

BENZSCENE

The official magazine of the
Mercedes-Benz Club of New Zealand
Founded 1972



February/March 2022



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Disclaimer: Opinions expressed by writers are not necessarily those of the Mercedes-Benz Club.

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124 model series Mercedes-Benz Cabriolets - see page 10



From the President



After four months of lockdown in Auckland it was fantastic to get out and about over the holiday period. Janine and I certainly did enjoy driving further afield than just the local Auckland roads. We got into the Waikato, Coromandel, and Northland. I might have overdone it a bit, with Janine telling me that all our weekends are now booked up with car events for the next few months. I'm not complaining and looking forward to it.

As we roll into February it is a good time to be a car enthusiast. The weather is generally better, and the event and car season give you plenty of reason, or excuses, to use your Merc. So just do it.

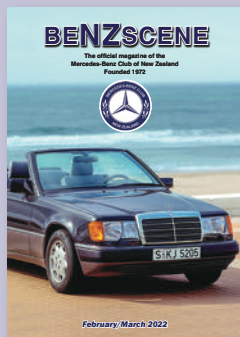
It is the start of a big year for the club. The club is entering its 50th year. We are working on a celebration over 22 – 24 September where we will be based at Wairakei Resort, just out of Taupo. If you would like to assist in this historic event, please contact me – darylj.nz@gmail.com.

Before that we have the National AGM, in Wellington, where we are looking for a new team to pick up the reigns of the club. If you are interested, I'm happy to talk to you about the roles. They are not that onerous, as the regional clubs do most of the work.

With a bit of luck 2022 will be better than the last two years. Make sure that you take the opportunity to enjoy it.

Drive safe and follow the star.

Daryl Jeffery



BeNZscene Magazine – print and digital

If you receive a hard copy magazine
you can now get an E-Mag copy as well.

If you want an E-Mag let your secretary know.



Mercedes-Benz Club Event Calendar 2022

Members visiting other regions are always very welcome to attend local Club events. Please simply connect with the Club president or event organiser in advance.

	Event	Mercedes-Benz Club
February		
Sat 5 – Mon 7	Wheels at Wairarapa	Wellington
Sunday, 6	Moonshine Rod & Custom American Vehicle Day	Wellington
Friday, 11	Club Dinner	Manawatu
Sunday, 13	Coffee & Cars	Wellington
Sunday, 13	British & European Car Day	Wellington
Sunday, 13	Ellerslie Classic Car Show	Auckland
Sunday, 13	Shannon Car Show - TBC	Manawatu
Sunday, 20	Te Puna Quarry	Midlands
Sunday, 20	Road Runners Picnic Run	Wellington
Wed 23 – Sat 26	Americarna 2022	Wellington
Saturday, 26	Car Gymkhana	Canterbury
Sunday, 27	Track Cruise, Hampton Downs	Auckland
Sunday, 27	Shannon Car Show - TBC	Manawatu
March		
Sunday, 6	Brit & Euro Car Show	Auckland
Friday, 11	Club Dinner	Manawatu
Sunday, 13	Coffee & Cars	Wellington
Saturday, 19	Ladies Run for High Tea Picnic	Auckland
Sunday, 20	Special late Xmas Lunch	Midlands
Sunday, 20	Grass Gymkhana	Manawatu
TBC (26-28)	Catlins Coast Run	Canterbury



Notice of Annual General Meeting of the

Mercedes-Benz Club of New Zealand Inc.

49th Annual General Meeting
20–22 May 2022
Cophthorne Hotel, Wellington



VENUE & ACCOMMODATION:

Cophthorne Hotel, 100 Oriental Parade, Wellington
Ph: +64 4 385-0229 www.millenniumhotels.co.nz
Please book your own accommodation

PROGRAMME:

Friday 20 May		Check Into Hotel – Friday evening no planned activity
Saturday 21 May	8:00am	Welcome & Breakfast (7th FI Restaurant)
	9:00am	Free time to explore Wellington
	2:00pm	Executive Committee Meeting
	3:30pm	Afternoon Tea prior to AGM
	4:00pm	ANNUAL GENERAL MEETING at Nicholson Room 7th Floor
	6:00pm	Pre-Dinner Cocktail Hour (Lounge/bar)
Sunday 22 May	7:00pm	Banquet; Nicholson Room (Entertainment provided by the Andrew London Duo Formal programme ends
	10:30pm	
	8:00am	Breakfast 7th Floor Restaurant – then pay your account. Check out. Free time until 10:30am
	10:30am	Drive to Gazley's Mercedes-Benz Showroom 75 Cambridge Terrace (introduction to Staff and latest M-B models; chance to test drive, discuss diagnostic testing, etc. Brunch will be available.
	2:30pm	Farewell to all those attending.

COSTS:

For Dinner and Cabaret plus Cocktail Hour - \$100 per person

**Early registrations at – <https://mnz.mercedes-benz-clubs.com/agm-national>
Enquiries: Please contact Daryl – darylj.nz@gmail.com**



Notice of Annual General Meeting of the
**Mercedes-Benz Club
of New Zealand Inc.**

49th Annual General Meeting
Saturday 21st May 2022 at 4pm
Cophthorne Hotel, Wellington

Nominations are sought for the following members of the Management Committee:

- a. President
- b. Secretary
- c. Treasurer
- d. Editor

Nominations must be signed by two members of the club, close on 16th May 2022 @ 5:00pm, and must be delivered to the Secretary before closing time.

Proposed motion for alterations to the Rules:

Proposed alterations to the rules need to be submitted to the Secretary before the 20th April 2022. Proposed motions need to be signed on behalf of by at least 2 Regional Clubs and accompanied by a written explanation of the reasons for the proposal.

All correspondence to the Secretary:

Barbara Lokes
13 Quinns Rd
Waiatarua
Auckland 0612

Secretarymbcnz@gmail.com



Mercedes-Benz Club of New Zealand

**22–25
September 2022**

The club has been active for 50 years in 2022.

To celebrate this amazing milestone, we are planning a series of events in the TAUPO area, culminating in a formal dinner on the Saturday night.



Mark the date in your calendar and look out for more details in future magazines.

If you want to help with organizing the events contact
Daryl – darylj.nz@gmail.com



CLASSIC COVER

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Sunday 13 Feb 2022 | 10am to 4pm
Ellerslie Race Course
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and car accessory displays



HOSTED BY



MERCEDES-BENZ

30 years ago: 124 model series Mercedes-Benz Cabriolets premiere in 1991

- Return of convertible four-seater vehicles to the product range after 20 years
- Elegant Cabriolet as additional body variant of the successful 124 model series



124 model series Mercedes-Benz Cabriolets are sought-after modern classics. They perfectly combine the passion for elegant, open-top cruising with the brand's high technical standard in the luxury mid-range series. The vehicles premiered 30 years ago at the International Motor Show (IAA) in Frankfurt/Main between 12 and 22 September 1991 – seven years after the presentation of 124 model series Saloons.

With this convertible four-seater, Mercedes-Benz successfully bridged a 20-year gap to a sporty and luxurious tradition, as legendary W 111/W 112 Cabriolets were produced until 1971. 124 model series Cabriolets, which were renamed Mercedes-Benz E-Class Cabriolet in 1993 as part of the change in nomenclature, were succeeded by the following convertible four-seaters with a soft top: CLK Cabriolets A 208 (1998 to 2003) and A 209 (2003 to 2010) as well as E-Class Cabriolets A 207 (2010 to 2017) and A 238 (since 2017). In 2015, four-seater Cabriolets also celebrated their premiere in the Mercedes-Benz S-Class (A 217) and in the Mercedes-Benz C-Class (A 205) in 2016.



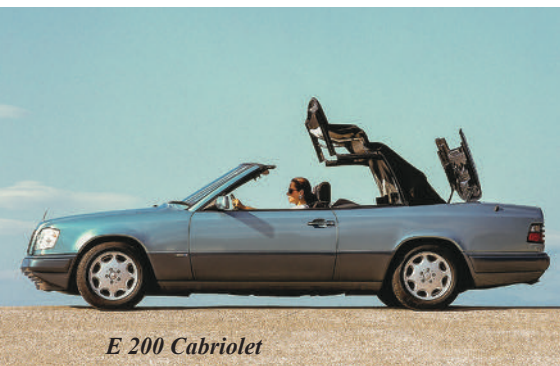
Flagship project for the luxury mid-range series

The Cabriolet of what would later become the E-Class was based on the 124-model series Coupé. After the 500 E high-performance Saloon was introduced in autumn 1990, the convertible four-seater represented a further flagship project for the 124-model series. Engineers went to great lengths to make the project a reality: they modified around 1,000 parts or designed them from scratch to comply with stringent demands in terms of passive safety and driving comfort despite the omitted roof structure. Compared with the Coupés, Mercedes-Benz consequently produced numerous load-bearing Cabriolet parts from thicker or stronger sheet metal. Following complex, computer-based simulation calculations, areas subject to high levels of stress were also equipped with additional reinforcements by doubling up sheets or installing gussets and struts. Elements including the sheet metal thickness at A- and B-pillars as well as on the lateral frame side members were reinforced, the soft top compartment was installed as a cross brace and a die-cast member was screwed to the floor assembly tunnel and the instrument panel's cross member. Diagonal struts at the front (between the front-axle bracket and the two outer frame side members) and rear (between the spare wheel well and the outer frame side members) boost torsional rigidity. In these areas engineers applied their experience from the development of the R 129 model series Mercedes-Benz SL.

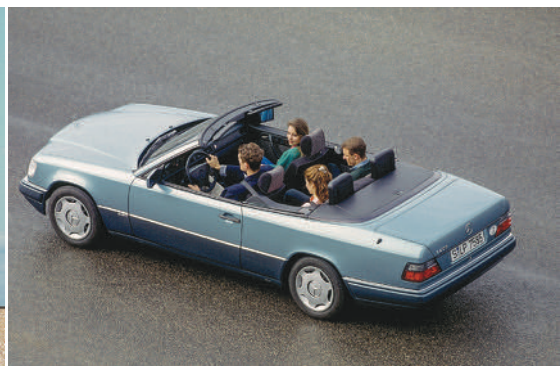
Vibration dampers were additionally employed to optimise driving comfort. Developers had already used such elements in the W 100 model series Mercedes-Benz 600 Landaulet, which was introduced in 1965. A total of four of these spring-mass systems altogether weighing a total of 26 kilograms were installed in critical areas of the Cabriolet: on the front left suspension strut dome, in the roof frame and in the rear boot wells. According to "Road & Track" magazine: "A good portion of the price difference is to be found in the



Cabriolet additionally installed body reinforcement parts



E 200 Cabriolet



structure of the car. On the highway, the Cabriolet E 320 is almost as quiet as its coupe and sedan siblings, thanks to remarkably solid body structure and the excellent fit of the convertible top.”

Linear roll-over bar

The levels of passive safety were also exemplary: in the event of a frontal, rear or side impact, the Cabriolets met the high standards of the Saloon, Estate and Coupé. A-pillars had been welded to internally installed profiled sheets to form a sturdy unit, also offering occupants adequate safety in the event of the vehicle rolling over. A newly developed and patented linearly operating roll bar was installed behind the rear seats featuring the shape of two individual head restraints at the top. The bar would extend upwards on a slightly elliptical trajectory within 0.3 seconds once the vehicle’s sensors detected an impending rollover. It could optionally also be manually extended and retracted to act as a head restraint for occupants in the rear.

The fully retractable soft top also met stringent demands in terms of driving comfort. The highly accurate design weighing 43 kilograms consisted of 27 linkage parts and 34 joints. When folded up it had a volume of a mere 80 litres. The soft top was insulated by a 20-millimetre-thick layer of fibre fleece between the outer liner and the inner soft-top headliner. The outer skin was also permanently connected to the front and central frames to prevent the soft top from puffing out, a characteristic fairly common in cabriolets. As a result, the 124-model series Cabriolet felt almost like the Coupé when it was moving along with the soft top closed. The large, heated rear window was made of safety glass. Thanks to a double frame it was flush with the outer skin to provide an undistorted view towards the rear. An electrohydraulic soft-top mechanism was available as convenient optional equipment, which became part of the standard equipment scope following the facelift in 1993.

Design-based partnership

The Mercedes-Benz Cabriolet was developed in cooperation with Porsche. Work on the convertible four-seater initially began at Karmann in Osnabrück in 1988. In January 1989 Porsche then took over the development order. Work on the A 124 was carried out by Porsche at the Weissach site. The Cabriolet was tested for reliability and fatigue strength at Mercedes-Benz and Porsche as part of various endurance tests.

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Vehicle depicted is a stock image of C 300 Coupé which can be purchased new or as a Certified Pre-Owned vehicle, subject to availability. Actual Certified Pre-Owned vehicle may vary. Visit Mercedes-Benz North Shore for further details today.



From solitary variant to type family

The 300 CE-24 Cabriolet with a 3-litre in-line six-cylinder engine generating 162 kW (220 hp) premiered in 1991. Its series production launched at the Mercedes-Benz plant in Sindelfingen in March 1992. The model initially remained an elegant and sporty solitary variant within the brand's model range. The convertible four-seater had already undergone a facelift by the 1993 model year, which was externally identifiable by elements including the "integrated radiator" that was based on the 140-model series S-Class, front signal lamps with transparent lenses and bumper protection strips in the same colour as the vehicle's detachable parts. Driver's airbag and electrically adjustable outside mirrors on the left and right had by now become part of the standard equipment, while a central locking system and five-speed transmission had already formed part of the convertible four-seaters' previous standard scope. From that point onwards the vehicle was known as Mercedes-Benz E-Class Cabriolet.

The model range now included a total of four variants with two four- and six-cylinder engines each. The E 200 Cabriolet (100 kW/136 hp) was initially and up until 1994 produced exclusively for export to Greece, Italy and Portugal. Hence, the actual entry-level model in 1993 was the E 220 Cabriolet (110 kW/150 hp). The 300 CE-24 Cabriolet was succeeded by the E 320 Cabriolet (162 kW/220 hp), and the E 36 AMG Cabriolet (200 kW/272 hp) became the new top-of-the-range model. A total of exactly 33,952 124 model series Cabriolets were produced until July 1997. In this process, most customers (18,572) opted for a six-cylinder engine variant.



Mercedes-Benz 300 CE-24 Cabriolet

MERCEDES-BENZ

Mercedes-Benz receives world's first internationally valid system approval for conditionally automated driving



DRIVE PILOT controls located in steering wheel rim

Mercedes-Benz is the first automotive company in the world to meet the demanding legal requirements of UN-R157 for a Level 3 system^[1]. Germany has taken a pioneering role in this with the opening of the Road Traffic Act (StVG) for Level 3 systems in 2017. This is why the first customers will be able to buy an S-Class with DRIVE PILOT in the first half of 2022, enabling them to drive in conditionally automated mode at speeds of up to 60 km/h in heavy traffic or congested situations on suitable stretches of motorway.

“For many years, we have been working to realise our vision of automated driving. With this LiDAR based system, we’ve developed an innovative technology for our vehicles that offers customers a unique, luxurious driving experience and gives them what matters most: time,” says Markus Schäfer of Daimler AG and Mercedes-Benz AG. “With this milestone, we are also initiating a radical paradigm shift. For the first time in 136 years of

^[1] SAE Level 3: the automated driving function takes over certain driving tasks. However, a driver is still required. The driver must be ready to take control of the vehicle at all times when prompted to intervene by the vehicle.



DRIVE PILOT enables secondary activities

automotive history, the vehicle takes over the dynamic driving task under certain conditions.”

The technical approval regulation with which such a system can be certified did not come into force until the beginning of 2021. Since then, it can be implemented in Europe - an opportunity that Mercedes-Benz was quick and the first manufacturer to seize. With the opening of the Road

Traffic Act (StVG) for Level 3 systems in 2017, Germany was the first country to create a legal basis for the intended use of these systems.

Mercedes-Benz is initially offering DRIVE PILOT on 13,191 kilometres of motorway in Germany. Extensive test drives for this system are already underway, for example in the USA and China. As soon as there is a national legal framework for conditionally automated operation in additional markets, the technology will be rolled out step by step.

DRIVE PILOT also has to cope with surprising traffic situations

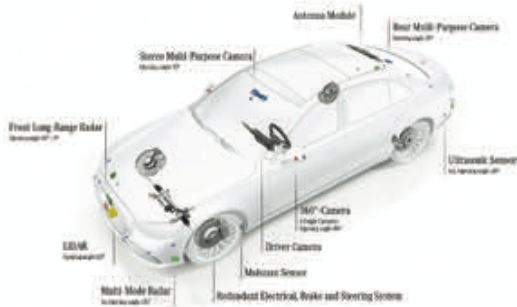
On suitable motorway sections and where traffic density is high, DRIVE PILOT can offer to take over the driving, initially up to the legally permitted speed of 60 km/h. The controls needed for this are located in the steering wheel rim, on the left and right above the thumb recesses. When the driver activates DRIVE PILOT, the system controls the speed and distance, and effortlessly guides the vehicle within its lane. The route profile, events occurring on the route and traffic signs are correspondingly taken into consideration. The system also reacts to unexpected traffic situations and handles them independently, e.g. by evasive manoeuvres within the lane or by braking manoeuvres.

With LiDAR sensor and redundant systems

DRIVE PILOT builds on the surround sensors of the Driving Assistance Package and comprises additional sensors that Mercedes-Benz considers indispensable for safe conditionally automated driving. These include LiDAR, as well as a camera in the rear window and microphones, especially for detecting blue lights and other special signals from emergency vehicles, as well as a wetness sensor in the wheel well. As well as the sensor data, the DRIVE PILOT receives information about the road geometry, route profile, traffic signs and unusual traffic events (e.g. accidents or roadworks) from a digital HD map. This is made available and updated via a backend connection. The S-Class with the optional DRIVE PILOT also has redundant steering and braking systems and a redundant on-board electrical system, so that it remains manoeuvrable even if one of these systems fails and the safe handover to the driver can be ensured.

If the driver fails to take back control even after increasingly urgent prompting and expiry of the takeover time, e.g. due to a severe health problem, the system brakes the vehicle to a standstill in a controlled manner and with suitable deceleration. At the same time the hazard warning lights and, once the vehicle has come to a standstill, the Mercedes-Benz emergency call system is activated and the doors and windows are unlocked, to make access to the interior easier for any first responders.

DRIVE PILOT in the S-Class: Sensor Technology and Redundancy



Mercedes-Benz



High-precision positioning system

The top priority for Mercedes-Benz when introducing such a system is safety, which includes high demands on operational reliability. The exact location of the S-Class is determined using a highly accurate positioning system. This is much more powerful than conventional GPS systems. In addition, data obtained from satellite navigation are matched with sensor data and data from an HD map. Sensor data collected by LiDAR, camera, radar and ultrasonic sensors can be, for example, information on road geometry, route characteristics, landmarks or traffic signs.

The HD map provides a three-dimensional street and environment image. The map data are stored in back-end data centres and updated constantly. Each vehicle also stores an image of this map information on board, constantly compares it with the backend data and updates the local data set if necessary. The HD map thus offers stable positioning through a representation of the surroundings independent of e.g. shadowing effects or a soiled sensor. It also provides information on road geometry or special traffic events such as roadworks. This high-precision map differs from maps for navigation devices by, among other things, its higher accuracy in the centimetre rather than metre range and its detailed intersection and track model.

A powerful central control unit provides the necessary sophisticated software functions for conditionally automated driving. Within the framework of modern security architecture, important algorithms are calculated redundantly.

Conditionally automated driving on suitable motorway sections where traffic density is high

During the conditionally automated journey, DRIVE PILOT allows the driver to take their mind off the traffic and focus on certain secondary activities, be it communicating with colleagues via In-Car Office, surfing the internet or relaxing while watching a film. In DRIVE PILOT mode, applications can be enabled on the vehicle's integrated central display that are otherwise blocked while driving.

Tom O'Hagan *Manawatu Club*



Tom was born and raised on a sheep and beef breeding farm in Apiti. This is a small farming community about 50km north of Feilding. Tom went to Apiti primary school but then went away to Silverstream College in the Hutt Valley for 3 years of high school. He came home to farm the family farm after his father died.

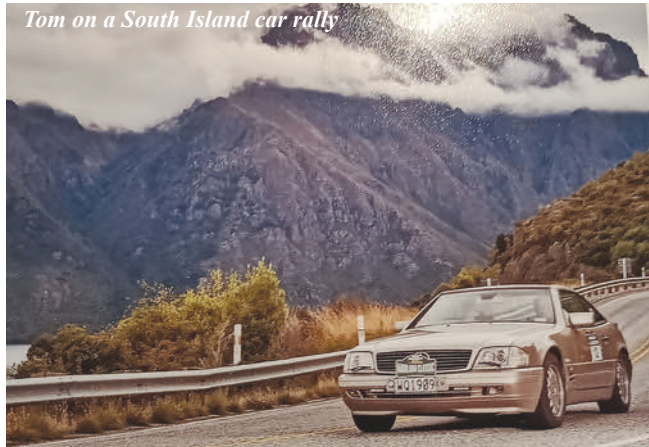
Tom learnt to drive on the farm in a one-ton Commer truck driven around a paddock until he got his car licence. His first car was a one owner 1955 VW that had done 50,000 miles. 500 pounds later he was the proud owner of a car with no radio and no fuel gauge. Tom says it was a great car. He worked out that there was a small extra fuel tank

to compensate for the lack of fuel gauge. You switched to this if the car ran out of fuel so you knew you could get another 30 miles driving before it would go no further. This car is Tom's most coveted car because it was his first car. Tom recalls riding in a VW with the judge of the school garden plots as they all travelled to each home to see each plot. At 12 years of age Tom thought that a VW would do him just fine, so he began weeding marigolds and working in the woolsheds to save up to buy one.

Once Tom married Lynette and family arrived, they found the VW was not that suitable for moving baby and pram, so they were replaced with a Ford Cortina and then several Holdens.

On retiring Tom bought his first Mercedes, a 300E from Titirangi. The car was on the road waiting for the car crushing firm to collect it when Tom found it. He paid \$200 to take it away and trucked it home.

Tom on a South Island car rally



Tom's car at home



Once the local Mercedes service specialist had done a bit to it Tom enjoyed several trouble-free years driving it.

Doug Anderson recommended Tom join the Manawatu Mercedes club as they were a great group of

people and had good outings to interesting places. Tom's first trip with the club was Tour de Tararua in 2009. The trip included a stay in Waipukurau for a night and travel to many interesting places around the Tararua region. Tom has met many great club members over the years on many different trips. He even went to Europe with members of the club and ran into other club members on a boat over there, what a small world! Tom was pleased he did that trip then and not now with advancing years as well as Covid to consider.

In April 2010 Tom decided to buy a New Zealand new Mercedes SL600. When he got the car home, he could not find the owner's manual so he could take the roof off the car. Fortunately, the grandkids came to the rescue and with the promise of we'll take you out for tea if you find it. The manual was duly found in the arm rest! Tom had the manual, learned how to put the roof down and the grandkids got their meal out, everyone was a winner.

Tom is enjoying his retirement and still has a few things on his bucket list including travel within New Zealand, meeting good people, and just enjoying living one year at a time.

Tom O'Hagan and Kathriona Benvie



Tom's Merc as a farm car

A Moment in Time

120 years of Mercedes – the girl and the brand

120 years ago, the name of an eleven-year-old girl became the epitome of cars and the first luxury car brand in the world. On April 2, 1900, Daimler-Motoren-Gesellschaft decided to call its automobiles Mercédès, after the daughter of Emil Jellinek.



*Namesake - Mercedes Jellinek,
aged 11.*

The Austrian businessman, who lived in Nice, traded in Daimler vehicles and registered them for racing events. The first vehicle with this melodious Spanish name – the Mercedes 35 PS – caused a sensation at the Nice race week as early as March 1901. This was not only because of its highly advanced technology – allowing it to win several races there – but also because of its exceptionally elegant design. The Mercedes 35 hp is regarded as the prototype of the modern automobile and, with its progressive vehicle architecture, has become a model for the entire automobile industry. Paul Meyan, then Secretary General of the Automobile Club of France, said after the race week: “We have entered the Mercedes era.”

From then on, the curved “Mercédès” lettering adorned the radiators of Daimler passenger cars. The name was registered as a trademark on June 23, 1902 and legally protected on September 26, 1902. Since then, the brand name – which was changed to Mercedes-Benz after the merger of the Daimler and Benz companies in June 1926 – has been both an expression of and a commitment to luxury and innovation. Like no other automotive company, Mercedes-Benz knows how to combine beauty and elegance with performance and technology. Moreover, the secret to the success of the current Mercedes-Benz design is the combination of intelligence and emotion.

Gorden Wagener, Chief Design Officer Daimler Group: “Our quest for the perfect realization of luxury and the driving of innovation is part of our brand DNA. It forms the basis of the sustained success of our brand. Our design will turn cool-looking technology and emotional staging into a desirable experience, as is currently the case with the new compact GLA or the progressive EQC, for example.”

The only car brand with a female name

To this day, Mercedes-Benz is the only automotive brand that bears a female name. “Women like Mercédès Jellinek or Bertha Benz shaped the success story of Mercedes-Benz from the start,” says Bettina Fetzter, head of Marketing Mercedes-Benz AG. “With our She’s Mercedes initiative, founded in 2015, we are building on this tradition for our numerous female customers around the world. The future of Mercedes-Benz will combine sustainability and luxury in a fascinating way.”

Since 2016, Mercedes-Benz has consistently been the world’s most valuable luxury automobile brand and is the only European brand among the top 10 in the “Best Global Brands 2019” ranking by Interbrand, the renowned U.S. brand consulting company.



Mercedes Jellinek, on a Mercedes Grand-Prix racing car from 1906.



auckland

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- **President** Barbara Lokes 027 220 3687
- **Vice President** Mike Peters 022 061 0711
- **Treasurer** Rod Philson 021 772 446
- **Membership** Daryl Jeffery 027 497 6366
- **Club Captains** Chris Haliday 021 747 161, Graeme Collie 09 524 5988
- **Secretary** Jennifer Todd 09 846 6065
- **Editor & Website** Philippa Miller Moore 021 105 9550
- **Committee** Ken Williams 0274 979 959, Greg Lokes 027 220 3687, Brian Hood 09 634 3573

www.mercedesclub.org.nz

hi everyone

I hope everyone is enjoying the summer.

The Auckland club are looking forward to a busy year of events, with the opportunity to get out and about and meet up regularly. Some of these events may look familiar – there has been a bit of rescheduling from last year. In the next few months we have a cruise, at 120k, around Hampton Downs and the Ladies High Tea run to look forward to. Something for everyone in the family!

Best wishes for the new year and keep following your Star ...

Philippa

New Members



Welcome to:

Mathew Rudolph driving a E500 Cabriolet

Brijesh Sethi driving a 1964 220SB

Noel Williams driving a 2002 W220 S550

Byron Martin driving a 1962 190SL

Michael Liew driving a 2012 SLK 200 R172

Robert Alloway driving a 1988 300SL

Debbie Scullin driving a 2021 E Class Cabriolet

Mary Joy Cristina Vergara driving a 2010 Benz E250

Dale Daniels driving a 2013 S600L V12

Hitesh Patel driving a 2014 C200 CDI

Vu Viet Son driving a 2014 Mercedes G Wagon 350 Bluetech

Good to have you and we look forward to seeing you all at our Club events!

Coming Events

Sunday 13 February - Ellerslie Classic Car Show

Where: Ellerslie Race Course

Sunday 27 February -Track Cruise, Hampton Downs

Have you always wanted to drive the Hampton Downs racetrack? But don't necessarily want to race? You can!

Our club has arranged an exclusive track cruise where you drive around the Hampton Downs race circuit for five laps behind their safety car at speeds of up to 120km/h with family and friends in your car with you.

Where: Meet at the Southern Motorway Service Centre just past the Exit 458 by 11.00am.

Cost: \$50 per car

Contact: Mike Peters; mike_petersnz@yahoo.co.uk

Saturday 19 March - Inaugural Ladies Run for Picnic High Tea

Let's enjoy the last official Saturday of Summer with a car-run to Wenderholm Regional Park. This is a Ladies Run and while our men are welcome, we are encouraging our ladies to drive.

Meeting at the Parnell Rose Gardens at 10am for a 10.30 start. Travel North-Western Motorway to the Coatesville-Riverhead Highway and on to the old Albany Highway through Dairy Flat. Crossing over the motorway to Silverdale, down the main street of Orewa and turning into Wenderholm. Enjoy the nostalgia and remember when this was the main road to sunny Northland.

Everything will be set up and waiting for you on arrival. Bring a plate of your favourite party food on your prettiest dish and your own deck chair. There will be a table in the shade under the Pohutukawa trees, but no seating. Tea and coffee will be provided in china cups. Small prizes for all lady drivers. Rain-off venue will be Walnut Cottage in Orewa, where they serve a delicious scone with jam and cream.

Where: Meet at Parnell Rose Gardens 10am.

Contact: Sue Iles soodee64@gmail.com.

Sunday 10 April - Grass Gymkhana

North Shore Vintage Car Club

Contact: Ken Williams or Brian Hood

Upcoming events: www.mercedesclub.org.nz/club-events

Event Reports

Run to Kawakawa Bay

As Covid restrictions eased in Auckland we were able to organise a picnic run to Kawakawa Bay. We fluked having the 25 maximum allowable under Covid restrictions. The sun came out just as we arrived at the beach. It was great to be out and about again with fellow Merc enthusiasts (and one Porsche) cruising country roads.

Greg Lokes





Zoom meeting with Craig Innes, Mercedes-Benz North Shore

My, hasn't the year zoomed by!

Talking of "zoomed", in November we were fortunate enough to have a guest speaker, North Shore Mercedes-Benz Managing Director Craig Innes, who gave a Zoom presentation on their new state-of-the-art facility being built on Fred Thomas Drive, Takapuna. This dealership will be the first of its kind in New Zealand, built to a new style of Mercedes-Benz architecture known as MAR2020. The new dealership is due to open in July 2022.



What's on offer is impressive. A purpose-built facility that is designed around the customer and their requirements in automotive excellence. All brought to life with modern technology to help with the selection process.

On completion of the presentation Craig offered an invite to the Auckland Mercedes Club to be at the opening. We reciprocated with the offer to provide some club cars to promote the grand opening.

Craig also offered to be part of future zoom meetings where we get to pick his brains on all things Mercedes.

MBNS new dealership



We look forward to an enhanced future relationship between Mercedes club members and the North Shore Mercedes dealership.

For those interested, I highly recommend the excellent YouTube documentary - The Streamliner Case - Mercedes-Benz original - <https://youtu.be/OZXRAQw9kyE>. A brilliantly put together documentary.

Chris Haliday

The Gracehill Christmas Party Revisited

With so many events having been cancelled during the year, we were really looking forward to this one ... it really did feel like Christmas to an Aucklander.

The arrival time for the club's Christmas lunch at Gracehill Vineyard Estate in rural Kumeu was set for midday. We arrived at 11.40am, early we thought, to find quite a few members had arrived before us, eager no doubt for some post-lockdown socialising. The Santa Run participants drove into the carpark shortly thereafter, their vehicles and occupants impressively adorned for the occasion.

As we made our way to the venue entrance our COVID vaccination passes were scanned and we were greeted at the door by staff serving canapés. The bar rapidly became the centre of attraction and the first point of contact with existing members not seen for far too long and newer members not met before. When everyone finally found themselves seated, Barbara, with microphone in hand, welcomed us all and then switched into roving



reporter mode, firstly calling for a hands-up by new members to introduce themselves and their vehicles.

Next, the longest-standing member of the club in the room, Brian Hood, was acknowledged. Brian's description of his new Mercedes as his best ever was met with a resonating "ooooOOOOoh!", and he then admitted to the unique distinction of being the only member able to claim to have had two wives listed in the membership points table - at the same time!

Barbara then asked for those who didn't drive a Mercedes to the venue to identify themselves. The Volvo P1800 of saintly renown in the carpark was claimed by Geoff Bogue, who was promptly forgiven due to the vehicle's sleek elegance. Mike Peters confessed to bringing a Japanese 'Mercedes' owing to his genuine one awaiting a part, and then Graeme Collie, who had arrived in his MGB, stated with a straight face that the initials were short for 'MG-Benz' which evoked roars of laughter.





The lunch commenced and the standard of Gracehill's cuisine and presentation was to be complimented. Following dessert, the MB handbag owners' association (made that bit up), Janine, Deepa, Sue and Barbara, took the opportunity to line up for a photo shoot, bags to the fore. Although the weather forecast was for isolated showers, the day turned out warm and sunny. With 68 people attending, it was one of the largest Christmas functions the club has held and the first event for Gracehill following the Level 4 lockdown in August. They did a wonderful job... a great day with great company for a lovely lunch in a very pleasant setting, and a big thanks goes to Mike Peters for arranging the event.



The winners and runner up awards for the Santa Run 2021:

Best dressed Car	Lindsay Younger
Runner up	Sue Iles
Best Dressed Lady	Janine Jeffrey
Runner up	Sue Iles
Best Dressed Man	Ron Studman
Runner up	Steve Burrow

Jennifer Todd

Ellerslie Car Show 2022 – preview of the R107 entries

Sunday February 13 2022 is the date of the Ellerslie Classic Car Show. The show has been running for 50 years and this show will be the 51st. That's pretty impressive!

At the heart of the show is the Concours d'Elegance – the only independently judged event in New Zealand. Winning cars sometimes go offshore and compete well in events like the Pebble Beach Concours d'Elegance, an event that is almost invitation only. At the heart of the Ellerslie Concours competition is the Teams Shield, the winner of which becomes the host club for the following year.

Mercedes-Benz Club Auckland has been involved in Ellerslie for several decades, our first team entry was in 1978 and we were placed 3rd. We come 4th nearly every year through the '80's. After that we became smarter and only entered when we had a good chance. We won in 1999, came 2nd in 2004 and won again in 2005. Our next win came in 2018 with Garry's two matching 1957 300SL Roadsters. This is the point when I became involved with the Ellerslie Committee, joining Garry who had been involved since the last win in 2005. Garry was Chairman when I started. He has now moved on to be Head Judge.

Anyhow, back to Mercedes and the 2022 show. The Club will have a great display for this show. We will create a German beer garden on our Club Display area, also showing off the versatility of the marque with eight beautiful classic Mercedes. Yes, you did read that right – a beer garden! Yes beer, real beer! Ok, we will probably start with apple juice in the morning, well it looks the same, and you won't all be asleep by midday. We will switch to real beer later on in the day. Don't tell anyone or they'll all want some.... hahaha. Lederhosen & Serving Wench outfits will certainly be welcomed and rewarded. I hope you also appreciate the 8 beautiful Mercedes we will be showing off. Built solid to cope with the drive home from a German beer garden.

The other exciting news is we are entering the Concours teams' competition again. This time we are entering two R107's. For the less Merc minded that is the SL series that began serious production 50 years ago. Hooray another reason to celebrate, where was that beer garden again? Anyway, we have arranged for two newish members to enter their babies – Andrew with a lovely 500SL from 1987 and Grant with his equally gorgeous 1988 300SL. I asked them to tell me about their journey to SL ownership and their tales are below.

Really looking forward to seeing you at the Ellerslie Classic Car Show on the Sunday or on the fun run on Saturday 12th February (entry link here: <https://www.concours.org.nz/tours-delegance.html>)

Barbara Lokes

Grant Hunter's 1988 R107 300SL



I found this SL after searching over a couple of years for the most authentic car I could find. I hadn't been committed to any particular model or year but was pretty happy when this late model, low mileage 300SL turned up for sale in Hastings in 2017. I had always liked the straight six engine and the galvanised body protection that the SLs got after 1985. It's a four-speed auto with ABS. As far as I know there are only eleven 1986-1989 300SL examples in New Zealand.

FSU58 is in very good condition with just 35,000 original miles (56,000km) from two previous owners and myself. First registered in the south of England, the car was purchased in 2005 in the UK at 12,000 miles after the first lady owner sold it. Clearly a little-used car, it was bought by a Kiwi finance guy who had lived in the UK for some time but was returning to New Zealand later that year.

He landed it in New Zealand in 2006, registered it and left to work in Australia for a few years with registration subsequently lapsing. It was re-registered in 2010 after his return and he enjoyed it until its sale to me at 32,000 miles.

Apart from a couple of minor touch ups under my care, it has original Nautical Blue paint with grey leather interior and navy soft top in great condition. After it arrived back in Auckland, it got a thorough going over by Peter Gawn and his team, receiving sub-frame bushes, a replacement fuel divider and repairs to the vacuum system, clock, and original Becker radio cassette as well as complete servicing.

I've replaced under bonnet insulation, the battery tray and looked after a few other bits and pieces but it really has only been details – everything was in very good original condition right down to the unmarked alloys and first aid kit still in its shrink wrap. Of course, it does have some inevitable minor wear and tear.

My appreciation of the Mercedes of this era began with our first one back in 1990. It was a W123 200T that we got at 17,000 miles and kept for 12 years. What a car – despite its pauper grade engine! As with a lot of people my age, there has always been a huge attraction to the W113 Pagoda and R107 SLs so I'm very grateful for the opportunity to get my hands on such a good R107 survivor.

I really enjoy the driving experience even though it's nowhere near that of anything new, but I think that's the point. There is a nostalgic element of both design and experience from another time that is so unique with classic cars, and especially those with Mercedes DNA. And of course, that exhaust note out on the open road is so cool too!

Andrew Stone's 1987 R107 500SL



My wife and I have always loved Mercedes SL's. In the early 1990's we bought our first one. It was a R129 300SL in white. As I liked black cars, I had it repainted in black (not great for stone chips!). We owned it for a few years then sold it to invest in a business. Our next one was a 1971 NZ new Pagoda bought from an old guy in Palmerston North. It was very original including the crazed paint, but it drove superbly with real balance (like the R107 300SL). We owned it for over a decade then sold it as we weren't using it that much.

We then had a number of SL's including two SL600's, one highly modified SL600 with 750BHP (sold back to the original owner after a few fun years), then a new SL63. We had always wanted an R107 but never had one so a few years back I started my search (watching each month as the prices kept rising).

I looked at a few in NZ, came close to buying a few from Australia (there are still some good value 560SL's that pop up) but I was never sure whether I was about to buy a disaster, so I kept walking away from what I saw.

Eventually I settled on the best one I could find in the spec I wanted. It was being sold by The SL Shop in the UK. It was a 1987 in black, with less than 40,000 miles on it. It had a full-service history (every year even if it had only travelled only 200 miles...) and came with some refurbishment and a 2-year warranty from The SL Shop. Previous owners had clearly looked after the car and I had huge confidence in the way The SL Shop does business. Travel restrictions meant we couldn't travel to view it so we bought it sight unseen.

It landed in May of this year and compliance was brilliantly handled by Zlatko from VSS compliance (027 597 4090). It didn't need much but it sure was a complicated process, so it was great to have an expert to deal with the bureaucracy and get the right specialists working on the car. My wife found the MB 107 number plate was available so bought that for me. We finally got the car in July and have loved it ever since. We never bought it as a concours car, we just drive it to the pub, take our dogs out in it and visit friends. It feels so solid and well-constructed and we love it. The only thing we have replaced is the under-bonnet insulation (the original one crumbled). My only disappointment is the non-standard stereo so I'm on the hunt for a mid-80's Blaupunkt unit (any leads, please let me know).

We are building a luxury B&B in Matakana so may allow the car to be rented for the day to drivers who will cherish it like we do.

Our other Mercedes obsession is G-Wagons with my wife having owned a G55 and now has a 1999 NZ new G500 SWB with 60,000 km's on it (in black, naturally). They feel very similar in quality. They are two of Mercedes longest running models which is testament to their great design, durability, and solid feel.



CLASSIC COVER

ELLERSLIE CAR SHOW

Club Points

How to gain points... it's simple, get involved!

Only two events this update, Christmas and the Zoom meeting with Mercedes-Benz North Shore. Organising points to Chris and Mike. With event and article points to Jennifer, Barbara, Andrew Stone and Grant Hunter. And of course, points to those who attended.

Club Points

Ken West 70, Daryl Jeffery 66, Brian Murphy 60, Tim Wood 60, Chris Haliday 55, Bill Bray 52, Mike Peters 50, Lindsay Younger 46, Brian Hood 40, Gary Lewis 40, Greg Lokes 40, Graeme Collie 39, Geoff Bogue 33, Steve Burrett 30, Auther Iles 30, Spencer Matthews 30, David Winn 30, Tony Astell 20, Wayne Carpenter 20, Jack Chapman 20, Iain Fletcher 20, Alan Minson 20, Rod Philson 20, Marcel Sanders 20, Ron Studman 20, John Tate 20, Ken Williams 20, Grant Hunter 12, Garry Boyce 10, Colin Carran 10, Richard Catherall 10, Graham Colebrook 10, Joanne Counsell 10, Robert Donovan 10, John Gray 10, Phil Henley 10, Roy Hobson 10, Alison Lambden 10, Anthony Matthews 10, Dave McRae 10, Chris Miles 10, William Morton 10, Trevor Ninness 10, Laura Noblejas 10, Robert Reynolds 10, Stuart Rowe 10, Donna Simunovich 10, Simon Swasbrook 10, John Tomlin 10, Willy Vankan 10, Mary Vergara 10, Geoff Wake 10, Keith Walsh 10, Penny Webster 10, Karran Wilson 10, Luan Young 10, Andrew Stone 2.

Family points

Jennifer Todd 66, Barbara Lokes 64, Philippa Miller Moore 50, Angelique De Jong 40, Janine Jeffery 40, Rachel Bogue 33, Teena Bray 30, Kath Burrett 30, Lyn Hood 30, Sue Iles 30, Deepa Peters 30, Karran Wilson 30, Kath Winn 30, Celia Astell 20, Yvonne Carpenter 20, Sue Lewis 20, Linda Matthews-Fletcher 20, Ruth Minson 20, Evelyn Tate 20, Patricia Carran 10, Lesley Donovan 10, Caroline Henley 10, Marianne Hobson 10, Janet Holtrigter 10, Cathy Hunter 10, Jim Manoah 10, Gaylene McRae 10, Helen Miles 10, Kathy Rose 10, Joan Studman 10, Anna Van Lit 10, Donald Webster 10, Patrick West 10, Caroline White 10, Noeline Williams 10.



midland NI

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- **Club Captains** Vacant
- **Committee** Karen Wallace, Tom Wallace, Kate and Roger Burchett, Sandra Harrington Frost

e ditorial

Dear Members

Summer is finally upon us. We have had some beautiful and at times hot weather, but regular rain has kept our gardens watered. Xmas will not be quite the same as in previous years before Covid came along. Hopefully family will be able to spend time together if all goes to plan.

Sadly, one of our long-standing members Henry Clothier passed away on November 11th after a long illness. Henry became a committee member at the first Inaugural Meeting in March 2006 and later was President for three years. Our thoughts and sympathy to his wife Ann and family.

As you know we have delayed our special Xmas lunch until March this year. So, if anybody has a suggestion for something special, please let our secretary Lorna know.

Hope you all have had a lovely Xmas catching up with friends and family and a lovely relaxing summer.

Follow your star.

Karen Wallace

Why are Mercedes so good at turning?

Because it Benz

Obituaries

Henry Clothier 1941-2021

Henry passed on November 11th 2021 peacefully at home surrounded by family.

Henry was a stalwart of the Midland Mercedes Club, indeed he was a founding member since the Inaugural Meeting held in Te Aroha in March 2006. He has held many positions on the committee and last year was made Patron along with his wife Ann.

Our condolences to Ann and Family.



John Sorenson 1934 - 2021

John passed away on 9th December 2021.

John has been a long time member of the Midland Mercedes Club.

Our condolences to the Sorenson Family.



Coming Events

Sunday 20 February - Te Puna Quarry

110 Te Puna Quarry Road.

A dedicated group of people have transformed the Quarry into a world class park.

10.30 am: Meet at the Pavilion at the Quarry park for morning tea. (You'll need to bring your own). Also bring comfortable walking shoes. We will then walk around the park to view amazing gardens and artwork.

12pm Meet for lunch at the White House café at 15E Minden Road Te Puna. There is parking by the café. After lunch next to the café, there is an art gallery, a potters studio and a wonderful display of Garden sculptures.

Please RSVP Karen karenwallace930@gmail.com or phone 021337559 by Friday 11 February, to confirm Café bookings.

Sunday 20 March - Special late Xmas Lunch

To be advised

Past Events

Pukehina Run - 21 November

Maybe a little unusual for the designer of a run to provide a trip report but fingers were pointed.

I had agonised about the trip as I suspected the concept was not well supported by members. I was also involving some personal property items and did not know whether that would be frowned upon by the club. Anyway, there was a slot for a trip so I offered and it was accepted.

Offered a relatively late start at the usual Tirau café. If I got the feeling that Geocaching was not of interest to the attendees then we would just complete the drive to Pukehina, arriving well before 1pm. If there was interest then the trip would extend in time and I had mentioned various lunch options. On reflection it looked a bit ramshackle and unstructured, sorry folks.

Four vehicles, with human companions, turned up. The faces at the table seemed a little reluctant. The cars appeared happy.

I tried to outline what Geocaching was about for a casual user. Ah well, let's head off.

A few minutes down the road and we were at the local Tirau Tower. This is the old water tower to fill the steam trains. A Geocaching search had provided me with a page of information on the history of the building. A quick explanation on where the cache

may be located had it quickly found tucked in the cabbage tree detritus. Trip attendees then found interest in the site and the history so it was a while before we headed off to the abandoned bridge.

Again, a Geocaching search had provided me with a page of information on the historic site of a Trout Hatchery – there is a plaque and everything here so it must be true. We saved the participants from hunting too much in the now well overgrown site, and narrowed down the cache location. Again, some time was spent taking in the history and location. We were running a bit late now on my “in-mind” timetable.

Suffice to say it was a pleasant drive through the glades, over the range, around the lakes and taking a few lesser driven roads but time was slipping by. Lunch at Lake Rotoma looked to be a popular concept but it was packed so some counter food was purchased and consumed on the shore of Rotoma near the fourth Geocache of the main drive.

We ended up at our property at Pukehina where I had planned to offer Drone Fishing and, if it went well, a drive in the 1928 Ford Model A pick-up. The Model A generated some interest so it went on a couple of “Tourist” drives, but no one took up the offer of driving it themselves.

We never did do any more Geocaching although there were five more just along the road. Everyone looked happier than they did at the start of the day, my ego says that it was because they had a good time, my insecurity says it was because they knew they had a reason to get away shortly.

It is a bit nerve-racking to organise a trip. Would I do another? As there were not many participants it would be easy to run the same event but I would have to get expressions of interest as it may simply be a concept that is hard to “sell” to club members.

Unusually for me my mind was on other things so I have no photos. Many thanks to the participants.

Verne Burmester

Katikati – 5 December

A group of nine members met for morning tea at the Chrome Café south of Katikati. The Chrome Café has different memorabilia around the walls of classic cars which was fitting for our next stop at “Henry’s Rod Shop”.

Ray Thompson, a retired farmer from the Otorohanga area set up the Rod Shop 2 years ago with the help of his son Mark. When I visited Ray over 12 months ago they had half of



Henry's Rod Shop



Just finished.



Lunch at Talisman hotel

the commercial building and now have taken over the whole building plus built another large workshop behind them with further expansion plans.

They provide the full services from custom fabrication which includes engine and diff swaps, custom suspension, custom radiators and intercoolers, brake upgrades, stainless steel and aluminium welding. They cover general maintenance and repairs, servicing, oil changes, tune-ups, pre-cert repairs and checks.

Rebuilds with full restoration, full custom panel, and paint, ground up rebuilds from start to finish. Also, full custom panel and paint in their own paint booths. A full motor trimming service and have their own auto electrician onsite for repairs and full rewires. All the cars they work on are fully certified before they leave.

Cars are delivered from the States and many other countries and places around NZ. We were given a guided tour by Mark and his Dad who are extremely knowledgeable about these amazing cars. We stopped to look at cars that were at different stages of rebuild. The finished cars were beautiful.

Presently, they have enough work booked ahead for the next two years. One of the cars they are working on cost about \$450,000 and still has considerable expense to go yet before finished.

It was an extremely interesting visit and would be one of the best workshops for classic cars we have ever seen.

We finally went to the old Talisman Hotel in Katikati for a very pleasant lunch.



Holden ready to put together





manawatu

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Editor's musings

Happy 2022! Here's hoping we have a great year with our Friday dinners and club activities on Sundays once a month. At the time of writing, we have just had our first Friday night event, a picnic in our beautiful Esplanade. The committee will meet shortly to plan out events for as much of 2022 as possible. These events are only as good as people getting involved and participating, and of course Covid permitting!

Kathriona Benvie

President's input

Happy new year!

Regarding the traffic light system for Covid-19, presently we are on orange which means the virus is in the community. Most businesses can open with no restrictions if they choose to use the vaccine passes. If no vaccine pass is used, the current limit of people in a venue at one time is 50. In relation to the activities we do as a club, it is likely that most businesses will ask for your vaccine pass. For our grass gymkhana, if the VCC venue management requests that vaccine passes are mandatory, we will have to comply. If not mandatory, committee will not be asking for vaccine passes and we will be limited to 50 people for the day. Generally, our attendance number is less than 50 persons so the limitation should not present too many problems for us.

Here's hoping we don't have too much disruption this year!

Frances Baxter

Coming Events

Friday 11 February – Friday night dinner

6.30 at Café Eminem restaurant on Broadway. Vaccine pass and pre-ordering of meal are required. Further details to follow by email.

Sunday 27 February – Shannon Super Cheap Auto Car Show

Venue is Shannon Golf Club. This will be a controlled event and vaccine passes will be requested. Further details as to times to be confirmed.

Friday 11 March – Friday night dinner

6.30 at Portofino on Broadway. Vaccine pass and pre-ordering of meal are required. Further details to follow by email.

Sunday 20 March – Grass Gymkhana

At the Vintage Car Club rooms. Details to be confirmed.

Recent Events

End of Year Christmas Lunch

Our numbers were down a little this year due to a few members with double up engagements. We had 24 to lunch at Café Delish in Feilding.

The café doors opened 11.30am and after a quiet cruise across to Feilding (with no rain as we were in between showers, but it was very muggy) Murray greeted us. Members arrived and piled into the café for an hour catch up before sitting down to lunch.

The committee's raffle tickets were sold by Rodney. The prize was a large Christmas basket that Gytha had put together and decorated beautifully.

Lunch by Tracie and staff was well done to their usual high standard. We feasted on ham and beef with a mixture of roasted veggies and salads.

Santa didn't arrive, so Christmas gifts were handed out by Christmas helper, Frances, and the raffle was drawn afterward. Congratulations to Gytha for winning the



*Rodney and Rachel
drawing the raffle*



Rachel and Colin



Congratulations to Gytha the raffle winner



*Delish Cafe-a great venue
for our Christmas lunch*



Left to right: Merv, Jeff, Malcolm, Alison, Warwick

raffle (much to Gytha's dismay as she had prepared and decorated the prize, but we had all purchased a ticket and it was fairly drawn out by Rachel). Better luck next year members! After lunch and lots of chat, the year for club activities was over. Not before some members took a walk down to the nearby car yard to have a look at the Mercedes Benz cars that were up for sale.

We have had a good year, with some ups and downs, a few health issues, but managed to avoid covid and have had club meetings in our usual style. Hoping 2022 is just as good.

Frances Baxter

Picnic in the Esplanade

This event has become a great way to start a new year of club activities. This year was no exception with a great evening and a good turnout of 25 members. The weather although fine was a bit chilly with an easterly breeze blowing. Fish and chip newsprint, KFC bags and Dominos boxes were very much in evidence. Although there were a few of us who bought picnic like food from home such as bacon and egg pie and a very tasty bacon and veggie





slice. In between eating there was a lot of chatter as people reconnected after a break of almost six weeks.

For those of you who don't know about our esplanade it is like a botanic garden but has a lot more. This is from The Palmerston North City Council information page. Named to commemorate Queen Victoria's 60th Jubilee, Victoria Esplanade is Palmerston North's premier park with 26 hectares of bush walks, bike tracks and formal gardens. It's got something for everyone in the family – thousands of mature trees, splendid roses, barbecues, croquet lawns... and the kids will love the Junior Road Safety Park, miniature railway, playground and paddling pool. Tim and I spent much of the early part of the day of the picnic (14 January) in the Esplanade with our six-year-old grandson. The playground, the miniature train and the duck pond are his favourite haunts, and the adults enjoy it almost as much as the young 'un.

Kathriona Benvie





wellington

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-

e ditorial

Here we are in 2022, a year in which our club will celebrate 50 years of existence. Keep 22-25 September free so that you can take part in the planned events to mark this occasion at Wairakei.

Our Wellington branch is well into planning for the National AGM, which will be based in the Copthorne Hotel, Oriental Bay, Wellington. When booking your accommodation be sure to let them know you are part of the Mercedes-Benz Club meeting. You can see in the programme in this Benzscene that there is free time on the Saturday until 4.00pm. If you arrive early enough you may like to drive on the new 'Transmission Gully' motorway (sure to be open..?) to Southward Museum – always worth a wander through. Alternatively, Te Papa Museum is close by and the Wellington cafe scene is fun. A drive over the Remutaka hill to Wairarapa is possible, but time may run short.

We have the Andrew London Duo to entertain us in the evening. Andrew and Kirsten hail from Otaki and are well known in this region. If you're not familiar with them, google 'Andrew London' and listen to a track or two. Andrew writes a lot of his own music and also plays excellent covers of many popular tracks.

Scott Stevenson

Coming Events

Sat 5 - Mon 7 February – Wheels At Wairarapa (Carterton)

(Waitangi Weekend)

Day 1: Cars & M/Cycles - Day 2: Trucks - Day 3: Agric Day

Pass \$15 or \$30 Family – Free Parking

**Sunday 6 February –
Moonshine Rod & Custom American Vehicle Day**

Trentham Racecourse

Sunday 13 February – Coffee & Cars Intermarque Event

10am – 2pm Southward Car Museum, Otaihanga Road, Paraparaumu

Sunday 23 February – Road Runners One Day Run/Picnic

9:00am start, Otaihanga Domain
Organisers: Road Runners Club Wn

Wed 23 - Sat 26 February – Americarna 2022 – New Plymouth

American Cars and Trucks Annual Mega-Event

Sunday 27 February – Shannon Spectacular Car & Bike Show

10am - Manawatu M-B Club Site – Morning Tea & Picnic Lunch

Sunday 13 March – Coffee & Cars Intermarque Event

10am – 2pm - Southward Car Museum, Otaihanga Road, Paraparaumu

Sunday 20 March – Manawatu M-B Club Combined Grass Gymkhana

VCC Grounds 684 Kelvin Grove Road, Palmerston North
Organisers: Manawatu M-B Club

Fri 8 - Sun 10 April – Rolls Royce & Bentley 50th Anniversary Tour

Masterton – Organisers: NZRR&B Club
Extensive NI tour ends Wellington Wed 13th April.

Sunday 1 May – Wellington M-B Club AGM

AGM & Lunch Event - 11:30am start (Venue to be decided)
Organiser: Secretary Scott Stevenson

Fri 20 - Sun 22 May – National M-B Club AGM

At Copthorne Hotel, Oriental Bay, Wellington. See details in this issue
Organisers: Mercedes-Benz Club of New Zealand Inc. Bookings open now.

Thu 22 - Sun 25 Sept – M-B Club of New Zealand 50th Anniversary

Taupo. See details in event section of the magazine
Organisers: Mercedes-Benz Club of New Zealand Inc.

Recent Events

Wellington's End-of-Year Function

Our Events Co-ordinator Colin Miller had been to Poppies restaurant in Martinborough before, and a booking was made for our final get-together for 2021. The date was Sunday 5th December and the day was cloudy but warm.

Joan and I dropped Ruby the schnauzer off at our daughter's place, and we were on the road out of Waikanae at about 11.00am in our 1995 E320 coupe. We drove down SH1 to Plimmerton, then Grays Road around Pauatahanui Inlet (high tide, looking lovely), over Haywards Hill and up SH2. There were lots of roadwork sections on the Haywards Hill road, although it's hard to see much progress over the last year. Climbing up the Remutaka Hill road we came into a misty drizzle, but not too bad. Coincidentally, on the hill we had Craig Pinny in his SLK280 behind us with his roof down – he put up with a few drops of rain blowing off the top of the windscreen, but he soon dried out.

Martinborough was very busy, with cafes doing a great trade. Our booking was for 1.00pm, and when we arrived at Poppies, a short way out of the town centre in a vineyard, it looked to be full. It was as well that we'd booked! This was our first experience of having to show our Vaccination records. This was handled smoothly and we were ushered in. There were nine of us, which was somewhat fewer than originally expected, but an ideal size for our big table.



Graham, Robyn, Pat and Elisa



Scott, Joan, Craig and Graham



Present were Colin and Pat Miller, Graham and Robyn Quinlan, John and Elisa Mendzela, Craig Pinny and Scott and Joan Stevenson.

Strangely, for a restaurant in amongst vineyards, the Pinot Gris and Chardonnay were sold out, but the Reisling was a very nice drop. Poppies specialises in serving platters of their own making for lunch, and these were very nice. Three of them served the nine of us very well, and they included breads, meats, salmon, chutneys, marinated button mushrooms, olives, cheeses and more. I think we all indulged in a dessert as well. The chilli chocolate with berry coulis was very nice except I'm not too sure about the chilli – a bit strange with dessert, I thought. Anyway, it was a lovely meal and a great chance to catch up with what's been going on locally and globally – there's certainly plenty to occupy the mind these days!

Our drive home was as enjoyable as the trip there, but again with drizzle on the hill. From Waikanae and back to Waikanae we covered about 220 kms with that straight six humming smoothly all the way.

Thank you Colin for organising the lunch. It's a lovely venue and well worth another visit sometime soon.

Happy New Year!

Scott Stevenson

Coffee & Cars at Southward Car Museum

Several Wellington Club members attended the Coffee & Cars monthly (October to March, viruses willing) Intermarque car show at Southward's Museum on Sunday 09 January 2022.

There was a large turnout (the car park and grassed areas were only just able to cope with the numbers) of many recent and past models of British, European, Japanese and American cars, trucks and bikes all maintained in their original or restored condition. A smattering of T-Buckets, hot-rodded Jappos and other "Screamers" did their best to entertain the young guys and girls at the gate as their owners released high volumes of testosterone on departing the otherwise tranquil scene on Otaihang Road.

Our Mercedes-Benz members were a very much more dignified group but just the same, they enjoyed the Coffee and Hot Dogs provided at modest cost by the local Scouts

leaders and parents, and the chance to wander amongst some amazing vehicles and talk motoring with friends.

Next Coffee & Cars event is scheduled to be held on Sunday 13 February. This event will effectively replace the cancelled British & European Car Day, which we would normally have attended.

Colin Miller



MERCEDES-BENZ

The Steinway Mercedes

Sourced from the magazine 'Mercedes 1/93'

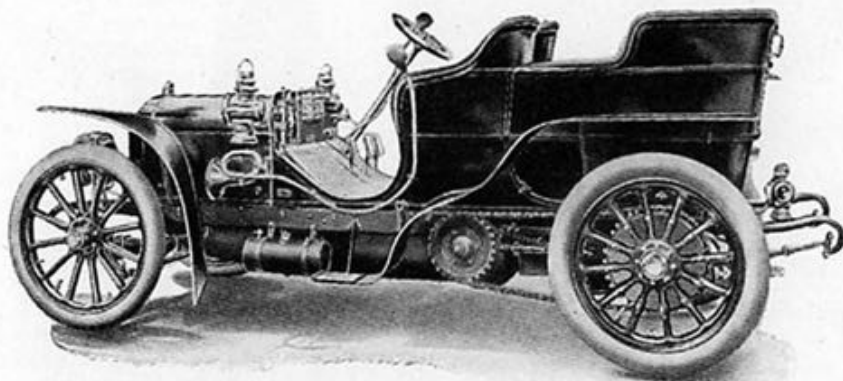
Back in 1850 Heinrich Steinweg, aged 53, his wife and 6 of their 10 children migrated from Northern Germany to New York. Survival was difficult, but after a while and having Americanised his name to Steinway, following on from the family business back in Germany, piano manufacturing was started up again. His association with some of the New York society of the time helped, and he was very successful. Steinway and Sons were on their way!

Did you know that back in 1904 you could have bought a 'Steinway Mercedes'? William Steinway knew of the innovative engines Gottlieb Daimler was building in Germany, and in 1888 their mutual friend Wilhelm Maybach introduced the two men. Soon a strategic alliance was formed, with Steinway acquiring the franchise for Daimler engines in USA. The deal was not too profitable for Steinway, because imported cars were subject to 45% customs duty in New York – they could not be sold for a profit.

So, Daimler and Steinway decided to avoid import duties by building Daimler cars (and marine engines) in the Steinway factory in Queens, New York. After overcoming technical and administrative hurdles, in 1904 they finally had the 'American Mercedes', made by Steinway, on the market. It was a replica of its German relative built in Bad Canstatt. The luxurious 45 hp limousine took New York by storm.

More information about these cars can be found online by Googling 'American Mercedes'.

Scott Stevenson



The four-cylinder forty horsepower American Mercedes follows the latest European design both in chassis and in body, and is quite on a par with imported cars. The price of this detachable tonneau model is \$7,500

Mercedes Quick Clamp Device

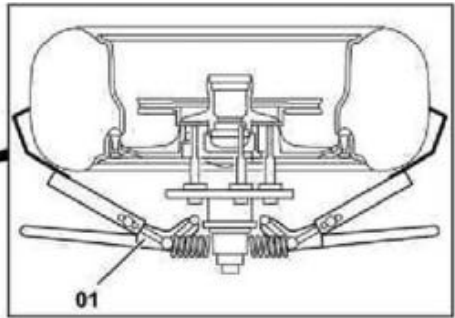
Ever wondered about the 5 holes in your Mercedes Wheels that sit between the wheel bolts?

For as long as I can remember, well ever since my apprenticeship days anyway, genuine Mercedes Benz wheels on all models have a set of 5 holes in each wheel - one between each wheel bolt hole. These holes are about 6mm in diameter and traverse all the way through the wheels.

They look kind of pretty, almost a design feature you may ask? Well, much more than that.

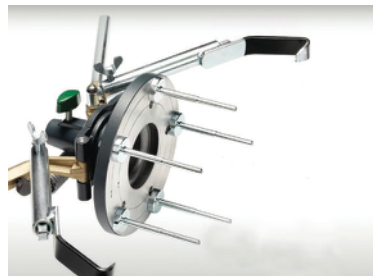
These holes allow technicians to check for Chassis Alignment and Wheel alignment, and indeed it is the most exacting method of doing these tasks as the measuring tool reaches through to contact the wheel hub directly and provides greater accuracy than the tools that mate against the wheel rim. (Some may argue this but Daimler Mercedes didn't design this method without reason.) Having said that, I have never seen this used since my days as a Trainee Technician in the 70's at Daimler Benz, Stuttgart. They are still used today and a robotised form of this method is one of the final checks made on your car as it rolls off the production line.

Below shows the device in place.



Here is a picture of one of these tools from another perspective. The measuring equipment is connected to the central boss and allows the wheel and hub assembly to turn, so you can check for runout or bent axles etc.

Graham Quinlan





canterbury

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- **Vice-president** Chris Dale 021 913 280
- **Secretary** Stuart Graham 021913280, stuart@conair.co.nz
- **Treasurer** Ian Gibson 021 754 221
- **Editor** Lionel Allam 027 492 9298 editor@mbcc.nz
- **Club Captain** Mary Ling 021 364 249
- **Technical Advisor** Jeremy Duffey
- **Librarian** Chris Dale 021 133 9757
- **Committee** Ann Williams, Lionel Allam, Chris Dale

Website: www.mbcc.nz Canterbury Club Bank account: Westpac 03-0866-0328605-00

Coming Events

Saturday 26 February – Car Gymkhana

To be held at Pat Quinn's property. The finer details still to be planned but for your peace of mind and to respect the value of your cars we expect this to be more of a skills-based event rather than that of the 'old school' grass circuit racing.

Sat 26 – Wed 30 March – Trip to Catlins Coast Area

We are planning a run down south to drive through the Catlins Coastal Area, leaving on the 26 March. Still early days in respect to planning however the draft schedule is:

- Day 1 Travel to the Dunedin area, perhaps include the trip to the Albatross Colony
- Day 2 Drive through the Catlins to Papatowai staying at the Whistling Frog Holiday Park
- Day 3 Continue to Invercargill, visit the Richardson Museum, perhaps find an Oyster or 3.
- Day 4 To Arrowtown then onto Cromwell, (Highlands Park?)
- Day 5 Home

Members will be free to join and leave the trip at any stage.

Recent Events

The Oamaru Victorian Weekend Trip



The long-awaited Canterbury Region trip to Oamaru for the Victorian Weekend on 19th to 21st November was fully subscribed. The rear car park at Oamaru's heritage Brydone Hotel was dominated by a range of Mercedes Benz cars, so we knew we were at the right place. The check in was all smooth and well pre-organised by Mary.

The group had a fine evening dinner in the Hotel – a great opportunity to unwind and relax with wines and friendly chat after the drive down from Christchurch (or in our case the drive across from Queenstown).



For Saturday morning, after our hearty breakfast at the Brydone, Richard had organised a visit to his old boarding school; Waitaki Boys. He attended the school 63 years ago so one would expect things to have progressed since then. (E.g. the invention of the motor car - haha). As we toured the grounds we met a couple of the boarding students: Don Walsh and Jack Robinson, who had some time available before their 1pm cricket match. They were wonderful guides on our tour of the school and really made the visit special for us. Their knowledge and entertaining anecdotes of modern-day school life contrasted with Richard's many stories and memories of the very different experience he had back then, with masters that were very handy with the 'old-fashioned' discipline of the era! Richard still remembered the school song so we were treated to a moving rendition of it from the trio. The school even has its own iwi-approved Haka. We visited the one remaining

preserved and restored open-air sleeping hut that Richard endured, with canvas 'windows' which had a large gap at the top and no heating, for 'character-building'. The boys back in the day had to shake the morning frost off the bed covers through winter! This spartan



dormitory-style accommodation hut provided a great contrast with the contemporary individual and private boys' living rooms, each with a heater. Luxury!

After returning to the hotel we met in the hotel cafeteria for refreshments, then it was off to the town centre historic precinct to enjoy the heritage boutique shops full of period antiques. Some enthusiastic participants were parading in full period costume to create the authentic Victorian experience. A special mention is due to our members Pat, Ann and Karen for entering the spirit of the occasion with their colourful and ostentatious Victorian period outfits.

Saturday evening was enjoyed by the group at the Last Post restaurant in Oamaru's historic precinct, a lively and noisy event, with much food, wine and laughter. A wonderful evening!

On Sunday morning, after our final breakfast, we went our separate ways to various venues and home, with many happy memories. We took the delightful drive south. Thank you Mary for organising a great weekend and to all the members for providing such entertaining company.

Mike and Elaine

Jude's Day

Judy Davison 1-07-1949—1-06-2021

On 7th November I decided to have a day for my Jude as her garden was in full bloom and a lot of people never ever get to see it. We put her ashes on a table with a glass of wine and a large photo behind, as well as her favourite Yaris in front.

When I first dreamt this up it had very little to do with the Mercedes Club but things sort of snowballed and we ended up having a fine collection of cars on the lawn. For me it was easy as I just bought





the wine and a heap of sausages and ham and everyone starting coming along.

When I started I invited the Club and a few neighbours but nobody declined and all want to pay a tribute to Jude and her

garden and I stopped counting when it went past 80 which is a fine effort to the people around me.

Cars included a new Bently, Jags, Studebakers, Mercs, Porches, Toyota converted Landcruiser, Mitzs, Off Roader Canam, and many others. The photos tell it all and thank you to the members that came and showed respect to a lady and her garden.

Richard Davison

Project - 1965 Mercedes Benz 220SE

Richard received the below email enquiry recently. It would appear to be quite a challenge but it may be a great opportunity for someone with the right skills, so circulating in the magazine. If you are interested please contact Mark directly.

Hi Richard,

It was great to meet you in Akaroa last weekend. We talked about a friend locally who has a derelict 1965 Mercedes Benz 220SE which he is keen to re-home.

I went and visited the car last week, and it is not in as good as condition as I had understood from a quick look 6 months ago. The head is missing from the engine, as well as 1 headlight and 1 hub cap. There is considerable rust in the bottom of both front guards. Other than these things, it seems to be complete, and the body seems to be straight. The service sticker in the windscreen indicates it was last lubed on 12 April 1995 with the next service due at 98,084.

I've attached some recent photos. I have more photos, and could photograph anything specific if required. Do you know of anyone in the Mercedes Club network who may be interested in the car, or what the next steps might be in connecting seller with buyer. I think it is the basis of a great project for someone. It would also be helpful to have a range of opinions on what a fair price might be.

Mark & Meg Errington

PO Box 108

Akaroa 7542

Ph Mark 021 334 612

39 Muter Street

Akaroa 7520

Ph Akaroa 03 304 8048



Farewell to a legend: “The Last Blast”



Short film follows the unparalleled drive of the famous Mille Miglia-winning Mercedes-Benz 300 SLR “722” in a London tribute to Sir Stirling Moss

“Who do you think you are? Stirling Moss?” This, so the story goes, is what a policeman asked the legendary British racing driver following a particularly ‘daring’ overtaking manoeuvre on the streets of London. “Yes sir, I am” was the honest reply.

There’s a nod to this legendary tale – and a number of other aspects of Moss’s life and career – in “The Last Blast”, a new short film by Mercedes-Benz Classic. A police motorcycle outrider admonishes the over-enthusiastic driver of the very Mercedes-Benz 300 SLR made famous by Moss’s win in the 1955 Mille Miglia race. As the camera zooms in on the front wing of the bike, we see a sticker bearing the famous question.

With this, part of a police-escorted drive across central London, ‘The Last Blast’ celebrates the life of Moss, who died on 12 April 2020 at the age of 90. Filming took place at the end of September 2021 in London – where he lived for more than 60 years – yet somewhere the famous Mercedes-Benz racing car, with its legendary Mille Miglia starting number of 722, has never been driven before.

But while the Silver Arrow is the visible star of the show, there’s an invisible one, too: the late racing driver himself. In this very car, together with navigator Denis Jenkinson, he achieved a famous victory for Mercedes-Benz in the 1955 road race from Brescia to Rome and back. And it is in Moss’s honour that the company had the straight-eight engine howl for one last blast on a drive across central London before the car is retired,

returning to its permanent home in the Mercedes-Benz Museum in Stuttgart.

The result is a moving three-and-a-half minutes of film. The starting point of the drive, very early one Sunday morning, is The Temple. It then takes in the Houses of Parliament, Trafalgar Square, the Royal Automobile Club and the The Ritz hotel. On the way, “722” passes what was Sir Stirling’s very own 300 SL “Gullwing” – the car in which he travelled from London to the Mille Miglia in 1955. Its drive through the city ends in front of Moss’s own home in a Mayfair mews. There, his son, Elliot Moss, stands in front of the door and looks at the watch on his wrist, which his father wore for many years. It’s exactly 7:22 am, the original start time of Moss and Jenkinson’s Mille Miglia entry and the reason for the car’s racing number. The 300 SLR rolls to a halt one final time, and its engine is switched off.

Watch it on YouTube here: <https://youtu.be/omWAYbJFE14>





MERCEDES-BENZ HIGH MILEAGE AWARDS

Our Patron Ian Longley has handed over to Ken Williams the job of awarding Club Members and their cars Awards from the factory for long distances achieved. There is a limited number of Awards left and there will be no more coming so these will only be while stocks last.

The Awards are for:

100,000 personal kms driven in a Mercedes	*	*	
200,000	*	*	
250,000	*	*	
500,000	*	*	
1,000,000	*	*	
200,000 kms covered by the one vehicle	*		*
250,000	*		
500,000	*		
1,000,000	*		

Certificate Lapel Pin Car badge

*	*
*	*
*	*
*	*
*	*
*	
*	
*	
*	

Personal kilometers are accumulated in any variety of Mercedes vehicle.

If you or your car has achieved any of these then please email me with the required details: Ken Williams at mercman@xtra.co.nz

To apply for a vehicle award please supply:

- Vehicle Type: e.g. 220S 1958
- Engine number
- Chassis number
- Your full name, the Club you belong to, and address to send the Award to, if it cannot be awarded at a Club event or function.

The Streamliner Case

This 2015 YouTube documentary is absolutely amazing. Beautiful!

Note the project manager is grey by the end of the project.

Very well put together and well worth the 45min watch.

With thanks to Chris and Angelique, Auckland Club

* * *

The restoration of the 540 K Streamliner represents one of the most complex projects ever undertaken by Mercedes-Benz Classic. Virtually every part needed no longer existed, so every detail either needed to be created or tracked down in the Mercedes-Benz Classic Collection. But how far back in time did Mercedes-Benz have to go to complete this complex restoration project? All the way back to 1938, when this vehicle was first built, to help build a unique, one-off creation.

In 1938, the Special Vehicle Production Unit at the Sindelfingen Plant spent every single day, year after year, building the very finest exclusive cars. The plant developed a certain routine, and their modern-day successors at Mercedes-Benz Classic encountered the question time and time again during various stages of their work: “How did they do that?” Overcoming these challenges and improving the original methods helped make the new 540 K Streamliner restoration as precise as possible.

Watch the YouTube video - <https://youtu.be/OZXRAQw9kyE>



FOR SALE

1994 E320 Coupe – \$15,000

340000kms and in very tidy condition. It has had the engine wiring loom replaced and the head gasket. The hood lining needs redoing otherwise very tidy interior.

Contact: Lionel Allam (Canterbury Club) 027 492 9298



FOR SALE

2003 Mercedes-Benz C 180 Kompressor - \$2,900

- 2003 NZ New, excellent condition, regularly serviced, near new Michelin tyres,
- Automatic lights
- Cruise control
- Central locking
- Auto mirrors
- Front head lights polished & clear glaze coated
- Tiptronic
- Alloy wheels
- Air con. Radio/cd player
- Two electronic keys

Used as commuter vehicle by female owner HBC to Albany for the last 10 years approx.

Contact: John Tate evelyntate32@gmail.com Mob 027 944 7036 Tel 09 4248172



FOR SALE

Mercedes Benz CLS 350, 2005 – \$11,500

- 3500 cc rating
- Mileage 69,450 kms
- Rego JRH547
- Cream upholstery, dark green exterior, tidy condition
- Car located in Tauranga

Contact: Maurice Bayer (Midlands Club) 021 756196 or mandsbayer@eol.co.nz



WANTED TO BUY

Mercedes SEC 1980-91

Preferably 500 SEC but would definitely consider the 380, 420, or even the 560.
I am in Christchurch, but willing to travel for the right car.
Must be an on the road car, not a project.

Please contact Grant Craig – 027 809 2379 or Grant.craig@canterbury.ac.nz

FOR SALE

Air con condenser – \$600 neg.



- To suit models between 2000-2009.
- Genuine Mercedes part. Price to buy through a Merc dealership being \$3,000.

I'm willing to move this part on at a low price. \$600 neg.

Contact: Lance Nottle (Midlands Club) 022 187 0731 or lance.n@mail.com

List of Clubs and Membership Fees

Mercedes-Benz Club Auckland Inc

Membership Secretary, PO Box 1587, Auckland 1010

Email: membership@mercedesclub.org.nz

Website: www.mercedesclub.org.nz \$100 / \$75 p.a.

Mercedes-Benz Club Midland NI,

Lorna Peace, 333 Quine Road, RD3, Morrinsville 3373

Ph: 027 415 6422 Email: lornapeace@xtra.co.nz \$100 / \$77 p.a.

plus an initial \$15 for each name badge

Mercedes-Benz Club Hawkes Bay Inc

Enquiries to the National Club President,
see page 3 for details.

\$70 / \$35 p.a.

Mercedes-Benz Club Manawatu

Frances Baxter, 508A Church Street, Palmerston North

Ph (06) 359 1215, Email: rod.frances@outlook.com \$100 p.a.

Mercedes-Benz Club Wellington

Membership Secretary, 27 Kakariki Grove, Waikanae 5036

Ph (04) 904 0464, Email: dsskaka27@gmail.com \$100 p.a.

Mercedes-Benz Club Canterbury

Stuart Graham 34 Belgrave Drive Rangiora 7400

Ph: 021 913 3280, Email: stuart@conair.co.nz

Website: www.mbcc.nz \$100 p.a.



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