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Mercedes

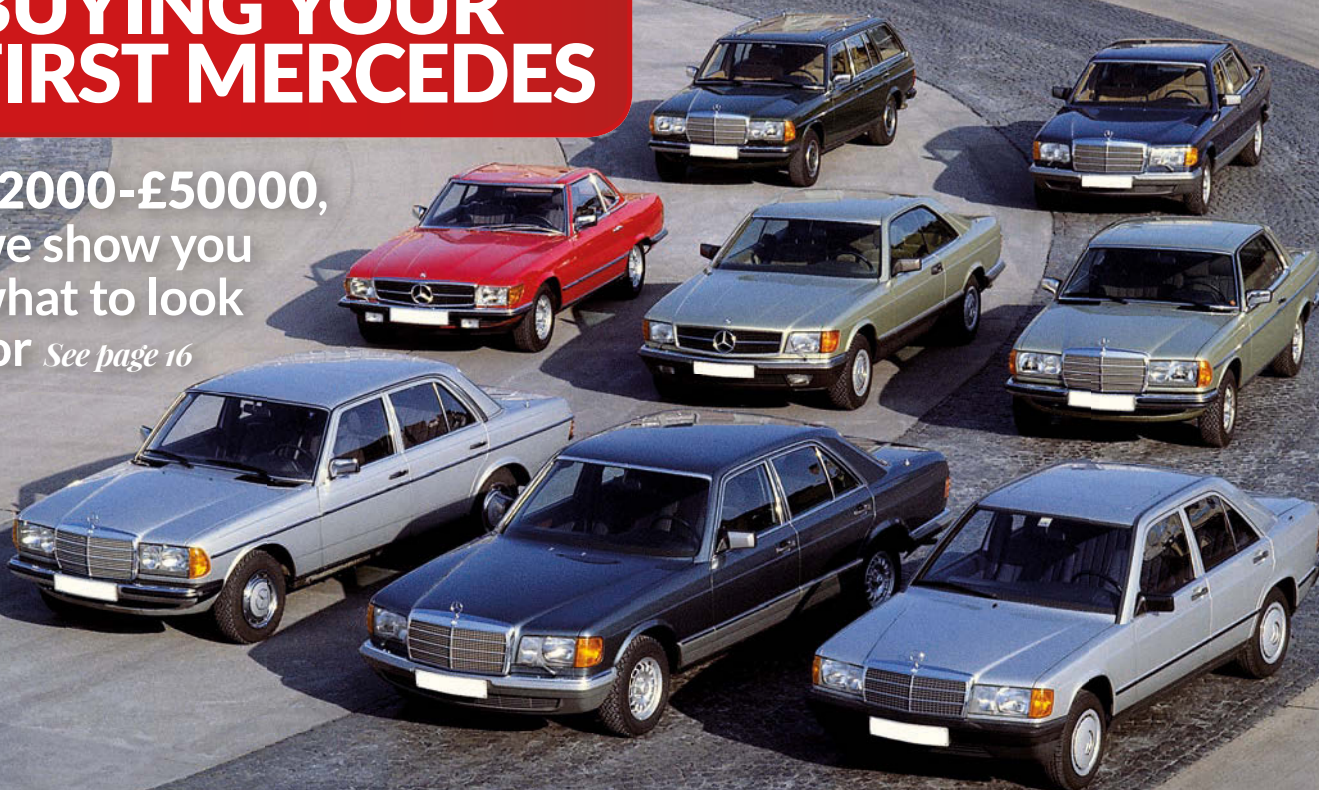
DRIVER

ISSUE 02

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I'm a big fan of hot saloon cars – and the Mercedes 190E “Cosworth” is among my favourites. Now in its 35th year, the baby Benz with the hairy engine is going to be featuring heavily in Mercedes Driver in the coming months. We’ve chosen to kick off Cosworth season by pitting the later 2.5-16 model against the Ford Sierra RS. In the interests of fairness, we even asked a Ford-friendly writer to conduct the test... more on page 32.

Buying your first Mercedes can be stressful – there are many pitfalls, and it’s often difficult to work out exactly what you want when you have a set amount to spend. We can help – starting on page 16 is our guide to buying your first Mercedes, with any budget from £2000 to £50000. And don’t worry if you don’t know your W114 from your W123 – free with this issue is our pocket guide to Mercedes models 1945-2000.

As ever – if you have any feedback for us, or if you’d like to see your car featured in these pages, please write to us at the contact address on page 15.



Sam Skelton Editor



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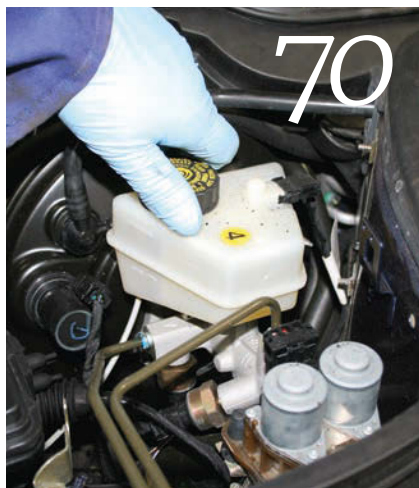
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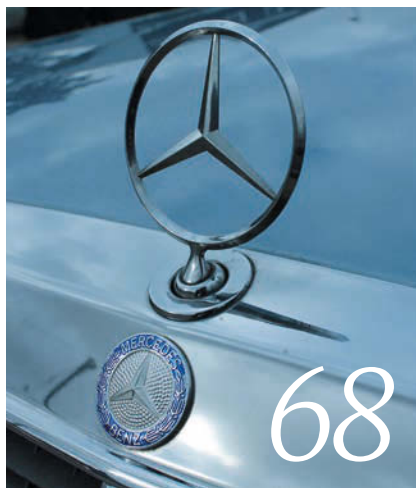
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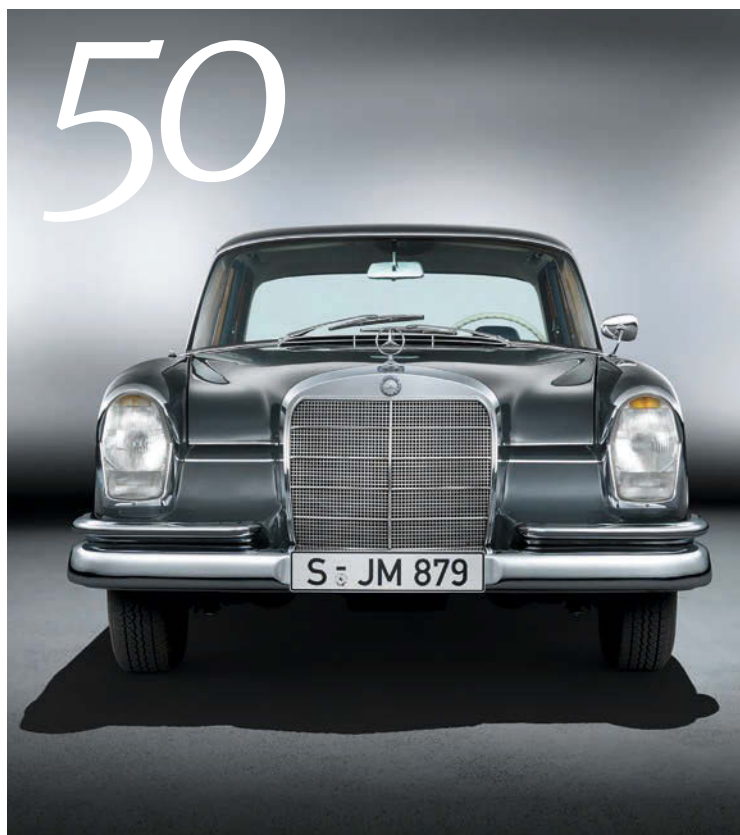
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Mercedes 300SL 1989 (G)

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Superb condition throughout.

£42,500



MERCEDES SL500 1999 (S)

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This R129 is exceptionally well specified and comes with a FSH and every MoT from new.
A low mileage example in faultless condition throughout.

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Finished in Ruby Red Metallic with Mushroom Leather. This vehicle is in first class condition with great spec including Airconditioning, 7 seats and a lovely service history. Desirable, practical and with that enviable W124 build quality, this E320T is not to be missed.

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» NEWS

Mercedes apologises to Dalai Lama

Mercedes-Benz issued an apology in China for quoting the spiritual leader of the world on an Instagram social media posting. The quote 'Look at situations from all angles, and you will become more open' appeared alongside promotional material for the marque's increasing range of new models.

While the apology failed to directly mention the Dalai Lama, a statement on the brand's Chinese social media account said they were sorry for 'wrong information' that 'hurt the feelings of Chinese people.'

A Daimler spokeswoman in Beijing explained that the company acted on its own initiative. She denied having heard from Chinese authorities about the quote. Nevertheless, the company statement promised to 'take concrete action to deepen our understanding, including colleagues abroad of Chinese culture and values'.

Tibet remains an especially sensitive topic for Beijing, a core interest over which they are prepared to go to war.



AMG set to revive 73 range

Sold from 1997 until 2001, the largest AMG-engined Benz you could acquire remained the 7.3-litre V12, with '73' badging to identify each special vehicle. Available in both convertible and coupe forms, the original drivetrain that produced 525bhp was eventually picked up by Pagani to power the original Zonda hypercar. As of then, that was where the story ended.

Now, Mercedes-AMG appear to be hatching a plan to offer even more power with AMG variants of the S-class, GLS SUV and recently unveiled and restyled G-wagen 4x4.

Per a patent submitted to the European Union Patent and Trademark Office by Daimler, Mercedes' high-performance division has currently trademarked the official and exclusive use of 'S 73', 'GLS 73' and 'G 73' for future models in the European market.

Forums and speculation have dictated that AMG could be readying an all-new powertrain offering unrivalled output figures. It is currently unknown what plans Benz have in the works, but principle points to an overhaul of the previous M275 6.0-litre twin-turbo V12 or, more excitingly, a tuned, high-output variation on the current M178 twin-turbo V8. As current pollution

Above: AMG 73 moniker to return on S-Class, GLS and G-Wagen

legislation strangles most older internal combustion designs, the latter option is finding favour with Mercedes enthusiasts. Higher compression turbos are expected with larger intercoolers amid 48-volt hybrid technology.

Alongside the AMG flagship model, further patents suggest the 'AMG 63' line will be placed under bonnets of the GLC, GLE and GLS range. Similar copyrights for 'CLA 53', 'GLA 53' and 'GLB 53' were also filed, although it's far from clear how engineers will package the fresh 3.0-litre turbocharged unit in transverse form, as the introduced in-line petrol/electric system is too long to fit any A-Class-based Mercedes.

Mystery surrounds a trademark submitted for the 'AMG 40' and 'AMG 50' series, perhaps signalling that a new four-cylinder turbocharged engine range could be under development. All trademarks were filed on the 24th of September 2017, predicting the next decades' worth of AMG models.

While the 73 range was short lived, with only 85 units of the SL73 sold through dealerships, the sought after range appears to be making an overdue comeback. When prices and release dates are known, Mercedes Driver will bring you full details.

Geely purchases \$9bn stake in Daimler-Benz

German regulating officials claim they will remain 'watchful' of Chinese carmaker Geely after the firm became the largest investor in Mercedes-Benz parent company Daimler on 26th of February.

Angela Merkel's government warned that the deal should not be used as a 'gateway' excuse for Chinese industrial policy interests. Having acquired a 9.7% stake in Daimler, Geely plans to co-operate with the German conglomerate on electric car production.

Geely may sound familiar to those within car circles, already custodian of Volvo and LTC (London Taxi Company), but the £6.4 billion (\$9bn)



investment has raised concerns that the Chinese firm may seek direct access to, and influential control over Mercedes' renowned innovation and car technology in exchange for the deal.

While Germany's governing bodies would not block the investment, Economy Minister Brigitte Zypries told the German newspaper Handelsblatt they will 'keep an especially watchful eye'.

Coincidentally, Daimler announced a \$1.9bn (11.9 billion yuan) investment into their partnership with BAIC, a further Chinese auto firm. Financing modernisation of the BAIC plant, Mercedes cars and electric vehicles are scheduled to be produced as Daimler pushes further into the Chinese market.

Serious danger to future of modified classics

Last month, it emerged that the Department for Transport had announced intended emissions tests objectives that could force kit car builders out of business. This could be law as early as July 2018.

The compressed legislation and language used in the 'Improving Air Quality and Safety' report masks the introduction of strict new exhaust emissions testing for rebuilt or modified classic vehicles. The new regulations would fail any car that can't meet modern standards. An engine from the last decade is highly unlikely to hit this target, while powerplants from the 20th century will undoubtedly fail. Such severe new legislation is guaranteed to firmly stop classic Mercedes vehicles from being rebuilt on Q-plates or



modified with new running gear.

The report states: 'In other words the current relaxation for emissions according to the age of the engine will no longer apply'.

Putting this into perspective, any modified classic hybrid or kit car with an older engine under the bonnet will be required to match stern contemporary parameters.

Above: Modified classics may fail emissions proposals.

The same targets a brand-new C-class is required to clear.

Kit car manufacturers are therefore facing complete collapse, whereas the Federation of British Historic Vehicle Clubs has held an emergency meeting to discuss the subject. The Federation were hugely influential in removing the threat to older and classic cars during the last round of 'improved' regulations. They plan to consult with the governing bodies at Westminster.

The Federation are also urging classic car owners and enthusiasts to contact the Department of Transport with objections to their proposed plans. You can write to the DoT at the following address:

Department for Transport
Great Minister House
33 Horseferry Road
London
SW1P 4DR

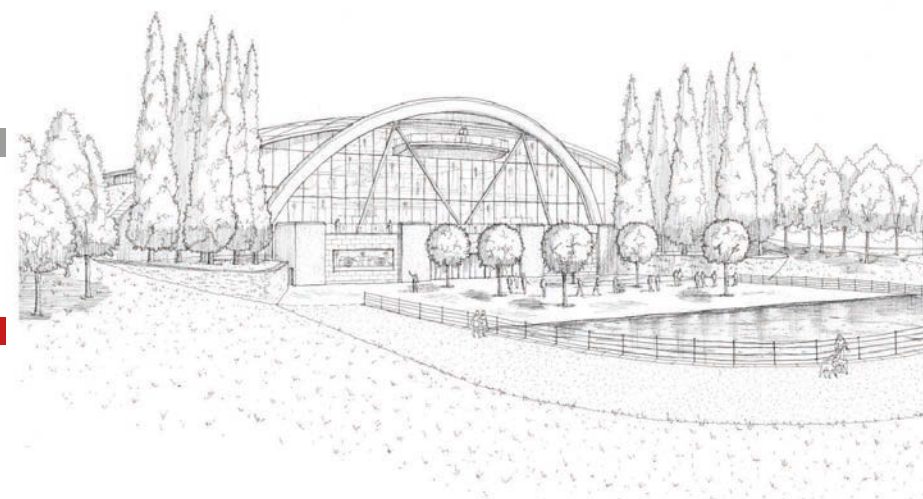
» NEWS

Sheffield hosts new 'pop-up' showroom

Mercedes has opened its newest Pop-Up 'showroom' within Sheffield's Meadowhall shopping centre. Although the store is temporary, the vehicles featured are some of Benz's most popular and allow interested parties to get up close with their potential purchase.

Motorsport fans can try out a Mercedes-AMG Patronas Motorsport Formula One simulator and compete for the crowning virtual lap time. F1 merchandise is also available from hats and children's clothing to jackets and suitcases.

An AMG state-of-the-art sound wall is also available to showcase the exhaust note and engine noise from performance variants of the Benz range. The showroom will be open until the 4th of April.



Proposed world-leading Cotswolds car museum suffers backlash

The personal project of Peter Mullin, the man behind the Petersen Automotive Museum and frequenter of Pebble Beach, has been opposed by protesters – headed up by Sir Patrick Stewart.

To be located on Enstone Airfield in the Great Tew Estate, very close to the home of David and Victoria Beckham, the proposed location is also a mere three miles from the headquarters of the Renault Formula 1 team.

While petrolheads rejoice, there are concerns that the new development could plunder the area's natural beauty and cause traffic problems, creating a recent backlash from local residents. If the go-ahead is given, more than 200,000 visitors are expected per year.

Above: Peter Mullin's planned museum in the Cotswolds

Verbal objections have been heard from many, but the most profound so far has come from Star Trek and X-Men actor Sir Stewart. He has called the plan 'elitist'. He has also been quoted as saying that the area is of 'notable beauty' and 'tranquillity', not to mention being 'accessible to all'.

The site itself is private property and currently derelict, with the 60,000 sq ft museum designed to grow out of the landscape. Significant proportions of the museum will be situated underground with educational facilities and apprenticeships expected.

The Royal Academy of Arts and the Victoria and Albert Museum has already expressed interest. Planning approval is yet to be confirmed.

David Coulthard races Mercedes 300SL at Goodwood



Formula 1 Grand Prix winner David Coulthard charged a rare Mercedes 300SL around the Sussex Godwood track

during the Salvadori Cup for newcomers IWC Schaffhausen Historic Racing at the Goodwood Members' Meeting on March 18.

The 46-year-old Scot's Members' Meeting competitive debut, brand ambassador Coulthard was the first driver to race for IWC's fresh faced team. The firm was behind David's appearance at last year's event, also responsible for Mika Hakkinen and Jochen Mass racing a pair of Mercedes W196 'Silver

Arrows' at the 2016 Members' meeting.

Apparently the ex-F1 star's dream car, former McLaren and Red Bull driver Coulthard showcased the 300SL during 2016, alongside racing an Austin A35 in the St Mary's Trophy.

Although Coulthard retired from full-time competition at the end of 2012, he has continued racing in contest events over the last 5 years, such as the 'Race of Champions' – winning 2018's event at the beginning of March in Saudi Arabia.

IWC has also indicated plans to draft in relationships from elsewhere, including the Mercedes F1 team for future events. This could result in appearances from Valtteri Bottas or Lewis Hamilton.

Peter Jarvis Specialising in Mercedes-Benz + Classic Cars



Mercedes 280SL Sports Pagoda 1968 finished in brilliant Arctic White with superb contrasting interior, hard and soft tops, automatic, power steering, CD stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard as it is today, only used on summer days, only 58,000 miles from new, supplied with original handbook, various invoices, and most old Mot's, original tool kit, it would be very difficult to find another one that comes close to the condition of this one, it's simply amazing. £135,750.



Mercedes 250SL Pagoda sports 1968 finished in the breath taking colour scheme of light Silver Blue with darker Blue hard & soft tops, with light Beige hide interior and carpets, with over-mats, automatic, power steering, CD stereo system, full tool kit, lots of old Mot's and history invoices, handbook, looks very similar to new, drives superb, garaged, This car is just remarkable. Please view our website for more detailed pictures you will be amazed. Fantastic investment and very fast appreciating in value don't miss this one. £139,500



Mercedes sports 280SL 1983 finished in totally unmarked light peppermint green metallic, with light beige interior, which is just stunning, headrests, hard and soft tops, stereo system, power windows, alloys, over mats, factory fire extinguisher, tinted glass, automatic, power steering, twin spots, twin mirrors, complete with all tools, this car is one of the best we have ever seen it is just pristine through out, and drives like new, garaged from new, only 85,000 miles, and only two very care full owners with full history, plus many invoices and many old MOTs, properly the finest there is Superb investment. £29,750



Mercedes 1988 560SL Sports left hand drive, finished in the most delightful unmarked colour Impala Metallic, coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, centre armrest, outside temperature gauge, stereo & CD system, SRS, alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset, probably the finest SL ever made, superb to drive, absolutely stunning. £38,500.



Mercedes 560SL Sports 1987 left drive, finished in gleaming signal red with beige hide interior, headrests, centre arm rest, hard and soft tops, this flag ship of the Mercedes SL's, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, airbags, alloys, overmats, only 27,000 miles from new, with service history, only one owner, garaged and pampered from new. £46,750.



Mercedes 300SL 1992 finished in Astral silver with Dove Grey hide interior, rear seats, headrests, hard and soft tops, light up vanity mirrors, power windows, power hood, airbags, abs, alloys, stereo system, only 68,000 miles from new with full history, superb example £9,750.



Mercedes Sports 300SL 1987 finished in gleaming signal red, with soft black hide interior, hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top never used, garaged and stored for many years, making this a very low miles of only 23,500 miles, with service book and old MOTs & invoices, plus every journey loged, this Mercedes could easily be mistaken for new. £55,750.



Mercedes sports 280SL pagoda 1968/9. Finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, power steering, stereo system, special mercedes overmats, only 73,miles £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website. £129,500.



Mercedes 450SL Sports 1980 finished in Champagne Gold, with superb contrasting interior, headrests, hard and soft tops, automatic transmission, power steering, alloys, abs, expensive stereo system with modern updates, air conditioning ,only 79,000 miles, with service history, original owner's manual, complete with invoices, and all tools, garaged from new, drives superb. A fine investment hence £19,750.



Mercedes 420 SL sports 1989, personal reg number, finished in brilliant signal red, with superb interior, headrests, hard and soft tops, automatic, power steering, power windows, light up vanity mirrors, stereo system and CD, abs, alloys, tinted glass, non smokers car, complete with all tools, and Mercedes first aid kit, only 37,000 miles from new, with impeccable service history, plus service invoices, and almost every MOT since new, maintained to the highest standard, fitted with new stainless steel exhaust system, garaged from new, drives like new, one of the last of this model, totally superb. £55,750.



Mercedes 560 SL 1988 Left drive, finished in Astral Silver With Maroon hide interior, head rests, rear seats, hard & soft tops power mirrors, light up vanity mirrors, stereo system, outside temperature gauge, cruise control, automatic, power steering, superb walnut veneers, air bags, SRS, air conditioning, power windows, alloys, tinted glass, centre armrest, only two none smokers from new, and only 39,00 miles service history, never seen rain. This 560SL is properly one of the finest models ever made, drives like new, very similar to new. More pictures of this wonderful car on our website. £39,750.



Mercedes 230SL Sports 1966 finished in Porcelain White with as new Black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years, original service books and original handbook, entered in many events here in the UK and Europe, many old Mot's, fitted stainless steel exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found. £89,750.

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» NEWS

Mercedes-Benz awarded 'Fleet Manufacturer of the Year'

Mercedes has been named 'Manufacturer of the Year' during the 2018 Fleet World Honours awards. The E-class also won the coveted 'Best Executive Car' accolade. One of the industry's most prestigious award ceremonies, Rob East, Head of Fleet for the United Kingdom, stated: 'This award is recognition for our consistent customer approach, which is made possible by the dedication of our retail partners.' 'Our competitive product line-up is vital to our ongoing success, and with the new A-Class on the way it's set to be another exciting year.'

Mansell and Murray to attend Thruxton anniversary

Nigel Mansell, 1992 Formula 1 champion, and legendary commentator Murray Walker will join in 50th anniversary celebrations at the Hampshire circuit. The high-profile historic race weekend will be held to mark half a century of racing on the track, with 15 races being undertaken with a range of historic categories.

London Concours tickets on sale

The 'automotive garden party' held within the City of London will be returning for a second year, including appearances from the Beast of Turin, the Ferrari F50 and several classic Mercedes vehicles. Full day adult admission tickets cost £35, with concessions from £18.



Dr Hull Collection auctioned by Brightwells

When dentist Dr James Hull put his job lot of 543 cars up for sale back in 2014 with an asking price of £100 million, Jaguar Land Rover quickly snapped up the collection which contained dozens of XK vehicles, D-types and several XKSS racing cars. Countless Land and Range Rovers littered the amassed assortment, now residing within the JLR Classics division.

The Midlands-based company have now put 100 vehicles excess to requirements under the hammer with no reserve courtesy of Brightwells Auctions at Bicester Heritage. The likes of a Rover P6 V8 estate and Scimitar-Ferguson

Above: Hull Collection includes 3 Mercedes among a wide range of marques

4x4 prototype drew remarkable attention, as did several MG Turbos and rare campervans.

Sold under the 'Affordable Classics' banner, several seldom seen Mercedes also enjoyed time in the spotlight. An incredibly rare AMG CL63, one of only 26 made with 32,500 miles on the clock featured alongside a 280CE and a pair of 320CEs – one manual and one automatic.

Forty vehicles were also donated to the UK Charity Starter Motor, encouraging a new generation of young enthusiasts to learn skills for restoration, maintenance and driving of heritage vehicles. More than 140 pedal cars were also auctioned, alongside boats and caravans.

Poor lighting can spoil a great car



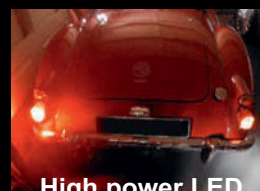
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300 SL, 1990G, 3 owners, 4 speed auto, 86,000 miles, FMBSH, Astral Silver, grey leather, black soft top, factory fitted hard top, heated seats, cruise control, illuminated vanity mirrors, etc. **£29,950**



190E, 1.8 litre LE, 1993K, 3 owners, 4 speed auto, 53,000 miles, FMBSH, Brilliant Silver, black check cloth, electric sunroof, driver's airbag **£7,950**



500 SE, 1991J, 4-speed auto, 67,000 miles, FMBSH, Astral Silver metallic, navy leather, aircon, cruise, electric sunroof, electric steering column, electric heated memory seats, etc, headlamp wash wipe, Blaupunkt radio/cassette **£14,950**



SLK 230, 1999T, 5-speed auto/tiptronic, 43,000 miles, FMBSH, Linarite Blue metallic, black leather, electric retractable roof, air con cruise, adjustable steering column, ASR, heated seats, headlamp washers, wind deflector **£6,950**



420 SEC, 1991H, 4-speed auto, 57,000 miles, FMBSH, Beryl Blue metallic, grey leather, air con, cruise, electric steering column, electric heated seats, ASR, electric sunroof, headlamp wash/wipe etc. Finest example you will find **£29,950**



E320 Coupe, 1996N, 3 owners, 5-speed auto, 63,000 miles, FMBSH, Ruby Red metallic, mushroom leather, factory air con, cruise, electric sunroof, headlamp wash/wipe, twin airbags, etc. Very unmolested and pretty **£13,950**



SL 500, 2002/52, 5-speed auto/tiptronic, 33,000 miles, FMBSH, Brilliant Silver metallic, Anthracite leather, retractable glass panoramic roof, ash black wood veneer, multifunctional wood/leather steering wheel, 18" AMG 5-spoke alloys, Bose sound system **£14,950**



SL 500, 1997R, 3 owners (MB + 2 and last owner 11 years), 5-speed auto, 35,000 miles, FMBSH, Aquamarine Blue metallic, Mushroom leather, original navy soft top, glass panoramic hard top, climate, cruise, rear seats, wood/leather steering wheel, 18" AMG alloys **£29,950**

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1997 E230 Elegance automatic saloon

Metallic nautic Blue with Beige cloth interior + carpets all as new. A fine example. 1 lady owner from new. 39,000 miles only. A very useable and useful car
£6750.



1998 SL 320 Sports car

Ruby Red metallic with mushroom hide, climate control. Contrasting silver hard top with panoramic roof and original hard top s well. 106,000 miles again FMBSH
£8750.



2001 S500 LWB,

Obsidian Black with Black nappa leather, heated seats all round, rear roller blind, privacy glass to rear - a beautiful car with full main dealer service history - my own car for 4 years, just 60,000 miles.
£8,500.



We also have amongst our other prestige marques 1972 Jaguar E type V12 coupe, bright signal Red, Black leather, chrome wheels, manual gear box, one family owner from new with just 11,000 miles from new.
Car-looks pristine P.O.A

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Letters

Write to us at Letters, Mercedes Driver, Cudham Tithe Barn, Berry's Hill, Cudham, Kent TN16 3AG, or email md.ed@kelsey.co.uk



THREE POINTED APPEAL ENDURES

My partner and I have been toying with how best to fill the void left in our small collection of classics following the untimely demise of our beloved W124 estate. After much debate we decided to branch out into the world of Jaguar - possibly with an XJ40 - but having read your previous edition our search has firmly moved back to Mercedes. There really is nothing like driving along behind the 3 pointed star, and with prices on the rise this may be our last real chance to replace our old friend with a similar model. It's going to be another W124, but this time my heart is set on a coupe. Now I just need to convince the other half that we don't need 4 doors!

Vikki White, *Northants*

TOP MAG

Congratulations on producing a brilliant launch edition of Mercedes Driver - it's a great read for all Mercedes enthusiasts and I am

genuinely loving every page. It's refreshingly unpretentious but with some great technical and detailed product information - well done all and thanks for putting together a great mag
Steve Prew, *Somerset*

I've been thoroughly enjoying Mercedes Driver. You've got a great choice of content, and it's nicely put together. It may even cure my BMW habit!

Richard Gotch, *via email*

DIESEL IN SPOTLIGHT

Adam Adams' 300D brought back happy memories for me. Fifteen years ago, I ran a tired 300D estate in Moss Green with MB Tex trim while I was between company cars - I'd just started a new job and was waiting for the fleet manager to sort of a car (A C220CDi). It's nice to see that it's not only the performance models being restored these days, and I'm pleased to see that the diesels are getting some love in a world where modern

Above: W124 300D struck a chord with Raj Patel.

diesels are seen as a bad thing. I ended up scrapping mine after a failed MoT - but I'd love another one day. Time to start looking in the classifieds! Until then I shall keep enjoying my company car - a C350e these days.

Raj Patel, *Manchester*

DVLA REVISIONS WELCOMED

I was relieved to read in your news pages that the DVLA stance on modified classics has been relaxed. I own a 190 Fintail which I fitted with the six cylinder engine from a 230S in 1984, and while I know I'm not yet eligible for tax exempt status, this is a car I intend to keep forever and I was worried by the idea that cars like mine may be demonised for not being entirely original. I did the work a long time ago, and never expected it to have any negative effect. I'm pleased to see the DVLA has relaxed its guidelines and my old car can be treated like any other 190.

Dave Jones, *Cardigan*

Oh Lord, help **ME BUY...**

We guide you through the myriad options for buying
your very first Mercedes-Benz.





Acquiring your first Mercedes can be a stressful moment. As with any car, it represents one of the largest purchases of your life – and more so with a Mercedes, as chances are you'll be keeping your Benz for some time. While there are potential pitfalls to avoid, sticking to a few basic rules should help to ensure that you buy a car to be proud of regardless of your budget. It's possible to buy a good Mercedes for under £1000, if you are prepared to look hard enough. From £2000 upward, however, there is far more choice. We've chosen seven potential budget points, and with our advice buying a Mercedes should be a painless, trouble-free experience. »



£2000

At this price point, your safest entry into classic Mercedes ownership will be something from the late 1980s or the 1990s – think 190E 2.0, W202 C-class, W124 E-class or W210 E-class. Examples of all of these are available with MoTs for under half your budget, which means that you should be able to afford something in good overall condition with no imminent body or mechanical woes. If you fancy something a little different, a CLK convertible is achievable within budget if you look hard enough.

While W140 and W220 S-classes are available for under £2000 we wouldn't advise you to spend so little on what was an expensive car new – there is always a risk with cheap expensive cars that previous owners have skimmed on servicing, and a sudden big bill isn't likely to be well-received.

At this level, it would be unrealistic to expect a full main dealer/specialist history, but make sure that the work has been done on time even if it was by Bob under the railway arch. Old Mercs may last forever but the right maintenance is key to this.

ONE FOR SALE

1994 Mercedes-Benz E220



www.carandclassic.co.uk/car/C950080

£1400

BEST BUY Look for a good four cylinder W124. This gives you flexibility on body styles, reliability and economy – and because everyone wants six cylinders, you could find a bargain.



Buying your first Mercedes

Words and Pics: Sam Skelton

£5000

Your choice will become more varied with £5000 to spend. More of the 1980s range opens up, including the W123 E-class and the W126 S-class in six cylinder guises. The very best W124s and standard 190Es will also fit into this category, as will some entry level R129 SLs and many W140 S-classes. Our pick of the range with £5000 to spend would be a W123 with either the four-cylinder 230E or six-cylinder 280E engine

– an iconic classic Mercedes, still appreciating in value and relatively easy to maintain.

£5000 is still cheap for cars like the S-class and SL, and it's unrealistic to expect cars in this class to be low mileage, low-owner cars with full dealer histories – but the majority of the service work should have been carried out by specialists. On older models like the W123, this is less essential – maintenance is simpler and within the grasp of many home mechanics.

ONE FOR SALE

1983 Mercedes-Benz 230E



www.carandclassic.co.uk/car/C946692

£5000

BEST BUY The best W123 230E or 230TE you can get your hands on, with alloys, an automatic gearbox, and ideally no interior damage.





£10000

£ 10000 will get you into a reasonable example of the R129 SL – though we'd not waste time looking at high mileage V8s and V12s and would focus on the six cylinder cars at this price. Barring the odd bit of loom trouble on mid 1990s examples, check for rust in the sills and on the floors. You'll start to get into decent V12 territory here too, with cared-for W220s and W140s with the 6.0 engine available within a £10000 budget.

These do need specialist care though, so walk away from any V12 without an extensive dealer/independent specialist history file.

If you're looking for a high performance classic Mercedes, this price point allows us to look at some AMG models such as the W202 C43 and W210 E55. Once sold on by loving first owners, these cars can attract the attention of people who drive them hard. Check panel gaps for evidence of crash damage, and make sure there's plenty in the history file.

ONE FOR SALE

1998 Mercedes-Benz SL320



www.carandclassic.co.uk/car/C739893

£8750

BEST BUY

Find a good SL320 with lots of history, ideally post-1996 to minimise the risk of engine loom issues.



Buying your first Mercedes

£15000

With £15000 to play with, the safest option for classic Mercedes ownership would be something like a really nice W114/5 or W108 S-class. You'll also find R107s starting to appear at this level. Most unusual pick would be an SLC – launched in 1972, it was the only four seat Mercedes coupe to be directly derived from the SL rather than a saloon model. As it's longer and

lacks the soft roof, people view them as softer and less involving. It has motorsport pedigree too, becoming the basis for the factory rally cars of the late 1970s.

Fans of older Mercedes will be pleased to learn that not only can the W114/5 be attainable in excellent condition for well under £15000, but its predecessor the W110 Fintail can be found if you're careful. Check our W110-specific buying guide on page 50 for further details.

ONE FOR SALE

1981 Mercedes-Benz 380SLC



www.carandclassic.co.uk/car/C850029

£15000

BEST BUY Look for an SLC – while not as universally desirable as an SL, it's a historically significant model that's guaranteed to turn heads. They're rare, too.





£25000

£ 20000-25000 starts to see you in some really rather special cars.

If you want a really good V8-powered or V12-powered SL, this is where you look. R129 SL500s and SL600s with low mileage and full history files tend to dominate, though good R107 500SLs are also available with similar low miles at this price point. What the really clever money would buy, though, would be

cars like the 450SEL 6.9. This 1970s supersaloon is certain to appreciate as one of the first European supersaloons, and arguably one of the cars that led to the AMG and BMW M ranges we see today. £25000 should get a good example with history, if you can find one. You'll see ambitious dealers pricing 1980s E and S-Classes (W123 and W126) at this level – these are available for less unless you must have the best.

ONE FOR SALE

1979 Mercedes-Benz 450SEL 6.9



www.carandclassic.co.uk/car/C960730

EST £25000 at auction

BEST BUY We'd look for the best 450SEL 6.9 we could find, and spend any change on bringing it up to standard. A sure fire investment classic.



Buying your first Mercedes

£35000

Examples of the W114 stacked-light coupe can be had for well under the £35000 price point, with high twenties securing nice examples. Likewise, the best 190 Cosworths tend to sit around the £26-27000 mark, and are investments for the future. Early 1970s S-classes (W108) with history are available for around £30000, as are 170Vs if your tastes would suggest something

older. The very best R107s should be available privately for under £35000. However, these will be museum-quality cars, and we wouldn't recommend spending this much if you want to use and enjoy the car. Really good G-Wagens command somewhere in the region of £30000 if four or six cylinder, though it's possible to find a V8 if you really want one. We'd recommend a 300GD LWB, and buying the very best you can get.

ONE FOR SALE

1993 Mercedes-Benz E500



www.carandclassic.co.uk/car/C941090

£26950

BEST BUY Our hot tip is the limited run 500E, or facelift E500. Tuned by Porsche, this limited run supersaloon has an ardent following, and values are still strengthening.





£50000

It's no secret that cars like the 300 Adenauer can be had well within a £50000 budget – and a good 300 with plenty of history would be an excellent investment with change left over. Pillarless coupes from the 1960s too, such as the W111 “Fintail” Coupe, are available if you look hard enough – with budget to spare for tidying work. Beware rust, and make sure those pillarless windows are still sealing. But £50000 also

represents the starting point for a usable W113 “Pagoda” SL – and let's be honest, there's a cachet about the Pagoda that can be irresistible. You certainly won't be getting the best Pagoda on the planet – and your biggest enemies will be rust and leaking roofs. But if you're canny, you could find a solid example that will bring profit when you sell. Any spending will be offset by its increasing value – and a free classic sounds good to us.

ONE FOR SALE

1969 Mercedes-Benz 280SL



www.carandclassic.co.uk/car/C953744

£49000

BEST BUY

Incredibly, we've found a 280SL manual “Pagoda” within budget. This is a real rarity though – we'd advise you to focus on automatics, and don't object to the earlier, purer 230 and 250.



Buying your first Mercedes

Points of **INTEREST**

- From 1992 to 1998 many Mercedes were fitted with biodegradable wiring looms, which cause several electrical issues as the cars age. Replacement is upwards of £700, and we would advise you to walk away from any cars without evidence of past loom work.

- These are not new cars, and

accordingly rust can be an issue. Often, it can be hidden under underseal. Don't be scared to prod and poke.

- Interior trim can wear, as many of these cars have covered over 150,000 miles.

Trim can be sourced via breakers, so small marks shouldn't worry you. For older models with Tex or standard leather, most

Below: The leading edge of the front wings is a known Mercedes trouble spot. Check carefully for rust.

competent trimmers should be able to replicate anything not available.

- Cheaper examples of many Mercedes are often tidied up when they start to flake around the edges. Beware of chrome wheelarch covers, sill covers, or any stick-on tat which it never had when new.



Pomp with **Circumstance**

Andrew Roberts explores the history of Mercedes' famed limousine, the 300 "Adenauer"









W186 & W189

Words: Andrew Roberts

A select group of cars have a very real sense of presence – ones that have no need to strive to make an impact via excess chrome and/or flamboyant coachwork. A Mercedes-Benz W186 and W189 are prime examples of such vehicles, from the long bonnet to the vague sensation that one really should don a Homburg before taking to the wheel. Furthermore, it is one of the most important models to emerge from Sindelfingen of this century or the last.

When the W186 series 300 made its debut at the Frankfurt Motor Show in April 1951, to say that it impressed the visitors would be a mild understatement. Its origins actually dated back to 1948 when the company's directors considered the manufacture of a new prestige model and the car display was very much in the 1950s idiom. Here was a five seater autobahn transport with a solidly elegant body from Hermann Ahrens mounted on the famed X-shaped steel tube frame derived from the 1939 W153 230 and transmission via four-on-column and an OHC straight six engine. Daimler-Benz first considered using a 2.6 litre plant, but the W189s weight resulted in their trialling a 2.8 litre unit before ultimately opting for 3-Litre power.

If the fact that the 300 was then the fastest new car made in Germany - with a top speed of over 100 mph - were not sufficiently amazing, there was the all-independent suspension. 67 years ago this was a very unusual feature on a prestige motor car and the set-up of coil springs and double wishbone with an anti-roll bar in the front and the famed double coil spring swing axle at the rear gave a ride that insulated the occupants from everyday concern. A switch on the fascia altered the level of the back suspension to cope with differing road conditions. The exceptionally well-heeled owner was offered a choice of hide or fabric upholstery and seven paint finishes while the list of optional extras included a Webasto sunroof and a VHF wireless set.

Full production of the W186 began in November 1951 although a price tag of 19900DM (or approximately five times the annual wage) meant that the 300 was unlikely to become an everyday sight. However for Daimler-Benz it was both a symbol of their post-war recovery and an export weapon. At the very same show, BMW were displaying their new 501 "Baroque Angel", the first V8 German car of its era, but that was smaller, slightly cheaper and of a more overtly sporting nature. The Munich offering became famed as a police car in its homeland, while the Mercedes-Benz was the choice of film stars and Heads of State who wished for an alternative to a Rolls-Royce, Bentley or Lincoln. For those who craved even more distinction, Mercedes-Benz offered a four-door 300 Cabriolet, which has a fair claim to being one of the finest vehicles of the 1950s.

The most famous 300 user was Dr. Konrad Adenauer, the Chancellor of the Federal Republic of Germany from 1949

Left: Baroque styling hid an advanced six-cylinder engine

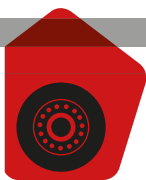
to 1963, who was to become so closely with the W186 that it came to be unofficially named after him. He used a total of six 300s and, as the legend goes, Adenauer originally selected the Mercedes-Benz after he knocked off his hat when entering a BMW 501. The W186 was often employed on formal parade duties; but an owner-driver had the pleasure of owning a formal-looking machine with elegant road manners and an engine that was designed from maximum speed cruising. As an Autocar road test of 1952 observed in its headmasterly fashion:

To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while the latest rear suspension, a product of long experience on Grand Prix cars and touring cars, confers a degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal.

"One really should don a Homburg before taking to the wheel."

Of course at this time, any Mercedes-Benz would have been regarded as elite transport in the UK, while to your average Morris Minor or Ford Prefect owner a 300 would have been so exotic as to be almost surreal. One British owner was the famed light comedian Ian Carmichael who recalled in his memories 'If few people had seen a Mercedes 300 in the metropolis, nobody had in Hull and Whitby. In August 1957 I returned to Yorkshire something of a celebrity'. By 1952 imports had commenced in the USA, and to own such an "imported automotive" meant that you were the sort of corporate lawyer who could afford to spend over \$600 above the price of a Cadillac 75 Fleetwood.

A sliding division was available in early 1953 and in March of the following year Daimler-Benz updated the 300 as the 300b (the earlier model becoming retrospectively known as the "a"), the W186 gaining a slightly more powerful engine, very welcome power assistance for the brakes and front quarter vents. 18 months later the 300c had a single-joint swing axle and the option of Borg-Warner three-speed automatic transmission – this was now essential for the US luxury car market. 1956 saw the launch of the long-wheelbase version and in August 1957 the W186 was succeeded by the W189 300d and, subjective though such matters are, the latest M-B managed the almost impossible feat of appearing even more elegant



W186 & W189

than its predecessor; a pillarless saloon that struck awe in all who encountered it.

Under the bonnet of the 300d, the 3-litre engine featured Bosch mechanical direct injection and inside, there was even more legroom for Presidents and international business magnates, plus the option of air conditioning. Of equal interest to a hard-pressed chauffeur was, at last, the chance to persuade your employer to specify power steering for a very heavy motor-car. For an additional 8,000DM the ultra-gracious 300d Cabriolet could be yours, but regardless of which W189 you ordered, it was guaranteed to make an impact; albeit in a gracious manner. In the USA they were now sold through the Studebaker dealer network, the US firm hoping that former Packard customers would regard a 300d as the famed marque's logical heir. In 1960 the W189 achieved lasting silver screen stardom when Mr. Laurence Harvey, possibly the most *soigné* actor in film history, drove an ivory coloured 300d saloon in the Elizabeth Taylor vehicle *BUTterfield 8*. At that time a cinematic profile could be no higher.

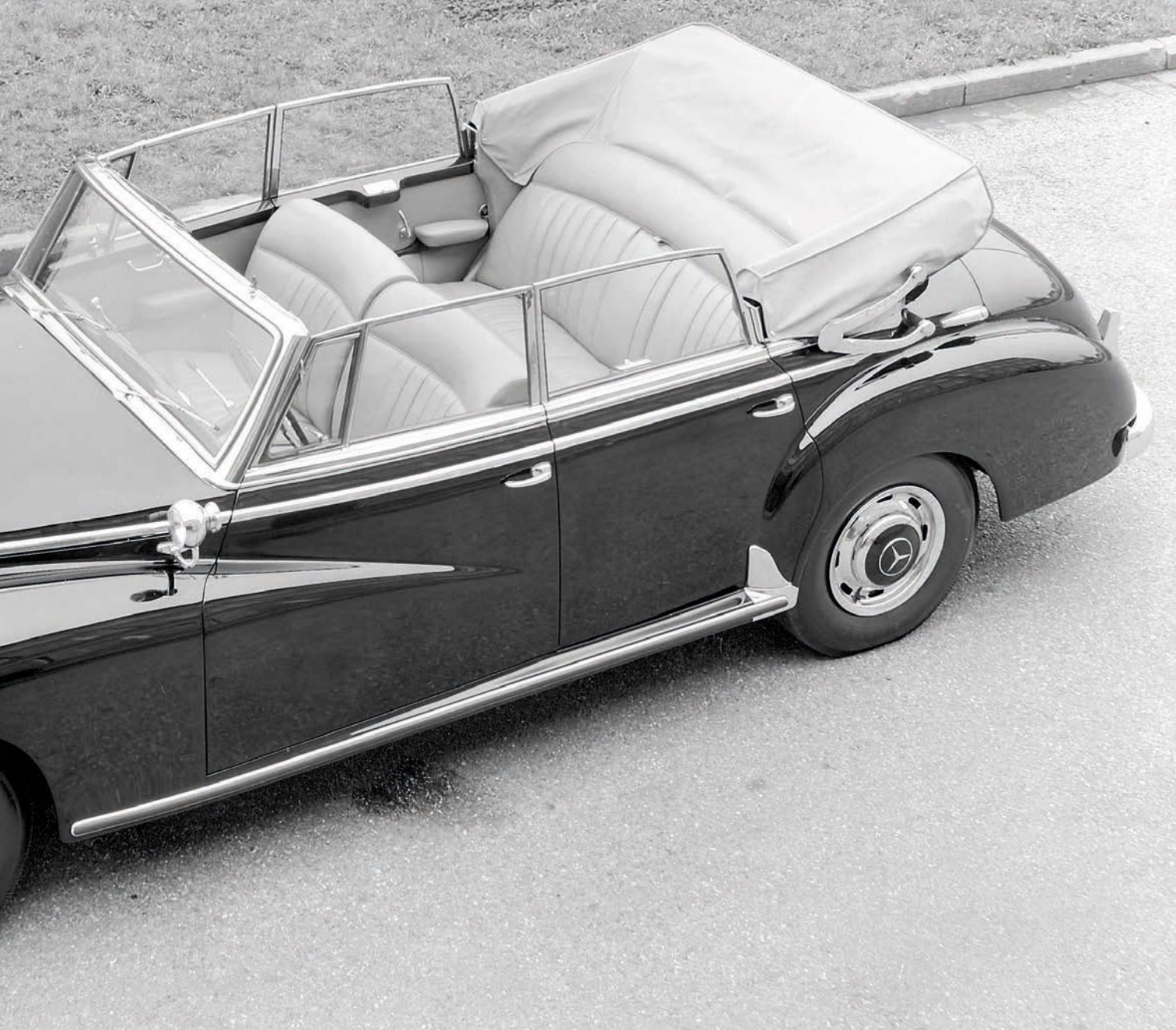
"The W186 was the first model to automatically associate "300" with innate motoring quality."

300d production ended in March 1962, its heirs being the 300SE/SE LWB "Fintail" and the 600. A W186 or W189 is a seldom encountered sight at any car show in the UK but in terms of their significance to the Mercedes-Benz legacy they are the equals of the 300SL "Gullwing". The W186 was the first model to automatically associate those three digits with innate motoring quality, which has nothing relating to gimmicky and everything associated with integrity of design. The interior of any surviving Adenauer is not a parody of a pre-war gentleman's club or a mobile jukebox, but a soberly furnished mobile office to convey you to your next appointment with the minimum of delay. And above all is that ineffable sense of presence, for when an English-language brochure claimed that a 300d was 'the most elegant car in the world for once sales copy was not guilty of hyperbole. To quote once more those chaps at Autocar:

The Type 300 of Mercedes-Benz is clearly a very strong competitor for the favour of the most discerning international buyers, to whom it will appeal because of its performance, detail finish and equipment. It maintains a high general level of excellence.

We could not have put it better ourselves.






The Cosworth **Connection**

While buyers of the **Mercedes-Benz 190 2.5-16** might not have considered a **Ford Sierra RS**, the two share common Cosworth kinship.



The '80s was the perfect decade for automotive excess. We might have the Veyron and the McLaren P1 today, but the decade of Thatcher and Duran Duran gave us everything from the Cizeta V16T and Bugatti EB110 to Jaguar XJ220, Metro 6R4, Lancia Thema 8.32, Delta Integrale... and the list goes on. Many of the more outrageous '80s products were of course driven by the need to homologate certain models for motorsport, and it was this which resulted in the dramatically whale-tailed Ford Sierra RS Cosworth. The collaboration between Ford and Cosworth created one of the most iconic cars of the decade, while the demands of homologation even saw Mercedes-Benz entering the fray, also enlisting the British Cosworth firm to liven up its new 190E. When the Sierra Cosworth subsequently became the four-door Sapphire Cosworth, the market suddenly had a choice of two sober-looking but brisk road cars; both engineered by Cosworth but both offering a very different driving experience. We sample the pair 30 years on and try to pick a favourite. 





Mercedes v Ford Cosworth

Words and Pics: Paul Wager

MERCEDES 190E 2.5-16

Plough your way through the Mercedes press material relating to the 'W201' series and there's a surprising omission: the Cosworth name simply isn't mentioned. Presumably the mighty Mercedes-Benz didn't want to admit that in order to extract sufficient power from its M102 powerplant it had to turn to the relatively tiny Northamptonshire engineering firm for a twin-cam four-valve head.

More likely is the suggestion that the go-faster 190E model was such a tiny project that it wasn't worthwhile diverting the attention of the mainstream powerplant engineering departments and remember, this was the era before AMG became a part of the Daimler-Benz empire.

The story of the Cosworth-powered Mercedes begins with the development of the 190E. Having survived and indeed thrived on making larger cars for most of its history, Mercedes had identified a demand for a more compact car – no doubt inspired by the success of BMW's '02 and 3-Series cars plus the looming threat of corporate average fuel economy requirements in the US market – and embarked on a massive development programme.

The brief was that none of the traditional Mercedes values should be compromised in the move to a smaller car and increased fuel efficiency. To this end high-strength steel was used in key areas to achieve the passive safety of the S-Class while weighing in at just 1180kg. The design brief also required handling to be the equal of the bigger cars, a requirement which was in practice exceeded by the use of a five-link rear suspension design and wishbone front end.

The car was launched in December 1982 as the 90 bhp carburetted 190 and 122 bhp Bosch-injected 190E, both powered by the 1997cc M102 engine.

Long absent from motorsport, Mercedes saw its new compact model as an ideal return to the rallying stage where it had once been successful with its larger coupes and so approached Cosworth to develop a suitable engine. With engines like the Ford BDA behind it, the Northamptonshire firm did have an impressive pedigree in the forests and developed a twin-cam head with four valves per cylinder. Bolted on to the 2.3-litre version of the M102 block as used in the W123 series, this was good for up to 300 bhp at 8000 rpm in dry-sumped race trim with individual slide throttles. With conventional intake and wet sump configuration and running Bosch K-Jetronic injection, the roadgoing car was good for 185 bhp at 6000 rpm which translated to a 0-62 mph time of 7.5 seconds and a 143 mph top speed.

Unfortunately for Mercedes, Audi debuted the Quattro in 1980 which with its four-wheel drive rather scuppered Mercedes' rallying plans. Not wanting even to play if they couldn't win, the board turned its attention to the German Touring Car championship, the Deutsche Tourenwagen Meisterschaft (DTM) and to prove the new car's high-speed credentials sent a trio of 190E 2.3-16s to the high-speed



Above: 16v motor derived from M102 four-cylinder.

Nardo bowl in southern Italy where the cars covered 50,000 km in 201 hours, smashing several high-speed endurance records.

The road car was unveiled a few weeks later at the 1983 Frankfurt show and was a masterpiece of understatement for the era. A distinctive yet subtle bodykit incorporated spoilers front and rear with side skirts and helped reduce the Cd to 0.32 while inside the 2.3-16 featured heavily bolstered Recaro seats and additional dials.

The suspension was modified for the performance flagship too, with lowered and uprated springs, revised damping, chunkier anti-roll bars and hydraulic self-levelling at the rear. A limited-slip diff was standard equipment and to reinforce the car's racy character a Getrag five-speed box was fitted with a race-style 'dog leg' pattern which places first gear over to the left and back, the thinking being that first gear isn't needed on the track, so the frequently used ratios are in the main H layout.

The 2.3-16 was a contender in the DTM, although Mercedes chose not to enter works racers directly, instead supporting independent teams including AMG. In 1987 though, the decision was taken to re-enter motorsport in a works capacity and accordingly the twin cam M102 motor was further developed, gaining a boost in capacity to 2498cc courtesy of a longer stroke. A duplex timing chain replaced the original single chain and running KE-Jetronic injection it was good for 204 bhp in non-catalysed form.

Like its predecessor it was a low-key production with just 12

"The 2.3-16 was a contender in the DTM, where Mercedes chose to support independent teams including AMG."





"Like the Mercedes, the Ford Cosworth existed purely for homologation reasons."





Mercedes v Ford Cosworth



Above:
Cosworth YB
based on Ford
Pinto.

the neat bodykit giving the game away. The same couldn't be said of the Evolution versions which followed, 500 roadgoing examples required to homologate a heavily revised version for Group A of the DTM. The engine was redesigned with a shorter stroke to permit higher revs and chase BMW's M3 Sport Evolution and the 1989 Evolution road car featured flared arches to house fatter wheels and a bigger rear spoiler. An Evolution II model followed in 1990 which used the same engine but with more extensive bodywork modifications including a tall rear spoiler as outrageous as the original Sierra's whaletail. It was the Evo II which took the DTM title in 1992 in the hands of Klaus Ludwig.

These cars are rare though and it's the 2.5-16 which is the more plentiful, certainly in the UK and we found this superb example at well known Mercedes specialist Avantgarde. A 1989 example of the 2.5-litre car it's a perfect illustration of the appeal of these cars.

Finished in Almandine Red, it looks more executive express than hot rod, with only the boot spoiler and deeper sills to give the game away to the uninitiated. Open the typically hefty Mercedes door though and inside things are immediately rather more overtly sporting. The half-leather Recaro seats feature cloth inserts in the check pattern typical of '80s Mercedes and the rear seats are similarly sculpted to provide four individual places.

After pausing to find the ignition key on the left of the steering wheel, it's a surprise to discover just how refined the Cosworth-Mercedes engine is, especially after the Ford unit.

A nice 190E is always a pleasure to drive and the 2.5-16 is even nicer, feeling generally firmer and more positive from

behind the wheel. The normally-aspirated engine has a more immediate response than the blown Ford unit and the 2.5-litre engine has a useful torque advantage over the 2.3. The overall feeling is of a kind of grown-up, more serious GTI.

At low speeds the 2.5-16 doesn't feel much different from the regular 190E and is happy to trundle about around town, but when traffic clears the difference is like night and day. The twin-cam revs much harder than the regular M102 engine and the lag of turbo lag makes it easier to drive hard than the Sierra. The Ford with its all or nothing sudden rush of power may feel more exciting but in truth the in-gear acceleration of the two cars is pretty evenly matched.

As far as handling goes, the two feel very similar, the Mercedes feeling the more secure of the two and tending towards gentle understeer at the limit where the Sierra tends to feel more edgy, as if when it lets go it's going to bite hard.

Away from the performance question, the general solidity and high quality of the Mercedes is worlds away from the Ford and it's this which marks it out as being in a different league. The compact W201 may have been a new departure for Mercedes but these cars are from the era when the quality was beyond question and everything feels as if it will last forever. This particular example has less than 70,000 miles showing but feels as if it would be good for several times that before it started feeling its age. And you wouldn't find yourself saying that about a Sierra...

FORD SIERRA SAPPHIRE RS COSWORTH

I'll admit to a slight bias here: as editor of a Ford magazine in the mid '90s I've spent a fair bit of time in and around Sierra Cosworths, most of which were souped up to at least 300 bhp and often as much as 500 bhp or more. On every whistling, wheelspinning white-knuckled ride the owners would have an anecdote about comprehensively shutting down a Porsche or Ferrari and in a nutshell that was the appeal of the turbo Sierra: just as with the racers, the standard production offering was only the beginning, a kind of blank canvas.

All of which means a standard unmodified car is a very rare beast indeed and we were lucky to find this example in stock alongside the Mercedes at Avantgarde.

The comparison between Sierra and 190E Cosworths has been done before of course and in truth they appealed to very different buyers when new but today could both be on the same list for an '80s fan looking to acquire a dream car from his teenage years.

The car in question is a 1989 F-registered Sapphire in the popular Moonstone Blue, featuring black leather Recaro interior and the rare optional air conditioning. It's covered just 22,000 miles which makes it probably unique: a few of the three-doors and RS500s have been preserved in collections but not many two-wheel drive Sapphires.

Like the Mercedes, the Ford Cosworth existed purely for homologation reasons, stemming from Ford's desire





Mercedes v Ford Cosworth

to compete in Group A circuit racing. There had been a long association between Ford and Cosworth and the Northampton firm had already been working on a twin-cam, 16-valve version of the Pinto 2-litre engine. It was this engine in forced induction form which would become the YB engine and an agreement was reached which saw Ford commission Cosworth to produce 15,000 examples, an ambitious target which required a new factory building to turn out 440 engines every month.

The first appearance of the 204 bhp YB engine was in the Sierra Cosworth of 1986, which stunned the public with its performance: 149 mph and 0-60 mph in 6.5 seconds was supercar stuff for your £16,000.

The same money would have bought you a sober BMW 325i but the Sierra Cosworth wasn't to everybody's tastes: keeping the aerodynamic Sierra bodyshell on the road at nearly 150 mph required a massive rear spoiler which became the car's trademark. The following year saw production of an 'evolution' version of the original car as permitted under FIA rules and the result was the RS500. Completed by Aston Martin's Tickford facility, the RS500 featured an additional lower rear spoiler, an eight-injector setup and additional suspension mounting points as well as a stiffer engine block and bigger Garrett T4 turbo. The RS500 was good for 153 mph and 0-60 in 6.2 seconds but only 500 were made.

Ford made 5542 of the original three-door Cosworth which meant an awful lot of engines left over in that 15,000-unit contract, which explains why the Cosworth engine was installed in the four-door Sierra Sapphire in 1988, providing an equally thrilling drive but in a more sober package which Ford's marketing men knew would sell in bigger numbers.

And they were right. The Sapphire Cosworth tempted more than a few buyers away from BMW and Audi with its M5 killing performance and affordable price tag. The recipe was further improved in 1990 when Ford added the all-wheel-drive hardware from the XR4x4 and updated the engine with stronger block, revised turbo and intercooler. The result was an increase in power to 220 bhp, although the 4x4 and additional weight blunted top speed to 144 mph and 0-60 was up to 6.6 seconds but the 4x4 was the ultimate evolution of the Cosworth idea. Indeed, its platform would go on to underpin the Escort Cosworth which was in fact more Sierra than Escort.

Like the Mercedes, the Sapphire Cosworth is relatively restrained with only the neat boot spoiler, deeper front and rear bumpers and 15-inch wheels to give the game away. Oh and the Cosworth badging on the boot of course, which the Mercedes does without. It was the Sierra we all wanted back in the '80s, even as petrolhead teenagers being only dimly aware of the Mercedes' existence.

Approaching the Ford after the Mercedes is perhaps unfair since the Sierra was never designed to compete with the 190, so it's no surprise to find the door catches a little less chunky, the door itself less solid and the interior plastics more, well, plasticky.

Like many turbocharged engines, the Cosworth YB engine lacks a characteristic exhaust note and can sound slightly harsh at idle in the way of a race engine. Driving the Sierra Cosworth is peculiar mix of sensations: half pure repmobile but half serious performance car. The interior is mostly shared with other upmarket Sierras which means an aura of late '80s minicab, but the driving controls all feel that bit more thought out, more heavily weighted and generally more positive.

Those unfamiliar with the Cosworth and '80s performance cars in general will find the Cosworth slightly underwhelming for the first few yards, since off boost the YB is no more lively than a standard 2-litre Pinto. As the revs and boost build though, there's a change in character which culminates in a performance rush at about 3500 rpm when the Garrett blower starts to do its stuff. Keep your foot in and you'll find the Sierra suddenly comes alive, the turbo engine's power delivery being exhilarating compared to the Mercedes' more linear power curve. It all makes the Sierra harder work to drive quickly across country but ultimately more satisfying when you get it flowing properly.

As for the handling, the Cosworth was well tied down compared to regular Sierras and is generally a predictable beast of the rear-drive school complete with standard LSD. It's less of an understeerer than the Mercedes on the limit though and while this may make it easier to drift at will, it does mean it demands caution in the wet. To compare the two is to compare Essex with Stuttgart, the Ford eager to get itself into trouble and the Mercedes just as capable but tempered with caution.



Verdict

I set out with an admitted bias towards the Ford thanks to familiarity with the Sierra Cosworth and its generally more sporting demeanour but the big surprise is how nice the Mercedes is. It's easier to drive fast and the sheer quality of the car adds to its enjoyment. Although the Sierra is faster on paper, the two are pretty evenly matched on the road, which is enough for the 190E 2.5-16 to get my vote.



"Although the Sierra is faster on paper, the two are pretty evenly matched on the road."



THE FACTS	Mercedes 190E 2.5-16	Ford Sierra Sapphire RS Cosworth
Engine	2498cc	1993cc
Power	195 bhp	204 bhp
Max speed	143 mph	150 mph
0-62 mph	7.2 secs	6.1 secs
Economy	30 mpg	30 mpg

Mercedes

The Mercedes W201 is a tough old thing but they are getting on now and their condition can vary. Like the Ford, they can rust behind the bodykit so check the sills and arches as far as you can. Look inside the boot too, since sunroof drain tubes can become detached and water can drip into the boot, which can also leak via seals, locks and lights.

The body can also rust below the rear window and the rear C-pillar air vents can also let water into the boot, while windscreen seals can also leak.

The self-levelling suspension should hold the car nice and level as the name suggests. If it's sagging then check

for leaks around the engine-driven pump and that there is fluid in the underbonnet reservoir. It's also worth checking that the hydraulic lines under the car aren't chafed.

The engine is pretty tough and problems should be obvious. A slight camshaft clatter on cold start isn't unusual. The gearbox and diff should both be quiet although the change on the Getrag box can be a little notchy, if it feels sloppy it can be improved with new bushes in the linkage.

On the inside, the door cards will tend to distort if they've got damp - often because the plastic membrane was damaged or removed after replacement.

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Ford

The Sapphire Cosworth was once a joyriders favourite, which means plenty have seen a fair bit of ditch and hedge action - check the bodyshell for signs of accident repair. If the front wings have been replaced it's almost impossible to replicate the factory sealant along their top edge. Check the bodywork as you'd do with any other Sierra: wheelarch lips, door bottoms and the sills behind the plastic covers. The other big issue is whether it's standard or not. You need to take a pragmatic view here though: these engines were designed to produce way in excess of the

standard 204 bhp and a mild upgrade will be fine. In any case, check for oil smoke which can indicate failed turbo bearings and a gearbox which has seen one too many burnouts. If it crunches into reverse that's normal: reverse has no synchro. Ford is notoriously poor at parts support for its older models and so trim pieces can be hard to source - important if you want to repair holes cut for carphone kits, big audio systems and similar. Oh and check that it's a real Cosworth you're looking at, not a reshell. The chassis number should be BFGC and engine number should be prefixed YBB.

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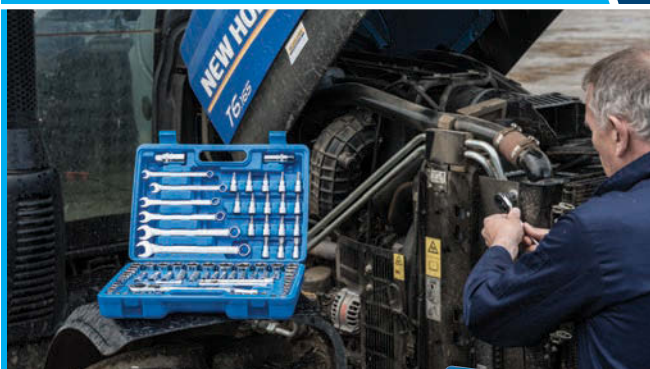
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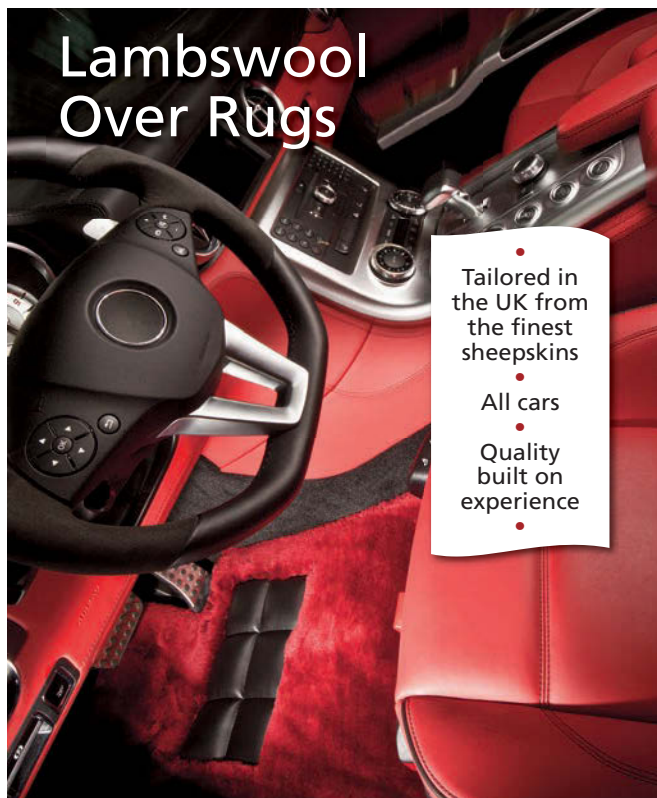
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Return to

FL2000



Sam Skelton explores Zender's work with the W123 range.

W123





Modded Mercs

Words: Sam Skelton
Pics: Zender

In the 1980s, tuning was rife – and there were several companies which would be happy to give your motor a Miami Vice makeover. Some, such as Carat Duchatelet, were officially approved by Mercedes-Benz and their work was available through your dealer. We suspect that this car, however, might not have met with such universal approval...

Zender was founded in 1969 by Hans-Albert Zender, as a basic tuning and personalisation company specialising in sports seats, sporting graphics, spoilers and larger wheel arches. A lot of Zender's early work focused on Ford and Volkswagen models, but as the Seventies passed and personalisation grew more popular, he expanded the business into other marques. By 1977, Zender had distributors in over forty countries, and offered a wider range of options including aerodynamic plastic panels.

For some, however, this was not enough – and Zender chose a 280TE as the car upon which to showcase its abilities in 1980. This was not simply a bodykitted Benz, there was much more to it than that. While this example shows questionable taste in our opinion, it certainly shows that companies like Zender could make virtually any automotive dream come true for the right price.

This car was the property of Hans Zender himself – a car that could serve as a showcase at motor shows and a daily driver when not on duty. The base car was fairly standard, barring some mild tweaks by AMG to raise peak power from 185bhp to 215bhp. Suspension was lowered by about 1.5" all round, with Koni adjustable dampers and BBS alloy wheels. The gearbox was replaced with a close ratio ZF 5 speed manual. Pirelli P7 tyres were used.

When first shown at the Jochen-Rindt show at Essen in 1980, the car attracted significant amounts of attention – not least from Mercedes-Benz directors, keen to target models at a younger clientele. Externally, the car was bereft of chrome, with all the previously-plated parts finished in dark blue paint to contrast with the silver paintwork. In place of the standard bumpers were aerodynamically shaped plastic panels incorporating a front spoiler, and which matched the additional side skirts.

While the outside was still fairly conservative and elegant for a 1980s modified car, the interior was anything but. Get close enough to see inside, and the amount of blue velvet would have the Smurfs fleeing in fear of their hides.

Get past the colour though, and it's clear to see where Zender really went to town. The front seats are heated and cooled Recaro "Idealseat C" bucket seats, electrically adjustable for rake and height. In the rear are head restraints suspended from the roof and fitted with fishnet inserts, and the dashboard uses an additional binnacle from the taxi-specification cars to house an





Above left:
Zender removed all the chrome trimmings, replacing with dark blue paint.



"Get close enough to see inside, and the amount of blue velvet would have the Smurfs fleeing in fear of their hides."

Uher home stereo system. This 200W masterpiece isn't strictly an in-car fitment, but Zender adapted it to work in this estate. Beneath it sits the in-car computer and the dialpad for the in car phone – which is hands free and features a microphone in the header rail ahead of the sunroof. The glovebox was enlarged and cooled to serve as a travel fridge.

With Wilton carpet serving not only as a floor covering but as a lower door trim, the whole package oozes luxury and expense. And in 1980, 125000DM was a lot of money – four times the price of the base car. It's believed that five were made to this specification – though we can find no evidence of any survivors. If you own one – get in touch!

Do you have a modified Mercedes you'd like us to showcase? We welcome individual cars, as well as our look at the world of custom tuning. Write to us at sam.skelton@kelseymedia.co.uk.

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Calum Brown Contributor

Benz On Film:
1997 ML-Class

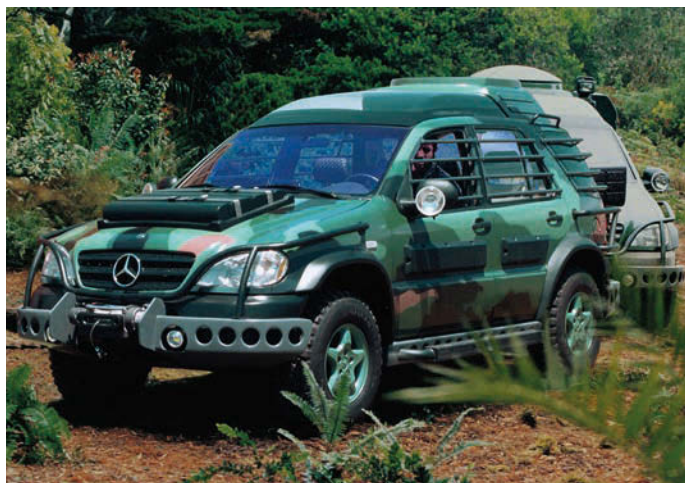
Jurassic Park: The Lost World

Mainly responsible for getting everyone killed, The Lost World's Mercedes ML-Class has endured a rough time on screen. But is there redemption?

In Michael Crichton's *Jurassic Park* book series, the exploration team employed use of stock Land Rovers and Land Cruisers, whereas the 1993 blockbuster utilised Jeep's Wrangler to huge cultural effect. However, for the film franchises' second outing producers accepted product placement from Mercedes, plugging their all-new ML-Class; ready to tackle the market-hogging Range Rover. Except, if the team from *The Lost World* had driven P38a Range Rovers, they would probably have all survived.

Sources claim different numbers were made for Steven Spielberg's 1997 sequel, but three variants appear on screen. Firstly, there is a Laboratory vehicle with bubble roof and hood-mounted carrier, alongside an Observatory-spec model with additional protection and a larger roof. Finally, a convertible with affixed light bars and rear-mounted Jerry cans takes the limelight, even if in tropical rain this hardly seems like a solid idea.

Besides four-wheel drive, the Pre-Production ML vehicles were installed with front bull bars, a winch, spotlights, rear tail light guards, custom step bars and camouflage paint. Not that these attributes saved anyone – the



lack of traction from a road-friendly four-wheel drive system lead to a man being ripped apart by a pair of enraged dinosaurs. Then two explosions and further chaos as the characters remained stranded deep in the jungle fighting for their lives. Again, if they had used Blighty's offerings the situation may have been far more successful.

Needless to say, despite complete destruction and a reptilian bloodbath, the marketing paid off, with branded toys as part of Matchbox's *The Lost*

World toyline selling out – creating a new generation of youngster aspiring to Benz ownership.

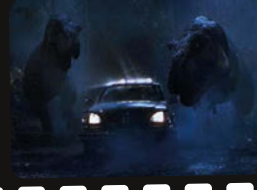
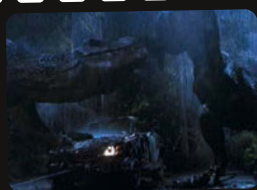
Jeff Goldblum, the actor starring as Ian Malcolm, also received an ML320 from Mercedes as a result of the tie-in – Goldblum could still be seen using the car as late as 2011, obviously wearing well 15 years on from hand over.

Now cheaper to purchase on the market than almost any

Above: Laboratory spec ML didn't last long on screen. Road cars successfully avoided dinosaur attack.

other millennial SUV, the M-Class has appeared as transport for thugs and a disposable pleasure for stunt directors. In 2008's cult Liam Neeson action thriller *Taken*, an ML is written off in a gruesome way with a JCB, whereas any European gangland film usually crashes, flips or blows one up after an abusive car chase.

Yet, the image is still there, the curves and aggressive stance still cutting the mustard for audiences as a projected image of wealth, success and sinister motives.





Buying a **W111**

Fancy a 'Fintail'? Here's what to look for when buying the six-cylinder version of Mercedes' '60s saloon



The W111 'Heckflosse' or 'Fintail' was launched in 1959 as the first stage in the replacement of the popular 'Ponton' range. The new model was very much a thorough update of the existing platform but chief engineer Fritz Nallinger was instructed to give the car fashionable styling which echoed trends coming out of the Italian styling studios. In typical Mercedes form the fins which gave the car its nickname were subtle and also had a safety aspect, in that they allowed the driver to see the rear corner of the car in either the wing mirror or out the rear window. The W111 still had the traditional big Mercedes grille with the three pointed star on top, but the front end also boasted distinctive light units. First seen on the 1957 facelift of the 300SL, these 'Lichteinheiten' integrated head, side and indicator lamps behind a single lens. There was

"The new model was very much a thorough update of the existing platform."

also a brand new cabin facia with a safety-padded dashboard and a controversial 'all in one' gauge cluster featuring a vertical strip speedometer.

Three models were offered, each with the 2.2-litre straight six engine in a higher state of tune - 220, 220S and 220SE. Although they were extremely expensive (the 220SE cost 20 per cent

Above: The styling was far more contemporary than the outgoing Ponton range.

more than a Jaguar Mark X), the Fintails were distinguished by their spacious cabins, excellent refinement and very high standard of engineering. Mercedes sold around 26,000 examples of the 220S each year, with the 220 and the 220SE selling around 10,000 each. The addition of the basic four-cylinder W110 and luxurious W112 versions gave Mercedes significant economies of scale by reusing the same basic platform and running gear.

By 1965 the styling was already becoming dated and the current range was felt to be in need to a major update to remain competitive. The 220SE and W112 were replaced by the new upmarket W108 range. An enlarged engine created a revised mid-range model, the 230S. There was also a basic 230 model but on the shorter-wheelbase W110 platform, leaving the 230S as the sole W111 saloon. This served as a stopgap until a new medium Mercedes model, the W114 'Stroke Eight', arrived in 1968. A total of 337,803 W111s had been built. 



W111 Buying guide

Words: Jack Grover

BODYWORK

While the supply of mechanical parts for the W111 is excellent, the same does not apply to body panels and structural sections. The structure is also quite complicated so repairs can be extremely expensive, making the structural condition by far the most important thing to check. Despite their excellent material and build quality, even the youngest Fintail is now 50 years old and can be harbouring major corrosion.

It is the lower sections that tend to rot, due to water collecting behind blocked body drains and dirt lingering in various nooks and crannies. The sills should be checked along their entire length, but especially around the jacking points at each end. The door bottoms are also susceptible and new door skins are rare and expensive (£300 and over!). Fortunately the doors on all W110/111/112 models are interchangeable but acquiring a good door and spraying to the correct colour is still an expensive business. The same goes for front and rear wings – the fronts tend to go up inside where they join the bulkhead, while the rears rot from the wheelarch area and behind the rear lamps. Check the area under the rear seat, the spare wheel well in the boot and the condition of the 'chassis' rails welded under the floorpan as these can be prohibitively expensive to fix. Leaky door seals will cause the front footwells to rust out as the carpets trap moisture.

While most larger trim parts such as bumpers can be re-chromed at a price, smaller items such as badges, lamp trims and trim strips are extremely difficult to source.

ENGINES

The original W111 range used the same 2195cc six-cylinder overhead cam M180 engine that had been used in the Ponton, although in the Fintail it had new carburettors and a tweaked camshaft to provide a little more power and a broader spread of



torque. The 220 and 220S had twin Solex carburettors while the 220SE had Bosch mechanical fuel injection to produce 120 horsepower. In the 230S the engine (already nicely oversquare, which was one reason for the unit's smoothness and reliability at high cruising speeds) was bored out to 2306cc and has twin Zenith carbs.

All engines are long-lived and free from any inherent weaknesses. Parts availability is excellent. Given the age and mileage of most surviving W111s the timing chains should be checked for excessive noise. Oil pressure should be between 30 and 40 psi at cruising speeds. The engines do require regular coolant changes due to the aluminium alloy head, so watch for hot running caused by blocked coolant passages. Given that it is also worth checking for signs of

Above right:

Rear wings can rot around the arches and rear lights, so check thoroughly.

head gasket failure. Engine mountings are another perishable item on cars this age. Both carburettor and fuel-injected cars can suffer running problems caused by leaky seals and shafts, and leaks on the vacuum side can also upset the operation of the automatic transmission.

TRANSMISSION & SUSPENSION

Providing it has had a modicum of attention with fresh oil, the manual transmission fitted to most W111s is virtually indestructible. There is synchromesh on all four gears but even when new it appreciated a slow and deliberate hand on the column-mounted lever. All gear changes should be clean and free of nasty clunking or grinding noises. Wear in the bushes in the gearchange linkage is the source of most problems. You



might find a W111 with the optional floor-mounted lever, attached to the same transmission.

The original Hydramatic semi-automatic fitted before 1962 is extremely rare to find now. It was replaced by Mercedes' own design of four-speed automatic, which is excellent. Check the level and condition of the fluid and that gear changes are made without slurring or snatching. The transmission pulls away in second gear unless the lock-out is engaged.

The W111 inherited the Ponton's clever single-point swing axle

Above: Some items of chrome can be rechromed, others will be hard to source.

independent rear suspension, with the added refinement of a third spring sat horizontally between the arms. The rear suspension is seated on flexible rubber mounting bushes which must be carefully inspected for condition as these can not only ruin the ride but cause dangerous handling when they get soggy. If the rear wheels show negative camber the springs need renewing. The front sits on more conventional coil-sprung wishbones. The kingpins must be greased every 3000 miles or so and even then they are treated as service items. Get

the front end off the ground and check for excessive wear by rocking the wheels in and out. Stiff steering can also indicate partially-seized kingpins.

INTERIOR

With relatively little in the way of soft furnishings the inside of a W111 holds up well. The standard cloth trim will often be worn out and fraying after all these years, but most cars sold had the optional MB-Tex vinyl trim which is much harder-wearing, while the more expensive leather is





W111 Buying guide



rare to find on an original car. All the materials needed to refresh sagging or ripped seats are available but the skills to reupholster seats don't come cheap.

A common problem on old Fintails is the material of the steering wheel (black as standard, ivory as an option) becoming discoloured and then cracking up. This can be restored by a specialist or be done at home with enough sandpaper, epoxy, paint and patience. The cabin headlining generally survives well but if it has been damaged by rips or water ingress it can be very expensive to replace.

For all its unusual looks the gauge cluster is just a collection of conventional instruments so any problematic dials can be repaired or rebuilt by a suitable specialist at normal cost.

Above: Look hard and £10000 might buy one.

VALUES

Widely available in Europe and North America, the W111 has always been an enthusiast's favourite but has come to wider attention in recent years, with values rising accordingly. Five figures is generally the minimum amount needed to secure a decent and well-looked after 220S or 230S, with examples of the rarer 220 and 220SE versions in the same condition sitting at around £15,000. Original cars, often imported from dry climates in America, the Middle East or South Africa, can fetch around £15,000 for an 'S' model and £20,000 or more for a rarer example. Restored cars with a good history can command £25,000 and over. By contrast left-hand drive cars are worth slightly less here in the UK, so a not-quite-perfect but solid and useable 230S from the continent might just squeak in under the £10,000 mark. 

Verdict – what to buy

The W111 is now entering collector's territory and prices are only going to go one way. Which is a shame because these superbly-engineered cars make excellent classics for regular (or even daily) use while brimming with all the solidity and attention to detail that goes with their badge. The 220S and SE will remain the most desirable and probably give the best monetary return over the years - but the 230S is both better to drive and less attractive to collectors due to its slightly lower-rent specification. That is the one to buy for the enthusiast rather than the investor.

Technical Information

220

Engine 2195cc/6-cyl/SOHC
Power 95bhp @ 4800rpm
Torque 119 @ 3400rpm
Gearbox 4-spd manual/4sp automatic
0-60 16.3sec
Top Speed 99mph
MPG 24.8

220S

Engine 2195cc/6-cyl/SOHC
Power 110bhp @ 4800rpm
Torque 134 @ 3400rpm
Gearbox 4-spd manual/4sp automatic
0-60 15.5sec
Top Speed 103mph
MPG 23.6

220SE

Engine 2195cc/6-cyl/SOHC
Power 120bhp @ 4850rpm
Torque 155 @ 3250rpm
Gearbox 4-spd manual/4sp automatic
0-60 14.0sec
Top Speed 105mph
MPG 23.1

230S

Engine 2195cc/6-cyl/SOHC
Power 120bhp @ 4800rpm
Torque 146 @ 3400rpm
Gearbox 4-spd manual/4sp automatic
0-60 13.8sec
Top Speed 107mph
MPG 24.2



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Some Classics We've Shipped...





1992 Mercedes-Benz 400SE

This S-Class is certainly green... but rare and one of the best left

As you would expect for the price, this Crystal Green example is in truly outstanding condition. It's original paint, on a well cared-for car, with not so much as a scuff to a plastic panel. The wheels – S-class specific – are in excellent condition too, and wearing good tyres. All the little touches work neatly too, from the bootlid handle which protrudes and retracts when required down to the little rear aerials to aid reversing. What little chrome remained as part of the S-Class package by 1992 is still in good condition, and it's nice to see an early car which has retained orange indicator lenses rather than suffer the indignity of a "modernising" facelift.

The Fir Green interior is not going to be to everyone's taste, but it's all



£ One to buy

Mileage: 54072 miles
£14995
CrystalGreen Fir Green



Right: Key box contains full complement of keys, including rare wallet key.



in excellent condition. The electric seats work in every direction, and the cost-option walnut trim is unmarked. The carpets are immaculate – whether they have been protected from day one with mats or whether they have responded well to cleaning, they certainly don't let this interior down. Although such things are rarely considered, the boot is just as tidy as the rest of the interior.

It starts well, settling down to a good idle. Oil pressure is less easy to ascertain; when we tested the car it was suffering an instrument binnacle fault which knocked the temperature, oil and fuel gauges out – this will be rectified prior to sale. There are no signs of fuel leaks under the bonnet, all the levels are right, and nothing sounds or feels amiss.

It changes up and down through its four gears nicely, and despite only being the baby V8 there's a pleasant enough turn of speed to it. Cars of this size are rarely easy to place, but the S-Class belies its girth and feels no harder to manoeuvre than an E-Class – albeit with a slightly longer nose. It's comfortable, quiet, and a lot of fun.

Sadly, the downside to this car is its near-total lack of history. Barring a V5 which shows ** previous owners, there is no paperwork in the file – although there is a full complement of keys. 2 infra red keys, 2 standard keys and a wallet key in their own presentation box is a mark that however scant the file, this car has been well cared-for by its previous owners. It's a pity about the paperwork – but it wouldn't put us off this example.

Conclusion

The colour scheme really isn't for everyone – and in all honesty detracts from the resale value of what is otherwise an excellent example. We love unusually specced cars here at Mercedes Driver though, so it wouldn't prove to be a deciding factor for us. The 400SE is a rare variant, and this is one of the best W140s we've driven. On that basis, we'd advise you to view it – after all, you need to make your mind up on the green leather before purchase...

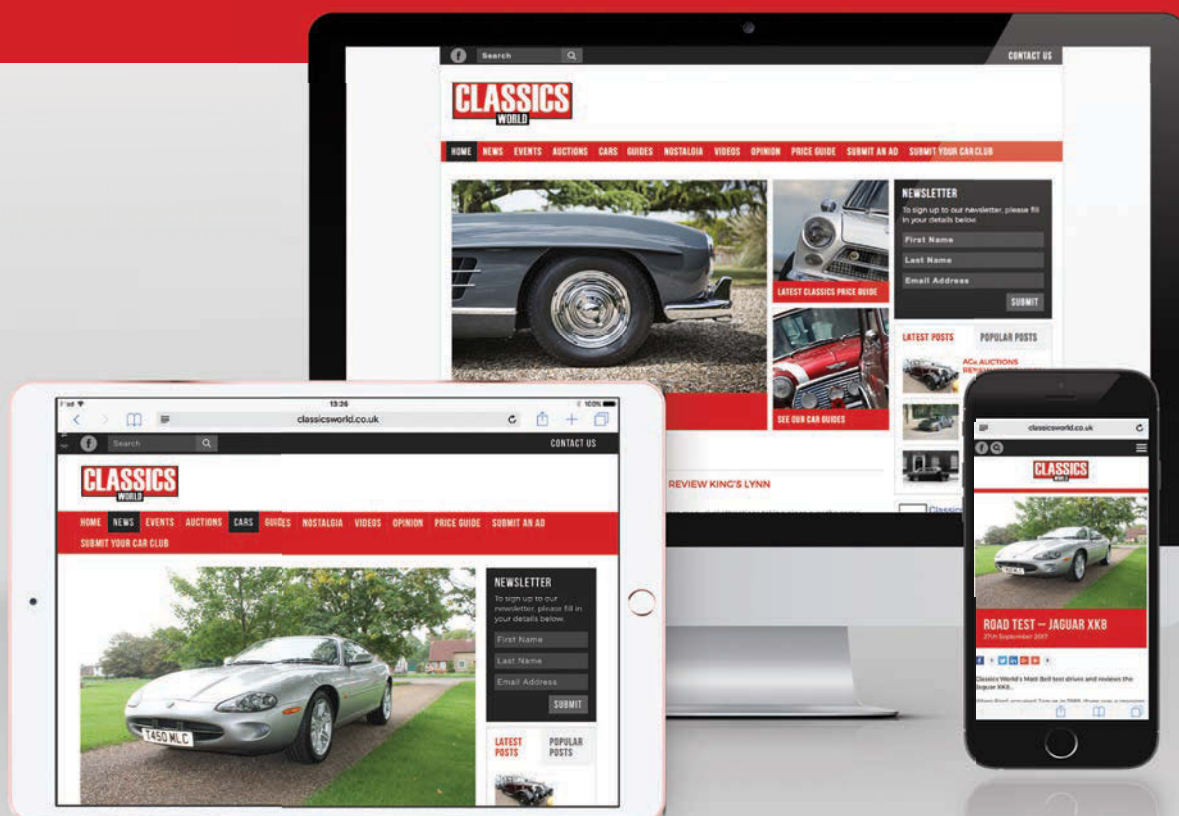
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Market Analysis

This month's auction results and market trends,
brought to you by auctioneer and market
expert **Justin Lazic**



Pic: W111
coupe values
have diverged
of late.





Auction guide

Words: Justin Lazić

Brightwells opened up February with an intriguing set of results for Mercedes which resulted in a mixture of affordable modern classics mixed with some outstanding price achievements.

Top pick was the 2004 R170 SLK320 which achieved the all-in result of £12320. Its mileage of 14,000 and impeccable condition signalled the rising appreciation of modern Mercedes classics which are a cut above the rest on mileage and condition.

Also of note was a 1997 R170 SLK320 Kompressor which achieved £6720 all-in, defying many classified

"If punters look hard enough a desirable model for sub-£1000 is achievable."

advertisement prices for equivalent early models in the £1500-2000 range. Its 19000 mileage and 1-owner provenance also appeared to prove the difference.

As usual, Brightwells offered opportunities for all punters and the

£840 all-in paid for a 2000 W208 CLK320 in Quartz Blue with 12 months' MoT is a demonstration that if punters look hard enough a desirable model for sub-£1000 is usually achievable.

Anglia Car Auctions had a busy day with Mercedes estate cars in on 27 January, selling three in total across the W123/124 range. Top pick was the 1984 W123 230TE, which achieved £4876 all-in and showed just 89000 miles. Wearing Astral Silver over Galaxy Blue cloth it showed a lot of potential and required just minor finishing to bring up to a show-worthy standard.

Values of W123 estate cars have fluctuated from £2000-£15000 over

Below: SLK made £6720 at Brightwells





"Values of W123 estate cars have fluctuated from £2000-£15000 over recent years."

Above: 89000 mile 230TE sold at ACA for £4876 including premium

recent years at auction, with Silverstone and Historics achieving the highest results for 280TE models. It is likely that low mileage W124 estates will take on a similar trajectory in the future as it now becoming extremely difficult to find sub-100000 mile examples from the 332,413 that were built.

ACA also offered a 1990 W124 300TE with a vendor-claimed 18000 miles; however, without the presence of Mercedes factory service records and any MoT certificates pre-dating 2006, this was difficult to verify and accordingly it achieved £3710 including premium and VAT, still well above average for a W124 estate at auction.

Over to the chrome bumper side, it has been interesting to observe the large price divergences for W111 coupe models in recent years.

A specialist two door fixed head variant of the larger W110/111/112 range which also comprised saloons and convertibles, these big coupes were the equivalent of the SECs of their day.

At Historics' 3 March sale, we find a spread of £27000-110000 in guide ranges for these models, which is an immediate indicator as to how wide the spread can be even in the same sale.





£ Auction guide

Working back as recently as 2015/16, MoTd W111 coupe models changed hands in the £10-11000 range at H&H and Historics, and entry level examples have only moderately appreciated since then.

To explore this, there are a few key considerations to take into account. The W111 coupes evolved across six and eight-cylinder models and a significantly higher percentage are believed to have been manufactured in left hand drive specification, making right hand drive examples extremely rare, especially in V8 form.

Overall production statistics totalled 26499 with just 3270 comprising the newly-introduced M116 V8, so our first conclusion from Historics' models in March is that the 1970 280SE 3.5 V8 model guided at £90-110000 carries an appropriate premium for its rarity, especially in right hand drive.

Correspondingly, Historics' 1965 220SE in six cylinder, left hand drive form is guided at £27000-33000. It could be said this demonstrates excellent value compared to its stablemate and has the added attraction of sharing its engine with the 230SL Pagoda model.

Recent price achievements for W111 coupes are just as diverse. Silverstone Auctions achieved £37125 all-in for a right hand drive 250SE coupe in 2017, whilst achieving £70313 for a 280SE 3.5, also in right hand drive, in the same year.

However, not every W111 offered at auction sells. Richard Edmonds' June 2017 sale saw a 280SE fail to reach its reserve of £25000 and remain unsold, despite being offered with a full MoT and original interior.

Like any chrome bumper Mercedes, W111s are a large car and as such require constant supervision of bodywork and brightwork, especially as they are now in circa-50 year old bracket.

It is also worth knowing that

Sold Mercs at auction November 2017

Date	House	Car	Result including premium and VAT	Venue
27/01/18	ACA	1979 W116 280SE	£10070	Cattlemarket, King's Lynn
27/01/18	ACA	1984 W123 230TE	£4876	Cattlemarket, King's Lynn
27/01/18	ACA	1991 W124 230TE	£1800	Cattlemarket, King's Lynn
27/01/18	ACA	1993 W124 E320 Cabriolet	£4664	Cattlemarket, King's Lynn
27/01/18	ACA	1987 R107 300SL	£9328	Cattlemarket, King's Lynn
27/01/18	ACA	1988 R107 300SL	£18020	Cattlemarket, King's Lynn
27/01/18	ACA	1990 W124 300TE	£3710	Cattlemarket, King's Lynn
27/01/18	ACA	1996 R129 SL320	£10812	Cattlemarket, King's Lynn
26/01/18	SWVA	2001 R170 SLK230	£1344	Poole
26/01/18	SWVA	1990 W201 190E 2.6	£896	Poole
26/01/18	SWVA	1993 W124 220TE	£2072	Poole
26/01/18	SWVA	1990 R129 300SL-24	£3696	Poole
01/02/18	Brightwells	1988 R107 300SL	£20720	Leominster
01/02/18	Brightwells	2002 W208 CLK200 Cabriolet	£2352	Leominster
01/02/18	Brightwells	1999 W208 CLK230 Cabriolet	£1624	Leominster
01/02/18	Brightwells	2000 W208 CLK320	£840	Leominster
01/02/18	Brightwells	2000 W220 S320 L	£1008	Leominster
01/02/18	Brightwells	1993 R129 SL280	£3752	Leominster
01/02/18	Brightwells	1997 R170 SLK230	£6720	Leominster
01/02/18	Brightwells	2004 R170 SLK320	£12320	Leominster

Left: Values can range from under £30000 to over £100000 for the right car.

"Overall production statistics totalled 26499 with just 3270 V8s."

an easy pointer to an incorrect restoration include the fitment of a steering wheel boss of a colour different to black or ivory - the only two colours offered when new, designed to match the two available colours of wheel.

Other hints to originality include correct wheel embellishers and Mercedes "pig leather" which is extremely firm durable compared to the hides available for restorations today and does not puff up around

SOLD	House
8	ACA
8	Brightwells
4	SWVA
20 TOTAL	

Average sold price: £6031

the knee roll area like some modern upholstery when fitted.

As a note to readers, we have not covered the related W112 coupes today as they feature Mercedes' first ever factory air suspension system and have a correspondingly variable price range depending upon whether this system is functioning or otherwise. As a reference, only 2149 such coupes were specified in W112 guise.

Pick up a copy of **Mercedes Driver** next month to find out how the 220SE and the 280SE 3.5 fared at Historics at Ascot on 3 March.

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1990 Mercedes 300E-24

If you want an example of one of the most desirable early 1990s Mercedes, this 300E-24 is well worth a look.

The Pearl Blue paintwork suits the car well, and is in good condition.

The front wings in particular, a W124 trouble spot, are in excellent condition – as are the sills and arches. There are no major scuffs on the plastic lower panels, and the overall feel is that of a well cared-for old Mercedes. The tyres are all good, with plenty of tread left. It still wears original-equipment 15-hole alloy wheels, as supplied on all UK-market 300-24s, and likewise these are in excellent condition. The rear numberplate is not exactly square to the bootlid, but is fitted with a Mercedes-Benz of Cambridge plate holder. The front one also features a dealer plate holder, and both plates also bear the dealer's



mark.

The car has a blue leather interior, complemented by an original-fit leather steering wheel (at the time unique to the 300-24 models) and cost-option walnut trim in place of the original zebbrano. The datacard (accessible online) shows that these are both original equipment for this car. The walnut fittings are all in excellent condition, with no signs of lifting or cracked lacquer, and likewise there are no tears or holes in the seats. The driver's bolster in particular impressed us, as this is a known weak spot. The original Blaupunkt Verona CR43 was present and functioning.

From cold it starts nicely – a little steam has us concerned that there may be head gasket issues,

£ One to buy

Mileage: 145229 miles
£4995

"The driver's bolster in particular impressed us, as this is a known weak spot."

but we tested the car on a cold day and the steam cleared as the car got warm. There are no signs of fluid leaks, and everything is clear and correct. It settles down to a low idle as it warms up, and gear selection is smooth and unruffled. It sets off in second as it should, and all gears up to 5th engage and disengage smoothly. The steering is good; weightier and nose-heavier than four-pot W124s but exactly as the six-cylinder ought to feel. The oil pressure gauge showed a strong level, and kickdown functioned adequately – this is, in short, a very nice example to drive.

The history file shows a total of *** previous owners, and there is plenty of paperwork to show that routine maintenance has been carried out when necessary. There is however little else to note – this appears to have been a reliable example that has needed no significant spending above the ordinary.



Conclusion

The 300E-24 is a rare iteration of the W124, and is widely seen as the most desirable UK-market model. It's rare for survivors to be saloons, and even rarer to find them with the five-speed automatic gearbox. This is a very good example, with history and no nasty noises. As W124s get more expensive, this is one of those examples we'll wish we had bought while it was cheap.

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MERCEDES C220CDI SERVICE GUIDE

Peter Simpson looks at servicing the popular W202 C220CDi....

The W202 C-Class Mercedes range was introduced in 1993, and was Stuttgart's second 'compact' saloon.

They had already proved with the 190 that there was a market for a smaller Mercedes saloon, but the W202 took this to a whole new level, coming with a far wider range of trim and engine options. Unlike with the 190, there was also, from 1996, an estate car.

In keeping with the mood at the

"The lethargic C220 diesel was replaced by a new common rail 125bhp CDI unit from 1999 which was altogether far more satisfactory."

time, the diesels were especially popular. Four versions were offered – 94bhp C220, 125bhp C220 CDI, 111bhp C250 and 150bhp C250 turbo, but only two of these were available at any one time.

The 94bhp 220 diesels were sluggish and came with a low-geared four-speed auto until 1997 which left drivers revving like mad at motorway speeds. A five-speed auto was specified from 1997, and the lethargic C220 diesel



Words: Peter Simpson

was replaced by a new common rail 125bhp CDI unit from 1999 which was altogether far more satisfactory. At the same time the automatic gearbox was changed again – to the five-speed Tiptronic autobox which is without doubt the best of the lot; a superb box with a very handy manual change function; when in drive you can push the lever to the left to change down, and to the right to change up. The 111bhp C250 was superseded by the C250TD in August/September 1996.

Most diesel C-Class cars were automatics – something which increased their desirability as there weren't actually that many diesel autos to choose from at the time. A five-speed manual was offered but wasn't popular, mainly because of a rather poor change action.

Though the C-Class was a great package on paper, its reputation soon took a massive battering due to a very unMercedeslike tendency to corrode. Various reasons have been suggested – poor steel, poor rustproofing and poor paint being just

Above: With regular servicing your C220CDi should provide excellent service.

three. The contemporary E-Class was also affected – worse than the C if anything.

But despite all that, one does still see plenty of W202s in regular use, even though the youngest is now 15 years old. Most survivors are well into the 'DIY' stage of life; where owners feel – rightly or wrongly – that it's not worth paying for professional maintenance when the cost of just an annual service represents a significant percentage of the car's total value.

The 2000/W C220CDi diesel auto estate featured here, however, has a slightly different type of owner. Chris bought the car new as he retired and his final company car went back. His thinking was that by buying a quality car he would have something which, if he looked after it, would basically see him out and last for the rest of his time as a driver. Consequently, the car gets a full maintenance package – market value is completely irrelevant – and goes to the local garage every year for a service and MoT. They also sort anything else that's needed, though in truth that hasn't amounted to much in the 17 years/132,000 miles the car has covered so far.

There is, though, a diesel-specific weaknesses to watch out for. Glowplugs can fail, resulting in poor, smoky starting, especially in cold weather. They aren't dear – about £15 apiece – but they are long and narrow with a hollow top, and do have a habit of sticking in the head and snapping off; and if that happens you're into head off, drill and helicoil territory; work which may well cost more than the car's worth. There is a definite knack to getting these out which specialists who work on these cars regularly are far more likely to possess than you or I, and frankly if your car needs replacement glowplugs – or new injectors as these can also stick – I'd recommend entrusting the job to someone who has done it before. They may not succeed but are a whole lot more likely to get them out than you are... »

Mercedes C220 CDI service schedule

Every year/12,000 miles

- Change engine oil and filter
- Check/top-up coolant
- Check/top up brake fluid – investigate any abnormal loss
- Check brake fluid water content
- Check/top up screenwash
- Check/top up power steering fluid
- Check drivebelt condition
- Check/renew wiper blade
- Inspect vehicle underbonnet for leaks and defects
- Inspect/check front suspension
- Check front brakes for wear/function – we recommend removing pads
- Check vehicle underbody for fluid leaks/damage/corrosion
- Inspect rear suspension
- Check rear brakes – we recommend removing pads
- Inspect exhaust system for rust and support integrity
- Adjust parking brake
- Lubricate doorlocks and catches
- Road test car, check all controls and report

Every two years/24,000 miles *Above plus;*

- Renew air filter
- Renew fuel filter
- Renew brake fluid

Every three years/36,000 miles

- One year service plus;
- Renew engine coolant



C220 CDI Service Guide

UNDER THE BONNET

1 RAISE BONNET TO FULL HEIGHT

This is a neat idea which 'experienced' Mercedes owners will recognise but newcomers may not know about. The bonnet has a second, higher 'open' setting which you can raise it to by releasing a small catch on each hinge, improving access enormously.

2 GENERAL UNDERBONNET INSPECTION

Start by having a good look around under the bonnet, looking for obvious defects such as oil and water leaks, and loose/chafed/damaged cables. Even in old age these engines tend to be pretty oil and coolant tight, so any leaks should be investigated.

3 CHECK/TOP UP COOLANT

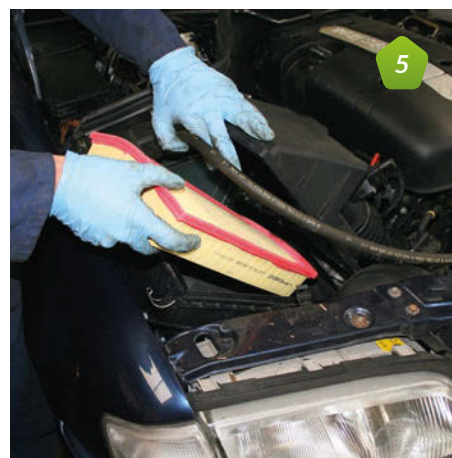
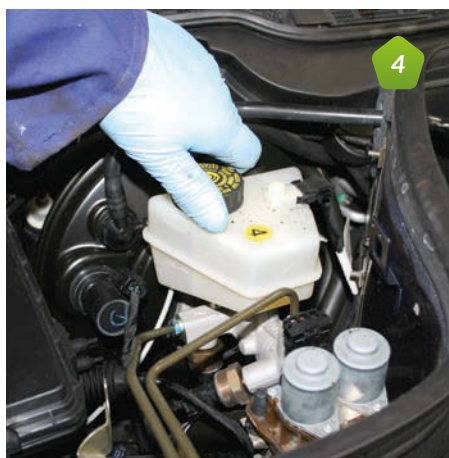
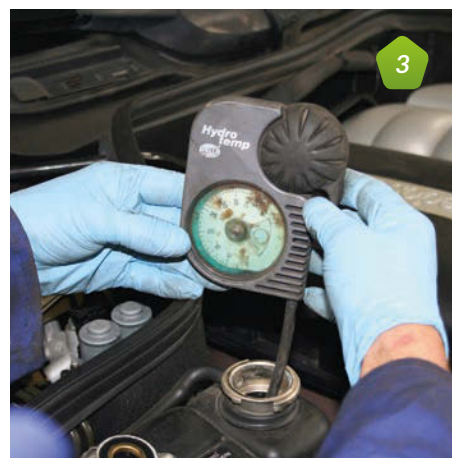
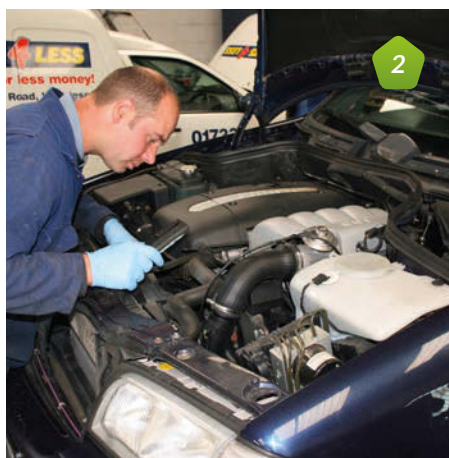
Nothing difficult here – as usual the header tank (at the back of the engine bay) has clear and easy to read level markings. Don't forget to measure the anti-freeze strength using a hydrometer, and renew the coolant every three years irrespective of condition.

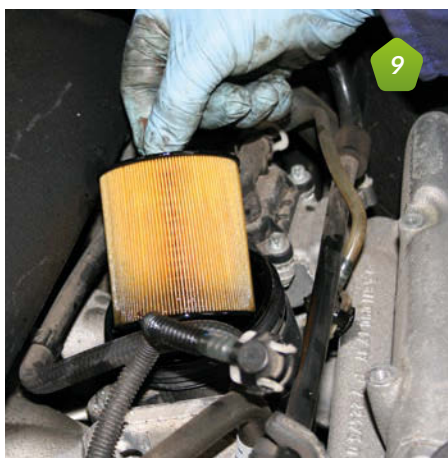
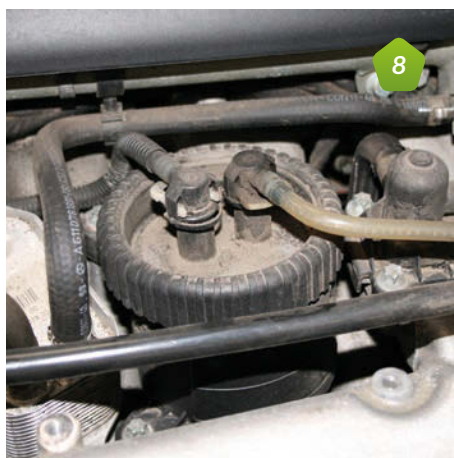
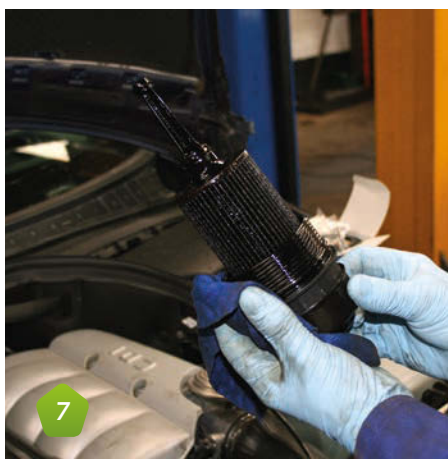
4 CHECK BRAKE FLUID

There's nothing especially difficult/unusual here either; the usual see-through container with minimum and maximum markings. Check the fluid's water content at every service – water-saturated fluid can boil – and renew the fluid every two years.

5 CHECK/RENEW AIR FILTER

The schedule says do this every two years, but check it every year as a lot depends on use and operating conditions. Remove the old filter and blow dirt from the





box, after blocking off the pipe leading to the engine with a piece of rag. They're around £10...

6 RENEW OIL FILTER 1. It's a paper filter element which adds a bit of complexity. Expect to pay £7.50 to £10.00ish depending on whether it's OE or aftermarket. Access is easy enough – it's on the right-hand side of the engine at the front.

7 RENEW OIL FILTER 2 This bit is a bit tricky because you really need a 'grip on top' type of filter wrench to undo the cover. You can then remove the complete filter assembly, take it to the workbench (dripping oil as you go...) and swap the filters over.

8 RENEW FUEL FILTER 1 This is slightly awkward and messy though we've seen far worse. The filter assembly is hidden under a plastic cover – see engine shot – that's secured by two screws. Then you have to disconnect the two pipes – plastic clips.

9 RENEW FUEL FILTER 2 The fuel filter, like the oil filter, is a paper element type (and costs around £8-10) so you have to unscrew the top cover and then extract the paper element. A rather messy business – we recommend surgical gloves to avoid direct skin contact with the fuel.

10 RENEW FUEL FILTER 3 After placing the new filter in, you need to prime the system. One sensible way of doing this is to use anti-smoke additive. This saves having to drain and add diesel fuel, and it benefits the engine and its injector system. »



C220 CDI Service Guide

11 RENEW FUEL FILTER 4
 Nearly there – but the fun isn't quite over, because you've also got to renew the rubber sealing ring. This will probably come off with the cover, but it's best to fit the new one by putting it into the slot on the filter body and then screwing the top down.

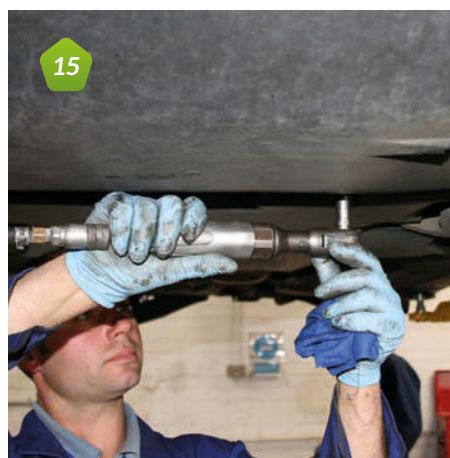
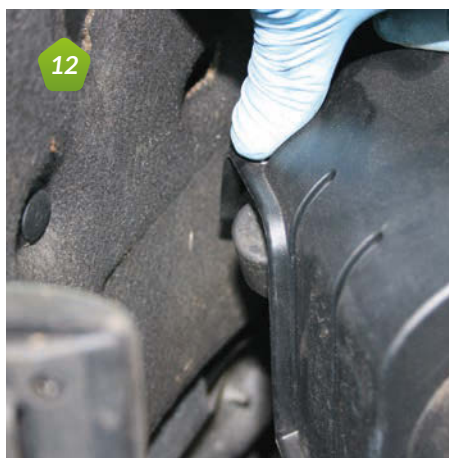
12 AUTOMATIC TRANSMISSION FLUID
 There's nothing at all to do here as the box is 'sealed' and the fluid in it should last the life of the car. The only time this should need attention is if the box is leaking in which case it's a question of draining the remaining old fluid and then adding the box's full capacity – in this case 3.5 litres...

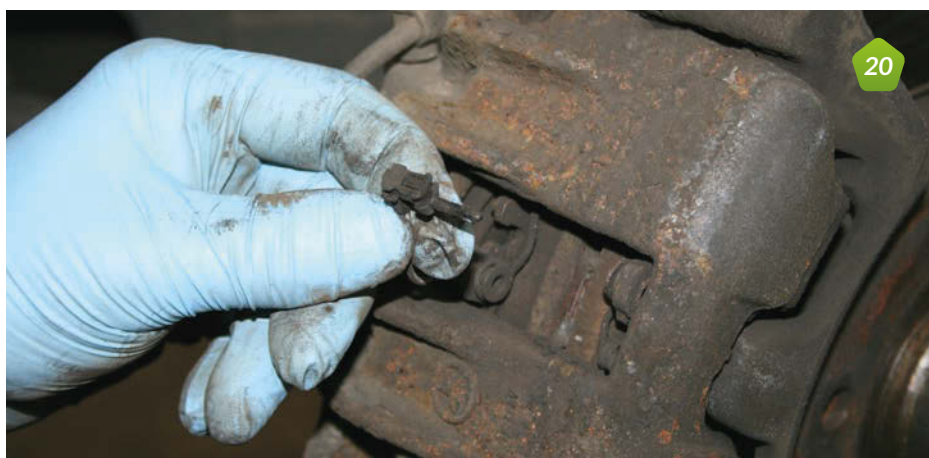
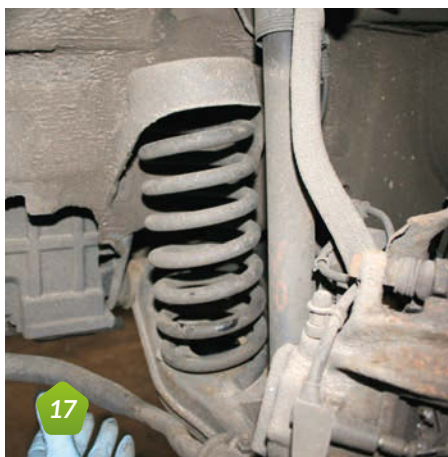
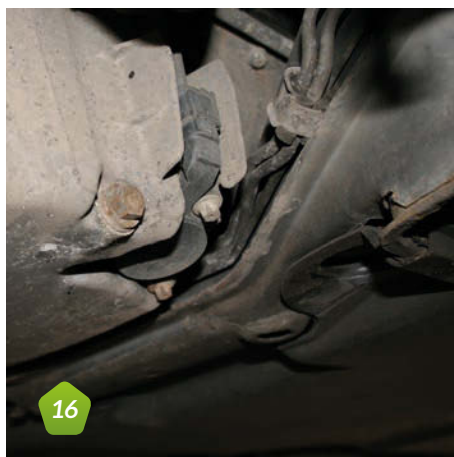
13 TOP-UP SCREENWASH CAN DROP
 Again straightforward – though I have heard of people using coolant anti-freeze here; that's a very bad idea! Always use a good quality screenwash additive as pure water, besides being less effective at cleaning the screen, is also likely to freeze up.

14 CHECK/TOP-UP POWER STEERING FLUID
 Here's another perfectly conventional level check with the usual level dipstick attached to the bottom of the cap. Very slight 'use' between services is normal as all seals weep a bit, but a significant drop needs investigating.

UNDER THE CAR - FRONT

15 REMOVE UNDERTRAY
 As usual, there's a plastic engine undertray. It has to come off, of course, to inspect the engine underside and drain the engine oil, but it's held on by just four 8mm bolts so no real problem.





Many cars will be missing these by now, but if it's there, put it back as it does reduce noise levels.

16 DRAIN ENGINE OIL
Nothing at all difficult here either – a simple, straightforward 13mm headed plug on the side of the sump. Total capacity is 5.8 litres and diesel-specific 10W40 is recommended, so buy a 5 litre and a 1 litre...

17 CHECK FRONT SUSPENSION
By and large the mechanical stuff on these cars lasts pretty well, but most survivors will have done a lot of work by now, and nothing lasts forever. Carry out all the usual checks and give special attention to the springs as they can break at either end.

18 CHECK FRONT SUSPENSION BOTTOM JOINTS
The bottom joints are a definite weak-spot on these cars, but you won't see the movement unless you place a jack under the lower arm about 30-40cms inboard of the joint. Otherwise the spring tends to force the arm down, making the play invisible.

19 CHECK TYRES
This car has matching Pirellis all round – good tyres are always a sign of caring ownership. Even so, it's important to check for uneven wear and damage – especially on the inside. As a lowly 'classic' model, our car doesn't have alloys.

20 CHECK FRONT BRAKES 1
Some are happy with a visual check here; I, however, don't think this is sufficient, and always remove the pads for a full check on condition and to ensure they aren't seized. First extract the pad wear indicator...





C220 CDI Service Guide

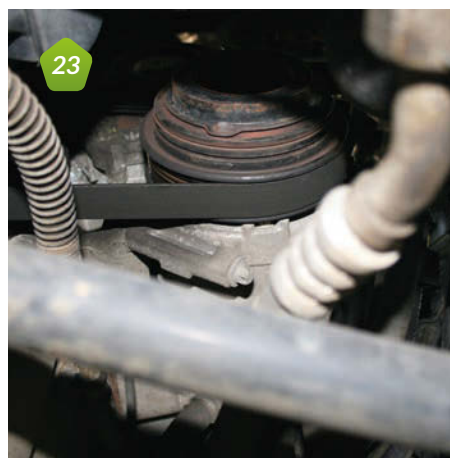
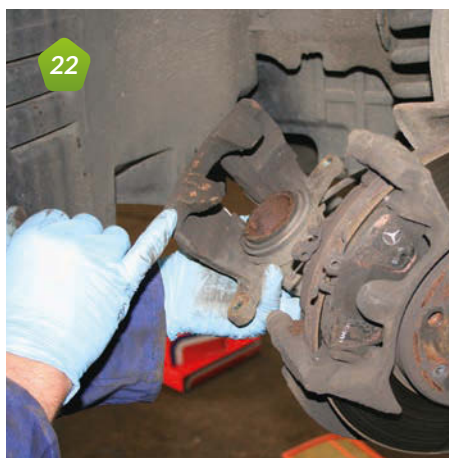
21 CHECK FRONT BRAKES 2

Next, in order to take the calliper off you need to undo the bottom bolt – 15mm spanner to hold the slider still, 13mm to undo the bolt. Don't allow the callipers weight to bear on the brake hose – you can support it on top of the calliper carrier.



22 CHECK FRONT BRAKES 3

Now, with the calliper off, we can check everything properly. It's all good news here; the pads are nearly new and appear to be OE Mercedes – but still take them out and check the friction surface. Check calliper seal and piston for damage, too.



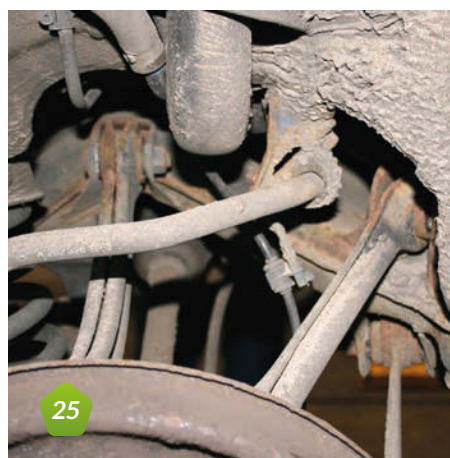
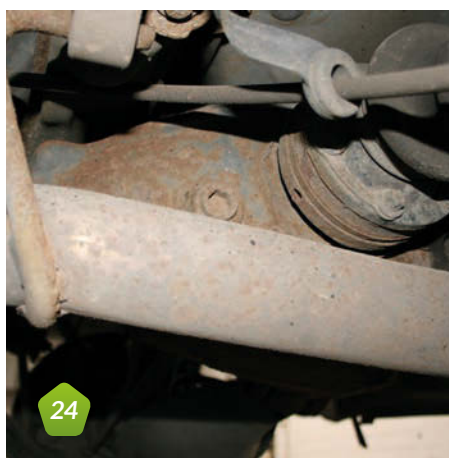
23 AIRCON COMPRESSOR – QUICK CHECK

Before moving to the back, have a quick look at the aircon compressor. In particular make sure the clutch spins freely; there have been a few cases of these sticking and failing. If a clutch is needed it can be fitted without taking the compressor right off.

UNDER THE CAR – REAR

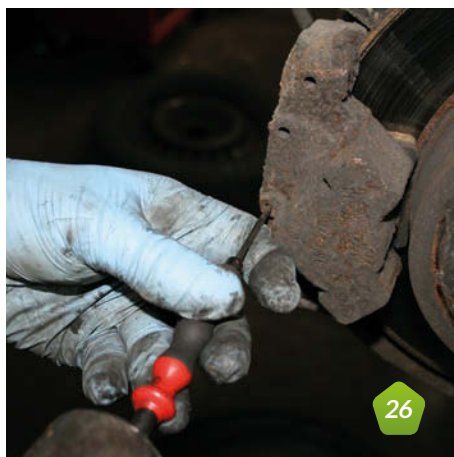
24 CHECK REAR AXLE OIL

As usual, the rear axle/drive unit features a combined oil level/filler plug – 17mm Allen key – and it's a case of ensuring that the oil (EP80 or 90) is just at the bottom of the hole. The car has to be level.

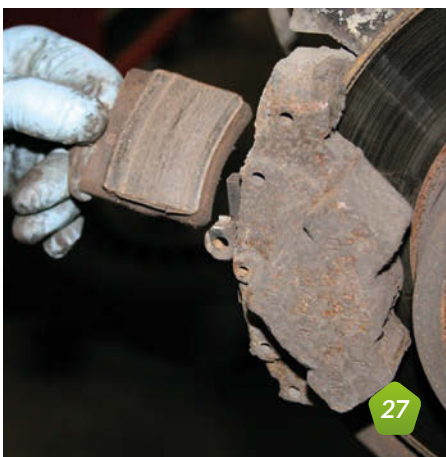


25 REAR SUSPENSION OVERVIEW

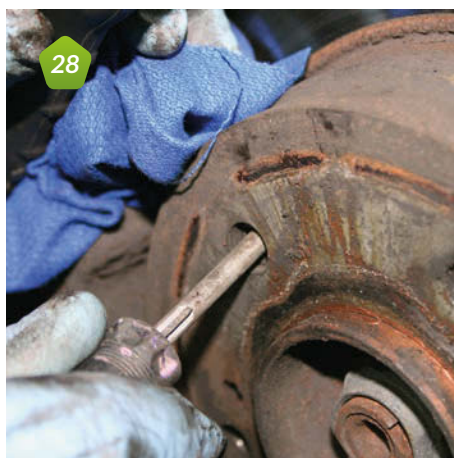
The back end on these cars is a bit more complex than some; but that's what makes the car ride so well! Check for wear in the trailing arm bushes – the one in the very bottom right of this picture is the most likely to go, but they all need checking.



26



27



28



29



30

26 REMOVE REAR PADS 1

To remove the rear brake pads you have to extract one central retaining pin which in turn holds a retaining clip in. The pin has to be tapped out like this using an appropriate-sized punch; you may find neglect/seizure here on badly-maintained cars.

27 REMOVE REAR PADS 2

You can then extract the pads and check their condition. The surface on ours is a little 'glazed' so a quick rub across a flat piece of emery paper is called for.

28 ADJUST HANDBRAKE

The adjuster is inside the brake hub – at about 11 o'clock – and it's a case of turning the adjuster using a screwdriver. Tighten it until the hub locks, then back two or three clicks until it's just turning freely. Do this before refitting the pads. If the adjuster's seized or doesn't work take the disc off and investigate further.

BEYOND THE SCHEDULE

29 BODY CORROSION

Sadly – in fact scandalously given their reputation and hitherto excellent record – Mercedes went through a 'rusty' period in the late 1990s and early 'noughties', and rust isn't unusual. Our car's excellent overall, but the front crossmember is starting to show some nasty signs – time for some Waxoyl!

30 WINDSCREEN WIPER SPINDLE

This is a well-known weakness of these cars; the wiper spindle seizes due to water and lack of lubrication, causing the drive to fail, resulting in no wiper action. Counter this by greasing the mechanism at every service – this should delay the failure at least.



Technical Tips

Words: Peter Simpson

Exhausting business

One job I always hated doing on cars was renewing exhaust systems, and I'm therefore thankful that the days of new systems being needed every two or three years have now gone for good – younger readers probably won't recall the days, not so long ago, when new exhausts were needed so often that tyre depots sold them, and most derived more income from exhausts than 'rubber'.

However, although today's exhaust systems can last ten years or more, exhaust mountings haven't had quite the same life-extension. What's more, this is also an area where all manufacturers –including, I'm afraid, MB, have made 'economies', and modern exhausts tend to have fewer means of support. Then, if one fails, it puts a massive strain on the rest of the



system, a strain which frequently results in something breaking – expensive, especially if a catalytic converter is also involved.

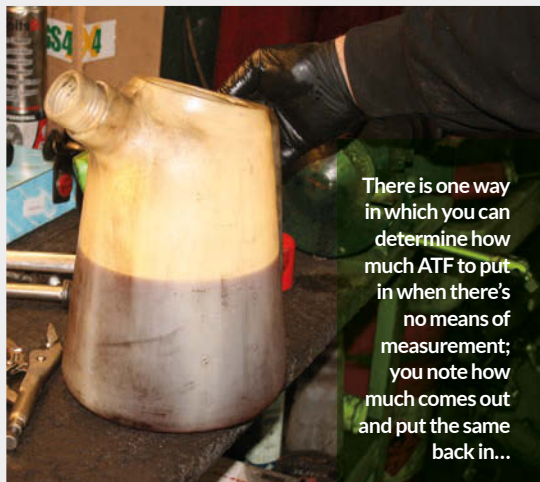
Yet exhaust mounts generally cost just buttons – compared to the cost of an exhaust it's next to nothing. So if you are renewing an

Above: Exhaust mounts are cheap, and should always be renewed in good time and as a matter of course when a system is changed.

exhaust, please don't skimp; pay a bit extra and buy some mounts. Keep an eye – and ear – on their condition too – a couple of quid spent now could stop that nasty knocking from underneath and save you a much bigger bill in future.

What comes out...

Quite a lot of routine service jobs involve changing oils and other fluids – sometimes in situations where the factory service schedule doesn't actually call for a change but a tech-savvy owner is (understandably) reluctant to leave the same oil or ATF fluid in something for 100,000 miles plus. In cases like this, it's often hard to determine how much fluid to add; I'm thinking here particularly of supposedly 'sealed for life' automatic gearboxes; these invariably have a drain and a fill-up point somewhere but no dipstick or



There is one way in which you can determine how much ATF to put in when there's no means of measurement; you note how much comes out and put the same back in...

similar. Additionally, some fluid – possibly half or more of the total content – will usually be retained in the torque converter. So how do you know how much to add?

In fact there is a very simple way of doing this – and it's actually quite obvious when you think about it. You drain the old fluid into a measuring jar so you know how much comes out, and then add the exact-same amount of new lubricant! Assuming there aren't any actual leaks – and by and large most Mercedes are pretty good in this respect – you'll then have the right amount back in. Simple...



Stuck Clutch Cure

I had a call about this time last year from an old college mate I hadn't heard from in years. After the usual pleasantries and catch-up tales were exchanged, the real reason for the call emerged; Chris's Mum had died, her North London home had been sold and he'd 'inherited' the 1973 Mercedes 230 saloon which had been in the family from new, but in the garage for at least 25 years; it had been Grandad's last car. Anyway, as its next custodian, Chris needed to move the family heirloom to his home in East Anglia.

Which was where I came in. A neighbour had managed to get the car started, but with the engine running, it would not go into gear. When the engine stopped though, it went in fine. Chris knew that I'd gone into motoring journalism and found, via the magic of Google, that I was still in the profession – did I know anyone who could sort the car out for him? He'd approached a Mercedes main dealer who, unsurprisingly perhaps, didn't

Above: Family heirloom W114 230 saloon similar to this one that I once owned now has an operational clutch and is set to be restored, thanks to a brutal but effective freeing-off technique.

want to get involved and, not being a car person, he didn't know who else to ask.

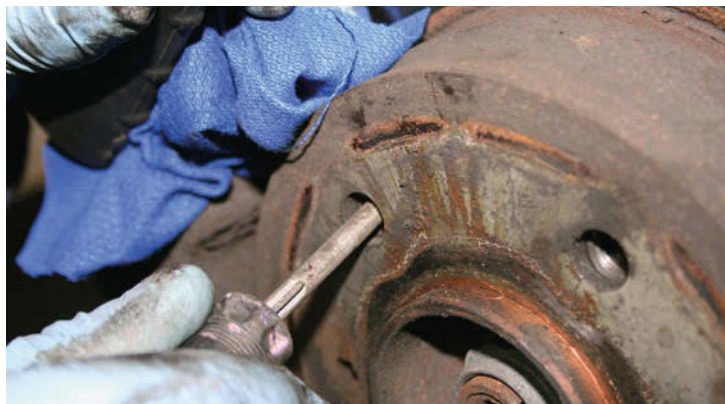
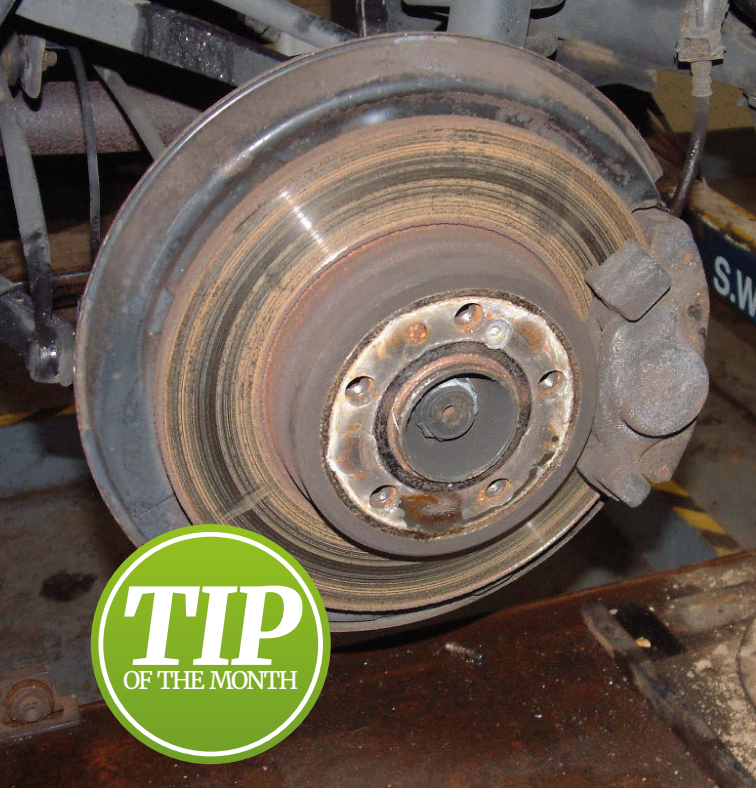
I advised Chris to get a car transport specialist to move the car as a non-runner to his home as if professional help was needed it would be cheaper and probably more 'helpful' up there than in London. However I also suggested trying something else, as the cause was almost certainly the clutch plate and cover having rusted together, meaning the clutch wouldn't disengage. This can happen in less than six months, so after 20 years the two were probably very solid indeed.

There is, though, an old-school cure for this which, though brutal, does usually in my experience work – though it's definitely one to try at your own risk, and I don't recommend it on anything with a complex, unusual or 'fragile modern' transmission! There are two stages to it. First, position the car so there is plenty of space in front of it. Next chock all four wheels firmly and apply the handbrake. Start the engine and get it fully warm – it's not

unknown for heat from the engine to start getting things free. Then switch off, engage first gear and with one foot hard down on the clutch and the other firmly on the brake, restart the engine. This, of course, will cause the car to try and move forwards, but with luck the power of the engine acting against the stationary car will cause the clutch plate and cover to separate.

If this doesn't work, and you have access to a bit of off-road land, repeat the above but without the car anchored down, but be aware that as soon as the engine fires, the car will start to move. Then drive it like this for a while (with the clutch pedal down), and chances are the clutch will free by centrifugal force. Chris is no mechanic but persuaded a local handyman to do the business for him – and despite the long layup, it worked.

There's more good news; having now got the car running and driven it about a bit, Chris has decided to return grandad's car to the road. It'll take time, but he's a determined sort of guy, and I'm sure it will happen...



Parking Brake Fettleing

By and large, Mercls are tough and long-lasting mechanically – that's one of the reasons why many of us like them so much. However one 'weak spot' can be the parking or handbrake – most Mercedes owners will, of course, recognise the crucial terminology distinction here!

Interestingly, parking brake efficiency is/was one of the few areas where most 'classics' need to achieve more in terms of efficiency than later ones. The reason is obvious if you think about it. If a single-circuit system springs a leak, the handbrake is all that's left to stop the vehicle. With dual-circuit systems, however, a single leak cannot cause system failure, and in theory at least, the parking brake will never actually have to stop a vehicle, only stop it from moving. Consequently, while the handbrake on a car with single circuit brakes needs to be 25% efficient, with dual circuit brakes the limit is dropped to 16%.

Mercedes-Benz were – unsurprisingly – an early 'convert' to dual circuit brakes – from the late sixties in many cases.

Handbrake problems, besides being pretty common, are also something which many DIY mechanics make a complete mess of sorting out, and a lot of faults stem not from wear and tear but ill-informed 'adjustment'.

Many assume that if the parking brake fails a test but the 'service' brake (footbrake) doesn't, the problem must

be related to the parking brake cable. They therefore 'adjust' (ie tighten) the cable – probably by quite a lot – and resubmit the car. If the tester does a quick test, the car might well pass like this. If, though, he looks underneath and notices that the handbrake cable is under tension even when the lever is fully 'off' he should tell you to try again.

In 90% of cases an inefficient handbrake will be nothing at all to do with the cable – it's much more likely that the brake assembly at the wheel is out of adjustment and there is more clearance between the friction and binding surfaces than there should be. Tightening the cable pulls the shoes closer, giving the illusion that all's well. However, because this results in the cable being under permanent tension, it soon breaks.

On an older Mercedes with drum brakes this will involve removing the drum and looking inside to ensure everything is free and that the self-adjusting mechanism is working properly. Then if the adjustment is manual, set both brakes up in the normal way – ie turn the adjuster until the drum locks, then back off two or three clicks until it is free to turn.

However most of 'our' cars have disc brakes at the back. To meet Construction and Use regulations the service and parking brake systems must be totally separate so that no one component's failure can affect both. Consequently, there's a miniature drum-type setup behind the disc,

Clockwise from main:

Typical 'used' Mercedes disc rear brakes. The handbrake mechanism is behind the main disc, with the disc's top hat section forming effectively a miniature drum; What's inside. Because the handbrake isn't – or shouldn't be – used while the vehicle is moving, shoe wear should be almost non-existent; Once you know all's well behind the disc you can build everything back up and set the adjustment. Once set, this is unlikely to need much further attention.

operating on the disc's inner edge. In theory, as the handbrake should not be applied while the vehicle is moving, wear should be minimal unless something seizes.

To ensure the settings at the wheel are correct; there is usually a separate adjuster accessed via a hole in the disc, but to be certain there's no external binding I usually unbolt the caliper and wire it up out of the way to avoid putting strain on the rubber hose. But from there it's only one setscrew to take the disc off and have a proper look inside – and if the disc won't then come off that indicates a problem that needs sorting anyway! I'd also disconnect the parking brake cable linkage too, if it's been set too tight in the past you may not be able to set the adjustment properly with it on.

Adjust by turning the adjuster until the disc is locked, then take it back two or three clicks (same on each side) until it is just free to turn without binding.

Once you have got the brakes themselves set up properly try the parking brake again. There's a fair chance that your 'at the wheel' adjustment has bought action back within limits. If not, check that nothing in the cable/lever assembly is stiff or seized – I'd probably dismantle, check and remake all the pivots just in case. Renew any pins etc., that have obvious wear, and give the whole joint a good covering of greaseto keep the damp and road salt out, and hopefully prevent future problems.



Technical Tips

Seat Solution

Some years ago now, I owned a 190E which was, quite literally a pain in the backside. You see, it had two broken springs within the driver's seat base, one of which had protruded up through the seatbase when I was sitting on it. This resulted in several pairs of trousers being written off, to say nothing of the extreme discomfort after every journey.

But what to do? A friend and I came up with the solution you see here, involving a length of commercial vehicle air-line piping which was exactly the right internal diameter to fit over the broken spring ends. This was cut and bent to size – the latter involved a bit of heat to prevent the pipe from flattening and weakening at the bend – after which the pipes were fitted, and

The problem. This innocent-looking hole in the seat base was actually hiding a very nasty and sharp broken spring-end.



With the seat out, the cause of the problem was clear – two broken springs in the seat base. One had already broken through, the other was about to



Two pieces of commercial vehicle airline pipe, bent to shape and with slots at the ends, to permit clamps to secure them in place.



The completed repair. It may look a bit Heath Robinson, but it's totally invisible. More importantly, it seemed to work rather well.



secured with small clamps as shown.

This may look a bit ham-fisted, but it worked extremely well and was still in situ when I sold the car

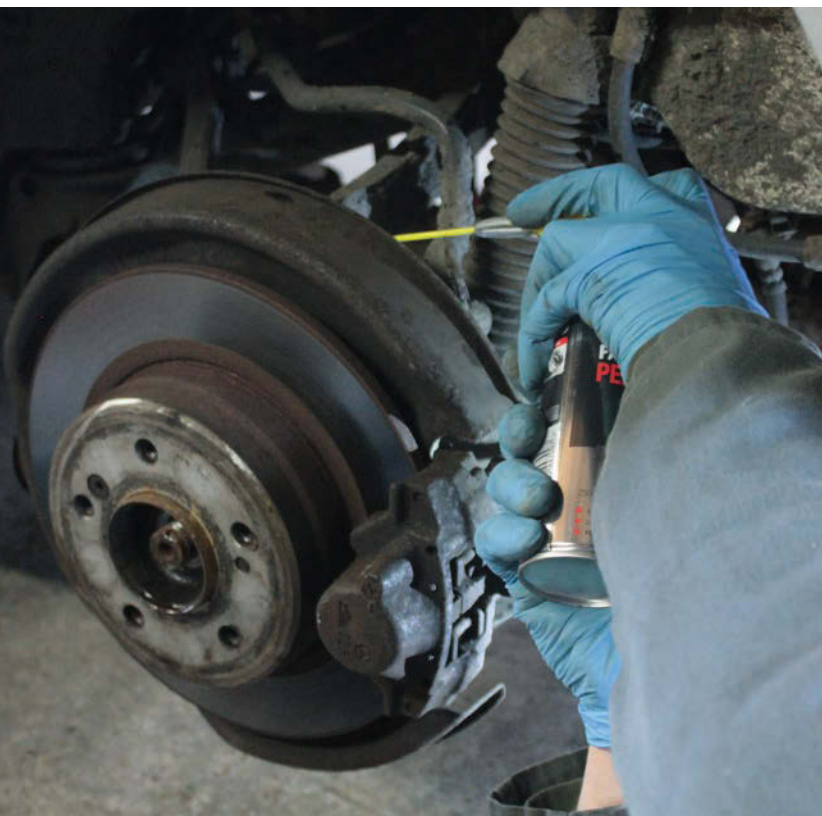
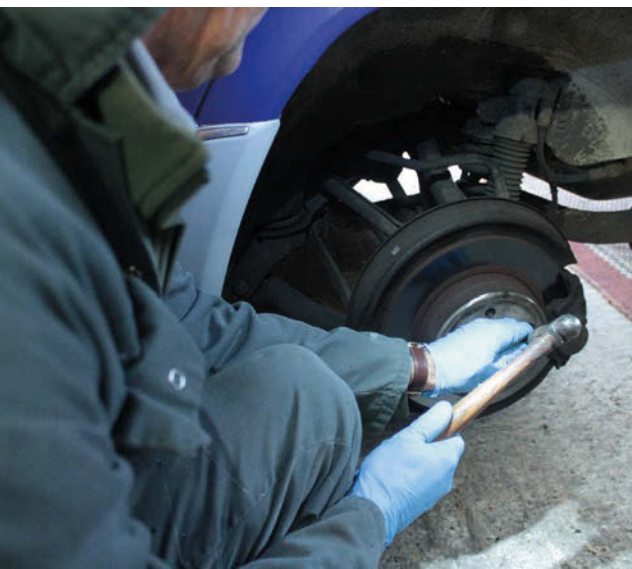
two years later. Trim specialists will probably call it a bodge, but it did the job and I really couldn't – and still can't – see any sensible alternative.

And Finally..

So who spotted what was wrong with the W124 300D engine in last month's Tech Tips? Look carefully, and you'll see that there's an extra coolant pipe running across the back of the engine bay. By and large it looks sort-of right, but the use of two worm-drive clips on the left does seem a bit odd.

The pipe is actually bypassing the whole underdash heater pipework assembly which, on this car, had a very major leak from somewhere, fixing which would involve taking the dash out. That's a major ten to twelve hour job on a W124 – and then there's the cost of parts on top. The car in question was in the 'general' section of a car auction – I think we now know hazard a guess as to why....







Sam Skelton *Editor*

1992 Mercedes 280TE

Mileage: 200253

Miles since last update: 908

Estate of play

Fed up of faultfinding, Sam's swapped his estate for something sleeker.

Something that has always irritated me about my 280TE is the speedometer. It never read right, and worse than that it read the wrong way. Every speed camera I passed resulted in involuntary panic, as I had no idea whether or not I had triggered it despite sitting under the legal limit on the gauge. Enough was enough, so I acted. Having removed the instrument binnacle from the car, my original intention was to re-seat the speedo needle. However, it appeared already to have been removed and glued into place. Instead, by winding the needle counterclockwise, I managed effectively to change the tension on the spring. Having tested it at a number of speeds within the limit, the speed is accurate at 70 and overreads to small degrees under it. I'm confident I won't be caught speeding in this car now.

Time then to deal with complaint number 2. A rear wheel bearing has been making nasty noises since before I bought the car, and after prevaricating I decided it was time to get the job done. My good friend and neighbour Peter was willing to help; his garage having been the scene of many fights with various members of his fleet and mine. Armed with a Haynes manual, it looked like a simple case of stripping the hub from the car, pushing out the bearing with a press, and refitting being the reverse of removal. A job we've achieved between us both on his Rover 75 and my Citroen XM, so one we know we are capable of.



What we learned is that Mercedes multi-link rear suspension is not as simple as we had previously imagined, and that a simple job ended up taking us two days to complete. I say complete – except that in pressing in the new bearing we managed to bend the hub carrier. We reassembled the car as best we could, and I limped it to the local garage. Fed up of struggling; I ordered a secondhand rear hub assembly and paid them to fit it lock, stock, and barrel to my car.

The running issue has if anything become worse. Starting has become more hit and miss – with instant cutting becoming more frequent along with idle spikes. Cutting out at junctions has increased too, and I'm starting to feel the need to drive around the car far more than I had before. It's also started using a lot more fuel – from my Fenland base to my parents for Christmas I averaged just 16mpg up the A1. As a result of

Left: Sam had help from friend Peter with rear wheel bearing.

these issues, I've been using the car less. I wanted to sell it – and as I've bought another estate recently, I didn't need the next Mercedes to be an estate car.

My friend Sam Mace, however, fancied an estate. He wanted to replace his Volvo V70 and his newly acquired E220 Coupe in one hit – reducing the overall size of his fleet to keep the neighbours happy, and getting himself the six cylinder Mercedes he'd really wanted. His Coupe had a number of issues that he didn't want to deal with, and he felt that the running issues with the estate were something he was better-able to deal with. So a deal was done, and he drove to my house in the Coupe before leaving with the estate. He will be documenting his progress in the coming months – this isn't the last you've seen of K543TLB.

Meanwhile, it's time for me to get to know my new purchase...



Jack O'Brien *Club Editor*

1984 Mercedes 230E
Mileage: 86742
First instalment

Garage Hideaway

Clubs Editor's latest project hasn't seen the light of day since 1996

Chrome, Mexican hat alloy wheels, kitsch cool 80s colours, the classic Mercedes dash and huge steering wheel; these are just some of the reasons I adore the W123 series. It is perhaps the most recognisable Mercedes Benz across the world and I believe that if you asked almost anyone to draw a Mercedes, this is the model they would sketch.

While I have been lucky enough to experience quite a lot of W123s, and drive most models – thus far, I have never owned one. It's always been case of no space, no money, or too many cars already cluttering up my life! I found this Thistle Green '84 230E on one of my regular eBay searches, it had been stood since 1996 and as you can see, is a little sorry looking. That said, the low mileage, and fact that it is a two owner car has an appeal of its own. What also attracted me was the spec, Thistle Green is so iconic on these cars, and compliments the chrome-work excellently. I wasn't so sure about the green cloth, but with power windows, sunroof and tempomat cruise control it's quite a nicely optioned 4 cylinder.

Anyway, Sunday arrived, I was the high bidder and we wasted no time hitching up the trailer for the jaunt to Northamptonshire. An eventful day followed but we eventually got the W123 home in one piece and could begin inspecting what I'd bought. The most obvious issue is the bonnet, typical of these cars, when the bonnet hasn't been opened for a prolonged period – 21 years in this case – the hinges seize up and then break when force is applied to open the bonnet. My specialist, Mr Leigh Holbrook of "The Only Way is W123" tells me it's a painful job and to repair the



"When the bonnet hasn't been opened for a prolonged period, the hinges seize and break

Above: Thistle Green compliments the W123. This one will take time to sort, though.



hinges properly, the front wings along with most of the rest of the front end has to be stripped. Oh joy.

Aside from the bonnet misdemeanour however, reports are positive. Obviously having been stored inside for such a long time has done the bodywork some favours, apart from being filthy, dusty and faded, there isn't much in the way of rust and underneath shows both no signs of welding, and no need for any now.

The W123 will be a great winter project and immensely good fun to use next year when the sun returns. Next time I report, hopefully I will have it running and driving, and maybe – just maybe – ready for its MOT.



James Bellis Contributor

1998 Mercedes-Benz E430 Elegance

Mileage: 161252

First instalment

Wolf in Sheeps Clothing

James returns to the world of Mercedes with a thumping great V8 E-Class

During the winter of 2004, my love affair with the Mercedes brand started. I was running a 1966 Triumph Spitfire 4 Mk2 as a daily hack and would run cheap old cars during the winter months.

I purchased a D registered 190 (carb) in champagne with a tasteful red interior from eBay. This car was from a local motor trader and featured noisy wheel bearings and no mot. After getting it tested, I ran it all winter and then sold it on, the following year once the weather improved.

In 2006, I wanted another 190 as a winter hack, but this time I really wanted a 190D. Finding one cheaply and locally proved to be too difficult. I instead settled on a 1990 190E in white which was absolutely mint, again picked up from eBay with no MOT. After putting it through a test, typically a 190D came up for sale fairly locally...

I bought the 1989 190D 2.5 which was an ex taxi with 260,000 miles on the clock, I proceeded to swap all the good bits off the white 190E onto this. This was primarily the alloy wheels and audio equipment, plus a personalised registration. The white 190E was then sold on, for a hefty profit! The 190D did a sterling service and once again was sold once the weather improved, in favour of the Spitfire.

My next brush with a Mercedes was in 2008, with a 1996 C200 Elegance. It was bought from a work colleague's relative - a millionaire who cherished it. I bought it to flip for a profit. It replaced the buyer's C180 Classic, and made me a good profit.

Fast forward to 2016. Some friends and I conceived an idea of doing a Top Gear type challenge to drive £500



cars to the Nurburgring and back – and summer 2018 is going to be our target. A friend of mine from Kent was selling his W210 E430 late last year and offered it to me for the challenge at £500 mates rates. I can't think of anything better than a £500 V8 for the 'ring!

It's quite an unusual car as it was previously an Irish car owned by another friend and imported in 2014, with registration in 2015. It's Elegance spec with optional leather, climate and cruise control, and barely run in at 160,000 miles. What amazes me is

Above: This unmolested example is unusually specced.

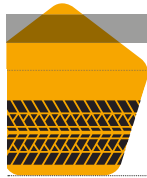


how well the car drives and how tight it feels for the mileage, soaking up the motorway miles. Everything works apart from the climate control, which needs new filters and a hard reset. So far I have racked up a trouble-free 300 miles. I'm missing it at present; I've lent it to a friend whose Mazda gave up the ghost in my care.

I am really pleased so far because the car has come with plenty of history, two keys and its book pack with Irish service history.

I look forward to keeping you up to date as the months go on.





Nick Lawton

1972 Mercedes-Benz 280CE

YOUR CARS

Nick Lawton's 280CE is the realisation of a boyhood dream.



I've always wanted a "stacked tombstone headlight" Mercedes and when I saw this come up for sale I had to have it. It was in Bournemouth – a 13 hour round trip from where I live in Leeds – but that wasn't enough to put me off. It's got the M110 twin cam fuel injected engine, with a four speed automatic gearbox, and being pre 1973 is a pre-facelift example. What makes it even more special to me is that it was registered new a fortnight after I was born.

I've lowered it by cutting the springs in half and fitted 16" Atiwe keyhole alloys. The inside of the headlights has been painted black, I've dechromed the grille, and it's got a full bespoke stainless steel exhaust. The car came with a mega service history; not only did it have paperwork, but jobs done at home were documented on the back of 80s chocolate eclair boxes. The paint's not the best – but it's original paint, I think – and after 46 years, it's not surprising that it's on the weathered side. It's done 71000 miles from new – but it doesn't feel it. It drives and performs better than a lot of modern motors, plus I like the attention. Old and young people alike always come up to me

Left: It may not be original, but the lower ride height and modern alloys suit Nick's Coupe.

"It was registered new a fortnight after I was born."

to talk about the car – that always puts a smile on my face. I once came out of Halfords to see 3 blokes looking round it – 2 cars further up in the car park was a brand new Ferrari, complete with owner looking very confused as to why he wasn't getting the attention!

I'm one of the founders of a club; The Northern Retro vehicle club centred around old cars and historic memorabilia in the north of England. We hold meets and shows for every make of car / bike / truck there is, and several of our members share my love of old Mercs. At the time of writing this my 114 was again at Klassiker in Brighthouse – as it is every year – having its yearly service and inspection ready for MoT (which it will still get even though its now exempt). By the start of spring it will be up and ready for all the up and coming shows / meets.



CLUB NEWS

Our Club Editor brings you the latest from the Mercedes-Benz Club

Moving in to 2018, the Mercedes Benz Club looks forward to another packed event calendar; with the National Concours set for June 16th. Once again organised by Malcolm and Vivienne Franks, the competitive classes are broken down in to three levels: the Enthusiast Class, Concours d'Elegance and Masterclass. The idea is that most owners vehicles, which are reasonably well presented and original can be entered in to the Enthusiast class without massive levels of preparation and so on.

The class is keenly competitive however, with many of the vehicles being presented in exceptional order by committed owners. I've enjoyed entering cars into this class before, it makes for a nice day out – and you might even get something back for all your hard work with the polish. In previous years there have been issues

in relation to a lack of feedback from judges, and the fact that the only form of published results come as a numerical score in the Club Gazette. It has been said on numerous occasions by members that feedback from judges, especially at this 'Enthusiast' level would be constructive and give members that are perhaps new to judged events an idea of what to improve on for next year...

Within the Enthusiast Class, there are the following categories:

- Four Door Cars Under 10 Years Old
- Two Door Cars Under 10 Years Old
- Four Door Cars Between 10 and 20 Years Old
- Two Door Cars Between 10 and 20 Years Old
- Four Door Cars Between 20 and 30 Years Old
- Two Door Cars Between 20 and 30 Years Old
- Four Door Cars Over 30 Years Old
- Two Door Cars Over 30 Years Old

Above: AMG GT takes centre stage at 2017 National Concours.

Moving up to the Concours d'Elegance, this level is for previous winners of the Enthusiast Class, and vehicles presented are usually in far above average condition and significant preparation will have gone in to the detail of the vehicle on display. At this level, not just the exterior of the vehicle is judged, but the interior, engine bay, underside and the paperwork and documentation in order to determine whether the vehicle in question is a true original. Once again, awards are given for two and four door cars. Something I have found odd at Concours in previous years when I have attended is that despite tyres being a part of the judging, I have been informed that only the condition and the fact they match is judged. If I could change one thing, I would deduct points for tyres which are not correct to the manufacturer shown on the factory data-card. Failing that - if such tyres are no longer available - a close substitute OEM brand. A car at Concours



Jack O'Brien Club Editor



d'Elegance level shouldn't really be presented on cheap non-brand rubber.

The Masterclass is the highest level of competition offered, and only the most exceptional vehicles get this far, and it is the highest score from this class that the Best in Show is found. In the past awards have been given for "Best Interior", and a prize is given to the region with the most amount of points overall. As well as the competition, the club generally uses the annual Concours to mark anniversaries or notable moments in the company's history. Last year there was a strong AMG presence,

"The Masterclass is the highest level of competition offered."

Above: Strong AMG presence alongside more traditional Mercedes models.

with MB UK supplying a fleet of cars for static display, as well as their latest offerings for members to test drive (I didn't bother, I was happy enough with my 190E). This year, the club will be celebrating 50 years of the W114/5 models and will be making a special display of models with the famous M100 V8. A powerhouse of an engine, which in the 450SEL 6.9 application made for the fastest 4 door saloon car in the world in 1975. It would now almost certainly be outperformed in every measurable way by the most basic W222 S350d. Progress? You'll have to judge for yourself.

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190E



1991, 65,000 Miles, £6,995. Finished in smoke silver with unmarked brown interior. Factory sunroof, lovely unmolested example. Full service history. Please call 01485 541526. (T)

230

230



1981, 57,000 Miles, £12,995. Only one owner. Finished in immaculate Taigu beige with tan interior. Spec includes auto transmission and power steering. Very hard to find low mileage and one owner. Please call 01485 541526. (T)

250

250 SE AUTO



1997, 23,555 Miles, £19,995. Finished in immaculate Mercedes classic white with unmarked red MB tex trim. Huge history file with this car and known to us for a number of years. The car was imported from Botswana in 1998 by a titled gentlemen who we purchased the car from in 2008 and we have looked after the car since then. The car is in immaculate condition, rust free and original. One of the best you will ever find. Please call 01485 541526. (T)

C-CLASS

C220 CDI



2004, £3,950. Advant Garde SE Auto, diesel, silver, service history, very tidy car. Please call 01484 420902. (T)

CL

CL500



2000, 99,000 Miles, £3,225. 500 coupe, automatic gearbox. Brilliant silver with grey leather, good all round condition, drives very well, MoT. Please call 01483 282830.

CL500



1999, 99,000 Miles, £2,750. Automatic. Silver with grey leather interior. MOT. Good condition all around. Please call 01483 282830.

CL500



2002, 89,000 Miles, £7,995. Finished in light metallic blue with grey hide, immaculate unmarked car, very high spec with full service history. Superb looking and driving car, exceptional value. Please call 01485 541526. (T)

CL500



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CL600



2008, 80,000 Miles, £23,995. Black metallic exterior. Automatic gearbox. Finished in immaculate Obsidian black with unmarked black leather. Panoramic roof, upgraded alloy wheels and Mercedes Command system. Please call 01485 541526. (T)

CLC

CLC180 KOMPRESSOR SPORT



2011, 31,000 Miles, £8,950. Automatic, gun metal grey. All of the extras included. Please call 01484 420902. (T)

CLK

CLK230 KOMPRESSOR



2002, £2,250. Compressor convertible, automatic gearbox. Blue with grey leather interior and MoT. The car is in very good condition. Please call 01483 282830.

E-CLASS

E320CDI AVANTGARDGE



2005, 145,000 Miles, £2,750. Full electric, AMG alloys. Lots of history available. Please call 074499 58665.

S CLASS

S320



1998, 99,000 Miles, £2,995. 320 Petrol S class, auto, 140 series, R reg, silver grey leather, wooden steering wheel, glass sunroof, double glazing, one year MOT. Please call 07788 561850.

500 SEL LWB



1986, 105,000 Miles, £3,250. Auto, excellent solid condition. Thistle Green, just out of long term storage. Looks and runs superb, needs minor repairs. Genuine bargain. Please call 07885 519770.

S500L



2001, 52,000 Miles, £7,995. In mint condition. Finished in silver with black hide. Full spec car including dual climate control, sun roof. Electric seats including rear seat, black nappa leather. Full service history. Please call 01485 541526. (T)

SL

SL



51,000 Miles, £13,995. Finished in immaculate brilliant silver with unmarked black leather and black hood. Comes with a full service history and old MoT certificates and invoices to confirm the very low mileage. Very hard to find low mileage and very looked after SLs like this one. Please call 01485 541526. (T)

280SL



1969, 27,000 Miles, £79,950. Pegoda, hard and soft tops, automatic, power steering, finished in unmarked brilliant signal red with tan hide interior, always garaged. Please call 02380 766870, Hampshire.(T)

SL320 V6



1999, 92,000 Miles, £9,550. Red with cream leather upholstery. 4 previous owners. In fantastic condition for age. A few stone chips as would be expected for an almost 20 year old car, otherwise superb. Please call 07462 607440.

SL350



2003, 91,000 Miles, £9,495. Finished in dark blue metallic with light beige leather interior. With a full Mercedes service history. Very high spec car with AMG alloy wheels and panoramic roof. Please call 01485 541526. (T)

SL350



2005, 42,000 Miles, £13,995. Black metallic exterior. Automatic gearbox. Please call 01485 541526. (T)

SL50



1993, £3,999. In pearl grey metallic with contrasting grey leather trim and a factory fitted hard and soft top. Large service history comprising of 17 service stamps. Please call 02380 766870 / 07545 703474.

SLK

SLK230 KOMPRESSOR



2003, 68,000 Miles, £5,995. Finished in special order sapphire blue metallic with full black leather trim. Includes the owners handbook, service book, spare keys and original document holder. Extras include, full leather trim, metallic paint, ali kit, autotip gearbox, tinted glass, alarm, immobiliser, c/locking, e/door mirrors and electric windows, electric hardtop (folds into boot) and 5 spoke alloys. The car also includes front fogs, red brake callipers, mesh grill, MB dustcaps, AMG badging, cruise control, climate control, high level brake light, GB badge, white dials, hrw, overmats, wind deflector, radio/cd with extra speakers, airbags, centre armrest, ESP, and extra chrome kit. Please call 01202 709407, Dorset. (T)

SLK230 KOMPRESSOR

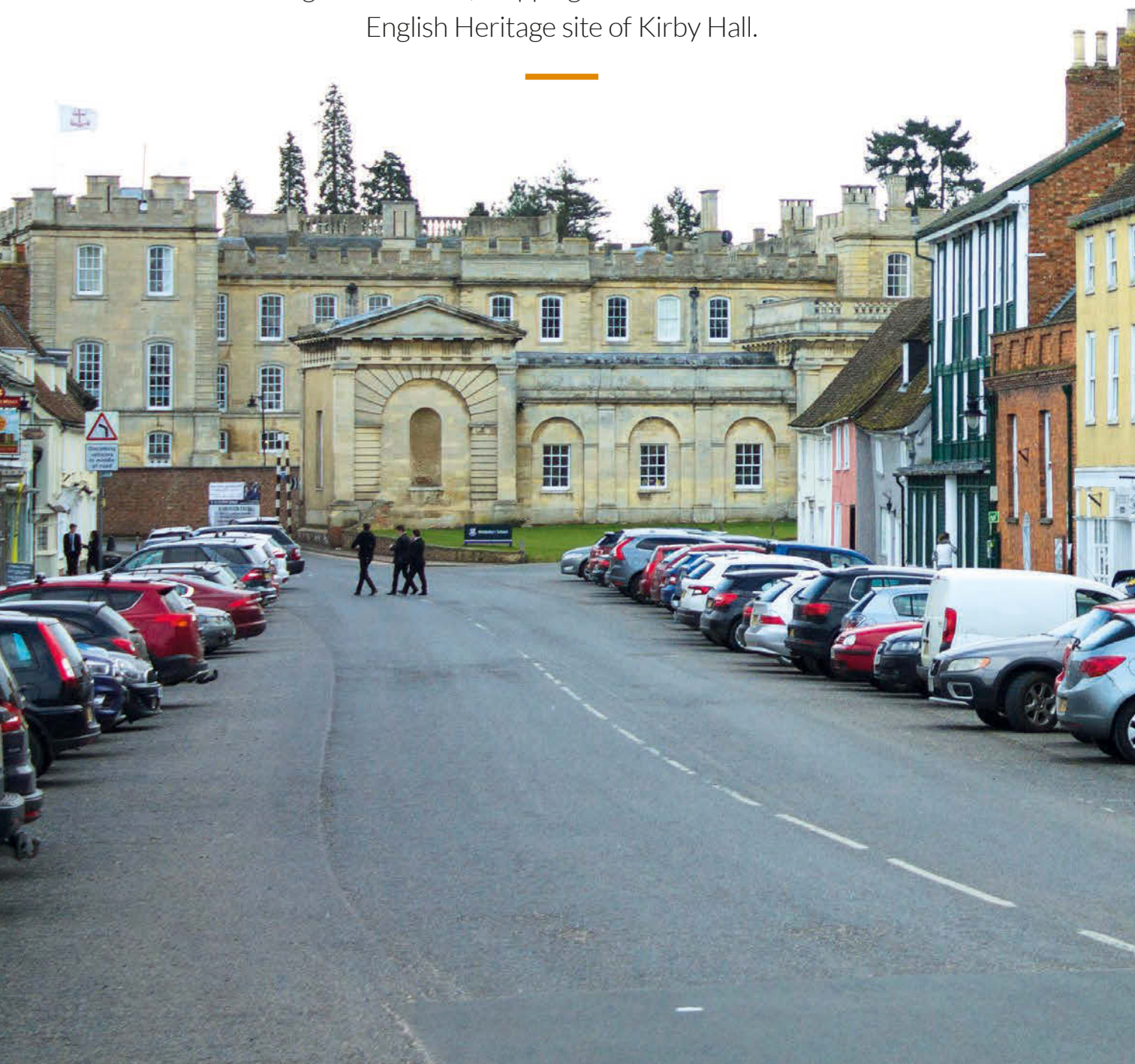


2001, 51,000 Miles, £5,495. Finished in desingo blue with two tone desingo leather interior. Turbine alloy wheels. Full service history. Very well looked after car. Please call 01485 541526. (T)

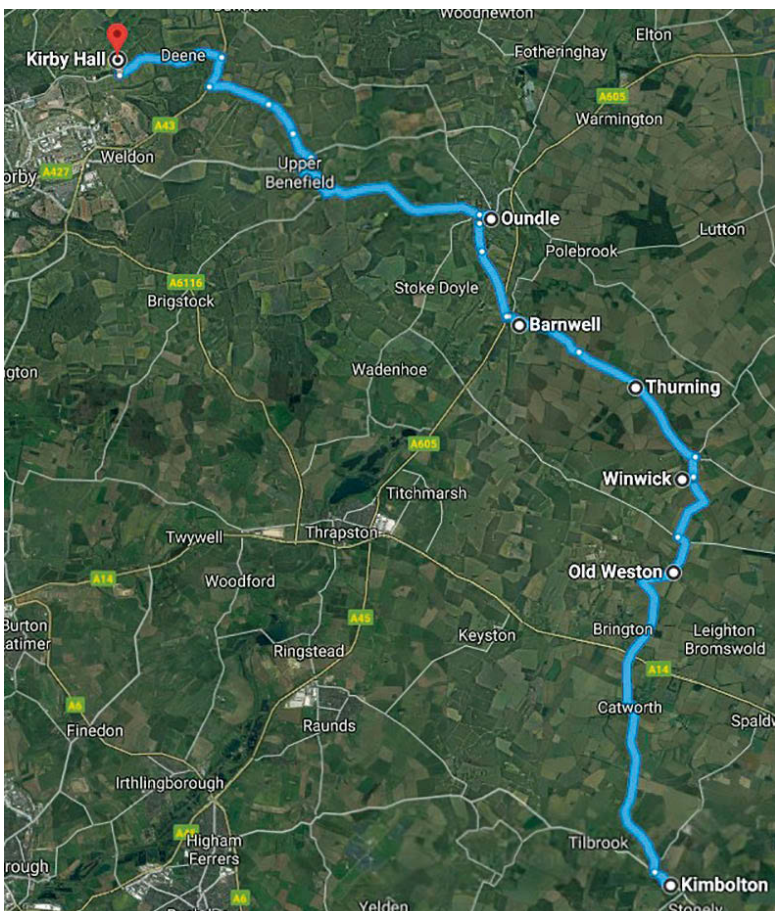
ENJOYING YOUR MERCEDES

BRITAIN By Benz: *Pt 2.*

This month Mercedes Driver visits the Northants/
Cambridgeshire border, stopping at two historic towns and the
English Heritage site of Kirby Hall.









Classic Touring

Words: Sam Mace
Words: Sam Skelton

Our starting point is Kimbolton, a Cambridgeshire market town ten minutes from the Catworth junction of the A14, and about 15 minutes from the A6 and A45.

Chartered to hold a market and fair in the year 1200, Kimbolton still holds this fair every September. With free parking in the High Street, be sure to stop and admire the characterful buildings, barely changed since Victorian times. The view of the High Street is dominated by Kimbolton Castle, a local landmark that is of historical significance. An earlier iteration of the castle is where Catherine of Aragon lived from 1534

until her death in 1536. Now part of Kimbolton School, the castle opens to the public on the first Sunday of March and November.

You have a chance to stay overnight on the High Street, at Carter's Yard B&B. Boarding costs £85 a night for two people, including breakfast. It's also interesting to note that this tiny town is home to Kimbolton Fireworks, the last remaining UK based fireworks manufacturer.

Head down the High Street away from the castle, around a sharp s-bend, then turn right onto the B660, just after the coach depot on your right. There's a series of sweeping curves to enjoy which lead out of Kimbolton, leading

Below: Mercedes sits well in the ancient market town of Oundle

you to steep hill. Keep on the B660 and drive over the A14, and follow signs to Old Weston. After driving through Old Weston the road curves to the left. Take the first right after the bend, onto Old Weston Road. Following more wide country roads, which were deserted when we drove on them, our route takes us through the villages Winwick and Thurning. As you reach Thurning, you will see a church on your left. Turn right at the church, and then take the next left.

We stay on this road all the way until Barnwell, a small village close to the A605. With a pub, The Montagu Arms, as well as a castle, Barnwell is the ideal place to stop for refreshments and a stretch of the legs. The Castle »





"Hatton wanted to impress Elizabeth with his taste and wealth - but he sadly never got the visit."

is easily accessible by turning right just before the bridge in the centre of Barnwell.

Dating from 1132, the castle later became a Royalist arsenal during the English Civil War. Its owner - Sir Edward Montagu - was imprisoned in the Tower of London for supporting King Charles I, in 1642. Montagu's legacy is strong however, and he is probably owed a debt of gratitude from Kimbolton's signature industry. As an MP for Northamptonshire, he was the founder of what we today call Guy Fawkes Night. Montagu drafted the Observance of 5th November Act 1605, which was passed in 1606.

Your next destination is far more pleasant than the Tower of London however; the market town of Oundle, with a market charter traceable to 972AD. We leave Barnwell by continuing over the bridge and joining the A605 eastbound. Continue to a roundabout and turn left onto Station Road. You should see Oundle Wharf to your left. Keep on driving, and eventually this road will lead you to West Street, which has the best that Oundle has to offer.

Known for its distinctive limestone Georgian buildings, there is plenty to do and see in this pretty Northamptonshire town. There's a choice of eateries and cafes to suit most tastes, ranging from the traditional Ship Inn pub, or trendy coffee shops. Already eaten in Barnwell? Not to worry,



because there's much more to this history-rich town than places to eat and drink in. The Oundle Museum charts the story of the town from prehistoric times, up until the modern age. The building itself is a former courthouse, situated at the end of West Street, and is easily reached by foot or car.

Also of historical interest is the Church of Saint Peter, which boasts the highest spire in Northamptonshire.

The church may mostly be of 13th Century construction, but it is believed that a different church was on the same site during the days of the Saxons.


After we've enjoyed Oundle, it's time to drive to Kirby Hall, our final stop of the day. Drive out of Oundle, following the A427 until you reach Upper Benfield. Just before the road bears to the left, turn right at the small green. Follow the road a short distance and

Top: Kirby Hall is operated and maintained by English Heritage.

take the first left. Stay on this road until it reaches the A43, then turn right and then take the first left onto Kirby Lane: you're now on the road that will take you the Elizabethan Country House.

Set aside at least an hour to explore this oddity, which has a history that is as fascinating as it is strange. Built by Sir Christopher Hatton, Lord Chancellor to Elizabeth I, Kirby Hall was intended to host her. Hatton wanted to impress Elizabeth with his taste and wealth - but he sadly never got the visit his house was built for. Elizabeth didn't visit Kirby Hall, and the cost of building it financially crippled him for the rest of his life. Kirby Hall gradually sunk lower in social standing, eventually becoming home to a shepherd and his flock, before slipping into dereliction.

Today, you can visit Kirby Hall, which is maintained by English Heritage. Partially restored, partially in ruins, it is a fascinating end to our day. Before you leave, be sure to go outside and look at the garden, which has been restored to how it would have looked in Hatton's day.

This isn't a circular route, and we encourage you to explore the surrounding areas. The East Midlands may not have a reputation of glamour and beauty, but it is unfair to condemn the area for this. It's home to many hidden gems, like Oundle and Kirby Hall, all on some great driving roads that never seem to be very busy. Get out there and make the most of them. 



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2000 MERCEDES-BENZ SL-CLASS 350 Finished in immaculate Obsidian black with unmarked black leather. Panoramic roof upgraded alloy wheels Mercedes Command system. ONLY 42000 miles with full service history. Immaculate low mileage car. **£13,995**



2008 MERCEDES CL600 AMG Finished in immaculate Magnatite black with unmarked ivory ventilated leather. The car has every option including command system, heated and cool seats, Multisentric front seat with bolster adjustment and massage setting, night vision, DVD and sunroof. AMG wheels, distance drive dynamic and much more! The new car invoice is in the file amounting to £108,000 when the car was new. MINT CONDITION EXCEPTIONAL VALUE! **£21,995**



2002 MERCEDES CL500 Finished in light metallic blue with grey hide, immaculate unmarked car very high spec 89,000 miles with Full Service History. SUPERB LOOKING AND DRIVING CAR, EXCEPTIONAL VALUE. **£7995**



1978 MERCEDES 190E 1.8 AUTO Finished in light metallic silver with beige velour upholstery, only 38,000 miles from new. Extras include Velour seats, electric windows, alloy wheels. Car has been in storage for many years. Now fully recommissioned and ready for the road again. Excellent low mileage example. **£14,995**



1981 MERCEDES 230E AUTO Only one owner and 57,000 miles. Finished in immaculate Taigu beige with tan interior. Spec includes Auto Transmission and Power Steering. Very hard to find low mileage and one owner 123 Mercedes in this condition. **£12,995**



2001 MERCEDES 500 SEL Only 52,000 miles and mint condition, finished in silver with black hide. Full spec car including dual climate control, sun roof, electric seats including rear seat, black nappa leather. Full Service History. Very hard to find a better one. **£7995**



1991 MERCEDES 190E 1.8 AUTO Finished in Smoke Silver with unmarked brown interior. Factory sunroof, lovely unmolested example. Only 65,000 miles and Full Service History. **£6995**



1968 MERCEDES 250 SE Finished in immaculate Mercedes classic white with red MB Tex Trim. The car was imported from Botswana in 1998 by a titled gentleman who we purchased the car from in 2008 and looked after the car since then. The car is in immaculate condition, rust free and original. NOT MANY LIKE THIS. **£19,995**



2006 BMW 650i CONVERTIBLE V8 Finished in immaculate metallic silver with unmarked black leather and black hood. Just one family owned from new. Full BMW main dealer history from new. VERY HIGH SPEC CAR IN IMMACULATE CONDITION. **£9995**

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