companies and occasionally the odd entertainer. It was a luxury flagship diesel car and at the time a rarity on the English market.

With the huge space in the boot of my W123 it wasn't long before the odd bag of cement or sand and occasionally a drum of 'red' diesel was put in there. This was no problem for the sturdily built 240D, although it was struggling for horsepower with a four-cylinder OM615 engine offering only 65bhp, but it always got me to my destination.

Needless to say, when the opportunity arrived, about 10 years ago, to own my life-long dream, a 300D automatic, after waiting all of 25 years I couldn't resist the temptation. The 300D that I purchased was fully loaded as the originally owner was a UK diplomat working in Saudi Arabia. It had a sunroof, costing £434.63, and even the nearside mirror was an extra in those days at the small cost of £100. Electric windows front and rear were

£443.83. The car is finished in English red and fitted with a five-cylinder OM617 engine with an output of 80hp and a four-speed automatic transmission – an extra £615.00. The odometer reading when I bought it was 125,650 and it stands now at 170,083. This is relatively low for a 300D.

On a visit to Gran Canaria some time back I was surprised to see some W123s still being used, both privately and as taxis. I used to sit at my favourite roadside restaurant, watch these beauties roll by and listen to the hum of the OM617 engine and the smooth change of the automatic transmission. It brought back a lot of old memories. I couldn't leave the Canaries without a ride in one of these beauties so I duly flagged one down and off I went. When the conversation started the driver asked for my destination and I explained I owned a 300D and I just needed a spin to see the comparison with my car. At this stage he turned the meter off and took me on a scenic route in the mountains. The car took it in its stride with the auto changes so smooth I could hardly hear them. As it happened I had picked the right car as the driver had owned it from new. It was a 300D and had clocked up two million miles whilst on its second engine. At the end of the journey and paying the small amount for the glorious spin on the mountain roads, the driver remarked on the car's reliability, "It has given me very little trouble over the years, but unfortunately they don't make them like this any more". He noted that Mercedes built special editions of the W123, mostly

the 200D and 240D for the taxi market, with many extras, including a modified dashboard for the taxi meter, an ashtray instead of the pocket on the passenger's door, grab handles on the rear armrests and four interior lamps to help passengers count their fares.

On my return to Ireland there was only one thing on my mind, and that was to get my 300D on the road. I completed a range of restoration work, such as the paintwork, replacing some panels, an upholstery upgrade and a general check of the mechanics, new brake discs, coil springs, tyres etc. Unfortunately the long and taken for granted excellent availability of parts for these cars has now changed, with some difficult to find. This is due to the high cost of manufacturing and the low volume of demand.

This model was the most successful and reliable Mercedes, going on to sell 2.7 million units before production ended in 1985. The car is a dream to drive, with outstanding comfort and generous space, both in the front and rear. The chunky steering wheel with the long view down the wide bonnet to the star helps to guide it. With some of the smaller roads on the scenic routes in Ireland very bumpy it just thunders along with ease and comfort. It is used on a daily basis in the summer months with trips all over Ireland and the UK with the Club, weekends away and with the huge boot space is ideal for plenty of suitcases for your holidays. It was a dream come true. The long wait was over and hopefully the enjoyment it's giving me now will long outlast the wait of 25 years.'





Chris Bass's 1991 W201 190E 2.0.

No longer available

by Chris Bass

These are three words that soon become familiar to anyone running an older Mercedes-Benz. The company does keep quite a lot of parts available for older models but as time goes by these become fewer and fewer. Then, unless the Classic Centre steps in and puts the part back into production, you are left looking for secondhand or pattern parts.

My latest experience of this was with the tail section of my 1991 W201 190E's exhaust system. I sensed I was in trouble when I managed to get straight through on the phone to my local dealer's parts department. Usually all lines are engaged

and e-mails often go unanswered – I fully understand that they would rather deal with businesses than retail customers who probably don't know the part number they want or perhaps even the correct description for the component they are after. I gave the chassis number and soon got the dreaded response 'No longer available'. W201s are too old and probably too few in number to warrant production and storage for this part now but over the years it, must have been a 'good earner'. Whilst the original tail section fitted at the factory lasted over 100,000 miles, subsequent replacements, all from

Mercedes, have, until the last one, only survived for a couple of years each.

It has long been the case that replacement exhausts, even from the manufacturer, are not made to the same quality as the components that are fitted when the car is new. The problem with the tail section on the W201 is that there seems to be a lot of stress on the joint where the pipe goes into the silencer. To overcome this I got a friend to weld on a strengthening web between the pipe and the silencer on the last tail section I fitted – this made it last 11 years rather than two. But finally the end plate of the silencer rusted



The strengthening web being fitted to a Mercedes-Benz replacement tail section in 2011...



...and the finished modification. The silencer is upside down in these photos.



ANGLIA SOUTH

July pub meeting – ‘on message’



Left to right Dave Donnelly, John Yarrow, Ray Warner, Gerry Blood and Brian Newby.

It was great to see a large turnout of Members and we all had a good, sociable evening. Dave Donnelly and Brian Newby arrived in similarly inscribed T-shirts, while John Yarrow was sporting his Mercedes-Benz cap. Ray Warner turned up with his limited-edition Mercedes-Benz watch, together with a belt he had made in Spain which had a Mercedes buckle. Not to be outdone Gerry had



A good turnout.

his T-shirt with the logo embossed on it (so subtle, it's hard to see!)

To mark such an ‘on-brand’ occasion we decided to take a photo with all the Mercedes merchandise on display that evening. Look forward to the next one!

Monica and Gerry Blood

CAMBRIDGESHIRE

So you think you know all about wheel refurbishment? Join us on October 1 and find out!

We are limited to 30 people but still have a few places available for our visit to Supreme Wheels’ vast new facility, located a stone’s throw from the Mercedes-Benz UK headquarters in Milton Keynes. Come along and discover not only the scale of their operation (with capability for re-engineering 10,000 wheels per week!) but the complex technicalities of the work undertaken on different kinds of alloy wheels. We are also looking into an afternoon visit to another place of interest nearby. The deadline for booking a place is August 29 and if you would like to hear more about our visit please contact me (graham.black@mercedes-benz-club.co.uk).



Supreme Wheels re-engineer up to 10,000 wheels a week.

H&H Auctions, RAF Duxford – June 22



Said to have received a ‘bare metal restoration’, this left-hand-drive 1960 190SL was sold in Switzerland, then into Wisconsin and finally to the UK in 1994 (not sold).



Vying for attention with an adjacent Jaguar XK150, despite its 15,000 mileage this Pagoda 230SL had some bubbling starting below its 1990s respray (not sold).



C320 Avantgarde. Auto, 2002. 30,000 genuine miles, ex-Jersey car, arrived in England 2018. Immaculate leather interior, carpets, air con with glass sunroof, cruise, parking sensors, just had alloys refreshed with 4 new tyres. All books, warning triangle etc present, a super car to drive. 3.2 V6. £5,995. **Tel: Martin 07966 139882** (West Yorks) (09/22/01)



190E. One of two lovely 190Es being sold from a collection. White, 3 owners, 1991, 121k. Auto. All offers over £2,500 for either considered. Club members preferred hence great low price. **Tel: Henry 07825 450390** (Suffolk) (09/22/02)



190E. One of two lovely 190Es being sold from a collection. Blue, 2 owners, 1992, 76k. Manual. All offers over £2,500 for either considered. Club members preferred hence great low price. **Tel: Henry 07825 450390** (Suffolk) (09/22/03)



SL320. 1996. Beryl blue. Hardtop. 48K miles only. Present owner 16 years. Maintained by Merparts. MoT to Mar 23. Nice original example. £11,750. **Tel: 07970 536282** (Gourock) (09/22/05)



320SEL. 1999. 156,000 miles. Lovely car. Leather. Future Classic. Cost £70k. Luxury for a few pounds. Offers over £3k. **Tel: Ron 07748 278728** (London) (09/22/04)



500SL. 1984. Silver blue with navy interior. Only 75K miles. Garaged, in great condition, and well-maintained (with bills). Hard and soft top, plus fitted car cover included. Private number plate. **Tel: 07771 800312** (Berkshire) (09/22/07)



SL280. 1997. Blue black metallic with grey leather. 68,700 miles. MoT October 2022. Drives superbly. Current owner 8 years. 3 previous owners inc my mechanic (6 years). Very good condition. Garaged. Hard top. New wings, tyres, battery in 2020. Serviced annually. Very well maintained. Service history and bills. £9,750 ono. **Tel: 07748 320151** (Falkirk, Central Scotland). (09/22/08)



SL350. 2003. 39k miles. MoT 30/03/23. Black & cream leather. This car is just lovely – all the usual SL refinements – too many to list here; massage seats, keyless entry/go, walnut dash/gear shifter/steering wheel etc. MB batteries. Retirement sale. £9,950. **Tel: 07712 008609** (Berks) (09/22/09)

Gazette

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