

APRIL 2020 | £4.70 | US\$11.70

**MERC  
TRADER**  
FOR BUYING  
& SELLING



**TOP 10**

# STAR STUNNERS

## OUR PICK OF SUMMER CABRIOLETS

**BUYER'S  
GUIDE**



**E55/E63 AMG**

**W123**

**50,000 MILE  
ROAD  
TRIP**



**CLASSIC**

**UNIQUE  
SLS RACER**




**NEW TECH MASTERS • AMG G63 DRIVEN**





# ***Carlsson***



**Carlsson Fahrzeugtechnik GmbH** • Im Rayon 1 • D-66740 Saarlouis • Tel. +49 (0) 6831/6 87 87-0 • [info@carlsson.de](mailto:info@carlsson.de) • [www.carlsson.de](http://www.carlsson.de) •  [officialcarlsson](https://www.instagram.com/officialcarlsson)

Carlsson recommends:







Issue 222  
April 2020

CRAIG PUSEY

## Editor

Simon Holmes +44 (0)20 8639 4406

## Art Director

David 'Spike' McCormack

## Designers

Sarah-Jane Mortimer, Claire Trent, Stuart West

## Retoucher

Linda Duong

## European Editor

Ian Kuah

## Publishing Director

Paul Cosgrove +44 (0)20 8639 4401

## Advertisement Sales Executive

Tom Pickford +44 (0)20 8639 4416

## Sales & Marketing Manager

Richard Cosgrove +44 (0)20 8639 4403

## Contributing writers and photographers

Guy Baker, Martin Buckley, Piotr R Frankowski, Steve Hall, Reed Hitchcock, Kyle Molyneux, Darwin Nugraha, Terry Osborne, Robb Pritchard, Dieter Rebmann, Shane O'Donoghue, David Sutherland

Mercedes Enthusiast is published by Sundial Magazines Ltd, Sundial House, 17 Wickham Road, Beckenham, Kent, BR3 5JS, UK.

TEL +44 (0)20 8639 4400 FAX 020 8639 4411

EMAIL [info@mercedesenthusiast.co.uk](mailto:info@mercedesenthusiast.co.uk)

WEB [www.mercedesenthusiast.co.uk](http://www.mercedesenthusiast.co.uk)

## SUBSCRIPTIONS/BACK ISSUES

Mercedes Enthusiast Subscriptions, Trinity House, Sculpins Lane, Wethersfield, Essex, CM7 4AY, UK.

TEL +44 (0)1371 853633

FAX +44 (0)1371 851808

EMAIL [mercedesenthusiast@escosubs.co.uk](mailto:mercedesenthusiast@escosubs.co.uk)

Newstrade Seymour Distribution, 2 East Poultry Avenue, London, ECTA 9PT, UK.

TEL +44 (0)20 7429 4000

Repro Design & Printing Solutions Ltd, Unit 45C, Joseph Wilson Industrial Estate, Whitstable, Kent CT5 3PS.

Printing Walstead Roche Ltd, Walstead Roche Factory, Victoria Business Park, Roche, St Austell PL26 8LX.

Copyright Sundial Magazines Ltd 2020. All rights reserved. Reproduction in whole or in part is forbidden without the permission of the publishers. ISSN 1474-7030 Sundial Magazines Ltd. Registered in England no. 4134490.

Conditions for advertising All advertisements are accepted subject to the publisher's conditions of insertion. For a copy of advertising terms & conditions, please write to Paul Cosgrove at Sundial Magazines Ltd, Sundial House, 17 Wickham Road, Beckenham, Kent, BR3 5JS.

## MERCEDES ENTHUSIAST

is published on the third Friday of every month

Editorial comment and the latest from the Mercedes Enthusiast team

ALSO AVAILABLE

on iPad, Android and Pocket Mags!



**The G63 starts to make sense and you can see why. Where else do you find a car with such character? It really is a vehicle like no other**

IT'S FUNNY HOW YOU GROW TO LIKE SOMETHING, BUT THEN CARS CAN DO THAT TO YOU. I NEVER expected to even understand the new AMG G63 which, priced at £147,000 in testing was one of the most expensive cars I've ever driven. But after a week behind the wheel, I really grew attached to the Goliath of a car. As much as it seemed silly and ostentatious, that was also the reason it appealed. I can't imagine it would ever be the only vehicle a potential customer would own, surely joined by a fleet of supercars and the like. But as soon as you realise and accept that, the G63 starts to make sense and you can see why. Where else do you find a car with such character? It really is a vehicle like no other on the road and despite its shortcomings (parking and fuel consumption are both issues around town) the fact it has performance that could embarrass the odd supercar makes up for it. You can read the full story on page 22.

Speaking of performance, if that's your particular cup of tea, we suggest you keep an eye out later in the year for an upcoming special magazine we're currently producing named Mercedes Performance, which will feature a variety of high-octane content like no other.

Elsewhere in this issue, our cover feature centres on our top 10 Mercedes Cabriolets for the summer, all within a decent £10,000 budget too. You could grow to like any of the selections we've found and we're sure there's something for everyone, so take a look at page 46 and start planning a purchase for some roof down motoring in the sun! We hope you enjoy the issue.

**Simon Holmes**  
Editor



## Who's been doing what in this month's Mercedes Enthusiast...



### Ian Kuah

Our man in with all the big German tuning houses visited Hofele Design to drive its spectacular S-Class model, which homes in a particular kind of client,

as he explains. "The aftermarket tuning industry always seems able to find a niche that the factory has overlooked," says Ian. "And Hofele Design has identified a niche for an S-Class with a level of interior to match the luxury of a Maybach." Sure enough, it's a mix of luxury like no other other Mercedes we've seen. The full story is on page 60.



### Robb Pritchard

It's been a very busy month for Robb, who has seemingly been here, there and everywhere. He started with the incredible road trip story of lip Amn

with his W123 who drove 53,500 miles across the world on page 30. He then went on to tell the tale of the Porter Special SLS racer from the 1950s that remerged in recent times, found on page 52, before ending on the personal story of one man and his father's W126 that was saved from the dead. You can read about that one on page 70.



When you have finished with this magazine please recycle it.



Follow us on Twitter  
@MercEnthusiast



Like our Facebook page:  
[Facebook.com/MercEnthusiast](https://www.facebook.com/MercEnthusiast)





74



22

*Cover story*  
46



60



52



70



**NEVER  
MISS AN  
ISSUE!**  
See p28 and  
subscribe  
**TODAY!**



66



38



30

# CONTENTS

## APRIL 2020

### UPFRONT

- 6 **News** The latest Mercedes news, launches and motorsport
- 10 **Market Watch** We're focusing on the SL55 AMG model
- 14 **Merc Man** Remembering why the old ones aren't the best
- 17 **Inside Line** Is the SUV taking over? We think it might be
- 19 **Letters** More from loyal Mercedes-Benz readers

### FEATURES

- 22 **ROAD TEST** We see what the hugely impressive **AMG G63** is like to live with a week long test to put it through its paces
- 30 **ROAD TRIP** The incredible story of how a team in Indonesia decided to take an ageing **W123** on a 53,500-mile journey
- 38 **SPOTLIGHT** Our contributor recalls the time he test drove the **SLK55 AMG** when it launched, but it didn't go to plan
- 46 **TOP 10** Just in time for summer, we're taking a look at the top 10 suggestions for bargain **Mercedes-Benz Cabriolets**
- 52 **CLASSIC CHOICE** We tell the tale of the **Porter Classic Special racer** from the 1950s that still competes today
- 60 **TUNER CAR** It's over to Germany to test out Hofele Design's take on the **S-Class** to bridge the gap with a Maybach
- 66 **TECH MASTERS** New this month begins a series dedicated to development through the ages, starting with **headlights**
- 70 **SUSPENSION TECH** This time we talk about how Mercedes' complex **active rear steering** works and why it's better

COVER  
STORY

### THE BACK END

- 74 **My Merc** We meet an owner of a 126-series model
- 76 **Mercedes Buyer** Deals, tips, top three steals and more
- 80 **Buyer's Guide** What you need to know on the E53/E63 AMG
- 87 **Running Reports** CLK, GLC and 300SE updates
- 94 **NEXT MONTH**
- 95 **Merc Trader** Find your next three-pointed star here
- 106 **Wandering Star** Behind the wheel of a Gullwing

80





The latest Mercedes launches, news and motorsport

# NEWS



## E-CLASS FACELIFT

The latest refresh sees the model firmly updated

**W**ith over 14 million saloon and estate models sold since 1946, the E-Class is the best-selling model series in the history of Mercedes-Benz.

The 10th generation of the E-Class set styling trends in 2016 and to date more than 1.2 million customers around the world have bought a current-generation model.

However, the car is now due a facelift and there are a number of exciting changes. For a start, Avantgarde Line is the new basic specification trim level and for the exterior there are redesigned headlights, which are full LED as standard



(Multibeam is an option), redesigned tail lights for a sleeker look and redesigned grille and front bumper.

As well as the re-style, there are also plenty of new next generation driving assistance systems, including steering wheel regeneration with capacitive hands-off detection, Active Distance Assist Distronic with route-based

speed adjustment, Active Stop-and-Go Assist, Active Steering Assist, Active Brake Assist and in the Driving Assistance Package there's now also a turning manoeuvre function. On top of that comes Active Blind Spot Assist, now also with exit warning. Parking Package in conjunction with 360-degree camera and for the first time automatic parking not only in parallel and end on parking spaces, but also on marked areas. Inside are two 10.25-inch digital screens as standard (12.3-inch widescreens are an option) and under the bonnet will be a choice of seven powerplants including plug-in hybrids, petrol and diesel, with rear-wheel or all-wheel drive drivetrain options. First deliveries are expected late summer but UK pricing and exact specifications are yet to be confirmed.



KEEP UP TO DATE WITH MERCEDES-BENZ & MERCEDES ENTHUSIAST





## AMG GLA45 S EMERGES

A new hot AMG version of the latest GLA model has been announced and it's also joined by an S model. Fitted with the same four-cylinder powerplant found in other compact AMG models, the two-litre turbocharged engine puts out a wholesome 382bhp in the GLA45 and an impressive 416bhp in the S version. That equates to a 4.4-second 0-62mph time and 155mph top speed for the base-spec car, but the S has

higher limiter and will do 168mph, whilst knocking off 0.1 seconds from the 0-62mph time. Both cars are fitted with the eight-speed dual-clutch transmission and four-wheel drive, but there's a new torque biasing rear differential set up that features a multi-disc clutch arrangement fitted to each of the rear wheels. Along with the clever all-wheel drive system, the hot SUV crossover should have good traction at all times.

## NEW SL SHOP CARE

For every classic SL owner, the key aspect in running one of these vehicles is ensuring that it remains a joy to use whenever, wherever and as often as possible, as well as



protecting or increasing its value over time. In order to support these critical factors SL Shop, Europe's largest specialist in classic SL models, has drawn upon hundreds of cars and thousands of hours of experience to develop its CARE packages, which are its new way of engaging a community of owners and protecting the value of their investments, as well as enhancing their car's condition, reliability and desirability. The specialist claims that whilst many people own these great cars, they aren't creating lasting memories in them, but it plans to encourage that with its CARE community in order to "do more, drive more and see more." There will be three levels of plan an owner can select, which can include the option of routine servicing if required.

## THREE MORE HYBRIDS

Mercedes-Benz is further increasing its range of plug-in hybrids under the EQ Power label. Three new models have been announced to complete the Mercedes compact-car family, with the introduction of the CLA250e Coupe, CLA250e Shooting Brake. All feature the third-generation hybrid drive system which combines a 75kw electric motor with a 1.3-litre engine and come connected to an eight-speed automatic. The cars can travel around 46 miles on electric alone and all models can be ordered in spring, with the market launch following soon after, with first deliveries expected to arrive in early summer but UK pricing and specifications are yet to be confirmed.



### △ 1967 W111 220SE

- 95,000 miles
- Outstanding condition
- Full restoration four years ago
- Only two owners

**Price £29,000**



### △ 1984 W123 230E

- Restored example
- Rare red leather
- Electric sunroof
- 170,000 miles

**Price £3,995**



### △ 1993 V140 600SEL

- One-owner from new
- Chauffeur driven
- All systems working
- 113,400 miles

**Price £5,500**



### △ 1995 W202 C36 AMG

- Full leather trim
- 164,000 miles
- Three owners
- One year's MOT

**Price £7,495**



### △ 2002 C215 CL55 AMG

- 138,000 miles
- No issues
- Service history
- Rocker covers done

**Price £4,500**



@MERCENTHUSIAST



FACEBOOK.COM/MERCEDESENTHUSIAST





The company will be offering its specialist restoration services.

# HEMMELS ANNOUNCES NEW MERCEDES HERITAGE CENTRE SERVICES

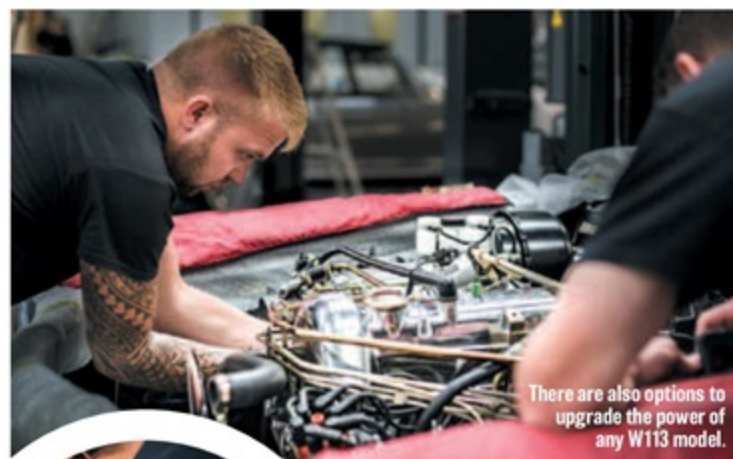
**SL restoration specialist extends services to cater for all classics**

**H**emmels, a renowned leader in the restoration of classic Mercedes-Benz SL models, has announced the opening of Hemmels Heritage Centre Services.

Where once the company only rebuilt and restored its own cars in-house for clients, it is now extending its range of services. The new initiative will make the company's bespoke restoration facilities and its large teams of skilled crafts-people available to collectors of all classic Mercedes-Benz models globally. In addition to offering mechanical and body repair services, the new Heritage Service Centre will also provide selective restoration work. Full hand-made interiors, including leather seats, dashboard and door coverings, and new carpeting, soft tops, roof liners, sun visors and other upholstery requirements are also offered, including installation by Hemmels' crafts-people. Furthermore, it is offering specialist re-chroming for the many exterior and interior components, as well as full painting services. Some other specialist options are also offered, such as retro-fit air conditioning, high fidelity in-car entertainment systems and stainless steel exhaust systems. Hemmels has also developed an exclusive Engine Performance Enhancement upgrade for the W113 series.

The new Heritage Centre Services will complement the company's main business of restoring Mercedes-Benz SL classics to be 'better-than-new'. Offering a complete new car buying experience, Hemmels' clients can order a Mercedes-Benz classic car in the colours of their choice along with bespoke options and preferences. The company then restores the cars according to the exacting standards of its trademarked Neugeboren (newborn) Process where every car is fully dismantled and rebuilt from its bare metal beginnings over a 52-week period. Like a new car purchase, a full 12-month parts and labour warranty is included along with servicing options.

The company will be extending its worldwide collection and delivery service to clients of the Heritage Service Centre, thus enabling owners of Mercedes-Benz classics from around the globe to benefit. A brochure describing the full services and options is available on the Hemmels website ([www.hemmels.com](http://www.hemmels.com)) and the company is pleased to welcome interested parties for a personal tour of the showroom and facilities by appointment.



There are also options to upgrade the power of any W113 model.





# PRIDE IN PERFECTION.

EXCELLENCE | AUTHENTICITY | DEVOTION

WITH OVER TEN YEARS IN RESTORING AND DELIVERING THE FINEST MERCEDES-BENZ, OUR GOAL IS TO MAKE EVERY CLIENT A FUTURE AMBASSADOR FOR OUR COMPANY AND OUR PRODUCTS. WE SOURCE, RESTORE AND FINISH EVERY SINGLE VEHICLE OURSELVES TO ENSURE WE DELIVER THE HIGHEST LEVEL OF RESTORATION AND THE VERY BEST CUSTOMER CARE AND AFTER-SALES SERVICE.



SALES - MERCEDES-BENZ PARTS - RESTORATION

[WWW.PALMBEACHCLASSICS.COM](http://WWW.PALMBEACHCLASSICS.COM)



Palm Beach Classics

561-586-5906

[info@palmbeachclassics.com](mailto:info@palmbeachclassics.com)



Expert analysis of recent events and trends in the Mercedes-Benz market

# R230 SL55 AMG

It's our favourite SL model of the modern era, so we're going to take a closer look at current market values on either end of the scale to see how prices are shaping up

WORDS DAVID SUTHERLAND IMAGES EDWARD HALL, GRAYLANDS, ESSEX TDI, BROWNS AUTOS, CAR SHOP 365, PETER VARDY HERITAGE



2003 SL55 with 47,700 miles on the clock for £19,950 at Edward Hall.

**W**ith the rumour mill predicting an unveiling of the next generation SL later this year, said to feature a canvas rather than metal roof, Mercedes' long running roadster line is in our minds. So, without scientific

analysis, what's our favourite model from the 'modern' era? Not much doubt here: the R230 SL55 AMG, launched in the UK in 2002 and built until 2008, when a far reaching facelift swept away the curvy and cute twin lamped nose in favour of a more squared-off look.

The SL55 AMG was one of the final Mercedes that celebrated power and performance with no environmental concessions. Its 5.4-litre V8 ran with a supercharger and produced a little under 500bhp, and over 500lb ft torque available from just 2,750rpm. It was very expensive, costing nearly £90,000 when launched and close on £100,000 by the time it was discontinued, but early 21st century Mercedes didn't come more muscular than this. It's said that the supercharger



absorbed a significant amount of engine horsepower just to operate, but the torque is almost unbelievable and the kompressor's lag-free boost makes the SL55 feel gruntier than the turbocharged, six-litre V12 SL65 AMG introduced three years later.

You might expect a mechanical

specification of that kind to now be a nightmare of unreliability, but the M113, with or without the kompressor, is a very reliable unit and well regarded among Mercedes specialists. But don't get the idea that an SL55 AMG will be cheap to run – it won't!

It can be inexpensive to buy,

however. The R230 is now the bargain basement SL, prices starting under £4,000, although the 55 starts at £10,000 and usually ranges up to £25,000 for a pristine low miler. A few early cars were delivered with the AMG Performance Pack, derived from the 2001 F1 Safety Car spec, featuring bigger, 19-inch wheels, larger brakes, firmer suspension and an additional engine oil cooler. They're usually low mileage and in collections. But regular SL55 AMGs have investment potential too.

The R230s we're looking at were produced during a period of sustained prosperity in the UK so lots were sold, and you now have a choice of many SL55s. But care is needed when buying, warns classic Mercedes specialist Edward Hall in Buckinghamshire: "They're great value but you need to buy one with your eyes open, and expect some big bills." We noticed that quite a high proportion of sellers were private as opposed to dealers, which suggests there's quite a high turnover of owners.

## ROCK BOTTOM

Edward, who was offering a 2003 SL55 AMG finished in Silver and with 47,700 miles on the clock for £19,950, feels they're as cheap as they'll ever be. "They probably won't go down in value, and they're miles ahead of the normal R230s, double the money."

Used car dealer Graylands in Bulkington, Warwickshire was asking more than Edward Hall, its 2003 SL55 in finished in black over grey leather was stickered up at £23,000. But it had covered a mere 32,800 miles, though it was in need of an annual service.

Finding a low-mileage SL55 AMG is quite easy – presumably most were and still are weekend indulgences, and the least used regular example we spotted at a dealer was the 30,800-mile,





2003 SL55 with just 32,000 miles on the clock for £23,000 at Graylands.



This example was just £12,990 with 81,000 miles at the Car Shop 365.



Essex TDI had this example with only 30,800 miles priced up at £20,990.



£13,995 could get you this 2004 car with 111,000 miles at Browns Autos.



Peter Vardy Heritage had this F1 Safety Car-inspired SL55 for £54,990.



two-owner machine at Essex TDI in Woodford, Essex, again in black and with grey hide, and also with the glass panoramic roof, wearing a £20,990 price tag. It boasted a "full dealership history", though happened to be another example in need of a service.

You will see some SL55s with heroic mileage for sale, but these tend to be from private sellers, seasoned dealers presumably preferring to avoid these cars. The most used one on offer was at Browns Autos in Brighton, a 2004 car with 111,000 miles on the clock (39,600 above average, said Auto Trader), though it did boast just two owners. The mileage was of course reflected in the price of £13,995.

**The SL55 was one of the final Mercedes that celebrated power and performance with no environmental concessions**

Regardless of mileage, the cheapest SL55 we came across was a silver over black, 2004 example with a panoramic roof and showing 81,000 miles on the clock, at Car Shop 365 in Bradford. Buying a cheap SL55 AMG might be a risky prospect, how tempting was this, at £12,990 before you started to negotiate a deal!

Finally, to the most expensive SL55 out there, which not surprisingly was a Performance Pack equipped example, on sale at Peter Vardy Heritage, the Scottish dealer group's Glasgow-based classic outlet. The 'SL55 AMG F1 Pace Car Edition' from 2005 was a one-owner car with just 6,000 miles and was priced at £54,990.

You've got to ask yourself if you really are prepared for SL55 AMG ownership: serious maintenance costs (for example £1,000 a corner to fix the electronic ABC suspension struts) and horrendous fuel consumption. If the answer's yes, look forward to one of the most amazing Mercedes-Benz experiences available.



# CARE



## INTRODUCING CARE... Powered by SLSHOP

- ✔ Join our family
- ✔ Improve your SL
- ✔ Increase the value it brings you

### A NEW WAY OF SUPPORTING CLASSIC MERCEDES – BENZ SL OWNERS

For every SL owner we have met, the key aspect in ownership of running one of these amazing motorcars is ensuring that this prized possession remains a joy to use whenever, wherever and however. Protecting or increasing its value over time.

In order to support these critical factors SLSHOP, Europe's largest specialist in classic SL's have drawn upon hundreds of cars and thousands of hours of experience to develop CARE, a way of engaging a community of owners and protecting the value of their investments as well as enhancing their cars condition, reliability and desirability.

Far too many people own a classic SL and aren't creating lasting memories. It's time for change so we will encourage our CARE community to Drive More, See More and Do More, therefore increasing the value members receive from owning these incredible machines.

CARE is about more than just joining our club. It's about a feeling of belonging, of coming home, and a connection with like-minded people who share our automotive passion and a team that know your car inside and out.

### AN ALL ENCOMPASSING OWNER EXPERIENCE & A NEW LEVEL OF SL OWNERSHIP

CARE is a community for owners and enthusiasts, supported by Europe's biggest and best specialist. A three tier system that allows you to choose a plan that best suits you and your SL's needs, regardless of your cars current value, how you use it or whatever your future plans may be.

With our knowledge, expertise and resources we are ideally placed to care for your car with the utmost respect and attention to detail. We will get to know your car, understand your motoring needs and aspirations; outline how we can help you to achieve them, whether that's a concours trophy or your first big road trip.

Each time your car is with us we will inspect and advise of any issues that may arise in the future.

Should you wish to sell your car whilst your CARE service plan is active, the new owner can opt to continue the plan and the service schedule, a huge advantage to anyone looking to sell or buy an SL in the open market. A CARE car will carry value and confidence over to the next owner.

### KEY MEMBERSHIP BENEFITS AT A GLANCE

- 🔧 Annual CARE Health Check and Roof adjustment at SLSHOP worth £212.00
- 🔧 Certified servicing from SLSHOP within Complete & Concierge plans.
- 🔧 Insurance Valuation certificate worth £178.00
- 🔧 Discounted insurance premiums and enhanced benefits for CARE members
- 🔧 Subsidised FULL vehicle health check (just £95.00) and discounted transport for Service Plan members.
- 🔧 Unlock the inspiration to "put miles on it". See our list of partners.
- 🔧 Storage, Rust Protection and Detailing advice & discounts.
- 🔧 Exclusive invitations to our Open Days, Trips & Tours.
- 🔧 Ownership and investment advice and guidance from our expert team.
- 🔧 SLSHOP Parts Store discounts.







## CLASSIC Just £11pm

A membership plan worth more than the sum of its parts... Would you like to be a little more involved with your car and the market place? How important is it for you that your car is checked by model experts and valued appropriately? You can be part of it, improve your SL and increase the value. We have built a plan for you, it's easy to be a member and join our community. Classic gives you the keys to CARE and access to an extensive range of benefits without the commitment of a service plan.

## TAILORED SERVICE PLANS INTRODUCING COMPLETE & CONCIERGE.

### A certified, structured approach to ownership.

Would you prefer a membership plan to take the stress and worry out of your SL ownership? A CARE service plan certifies your investment through fixed term costs. Our subsidised "Full Health Check" (discounted from £495/£595 to £95) provides the ability to foresee additional key aspects of maintenance you might want to address in order to protect your investment and increase reliability.



## COMPLETE From £40pm

Would you like more? Complete membership is having peace of mind with a Service & Maintenance programme specifically designed around your usage by SLSHOP experts? Owning a classic SL is a commitment that, like many financial responsibilities, needs professional support and advice. We will build you a programme tailored to your own personal motoring needs.

The importance of a maintained classic cannot be understated when it comes to the eventual sale of your asset. Let us concentrate on the service, maintenance and protecting the value of your car, so you can focus on the destination and where your classic SL will take you next.



## CONCIERGE From £68pm

Time poor? We will collect and deliver your SL or provide a premium experience at point of service that includes an overnight stay on us. If you have a collection of Mercedes – Benz models you will benefit from our wider connections in the global market place. This is "Concierge".

**SLSHOP**  
DRIVE MORE | SEE MORE | DO MORE

0800 612 8951  
theSLSHOP.com/CARE  
CARE@theSLSHOP.com



Our man in the know tackles everything Mercedes-Benz - this month...

# Golden oldies



Whilst every enthusiast seems to have a soft spot for an older car, especially a Mercedes, David Sutherland points out that the reality of actually owning one might not be what some people have in mind

**T**here is a great deal of affection for older Mercedes-Benzes, whether we're talking 'full on' classics, in other words pre-early 1970s, or 'young classics', which broadly describes cars made in the three decades until the end of the 1990s. A 1960s Mercedes is a sight to behold, with its majestic, tall grille and proud star badge atop it – indeed a rear sight too, as most Benzes from this period are safely tucked away in garaged collections. A young classic makes a big impression too, many adults fondly recalling them as their family car of their 1970s or 80s upbringing, and often wanting to buy that car in order to recreate those happy, innocent times.

Mercedes-Benz is happy to exploit this affection for its older models, probably investing more in its heritage than any other car maker. In fact, I sometimes wonder if Mercedes has over-emphasised its past, resulting in its newer models being unfavourably compared with the oldsters. When, for example did you last hear someone say, "My goodness, this new B-Class is built like a tank, it'll probably last forever!"

**B**ut while it seems more and more people are falling under the spell of 'old school' Mercedes-Benzes

with elegant, conservative styling and their tough but spartan interiors, I believe that there is also growing misunderstanding of what 30-year old plus cars are really like. After all, car makers – and possibly Mercedes-Benz more than most – innovative and develop at a fast pace, and within several model generations cars in the same 'bloodline' have an entirely different feel. Drive a 1980s W201 190E and a 204-series C-Class from the late 2000s and you'll see what I mean.

I recently witnessed at close hand the

expectation that somehow an old car is going to be like a new car. I was visiting an independent Land Rover specialist in Surrey (no, you won't be reading about Landies in *Mercedes Enthusiast*, I just happen to like the old things)

**I sometimes wonder if Mercedes has over-emphasised its past**

A modern basic A-Class will out-perform a 1970s 116 S-Class.



Old Merces don't have modern conveniences and are usually very basic.



The W123 has a style that modern Benzes can match, many feel.

than a 116-series was in its 1970s heyday. So if you want a 123-series – like the one lovingly remembered Dad had 40 years ago – and you're new to classic cars, be prepared for a shock, because compared to your smart new executive hybrid it is going to feel extremely old fashioned.

But that – and the look and maybe even the smell inside – is the attraction. Whereas modern cars require little more driver input than looking out and avoiding hitting anything, a classic forces you to engage with it wholeheartedly. If your 123-series 230E has a manual transmission (and quite a few did come with it) you'll have to feel carefully for each gear and engage it before engine revs fade. And compared to today's super-assisted and enhanced braking systems, you'll have to calculate and leave a safe distance for it.

**It's warm, so dial down the climate control.**

No, few 1970s or even 80s cars had it, so you'll have to open the windows. And when it's cold, or wet, you'll need a decent cloth because the screen will constantly need wiping of its condensation. Forget the sound system, as it's probably too crackly to make out, even if you could hear it above the engine noise.

At the end of your test drive you may well be thinking, "My poor

parents, having to put up with that", in which case you should, like BMW man, retreat to the comfort of your cossetting modern. But if you find yourself saying, "That was so much fun I want to do it again and again!" then welcome to the wonderful world of classic Mercedes-Benzes that will hold you captive for life.

Modern Mercedes are brilliant – I know, from driving a GLC. But if you want a nostalgic, uplifting, emotional and unhurried driving experience then I predict that the three-pointed stars of the past will be your future.





## Nothing but the best.

Engine overhaul, bodywork repair or upholstery, our specialists face every job. Engine dynamometer and frame straightener ensure perfection down to the detail, because Kienle-restored vehicles are compared with the best - with Mercedes-Benz.

photos:  
GAUKLERSTUDIOS  
FOTOGRAFIER

# KIENLE

## Automobiltechnik

The World Of Classic Cars - Restoration And Trading



71254 Heimerdingen (near Stuttgart) · Max-Planck-Str. 4 · Germany  
Tel. (49) 71 52/901 63-0 · Fax (49) 71 52/901 63-115  
www.kienle.com · email: info@kienle.com

As the leading specialist for the restoration of Mercedes-Benz vehicles we have been setting quality standards for partial and complete restorations, repairs and maintenance for over three decades now. In addition, we own one of the world's largest stock of original parts and high-quality re-manufactured parts, and prepare expert appraisals for Mercedes-Benz vehicles.

*We are looking for classic Mercedes-Benz vehicles.  
Offer us your vintage car, we guarantee a  
professional brokerage service or buy directly.*

Please ask for a portrait of our company available as brochure or DVD for € 10,- each.  
Hours of business: Weekdays 8 am - 6 pm and Saturdays 9 am - 2 pm

**Visit our large showroom with over 50 classic and exclusive cars!**



# Peter Jarvis

Est 1969

**Specialising in Mercedes-Benz & Classic Cars**

Gildenhill Place, Gildenhill Rd, Swanley, Kent BR8 7PD (viewing by appointment only)

Tel: +44 (0)1322 669081 Mobile: +44 (0)7836 250222 Please view my website: [www.peterjarvis.net](http://www.peterjarvis.net)



1968/9, finished in unmarked gleaming silver with as new soft black hide interior, hard and soft tops, automatic, p/steering, stereo system, Mercedes overmats, only 73,000 miles. £1000s spent to keep this garaged kept sports car in magnificent condition. Only 1 lady previous owner. Folder of invoices/old MoTs/ original handbook, all tools. A breathtaking example.

**Mercedes-Benz 280SL Sports Pagoda** £129,500

1987 finished in Nautic Blue with dove grey hide interior, head rests, rear seats, hard and soft tops, tinted glass, power windows, central locking, power steering, heated seats, abs brakes, alloys, cruise control, stereo system, long last owner ship, garaged from new, with impeccable service records, thousands, spent to keep this car in the fantastic condition it is in today, drives like new.



**Mercedes-Benz 420SL Sports** £38,750



**Mercedes-Benz 350SL Sports** £35,750

1980 finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, power steering, automatic, over mats, original stereo, factory alloys, only covered 45,000 miles from new, full Mercedes history, all old MOTs and invoices, complete with original tools, recent full service, garaged from new, one of the finest to be on offer.



**Mercedes-Benz 300SL Sports** £48,750

1988 Finished in gleaming signal red, with as new beige interior, hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, sundyn glass, complete with original fire extinguisher and tools, every old MOT from new, original handbook and wallet, only 66,000 miles, magnificent full service history, garaged from new, this car is superb condition throughout having been pampered from new.



**Mercedes-Benz 380SL Sports** £37,500

1984 finished in Astral Silver with Navy Blue hide interior and Blue dashboard, walnut veneers, headrests, Blaupunkt stereo, hard top, soft top as new, alloys, tinted glass, p/mirror, rear seats, h/rests, automatic, p/steering, p/windows, only 61,000 miles, full service history and accompanied with a set of old MOT certificates, with original paperwork and invoices and original hand book in wallet. Garaged from new, drives like new.



**Mercedes-Benz 560SL Sports** £39,750

1988, LHD, finished in Smoke Silver with Brazil hide interior, auto, headrests, hard and soft tops, centre armrest, over mats, first aid kit, CD stereo system, air-bag, air-con, power mirror, cruise control, ABS, power windows, SRS, outside temperature gauge, tinted glass, expensive Mercedes wheels, only 38,000 miles, service history, drives like new.



**Mercedes-Benz 280SL Sports Pagoda** £135,750

1968, brilliant Artic White, superb contrasting interior, hard and soft tops, auto, PAS, CD stereo system. One of the finest having had thousands spent through its life, and only used on summer days, only 58,000 miles, supplied with original handbook, etc. It would be very difficult to find another even come close to this.



**Mercedes-Benz Sports 300 SL** £55,750

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 hence very low mileage of only 23,500, with service book and old MOTs. This Mercedes could easily be mistaken for new.



**Mercedes-Benz 230SL Sports** £89,750

1966, Porcelain White with as new Black hide interior, auto, PAS, CD stereo system, hard and soft tops, known to us for many years, original service books etc. Entered in many events in UK and Europe. Fitted stainless exhaust system, recent overhaul. Over £10,000 spent in the last few years making this car one of the finest.



**Mercedes-Benz 560SL Sports** £38,500

1988, left hand drive, finished in Impala, metallic colour-coded bumpers, contrasting interior headrests, over-mats, hard and soft tops, auto, power, cruise control, ABS, air-con, air-bags, stereo and CD system, SRS, alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history.



**Mercedes-Benz E240** £4,750

1998, 6-door limousine, finished in black with superb dark blue interior, three rows of seats, power glass divider, air-con, power windows, automatic, alloys, power steering, full Mercedes history, only two owners, drives like new, absolute gift.



**Mercedes-Benz 560SL Sports** £46,750

1987, left hand drive, gleaming Signal Red with Beige hide interior, headrests, centre arm rest, hard and soft tops, this flag ship SL has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air-con, power mirrors, ABS, air-bags, alloys, over-mats, only 27,000 miles from new, with FSH, 1 owner, garaged and pampered.



**Mercedes-Benz 420SL Sports** £39,750

1989, one of the last of this model, finished in gleaming Signal Red with superb black hide interior, piped red, rear seats, hard and soft tops, tinted glass, power windows, auto, cd player, alloys, over mats, full service history, this car is just stunning probably one of the finest.



**Mercedes-Benz 560SL Sports** £49,750

1988, LHD, finished in gleaming Signal Red with tan hide interior, headrests, hard and tan soft tops, power windows, tinted glass, central locking, air-con, cruise control, stereo system, ABS, alloys, SRS, air bags, expensive Mercedes car cover, auto, power steering, only 19,000 miles from new, service history, one owner.

**CLASSICS ALWAYS WANTED**

**FREE DELIVERY ON ALL CARS**



The spotlight on Mercedes from within the motoring industry

# Riding high

Our beloved brand seems to be concentrating heavily on the SUV market, but our man in the know points out that it may be following the wrong path, despite what customers might think

**Is the market love of SUVs driving the car industry into a business cul-de-sac that it might never escape from?**

I can't help but think it is. Mercedes-Benz is in the business of building cars that people want but, likewise, isn't there a greater responsibility to actually provide them more simply with what they need?

The SUV, that's Sports Utility Vehicle in the unlikely event you didn't know what it meant, perhaps isn't what people need, that particularly true in a time where environmental concerns are ever more pressing. At one time, SUVs were rare and Mercedes-Benz trailblazed the idea with the ML, it complementing a range of saloons and estate cars, with SL sports cars bookending the other side of the automotive spectrum to provide a vehicle for every need.

That's become skewed as the market has embraced the SUV and there are now eight SUV choices in every size category in the Mercedes-Benz line up, significantly outweighing the number of saloons and estates, which isn't really a good thing. Again, it's impossible to be too critical of Mercedes for providing so many, it is after all following market forces and people like SUVs. Only now is crunch time for the industry, particularly when it comes to overall fleet emissions, something that SUVs impact on negatively.

**That's simply because they're not as efficient as their saloon, hatchback or estate**

alternatives. With many hauling around a four-wheel drive system that adds nothing to the daily drive, indeed modern sensors and technology mean that for the most part, the systems are predominantly running with only one axle providing drive. Think about that for a moment, it's like you carrying about a pair of hiking boots in a rucksack everywhere you go. You wouldn't do that would you? To me it seems like insanity. I could understand it more if the SUV offered a genuine gain over the alternatives, but aside from a raised seating position, there are few advantages, unless of course you live off-grid and need four-wheel drive to get home – an exceptional case, which I'd wager wouldn't make up a fraction of a per cent of owner usage. If you tow regularly, yes, there's a case but I spent a good portion of my childhood being driven all around Europe on



Merc seems hellbent churning out SUVs of all shapes and sizes.



△ Making the new EQC an SUV seems to miss the point a little.

**There are now eight SUV choices in the Mercedes line up, which isn't really a good thing**

family holidays in a good old estate car with a caravan hauled behind and it worked.

I'd love it then, if the manufacturers called an amnesty on them, after all they're not doing the planet any good and the little gain they offer – that raised driving position – comes at too great a cost to genuinely bear. Perhaps sales people should be trained to push customers into alternatives, a B-Class over a GLA, a C-Class Estate instead of a GLC, an E-Class or S-Class over a GLE, and a V-Class

over a GLS. The G-Class? We'll leave that alone because it's a bit more singular and frankly, however great its sales, they're low impact in comparison to the rest of Merc's SUV line up.

**What I find utterly baffling though is the juxtaposition of the EQC, Mercedes-Benz's first electric vehicle.**

In making it an SUV it's appealing to the market, and admittedly it's what the majority of rivals have done – except the trailblazing Tesla, which does nicely selling electric cars in more conventional saloon guise. It's really not where EVs should be heading, with lower, lighter saloons or estates being a more sensible choice for electrification, or something else entirely. Thankfully there's some sense within the company, because its next EV is based on the V-Class, the EQV exactly the type of vehicle that the company should be pushing: a space efficient, practical battery-powered machine, which doesn't come with all the SUV compromises. It's genuinely exciting. An EQB should be next and an EQC and E, because it's time we, and Mercedes-Benz woke up to the idea that SUVs aren't the solution, however they're powered.



► Our insider is a globe-trotting road tester driving the latest machines from Mercedes-Benz and its fiercest rivals



# SPARE PARTS FOR MERCEDES-BENZ SL CARS

1955  
1989

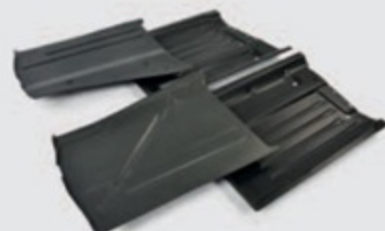
DAILY SHIPPING

World's  
biggest  
supplier of  
SL parts

FAST DELIVERY



e.g. dashboard wood kit  
for Mercedes 230-280SL



e.g. Floor repair panels  
for Mercedes 280-560SL



Detailed images & information in  
our online shop or catalogues

# SLS

MORE THAN 30 YEARS OF EXPERIENCE  
IN SPARE PARTS FOR YOUR MERCEDES SL.

Your personal contact in the UK for  
all questions about spare parts  
for your classic Mercedes SL:  
Mr. Shaun Zealey  
Tel +44 0 1443 434 600  
E-Mail [shaun.zealey@sl-parts.co.uk](mailto:shaun.zealey@sl-parts.co.uk)

**Customers love our easy to use catalogues:**  
**[www.sls-hh-shop.de/main/en](http://www.sls-hh-shop.de/main/en)**

## CLASSIC COLLECTION

Tel: 02034 883769  
Mob: 07493 292621



**250CE Coupe**, 1971, Auto, coupe,  
**69,000 miles**, e/sunroof, 3 owners from  
new, rust free example, a/c. **£POA**



**280SE 3.5 Coupe w111**, 1971, **20,000 miles**, SH, 4 owners, 38 years Book Pack, BEHR a/c, e/windows & sunroof. **£120,000**



**280SE 3.5 Coupe W111**, 1971, blue,  
**65,000 miles**, service history, 4 owners,  
e/windows + sunroof. Just in. **£110,000**



**280CE 2.8 Auto**,  
1974, RHD, W114 coupe, BEHR a/c,  
absolutely rust free, e/windows. **£POA**



**280SE 2.8 Auto**, 1972, **78,000 miles**,  
3 owners, every option included, a/c,  
e/windows and roof. **£POA**



**E320 Auto Coupe**,  
1995 M, **76,000 miles**, a/c, leather.  
**£8,995 ONO**



**E320 Auto Coupe**,  
1996 N, burgundy, **56,000 miles**, leather,  
a/c. **£11,495 ONO**



**E320 Coupe**,  
1996 N, **78,000 miles**, blue, leather, a/c.  
**£8,495 ONO**



**300E-24 Auto Coupe**,  
1992 J, **79,000 miles**, a/c, leather. New  
M-B wings fitted and painted. **£8,495 ONO**



**230TE Auto**, 1985, blue, rust free example,  
**160,000 miles**, sunroof. New wings,  
inner wings etc. **£7,495 ONO**



**190E 2.0 Auto**,  
1991 J, **81,000 miles**, leather, a/c.  
**£6,995 ONO**



**CLK55 AMG Convertible**,  
2003, black roof, leather and paint,  
**28,000 miles**, FSH, 1 family owner. **£POA**

**ALL CARS COME WITH SERVICE HISTORY AND LOW MILEAGE**

Nearest Tube Metropolitan Line: Rickmansworth, Hertfordshire/London

**VIEWING STRICTLY BY APPOINTMENT**



Got something to say about motoring, your Mercedes or *Mercedes Enthusiast* magazine? Here's your chance...



# LETTERS

**STAR LETTER**

## CLASS COLLECTION

I am an enthusiast of all things car related, especially Mercedes-Benz. A friend and I live in South Australia and have a small collection of Mercedes that we had the chance to get into the same place and same time for the first time in January. We have a 1984 280CE with 70,000 miles two 560SEC models (a 1990 with 56,000 miles and 1989 with 71,000 miles). We also have an S500 with an infamous history (it was apparently once used in the past as a bribe!) and has just 57,000 miles, plus we have a 420SE originally owned by a world-famous wine maker from the Barossa Valley.

We love them and drive them as often as time and weather allow. The occasion to get them out was our first Mercedes Club of South Australia picnic to celebrate Australia Day and our families enjoyed a wonderful day driving and showing off our beautiful cars.

**Paul Edington, via email**

*What a great collection of cars and a great excuse to bring them out. They're certainly interesting, the next time we're in Australia and looking for a feature we'll make a note to pop by and see them.*



The Mercedes Club of South Australia's first outing was successful.



## NOISE ISSUES

I've had a subscription to your magazine for about five years now and at present own a 2007 E63 with only 31,000 miles on the clock and a 2010 B180 with 18,000 miles. I have previously owned an SLK200 and a Sprinter Campervan. But I have a problem with the B180, which has an annoying 'machine gun' noise when the car reaches 30mph, coming from the front of the front passenger door. This only happens when the car door is unlocked. My specialist mechanic is unable to find the fault, so I consulted my local Mercedes dealership and they were unable to help either. I have often read the letters in your magazine so was wondering if any of your readers are able to offer a solution?

**John Skeen, New Zealand**

*That's certainly a strange one and not an issue we've heard of before. Perhaps one of our readers can offer an insight?*



△ Back issues are still available.

## PAST BUYER'S GUIDE

Do you have any back issues with a 116-series Buyer's Guide?

**Adam Tedder, via email**

*We've not covered the model in some time in Mercedes Enthusiast, but our quarterly sister magazine Classic Mercedes published a full guide in the Autumn 2015 issue, which is still available to purchase on the website [www.classicmercedesmagazine.com](http://www.classicmercedesmagazine.com).*

## E-CLASS WIPER COVER

I have had a 2007 E320 CDI from new and it has now covered 118,000 miles. Over the years, the half-moon piece of black painted steel under the rear wiper had corroded badly and was an embarrassment to the car. I have

made a replacement out of thin aluminium and now all is well. I wonder why this was not aluminium from new?

**Gareth Owen, via email**

*It's a good point and well done on a nice fix. Perhaps the budget was all spent up elsewhere!*

## MERC MAINTENANCE

Firstly, thanks for such a great magazine. I have just purchased a 2008 CLK Kompressor. It is running like a Swiss watch with only 80,000 miles on the clock but it's been a few years since I have undertaken anything more than changing the oil or a brake caliper on a semi-professional basis, although I'm capable when the motivation is applied. I'm going to enjoy looking after this little gem.

Would you have any pointers to where I could purchase the



△ Reader Gareth made his own wiper cover.

## MERCSPOTTER



"I recently came back from a trip travelling around South Africa and saw plenty of older Mercedes cars there, but finding a 126-series was quite rare," tells reader Andy Basoon. "It

looked immaculate as well, I would have preferred that any day over the boring VW hire car I was having to drive around in at the time."

Seen an interesting Mercedes or caught one in an unusual situation? Send a picture to [info@mercedesenthusiast.co.uk](mailto:info@mercedesenthusiast.co.uk) (subject 'Merc Spotter') or by post to Mercedes Enthusiast, 17 Wickham Road, Beckenham, Kent, BR3 5JS.



## Special tools

- Balancer shaft chain link kit - No.602589024000.
- Balancer shaft chain link installer die kit - No.271589026300.
- Camshaft holding tool - No.271589006100.
- Chain tensioner drift - No.271589001500.
- Crankshaft holding tool - No.271589004000.
- Crankshaft pulley puller - No.000589883300.
- Open-end spanner - No.271589000100.
- Tensioner rail wedge - No.271589003100.
- Timing chain link kit - No.271589096300.
- Timing chain link separator (item 1) - No.602589023300.
- Timing chain link separator (item 2) - No.602589046300.
- Timing chain link separator (item 3) - No.602589046301.
- Timing chain link installer - No.602589003900.
- Timing chain link installer die kit - No.271589016300.
- Timing chain to camshaft sprocket holder - No.271589014000.
- Tool case - No.602589009800.

△ The list of specialist tools for the car is pretty large, but you can order them quite easily.

▷ above special tools required to carry out more complex jobs. All advice is appreciated and of course I will fully update you with my progress on completion.

**Michael O'Dowd, via email**

Good to hear you're happy to get stuck in maintaining it. The tools you require can be purchased from a number of websites online, try putting one of the part numbers in and they do come up. If not, a Mercedes dealer may be able to help but expect to pay a premium.

## EX-FEATURE CAR?

I own the beautiful car (picture attached) and in the history file is

an email from a former editor of your magazine to an old owner arranging a photoshoot.

I was wondering if the photoshoot did actually take place and if you could tell me which edition it might have been in as I would love to get a back issue.

**Mathew Nagel, via email**



△ C124 was an ex-feature car many years ago.

*We don't technically have an easy way of locating which issue that car would have gone into, but its probable it did indeed occur. Try looking around summer 2012 based upon the paperwork.*

## ENJOYING THE ISSUE

Thank you for covering the Stars of India feature. The February issue sits proudly on the desk.

**Paranjay Dutt, India**

## 190E LOVE

As the proud owner of a 1991 Midnight Blue with palomino MB-Tex interior 190E (by far the best M-B colour combination of all time), I hardly and strongly agree with the view of new contributor, William Terrington. I really couldn't have said it any better. His description of how much he loves his 190E exactly matches how I feel about my car. I wouldn't trade it for anything either and that includes having recently seen a magnificent, low mileage Evo II. I remember taking a look at the 203-series when it first went on sale and realising that M-B would never again make anything like a W201.

I also show my 190E and it's a lot of work but a great experience and very rewarding. I think William made a wise decision to join the Mercedes-Benz Club, which is a great place to meet fellow owners and get good advice. In addition to this, I would also recommend several forums, such as [www.mercedes-190.co.uk](http://www.mercedes-190.co.uk),

[www.benzworld.org](http://www.benzworld.org) and also [www.mbworl.org](http://www.mbworl.org).

I would further suggest William purchase a copy of the great new M-B book, 'Holy Halls' where he can get a really good history lesson on the brand and also read about Ringo Starr's own 190E.

I will most definitely look forward to reading William's future articles on his 190E.

**Nancy Kuhn, via email**

## THE GRAND WAGEN

This particular Mercedes is still a fairly rare sight on the roads in the UK now, be it the G300, or a tuned up AMG G63. I had the opportunity to drive a 1990s model 280GE a few years back and it was a very comfortable drive, even though it had quite a few miles on the odometer. Driving it in the city was interesting, the high seating position was definitely an advantage! Please let's have some more articles about this unique Mercedes model (or perhaps a special edition of the magazine celebrating this iconic Mercedes), especially as it's been around for such a long time (plus as its chassis has remained very similar to the original version, apart from a few tweaks). The latest version certainly looks very smart: the G-Wagen is the genuine article.

**Faisal Rafique, via email**

*As if by magic, and good timing, we happen to have a feature on the AMG G63 and what it's like to live with in this very issue!*

## MERCSPOTTER



Serial Mercedes enthusiast and loyal reader Shaun Beal came across yet another Mercedes-Benz whilst on holiday recently, this a W124. "It was

spotted in Tenerife," Sean tells us. "And it was a 230E model." This one was looking a little tired around the edges apparently, although it seemed to be living out its well-earned retirement in the sun.

Seen an interesting Mercedes or caught one in an unusual situation? Send a picture to [info@mercedesenthusiast.co.uk](mailto:info@mercedesenthusiast.co.uk) (subject 'Merc Spotter') or by post to Mercedes Enthusiast, 17 Wickham Road, Beckenham, Kent, BR3 5JS.



GET IN  
TOUCH  
WRITE  
TODAY!

Each month the writer of our Star Letter will receive a superb 1:24 scale model kit of a modern Mercedes-Benz from Revell! Revell model kits are available for purchase from all good toy and model retailers. For further information please visit [www.revell.de/en](http://www.revell.de/en)

WRITE TO  
The Editor, Mercedes Enthusiast,  
Sundial Magazines, Sundial House,  
17 Wickham Road, Beckenham,  
Kent, BR3 5JS  
FAX  
020 8639 4411  
EMAIL  
[info@mercedesenthusiast.co.uk](mailto:info@mercedesenthusiast.co.uk)

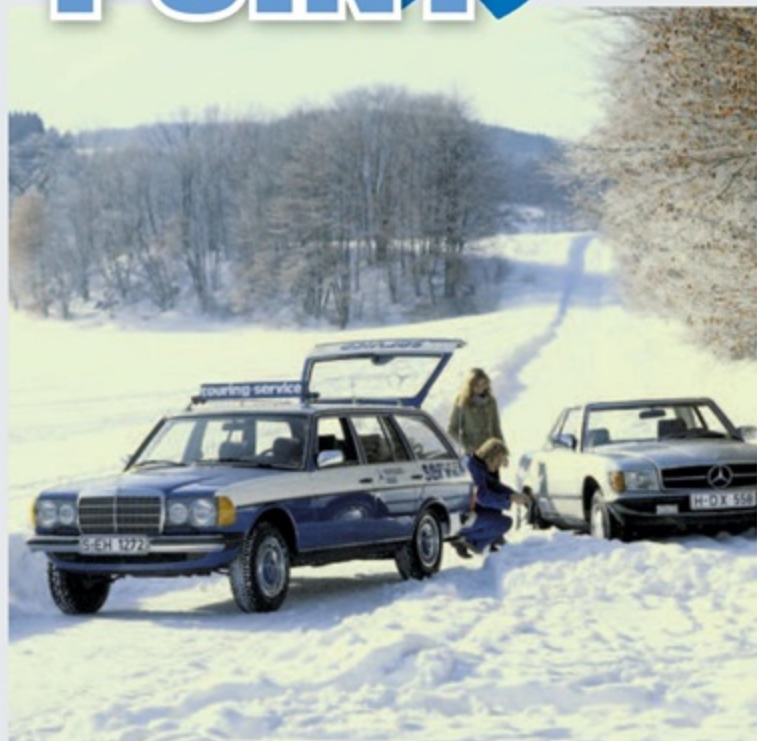
FACEBOOK  
[facebook.com/  
MercedesEnthusiast](https://facebook.com/MercedesEnthusiast)

TWITTER  
@MercEnthusiast





# TALKING POINT



## This month's Talking Point...

**"As the snow falls here in the UK, what would be your ideal Mercedes-Benz to tackle the white stuff?"**

**"Any Merc with 4Matic and proper winter tires (tyres for you folks in the UK)."**

**J.C. Gomez**

**"I would love an S210 E55 4Matic for the snow."**

**Marty Ward**

**"I had a 1978 300SD. It was unstoppable on the white stuff."**

**Jasen Wilsoe**

**"For me it would one of the older 124-series 4Matic cars. They were actually really good on snow when new. I used mine all the time."**

**Alex Stichbury**

**"As an everyday driver, my 124 estate just ploughs through the snow, but my ML runs with the title of best winter driving. 4Matic, air suspension and comfort is just ace."**

**Michael Strauss**

**"Definitely a Unimog."**

**Richard Jahnsdorf**

**"I drove my old SL to the Alps in the snow and the only thing I ever needed to help it grip was some snow chains when it got slippery."**

**Andrew Cowie.**

**"I once got stuck driving a W123 through some snow."**

**It wasn't a lot either."**

**Bradley Hinton**

Take part in Talking Point every month on Facebook and Twitter. See the bottom of page 20 for our respective websites!

## Cheshire Classic Benz

**The Finest Examples of Mercedes-Benz Cars from the 1960s to the 1990s**

### 300SL Roadster 1988E

Nautic Blue met, matching hardtop, blue soft top, blue sport check interior, 4 speed auto, air conditioning, cruise control, electric windows, rear seats, original alloy wheels, FSH, 78,000m . . . . . £32,950



### 300SL Roadster 1986C

Signal Red, matching hardtop, dark brown soft top, Saffron sport check interior, 4 speed auto, electric windows, rear seats, original alloy wheels, FSH, 51,000m . . . . . £35,950

### 300SL Roadster 1988F

Astral Silver metallic, matching hardtop, blue soft top, blue sport check interior, 4 speed auto, ABS, electric windows, rear seats, original alloy wheels, FSH, 103,000m . . . . . £28,950



### 320CE Cabriolet 1993L

Pearl Blue metallic with dark blue lower panels, blue soft top, grey leather, walnut wood, leather steering wheel and gearknob, 4 speed auto, airbags, original alloy wheels, FSH, 51,000m . . . . . £19,450

### E220 Sportline Cabrio 1994L

Almandine Red met, black leather, black soft top, 4 speed auto, climate, cruise, airbags, electric seats, electrically adjustable steering column, leather steering wheel, 8 hole alloys, FSH, 48,000m . £18,950



### E320 Sportline Cabrio 1994L

Blue/Black metallic, grey leather, black soft top, 4 speed auto, cruise, airbag, electric seats, electrically adjustable steering column, leather steering wheel, original Sportline 15" alloys, FSH, 96,000m . . . . . £15,950

### 230CE Coupe 1982Y

Astral Silver metallic, dark red MB Tex, auto gearbox, elec front windows, elec sunroof, front and rear headrests/armrests, orig alloy wheels, orig Blaupunkt radio/cassette, FSH, 3 owners, 48,000m . . £19,950



**Our cars are carefully selected as the best of their type and are sold with our own warranty after a mechanical check by Mercedes trained technicians in our own workshop**

### Viewing by Appointment

15 minutes from Manchester Airport. 1hr 41min from Euston by train  
tel: 07980 241177 or 01625 260913 email: [info@ccbenz.co.uk](mailto:info@ccbenz.co.uk)  
See [www.ccbenz.co.uk](http://www.ccbenz.co.uk) for full descriptions and more photos

**We also offer secure covered car storage at our premises near Manchester Airport. Call or email to enquire.**



“Mercedes is proud to have reduced the weight in this car, bringing it down to ‘just’ 2,560kg”



# LARGER THAN





# LIFE

With the latest G63 a far cry from the simple military vehicle it started life as 40 years ago, we found out what it's like to live with a true goliath

WORDS **SIMON HOLMES** IMAGES **STEVE HALL & DAIMLER AG**



**T**HE G-WAGEN CERTAINLY HAS COME a long way since its humble beginnings and I appreciate the irony in that statement, as aside from looking a little rounder and larger, an un-trained eye would be hard pushed to note the differences. However, its image, and what the vehicle represents has quite possibly been one of the most remarkable journeys for any car, let alone Mercedes-Benz. Production first began over 40 years ago strictly as a military vehicle and its basic body-on-frame construction, reliable and able chassis and even the name (*Geländewagen* translating to cross-country vehicle) confirmed the car was built for a single and simple purpose, which is why it was successful.

But this changed over time, and in the last 10 years particularly, the model evolved from a primitive off-roader to high end luxury car with character. As the wealthy and extravagant customer base grew, Mercedes-Benz continued to answer the call and with great success. Thanks to that well-nurtured and lengthy timeline, with the first G-Class AMG arriving back in 1993, by the time it launched the new AMG G63 in 2018, the car had grown beyond what anyone could ever have imagined.

That also happened to be the feeling you literally get when you're first handed the keys to a G63, along with the little note about the car you're being delivered from Mercedes for a test. First of all is the price, with this particular car weighing in a hefty £148,000. There's a few more heavyweight figures too, including the 577bhp power and 627lb ft torque figures, and the useful fact that Mercedes is proud to have reduced the weight in this car, bringing it down to 'just' 2,560kg...

The larger than life concept of the car continues as I take a brief walk around the car and it's certainly imposing to say the least. The bonnet is in line with my chest, and I'm a little over six foot three. You have to take a proper step up into the car to literally climb into the cabin and perch yourself in the high driver's seat. The interior itself feels huge, Mercedes worked hard to improve cabin space, which has increased by 101mm in length, 121mm in width and 40mm in height. That has massively improved legroom and shoulder room in the back making the shared cabin space feel a lot like a small apartment. Aside from the sheer size and space inside, there's still a reassuring and slightly agricultural feel to the handles, switchgear and fittings. The doors close with a clunk, rather than a reassuring thud you expect from an S-Class, but it actually adds to the charm and I can't help but raise an eyebrow and a smile.

### IN THE CLOUDS

Once seated, it's easy to forget just how high and mighty you sit in the G63, only reminded again in traffic, when you notice you're looking down into the cabins of large white vans and buses. In fact, the drivers of small lorries are directly in your line of vision, such is the car's huge height and mass.

In reality, once behind the wheel you would be hard pushed to ever know the G63 weighs as much as it does or appears so big and bulky from the exterior. It moves with such ungodly pace that a car this large doesn't have a right to do so in a straight line. Acceleration is genuinely rapid, and the car gathers pace with a monumental wave of torque that arrives early and stays until you tell it you've had enough. It's real pin-you-back-in-the-seat stuff and it's not just quick for a large SUV, it's quick full stop. The headline figures to impress are 0-62mph in just 4.5 seconds before topping out at 137mph. With that in mind, it's perhaps more surprising than the savage acceleration is the equally impressive, and G-force inducing brakes. This goliath stops as well as it goes, which is certainly saying



### Just the facts

**AMG G63 (W463)**  
**ENGINE** M178 3,982cc V8  
**POWER** 577bhp@6,000rpm  
**TORQUE** 627lb ft @2,500-3,500rpm  
**TRANSMISSION** 9-speed auto, 4WD  
**0-62MPH** 4.5secs  
**TOP SPEED** 137mph  
**FUEL CONSUMPTION** 18.8mpg  
**EMISSIONS** 299g/km  
**WEIGHT** 2,560kg  
Figures for car as pictured, top speed raised with AMG Driver's Package, figures according to NEDC combined



▷ The G63 is hugely imposing even when parked.

▷ Cabin has been brought into the modern era.





“ You have to take a step up into the car to literally climb into the cabin and perch yourself in the driver’s seat ”





▷ something and it's exemplified when you peer between the spokes of the 22-inch wheels that clearly display the huge eight-piston calipers and 400mm discs. They are the biggest brakes I think I've ever seen on a road car and do an impressive job of pulling up 2,600kg of SUV from 70mph. They inspire the kind of confidence you need to explore the performance and they're backed up with a chassis that somehow seems relatively nimble. 'Relatively' is the key word there, as its abilities are mightily impressive but all that top end heavy weight still reveals body roll, but I've driven hot hatches that have it worse than this.

### GOING UP TOWN

To change things up, for the second part of the photoshoot, we're venturing to the centre of London and thankfully its quiet and the G63 feels like a very different beast from the countryside blasts we were having earlier. The savage performance and impressive ability can't mask the car's huge overall mass and there's certainly no getting away from the fact it feels large and cumbersome whilst maneuvering through traffic. Park it up on a narrow road and the car juts into the road by a foot and you can't see much below you at times either, so navigating through central London and tip-toeing through narrow side streets raises the pulse just as much as flooring the car away from a set of traffic lights.

Plenty of people do seem to take note of the car, which amusingly seems shared between the 'average' person who gives the mammoth beast a double take when you're at a zebra crossing. Those who seem impressed rather than alarmed, you can safely assume are either car enthusiasts, or they're aware of the G-Wagen image as very expensive car that wealthy people favour. It clearly works, as the car gains plenty of noting glances, some with a reassuring nod of approval, those recognising the G63's appeal, and price tag. To cement that, one admirer at a petrol station asked me what I did for a living to afford such a car. I felt a little embarrassed, but also pleased in a way to tell him it was a car on test from Mercedes-Benz, before opening the door and climbing up into the seat.

### FUELLING UP

Frequent visits to petrol stations will become familiar to anyone running a G63, especially in town as although the urban figure is supposed to be 17.1mpg, I only managed single figures. But we can assume the car's penchant for fuel will have little bearing for potential new buyers, which sadly, I'll probably never be. However, based on that reality check before I booked the test, I never really expected to like or even understand the AMG G63. On paper, it makes little sense, after all it's a lot of money for a car that can technically be matched by other Mercedes-AMG models. But by the end of the test, I'd convinced myself that if I could afford one, and if the need ever came to own a slightly ostentatious SUV, this would undoubtedly be it. It truly offers something unique, and wherever I drove it I loved something about what it did to my senses, or other people's. How the engineers have been able to create something so fast, able and agile is the incredible thing here, and based on that you could argue its where the current model still shares a bond with the original G-Wagen and it's intentions. Both were designed and built with a very focused purpose and both deliver that with huge success.

“If I could afford one, and if the need ever came to own a slightly ostentatious SUV, this would be it”

△ Twin side-exit exhausts produce a great sound.

▽ M178 engine produces 577bhp and 627 lb ft!

▽▷ Central London provided the backdrop.

▽▷ Twin-turbo V8 power makes the G63 a beast.









# SILCHESTER GARAGE<sup>LTD</sup>

Classic & Sports Car Restorations

## HAVE YOUR CLASSIC MERCEDES-BENZ RESTORED OR REPAIRED BY SPECIALISTS



Whatever your requirements, we are one of the most qualified and experienced restorers in the UK to carry out a small repair or a complete restoration on your classic Mercedes.



Silchester Garage Ltd only use genuine parts where possible, however, we carry over £200k of rare used stock parts for your classic Mercedes. We wouldn't have everything in stock, but depending on your requirements there is a good chance that we have it.

We are also experts in custom-built exhaust systems for classic and modern cars. We are not just about modified and customised cars!

Our comprehensive range of silencers enables us to offer close matches to virtually every silencer ever made. We are therefore able to build efficient and durable stainless steel exhaust systems on most classic, vintage and even veteran cars.



**Tel: +44 (0)118 970 1648 Mob: +44 (0)7830 352823**





# SILCHESTER GARAGE LTD

## Classic & Sports Car Restorations

**www.silchestergarage.co.uk**

Due to record sales we want to buy your car or sell it on a commission basis.  
We should be able to return you the best market price.



**1964 Mercedes-Benz 230SL**  
Manual in excellent condition, just had Engine fully rebuilt. Hard and soft top.



**1985 Mercedes-Benz 280SL**  
Full restoration less than one year ago, including new bulkhead, engine, etc.



**1969 Mercedes-Benz 280SE RHD**  
Auto, Convertible, Fully restored, just about to complete all the work, not ready just yet.



**1971 Mercedes-Benz 280SE LHD**  
Excellent condition, we're carrying out all repairs to make it reliable and looking amazing again.



**1971 Mercedes-Benz 280SE**  
Completed restored, including new interior, full paint job, and many new parts, etc.



**2003 Mercedes-Benz SL500**  
Stunning car with just over 50K miles, fully serviced.



**1966 Mercedes-Benz 230SL Manual**  
Fully restored, just like a new car, show winner several times.



**1989 Mercedes-Benz 300SL**  
Beautiful colour combination, stunning condition.



**1967 Mercedes-Benz 250SL LHD**  
Auto, soft top & hardtop. Now complete after restoration, stunning, and at reduced price. Engine fully rebuilt.

Silchester Garage has been restoring classic Mercedes-Benz for many years and we are specialists in the SL range, including 190SL, Pagoda and R107. We have all the tools and skills to work on any other models too.

Located in Berkshire, our specialist facilities include a metal works bay, spray booth, trim shop, workshop, MOT station, tyre bay, parts shop and showroom.

Our in-house 'mass production' of restorations means we will never be beaten on price on any like-for-like quotation.

We offer restorations to each customer's unique requirements and budget, allowing you the option to pay by instalments or just having it done to Concours condition at a reasonable price.

Our passion about these wonderful motor cars and friendly approach to customers makes us one of the biggest and best dealers of 'Pagodas' in the UK leaving many satisfied customers nationally and internationally.

Whatever your vehicle, whatever your requirements we will be delighted to provide a quote.

**Pamber Road, Silchester, Berkshire RG7 2NX**  
**www.silchestergarage.co.uk**

**sales@silchestergarage.co.uk**





The team required to ensure a smooth journey was considerable! But then this was no ordinary road trip.



The two Mercedes had to negotiate their path carefully at times.

# TRUE GLOBETROTTER

Having driven the equivalent of twice around the world in a single trip, Iip Amn has certainly proven that his beloved W123 - and G-Wagen support car - can conquer anything

WORDS **ROBB PRITCHARD** IMAGES **DARWIN NUCRAHA**



Both of the cars ventured everywhere together at all times.



**W**HAT'S THE MOST IMPRESSIVE CLASSIC CAR ROAD TRIP YOU'VE EVER HEARD OF? There are probably trips that you will have been impressed by, thanks to the terrain, route or distance, but we don't think anyone has managed a trip quite as impressive as Iip Amn undertook in his much loved 1983 W123 280E. In 2018, he drove from the Sahara Desert in Africa all the way up to the northern coast of Norway, which is good going, but perhaps not considered all that extreme. Except when you take into account that Iip started his journey in Indonesia and then drove all the way back again, covering some 53,500 miles (86,000km) in 18 months, passing through more than 40 countries. With such an undertaking in such a venerable car, *Mercedes Enthusiast* needed to know more and so we asked Iip how it happened.

"I first came across the Mercedes-Benz brand when I was in high school, when the 124-series was still a new car," Iip says. "I started my personal collection of classic cars with a W123, but it's not just owning them that interests me, it's also doing things with these cars that creates an experience and a real memory. And I've always thought: what would be the most amazing thing to do in a classic Mercedes-Benz?"

#### DESTINATION INPUT

Looking at a map for inspiration of a feasible yet comprehensive road trip, a plan began to form. He homed in on two locations around the world that he wanted to travel to starting from his home in Banten, near the Indonesian capital of Jakarta. The first location was the rolling sand dunes of the Sahara Desert, which would prove a world away from the lush, tropical jungles and plantations of his homeland Indonesia. The other location would be equally as contrasting, but in a very different way as Iip settled upon the most northerly point of European mainland, Nordkapp in Norway.

**"I'VE ALWAYS THOUGHT:  
WHAT WOULD BE THE MOST  
AMAZING THING TO DO IN  
A CLASSIC MERCEDES?"**





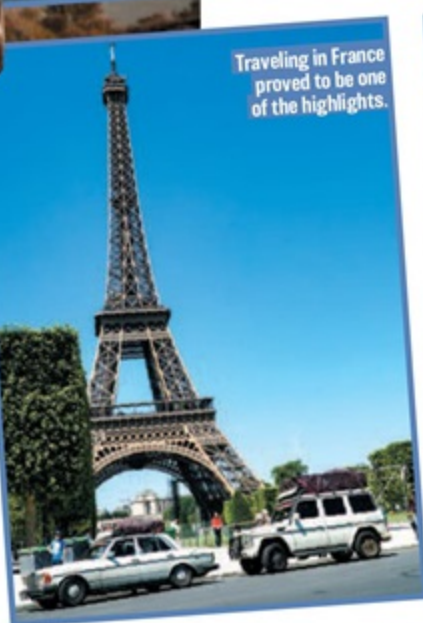
Often the team slept in the open, under the stars.



Every iconic photo opportunity was well addressed!



Traveling in France proved to be one of the highlights.



A stop over in Brussels was also shoehorned into the huge trip.



▷ To drive to and then between these destinations became the journey that would dominate Iip's life for the next couple of years, and all he needed to get started was a car or two from his collection. A daily driver that had been used on the streets of Indonesia since the early 1980s is perhaps not the first choice for an expedition mule for most people, but with a collection of 23 classic Mercedes models, the W123 stood out as a wholesomely reliable workhorse. With 102,372 miles on the clock, Iip drove it almost every day so knew it was mechanically sound and apart from a normal fluids service, nothing needed attention for embarking on the adventure. There was some added safety in that he would be followed by his mechanic friend in a low-mileage G-Wagen, but the only spares that they carried were replacement gaskets, fan belts and a few minor suspension parts.

Despite the inherent risks of driving so far, through many foreign countries, an Indonesian insurance company covered Iip for just £500 a year! A *Carnet de Passage* from the International Automobile Association and dozens of visas later, and the team was assembled and ready to go. In total, seven people embarked on the massive journey, including a videographer to capture the trip, who also took along his wife and five-year old child. "He was home schooled on the back seat of a W123 Mercedes-Benz whilst travelling around all of these foreign countries; what a way to grow up!" his father Darwin tells with a smile.

"We started with a boat over the 15-mile straits to Sumatra and then another longer ferry to Singapore, but that was the last big sea crossing," Iip explains. "Up through Malaysia, Thailand and Myanmar the landscape and people were much the same as they are in tropical Asian countries." But on this once in a lifetime trip they took their time and every day was one of sight-seeing and exploration. By the time they got to the Indian border they had already been on the road for five incredible months.

## A NEW CHALLENGE

"The first real change was when we got to India. Straight away the people were different, everything was much dirtier and overcrowded, but it was friendly too." For a month they braved the famously perilous Indian roads full of lazy cows, donkey-pulled carts, three-wheeled rickshaws and speeding trucks. "We had to be a lot more patient as there were many crazy drivers and no sense of any road rules at all. This part wasn't so much fun in a beloved classic car with a child in the back!"

The Taj Mahal was an obvious highlight of the sub-continent, as was the Golden Temple in Amritsar, but then they hit a snag as the political situation between Pakistan and India worsened to the

Parked on the canals of Amsterdam attracted some attention.



A visit to the Mercedes Museum in Germany was a must for fan Iip.





point it was too dangerous to cross the border. It wasn't going to be resolved for at least a couple of months and so a place to leave the cars was found while the team flew back to Indonesia to wait. "All we could do was to keep in communication with the Pakistan embassy in Jakarta to monitor the situation," recalls Iip.

When the border finally opened two months later, they chose a route that kept them away from the trouble spots, but even so they still needed a military escort for the 620-mile drive from Balochistan to the border of Iran. "The country is dominated by rocky mountains with all the greenery confined to the narrow valleys and a few times we got caught in desert sandstorms when all you can do is park and wait for the storm to blow over. You don't get that in Indonesia! But it wasn't exactly the most relaxing place to travel, as a bomb went off in Quetta, just three hours before we got there."

Over the border they got to Tehran the day before the friendly Mercedes-Benz Club of Iran held a meeting, which the team received an invitation to. "We had so much fun and everyone was so interested in what we were doing," remembers Iip.

Through Turkey, they made it to Europe, crossing into

**"WITH 102,372 MILES  
ON THE CLOCK, HE  
DROVE IT ALMOST EVERY  
DAY SO KNEW IT WAS  
MECHANICALLY SOUND"**

▼ W123 held  
its own in the  
Sahara Desert.

Bulgaria and once again Iip reported that everything felt very different, from the landscapes, people and culture to the weather. "For us tropical people, it's cold in Europe even in summer, although with 17 hours of sunlight we did find a little compensation."

Greece and then north through the Balkans of Albania, Montenegro, Bosnia and Croatia, the mountainous landscape didn't change too much, only that the more north they went the more rivers they needed to pass over. Across

Italy, as far south as Rome, it was onto France, which made the biggest impression, as they were impressed by the modern and dynamic culture. Also, staying mostly on the rural back roads, they met many hospitable people who were interested in a group of people who'd driven from Indonesia in a pair of old cars.

#### **CHECKPOINT ONE**

After Spain, they took a ferry into Africa and crossed the Atlas Mountains of Morocco, bringing them to a big highlight of the trip and one of the two that started it: the Sahara Desert. "It was really amazing to drive there," Iip says. "And we got to have some fun in the sand as with the G-Wagen behind us there ▶





# J · O · O · P S · T · O · L · Z · E

## Classic cars



**1982 Mercedes 380SL Roadster**

Perfect very nice, with hardtop and soft top, perfectly running / driving for only € 16.950.



**1974 Mercedes 350SL Roadster**

Hard/softtop, good running / driving for €16.250.  
**WE HAVE 230,280,350,450,500,560 & 600 SL's**



**1986 Mercedes 560SL Roadster**

Perfect very nice, drive it home for € 18.750.  
**BIG COLLECTION OF CLASSIC MERCEDES IN STOCK**



**1958 Alfa Romeo 750 Sprint**

Also big choice in REAL Italian classics like:  
**ALFA, ABARTH, LANCIA, FERRARI AND MASERATI**



**Big choice in REAL classic cars**

Always more than 450 REAL classic cars in stock.  
**SEE OUR WEBSITE FOR ACTUAL CARS IN STOCK**



**Also Porsches from '58 to '85**

German, Italian, English and American classics.  
**REAL CLASSIC CARS ALWAYS WANTED**

Enthusiast & collector specialising in superior classics \* Cheap private import service \* Restoration to concours condition \* Over 450 REAL classics in the collection

**CLASSICS FOR SALE WANTED 'from project to perfect'!!**

Tel: +31 (0)174 520 884 • +31 (0)655 102015 • info@stolzeccars.nl

**www.stolzeccars.nl**

## Preserve Your Masterpiece!

Whether you're buying, selling or holding...  
Miller's has 38 years experience specializing in  
restoration parts and accessories for  
classic Mercedes-Benz automobiles  
from the 1950s - 1990s.



**cm.millermbz.com**

Shop online  
1-800-338-7787 USA  
International customers reach us at  
+1-714-557-0115 or sales@millermbz.com

## Exceptional Parts for Extraordinary Automobiles!



WE SHIP  
WORLDWIDE  
DAILY

Find a **HUGE SELECTION** of items on our website for your  
Classic Mercedes-Benz — in stock and ready to ship.

Specializing in 1950s - 1970s Mercedes-Benz including:  
190SL, 230SL-250SL-280SL Pagoda, 300SL Gullwing  
& Roadster, Adenauer models and many more.



Over 20 years of quality service  
in classic Mercedes-Benz parts

Tel. 800-607-1982 • Intl. +1-917-830-5735  
New York • sales@authenticclassics.com

**www.AUTHENTICCLASSICS.COM**



Camping with the local wildlife also proved common.



### “WHEN THE BORDER FINALLY OPENED TWO MONTHS LATER THEY CHOSE A ROUTE THAT KEPT THEM AWAY FROM THE TROUBLE SPOTS”

➤ wasn't going to be any issue if we got the W123 stuck. But it was quite easy for the 123 to bog down and the tow rope finally saw some use as we had to get the car out of the softer sand.”

Then, via Portugal and Spain the UK was next on the list of must-visit places, but even though they could get the right papers to visit countries such as Tibet, Iran and Laos, Britain proved impossible. “It's not easy for Indonesians to get a visa,” he tells. “It was going to be both very complicated and very expensive to get in and so sadly we missed it out.”

### STOPPING OFF

In Germany they stopped to visit the Mercedes-Benz Museum where the staff also seemed impressed with what they were doing. Over the next few summer months they wound their amble way through Switzerland, Poland, Hungary, then north up to Denmark, Sweden and Norway to the next check point, the most northern point in Europe, the spectacular Nordkapp. Some 6,200 miles away from home in a direct line, by this point they had covered more than 37,000 miles. “To look on a map and

A wheel came off whilst in a tunnel in Norway, but was the only failure.



Thankfully, most of the journey was done at a very leisurely pace.



There were plenty of stops along the way for photo opportunities.



The snowy terrain was still no match for the pair of old Mercs.



see how far away from home we were was incredible. And to eyes used to tropical greenery, seeing the barren hills covered in snow was a very strange sight.”

But here they suffered the only technical issue the W123 incurred, as one of the rear wheels sheared off right in the middle of a long tunnel! Worried about carbon monoxide poisoning they had to call the police to get them out. It wasn't a hard repair but the workshop they got towed to could only get the parts delivered in a month. That simply wasn't an option, so Iip got a friend to strip one of the cars in his collection at home and send the parts out from Indonesia, which took 10 days, whilst the repair itself took just three hours. ➤



## ROAD TRIP 53,500 miles in a W123

▷ For maintenance, the oil was changed every 4,000 miles and an eye was kept on the brake pads and spark plugs. But apart from the wheel departure there were only a few very minor issues they needed to deal with, such as the alternator that was replaced when it started failing. "A W123 is an amazingly reliable car and we proved that once again," Iip confirms.

Through Finland and into Russia, they had to speed up from their usual ambling pace as the delay in Pakistan meant they were well behind schedule and didn't have much time before their visas expired. Over-staying would have had severe repercussions, so it meant long days of driving through the endless steppes and forests, and even some nights were required behind the wheel.

### NEW TERRAIN

But they could relax again in the wide open steppes of Kazakhstan. Vast and sparsely populated, the endless grasslands weren't the most interesting scenery to drive through, but then they got to Kyrgyzstan, which is dominated by mountains. "The two countries are totally different. In a few hours we could do 250 miles in Kazakhstan, but over the border that could take all day."

One of the most memorable countries was China, although not always for the best reasons. For a start, they had to spend three days at the border organising a provisional driving license, a temporary numberplate and to arrange a local guide that was required to travel with them, at an eye-watering cost of £2,300 per car. They drove a massive 5,500 miles through the country,

entering at Xinjiang in the west, via Tibet, travelling down to the sub-tropical regions on the south coast before crossing into Laos.

When they finally arrived back in Indonesia after a year and a half on the road, the five-year old child was now a world-travelled seven-year old and the local Banten Mercedes-Benz Club held a ceremony to welcome them back



The W123 proved it could do whatever the G-Wagen could.

with open arms and celebrate their huge accomplishment.

"Travelling is always an enjoyable experience where you can see new things and meet new people, but to do it in your own old car is for me very special. I loved every moment of the trip," Iip said.

The W123 is booked in for a repaint and there's a leaking valve cover that needs some attention but they will be addressed before Iip's next adventure: driving the full Pan-American Highway! 📌

**"TRAVELLING IS ALWAYS AN ENJOYABLE  
EXPERIENCE WHERE YOU CAN SEE NEW  
THINGS AND MEET NEW PEOPLE"**

The epic journey created some amazing pictures.



# SLSHOP

OWNER SERVICES | PARTS STORE | EXPERIENCE



## OWNER SERVICES

We live and breathe classic Mercedes-Benz cars and we've forged a reputation for delivering on our promises, thanks to our considerable expertise in the field and professional approach to working with clients from all over the world.

Passion drives everything we do at SLSHOP. We understand your SL isn't just a car, it's a ticket to the perfect weekend. Our team has extensive experience with classic Mercedes-Benz models from the 1950s-1990s and we are proud to be Europe's leading SL specialists. Our services include:

- Health Checks
- Servicing & Tuning
- Restoration
- Race & Rally Preparation
- Performance Upgrades

**SLSHOP** | OWNER SERVICES

+44 (0) 1789 337 070  
[www.theSLSHOP.com](http://www.theSLSHOP.com)  
[serviceoffice@theslshop.com](mailto:serviceoffice@theslshop.com)



# Unfinished business

The chance to drive the pumped up SLK55 AMG was fraughted by an unlucky power-steering failure, but the show must go on and it did...

WORDS **PIOTR R FRANKOWSKI**  
IMAGES **DIETER REBMANN**





“The acceleration from a standstill was astounding, it would have put many contemporary supercars to shame”





**W**HEN THE SLK55 AMG OF THE R171 RANGE WAS FIRST INTRODUCED, I THOUGHT IT LOOKED A BIT LIKE A PROFESSIONAL WEIGHTLIFTER

IN ONE OF THE LOWER CATEGORIES: SMALL, SHORT, BUT WITH BULGING MUSCLES AND A LOT OF ATTITUDE. ON PAPER, THE CAR'S PERFORMANCE DATA ALSO LOOKED FORMIDABLE AND I ITCHED TO SEE FOR MYSELF IF IT WAS REALLY WORTH THE HYPE.

In the flesh the car looked a bit like a villain from a movie: brutal and handsome in equal measure. Its short wheelbase (although longer than that of the preceding R170) made all the bodywork add-ons seem a trifle contrived. The proportions looked wrong at first glance, yet at some angles they seemed to work, but the accompanying stats made quite an impression: 355 German-made horses and 376lb ft of

▷ Bold badging hinted at the large 5.4-litre engine.

▷ Interior touches were far more subtle.

torque in a car that weighed around 1,500kg. Less than five short seconds from 0-62mph and an electronically limited top speed of 155mph. That looked sufficient at the time and before I first saw the car, I wondered how it would handle once the electronic safety blanket of the ESP was removed: in those days, you could switch it off completely if you so required.

**C**LOSE UP, IT LOOKED A BIT DISAPPOINTING. SOME CARBON FIBRE TRIM PIECES SEEMED TO HAVE BEEN PURCHASED AT THE BARGAIN CORNER OF THE GERMAN EQUIVALENT OF HALFORDS, AND I HAVE NEVER BEEN A BIG FAN OF THE SLIGHTLY CONTRIVED 'TUNING' AESTHETIC. Hoping that the performance would mask these small deficiencies, I got behind the wheel for the first time. The first launch on a grippy surface was like an explosion. The Mercedes briefly squatted down, the rears bit into the abrasive German airfield Tarmac and it shot forward. I had a vivid mental image of the legendary Baron von Munchhausen, a fictitious German nobleman created (with some foundation in fact, as there was in fact a Freiherr von Münchhausen from Bodenwerder who wrote down his) by a writer called Rudolf Erich Raspe. The good Baron was a consummate liar who told scarcely believable tales, including one of moving across a battlefield by jumping ▷

*“In the flesh the car looked a bit like a villain from a movie: brutal and handsome in equal measure”*







## JUST THE FACTS

**SLK55 AMG** (R171)

ENGINE M113 5,439cc V8

POWER  
355bhp@5,750rpm

TORQUE  
376lb ft@4,000rpm

TRANSMISSION 7-speed  
automatic, RWD

WEIGHT 1,540kg

0-62MPH 4.9sec

TOP SPEED 155mph

FUEL CONSUMPTION  
23.5mpg

YEARS PRODUCED  
2004-2011

*Fuel consumption according  
to NEDC combined; top  
speed electronically limited*

◁ Aggressive  
looks extended  
to the rear end.





# Adding class to your journey

Well formed Classic Mercedes Benz Insurance



## The Carole Nash Difference



UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers



Salvage Retention Rights



Choose your own specialist repairer



Agreed Value

**CALL NOW**

**0330 343 8805**

[carolenash.com/classic-car](http://carolenash.com/classic-car)



**CAROLE NASH**  
The care it deserves

★ Trustpilot ★★★★★

UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

## Insurance tailored around you and your Mercedes

At Adrian Flux we have over 40 years experience tailoring insurance to suit your specific needs. We don't believe in "one size fits all" when it comes to insurance, which is why you could save time and money by calling a member of our team directly on **0800 085 5000** compared to online.



Ask our experienced staff about:

Club member discounts  
Agreed valuations  
Limited mileage discounts  
European breakdown cover  
Driving other vehicles

**Call us today: 0800 085 5000**

Mon-Thu 9am-8pm, Fri 9am-7pm Sat 9am-4pm. Authorised & regulated by the Financial Conduct Authority

[adrianflux.co.uk](http://adrianflux.co.uk)

**ADRIAN FLUX**





casual use, for commuting to work, for taking the partner away for a weekend, but which could also enter a ruthless battle up an Alpine pass against the best that BMW and Audi could offer. Another AMG characteristic at the time was also the anonymity of its products. It did not

▷ from one flying cannonball to another. And this is how I felt every time I mashed the throttle pedal into the carpet. The acceleration from a standstill was astounding, it would have put many contemporary supercars to shame and I recall someone clocked one of these at 4.3 seconds from 0-62mph in period. Perhaps, at the time, Mercedes-Benz, much like Porsche, quoted conservative figures for its products.

On the road, the suspension was quite supple, without the easier to pull off rock hard settings I was somehow expecting. The car had all the regular qualities of a contemporary SLK and was just as easy to live with as any Mercedes-Benz: the radio worked well, the air con was sufficient, and the electric roof worked. This was the quality which the growing community of AMG enthusiasts expected: they wanted cars suitable for

“It looked like the power steering pump had just committed suicide by blowing itself up”

scream power and performance from 100 yards away, instead the subdued styling made the cars look less susceptible to traffic police scrutiny and tended to fool ignorant onlookers.

THIS PARTICULAR CAR, HOWEVER, WITH ITS PROTUBERANCES AND EXTRA DECORATIONS, LOOKED

DIFFERENT FROM A REGULAR SLK AT FIRST GLANCE. Innocent Germans did not know that it was a factory-built AMG, as it seemed more of a fruit of one of the independent tuning companies, which I admit wasn't exactly to my personal taste. On the day, the time came for action pictures, as usual in those days, at the old Malmshiem airfield near Stuttgart. With my good friend and mentor, Dieter Rebmann, we were sure we were in for another day of routine, well- ▷

△ Shoehorning the V8 seemed a great idea.

△ Huge brakes helped keep that power in check.







▷ practised shooting, progressing from simpler stuff towards riskier manoeuvres. The idea was (and it served me well in my 30 years as a car journalist) that in case something happens to the car in the interim (it fails to proceed), we will always have some sort of usable material to fall back on. That was the plan. However, fate had other ideas...

**A**S SOON AS I STARTED TO DRIVE MORE BRAVELY FOR THE FIRST CORNERING SHOTS, SUDDENLY SOMETHING WENT BANG FROM INSIDE THE ENGINE BAY AND I IMMEDIATELY STOPPED. We took a look under the bonnet and lots of vaporized ATF oil hit me in the face. It looked like the power steering pump had just committed suicide by blowing itself up. What was I to do? We had planned lots more photos. I looked at Dieter, shrugged and got back in. The steering became so heavy that some of the pre-war race cars which I had driven now seemed like pleasant vacation memories. That can be the problem with modern cars, as their chassis engineering is optimised for any power

△ AMG dials reminded you of the powerful V8.

△△ The carbon fibre looked a little cheap.

*“It made me think that perhaps the traditional Mercedes ethos of over-engineering was entering its twilight”*

assistance being operational, and the steering ratio plus the castor angle suited accordingly.

It was a nightmare workout and felt like hundreds of push-ups per minute when we started doing the slalom shots and the powerslides but I was determined to get the story in the bag, whatever it took. Every pass in front of the camera became harder. I don't spend my life in the gym, but try to keep myself fit for racing, and unassisted steering never puts me off cars. But this, this was on a whole different level. Every other component of the car performed perfectly and it was only the pump which decided to fail on the day. It made me think that perhaps the traditional Mercedes-Benz ethos of over-engineering all the components of a car was entering its twilight. With plenty of other companies it had long been the rule: use the cheapest part off the shelf, and let the customers worry about it, but Mercedes has persevered.

Needless to say, I completed the photoshoot, and the following morning suffered the obvious consequences of lactic acid in the muscles in my arms, but it was worth it. However, I never learned if this was a freak failure or an indication of a fault which applied to a number of those extra powerful SLKs; perhaps readers might enlighten us...

And one more thing. I'd like to drive one again to see if my memory of that test drive isn't flawed. I have some unfinished business with the SLK55.





A fine selection of  
Mercedes-Benz cars always  
available from up to  
50 classic cars in stock



## The School Garage, Classic Car Shop

### Classic Car Specialists

EST 1979

47 Buxton Road  
Whaley Bridge, High Peak  
Derbyshire, SK23 7HX



**1989 Mercedes 300SL W107.**  
Nautic blue with full grey leather, blue hard top and perfect blue soft top, flat face alloys, OTG, full electric pack, stereo, 109K with full service history and a stunning original car that drives like new. Excellent value

£29,950

**1986 Mercedes 300SL.**  
Artic white with sports and charcoal trim, charcoal soft top and white hard top, flat face alloys, boot spoiler and full electric pack. 72,000 miles only with FMBH. Stunning and original example in show winning rust free condition

£34,950



**1986 Mercedes 300SL (W107).** Silver with blue leather and rear seat. Navy blue hood, and nautic blue hard top. Flat face alloys. Sold by us to its last two owners over a 29 year period, stunning example with FSH

£34,950



**1988 Mercedes 560SL Sports.** LHD. Signal red with beige leather trim, Hard and soft tops, air con, cruise, OTG, and full electric pack. Sold by us to its last two owners, and three owners from new. Full and detailed Mercedes history. Lovely original example and very very Rare

£24,950



**1983 Mercedes 280 SL W107 sports.** In stunning Milan brown metallic with beige tex trim. Hard and soft tops, rear seats, wind deflector, Mexican hat alloys. One previous owner and only 42,000 miles from new. Full detailed history. All books, tools, documentation. Superb original example in timewarp condition, the finest we have seen. Possibly the finest and most original in UK.

£36,950



**1986 Mercedes 300SL (W107).** Silver with blue leather and rear seat. Navy blue hood, and nautic blue hard top. Flat face alloys. Sold by us to its last two owners over a 29 year period, stunning example with FSH

£34,950



**1985 Mercedes W107 280SL Sports.** Champagne with Brazil brown duo trim. One previous owner, 67,000 miles only. With FMBH. Hard and soft tops, and rear seat. Spent the last 16 years in a serious collection. A superb and unmarked original car. We very much doubt that any UK specialist has a better example.

£29,950



**1983 Mercedes 380 SL Sports.** White with beige leather trim, and blue sport top. Car supplied new to English film star who owned the car for 30 years. Stunning original rust free example. With impeccable provenance

£29,950



**1995 Mercedes SL500 sports W129.** Silver with blue leather and blue mohair power. Hood, hard and soft tops alloys, air con, and full electric pack. ONE previous owner and 15,000 miles only. The car is as NEW and truly magnificent

£29,950



**2004 Mercedes E55 AMG.** Silver with full black leather sports trim, AMG alloys, Aircond, ESR, EM, full electric pack plus massive factory specification too long to list, one previous owner, and 39000 miles only with FSH. Stunning, unmarked and original and very very fast. Amazing value at

£16,950



**1983 Mercedes 500SEL LHD.** Navy blue with black leather. 241,000 kms and one previous owner, with sound body, great engine and gearbox. Current MOT, superb value, cosmetic restoration project

£4,995



**1991 Mercedes 300SL 24 Valve.** Finished in light metallic blue with beige leather. Flat face alloys, hard and soft tops. Power hood in blue. 41,000 miles only with full documented, Mercedes and Mercedes specialist history. And two owners. This is the finest W129 we have seen in years, very special

£15,950



**1992 Mercedes 300SL Sports (W129).** Alpine white with full tan leather. Flat face alloys, full electric pack, power hood, hard-top, CD, plus very good spec. 71,000 miles with Mercedes-Benz history. This car is in mint original condition and must not be compared with the normal auction house offerings

£12,950



**1992 Mercedes 300SL W129.** Signal red with beige leather, 8-hole alloys, hard top, black power hood, good factory period spec. 73,000 miles with full Mercedes history, all books, tools, and original documentation. A superb and original example

£12,950



**1994 Mercedes 280 SL W129 Sports.** Monza red with Champagne leather. Hard and soft tops, power hood, windows, seats, mirrors, ABS, cruise, OTG. Two previous owners, last lady owner 20 years. Full Mercedes service history. Diamond black alloys. Stunning and original

£10,950

Tel: 01663 733209

[www.classiccarshop.co.uk](http://www.classiccarshop.co.uk)

Mob: 07767 617507



With sunshine on the way, we're taking a look at what a £10,000 budget could land you in the way of a bargain Benz

# Summertime fun

WORDS **DAVID SUTHERLAND**

IMAGES **TERRY OBORNE & CRAIG PUSEY**

**E**VERY MERCEDES-BENZ CABRIOLET SINCE THE 1980S HAS been a robustly built car that has incorporated most if not all of the weatherproofing and snugness of the model it was based on, thus can be perfectly practical winter transport. But that doesn't stop many enthusiasts thinking of star-badged droptops as a summer indulgence, a rising desire to own one felt as the short days become longer and warmer.

For those of this mindset, here are 10 Benz convertibles that are readily available on the market. And the good news is that all can be purchased for £10,000 or less, an affordable amount that makes buying one as a second car all the more realistic. This budget may just get you into the car in question and no more (R172 model SLK), or may command a very good example (208-series CLK cabriolet), but remember that a car that isn't going to win show prizes is usually just as much fun as a pristine example when the road, the weather and your frame of mind are right. In fact our selection is the story of the Mercedes cabriolet since the R107 of 1972, as all of them bar a few recent models that still command a high price are seen here. So take your pick!

*"In fact our selection is the story of the Mercedes cabriolet since the R107 of 1972"*







## R107 300SL (1985-1989)

The R107 arrived to replace the W113 'Pagoda' SL in 1971, and an 18-year production has left a large number of surviving examples, with prices ranging from as low as £5,000 for a restoration project up to £100,000 for a pristine rebuild, or a little used original car, offered by one of the established specialists. What our £10,000 gets you is a usable 300SL in need of TLC.

This model arrived in 1985 at the R107's final facelift, and though its three-litre straight-six engine lacks the torque of the V8 models, many prefer it for its nimbler handling. The M103 two-valve is also a simple motor to



maintain, which also endears it to enthusiasts.

All R107s came with the good looking, heavyweight hardtop, so ensure this is present. An electric hood was never offered (though aftermarket conversions do exist), and the canvas hood, while snug fitting and

weatherproof, is something of a fiddle to lower and raise, requiring the use of a special spanner supplied with the Mercedes.

That said, it's an ingenious arrangement.

A 300SL or indeed any R107 model is at its best with the roof down and cruising.

Handling is failsafe and the ride is comfortable, thanks to soft springing and small diameter wheels and tall-sided tyres.

### JUST THE FACTS

#### ENGINE/POWER

M103 2.962cc 6-cyl/185bhp, 188lb ft

TYPICAL PRICE £10,000

STYLE ★★★★★

DRIVER APPEAL ★★★★★

COMFORT ★★★★★

HOOD DESIGN ★★★★★

VALUE FOR MONEY ★★★★★

**WHAT TO LOOK FOR** Rust on the front body bulkhead, on the subframe and inner wings; cylinder-head gasket leaks, worn engine mounts, excessively clunky automatic gearbox shifts

**SUM UP** A timeless Mercedes roadster that's so enjoyable to cruise in, but avoid rusty examples - a lot of the corrosion is unseen.

### JUST THE FACTS

#### ENGINE/POWER

M104 3.199cc 6-cyl/228bhp, 232lb ft

TYPICAL PRICE £7,500

STYLE ★★★★★

DRIVER APPEAL ★★★★★

COMFORT ★★★★★

HOOD DESIGN ★★★★★

VALUE FOR MONEY ★★★★★

**WHAT TO LOOK FOR** M104 is infamous for frying its engine wiring loom; oil leaks at cylinder head joint; the plastic rear screen can go opaque; hood motors fall victim to electronic gremlins

**SUM UP** Not one of Bruno Sacco's prettiest designs, but a marvellous roadster that's built to Mercedes build quality of old.

## R129 SL320 (1993-1998)

Long the unloved SL generation, R129 values slumped to well below £10,000 and you can still pick one up for around £3,000. But don't because it'll be trouble. Pay more - £8,000 to £10,000 for a better one - to minimise headaches.

There are various six-cylinder R129s to choose from, but our favourite is the SL320 made between 1993 and 1998, the super smooth M104 24-valve 3.2-litre straight-six replacing the torque-starved M102, and itself replaced by the less likeable M112 V6 of the same capacity. Buying one from after June 1996 gets you a five- rather four-speed autobox, which makes the Benz much more responsive. For the same reasons with the R107, many

believe the six-pot R129s are nicer to drive than the V8s, although they are also more affordable too.

Despite the R129 being a high tech car for its time, including an expensively developed 'pop up' rollover safety bar, the canvas hood although with convenient one-touch lowering and raising has a plastic rather than glass rear screen, which was a disappointment. However many owners didn't bother with

the hood, leaving the metal hardtop on permanently. In some cases this would have been because lifting the roof off the car is a two-, possibly three-person job, and it is all too easy to gouge the bodywork with the roof mounting studs.







## A124 E220 Cabriolet (1993-1997)

When the roofless 124-series was launched in 1991 it was Mercedes' first smaller four-seat convertible since the Ponton drophead of two decades earlier. A massive effort went into ensuring the A124 had the same level of structural rigidity as the C124 Coupe it was based on, the design incorporating much extra metal bracing members, while the crash safety system was derived from the R129's except that two rising 'tombstone' rear headrests instead of a single bar did the job.

Rear seat space may be a casualty of many cabriolets, but Mercedes made sure that two adults could sit comfortably and this is one of the aspects that make the



A124 such a sought after modern classic. It's worth considerably more than the 124 Coupe, but you can still get a reasonable example for £10,000 provided you are prepared to take the four-cylinder E220. It lacks the E320's silken M104 six, but it's cheaper to run, and powertrain apart is virtually identical to the E320.

The multi-layered, glass screened canvas roof is so insulating that noise levels are on a par with the coupe. Operating it isn't as convenient as it could be, however, as you have to unclip the front and push it up, and then endure the noises as the canvas then stows itself under a metal cover on the body behind the rear seat.

### JUST THE FACTS

#### ENGINE/POWER

M111 2,199cc 4-cyl/148bhp, 155lb ft

TYPICAL PRICE £9,000

STYLE ★★★★★

DRIVER APPEAL ★★★★★

COMFORT ★★★★★

HOOD DESIGN ★★★★★

VALUE FOR MONEY ★★★★★

**WHAT TO LOOK FOR** Rust on the front wings, behind the body-side claddings, and on the jacking points; worn engine mounts cause vibration and clunk on full lock; the hood canvas may be worn and discoloured

**SUM UP** A gem of a convertible in even in four-cylinder form, quite likely to appreciate in price much more than the C124.

### JUST THE FACTS

#### ENGINE/POWER

M111 2,295cc 4-cyl  
supercharged/190bhp, 206lb ft

TYPICAL PRICE £7,000

STYLE ★★★★★

DRIVER APPEAL ★★★★★

COMFORT ★★★★★

ROOF DESIGN ★★★★★

VALUE FOR MONEY ★★★★★

**WHAT TO LOOK FOR** Water leaks from the roof suggest perished rubber seals; corrosion on the wings and the bootlid; worn suspension and sub frame bushes will make the handling go sloppy and ruin the car's ride

**SUM UP** A mini SL that's the world's most practical compact roadster.

Buy now while pristine early cars are still cheap to pick up.

## R170 SLK230 Kompressor (1996-2004)

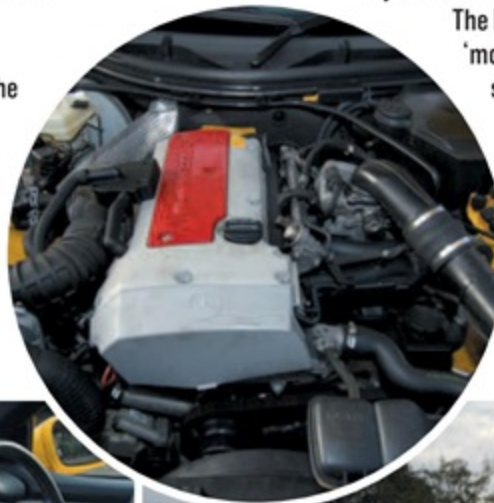
When nearly a quarter of a century ago Mercedes-Benz released a neatly styled two-seater with a four-cylinder engine and a sub £30,000 price there was understandably a rush of customers for the R170 SLK. It was much cheaper and more manageable than the R230 SL model, and created an entirely new, highly profitable niche for the carmaker.

For the first half of the R170's model life the 2.3-litre supercharged SLK230 Kompressor was the principle model (two-litre cars were also offered), and although it's far less refined than the V6 SLK320 launched at the 2000 facelift, we like the engine for its strong torque. Of course the most notable aspect of the original SLK was its truly amazing powered vario-roof, making

the SLK a snug coupe until the metal sections disappeared into the boot to leave a sleek droptop. The bonus is that the roof, developed at enormous cost through an engineering company specially set up to design and build car roof system, is very reliable even today.

The R170 is on the cusp of 'modern classic' status,

so you'll see a few early examples in top condition advertised for over £15,000. But perfectly good cars can be purchased for £5,000, and maxing our budget will secure a really sweet, low mileage SLK230.







## R230 SL350 (2002-2006)

The R230 generation was the first SL since the 300SL Gullwing of 1954 which could truly be classed as a sports car in the Porsche league, thanks to its marvellous chassis, enhanced on some models by an active set up, and its super sleek looks. Another aspect of the model's perfection was the folding metal roof that had been seen first on the SLK five years earlier.

The 'baby' of the early R230 range, made from 2002 until the 2006 facelift, was the 3.7-litre V6 SL350, and if you're buying an R230 for £10,000 or less we advise aiming for this model. It will be slightly cheaper than the V8-engined SL500, but more importantly it has conventional suspension rather than the electronic Active Body Control



### JUST THE FACTS

**ENGINE/POWER**  
M272 3.724cc V6/242bhp, 258lb ft

**TYPICAL PRICE** £9,500

**STYLE** ★★★★★

**DRIVER APPEAL** ★★★★★

**COMFORT** ★★★★★

**HOOD DESIGN** ★★★★★

**VALUE FOR MONEY** ★★★★★

**WHAT TO LOOK FOR** SBC pump dies, giving a warning light; rust affects the front and rear wheelarches; water leaking into the boot; non-functioning heated front seats are expensive to fix

**SUM UP** A big advance on the R129 generation on driver appeal, and not as far behind the SL500 as you might think considering the difference.

system, side-stepping a lot of expensive trouble (though some 350s had it optionally fitted).

The 350 may lack the low down torque of the 500, but the V6 is very smooth and punches out 242bhp, which, mated to a five-speed automatic transmission, gives enough poke for most owners. However what you have to look out for is the Sensotronic Brake Control (SBC), a 'brake by wire' system with a computerised rather mechanical connection between pedal and brakes; it's likely to need replaced at around the 100,000-mile mark and is a four-figure price.

### JUST THE FACTS

**ENGINE/POWER**  
M112 3.199cc V6/215bhp, 227lb ft

**TYPICAL PRICE** £4,000

**STYLE** ★★★★★

**DRIVER APPEAL** ★★★★★

**COMFORT** ★★★★★

**HOOD DESIGN** ★★★★★

**VALUE FOR MONEY** ★★★★★

**WHAT TO LOOK FOR** Missed automatic transmission oil changes can cause poor changes or sticking in one gear; rust attacks rear wheel arches and the bootlid; faulty micro switches stop the hood from lowering

**SUM UP** A forgotten and underrated four-seat Mercedes-Benz cabriolet. Now quite rare but brilliant value for money and plenty of car to enjoy.



## A208 CLK320 Cabriolet (1998-2003)

For anyone looking for an affordable convertible that is practical, comfortable and roomy the CLK, introduced to the UK in June 1998 - one year after the C208 Coupe on which it was based - must be an attractive proposition. Even although this was not a good era for Mercedes build quality, solid A208s can still be found, and are outstandingly good value, given that modern classic status is not yet bestowed (but it surely will be soon).

It's a very civilised soft top, a glass-screened, triple-layered hood, electrically operated once a centre catch is unlocked, stowing neatly under a metal cover, a Mercedes tradition; it was made and fitted by specialist coachbuilder Karmann in Osnabrück. Safety is good too, thanks to the 'pop-up' rear headrests inherited from the 124 Cabriolet that give rollover crash protection, plus lots of body reinforcement. With the hood erected, a pillarless configuration is offered, which the Coupe lacked.

The 202-series C-Class based A208s came in four-cylinder guise, and also in V8 form (CLK430 and CLK55 AMG) but for a refined and reasonably fuel-efficient convertible we think the 3.2-litre V6 CLK320 works very well. And we feel it's a handsome shape - that twin-headlamp signature look of the era caused a sensation when introduced on a CLK concept in 1993.







## JUST THE FACTS

**ENGINE/POWER**  
M271 1,796cc 4-cyl/181bhp, 184lb ft  
**TYPICAL PRICE** £7,500  
**STYLE** ★★★★★  
**DRIVER APPEAL** ★★★★★  
**COMFORT** ★★★★★  
**HOOD DESIGN** ★★★★★  
**VALUE FOR MONEY** ★★★★★

**WHAT TO LOOK FOR** Pre-facelift 209s prone to clicking heater controls, the cure involving dash removal; faulty control unit can prevent the hood lowering and raising properly; road springs can snap  
**SUM UP** A handsome and still modern four-seat cabriolet, and in base level form reasonably cheap to fuel and service.



## R171 SLK350 (2004-2011)

Where the original, R170 SLK was dainty, the succeeding R171 with its SLR McLaren type nose was butch, or at least as butch as a small two-seat roadster could be. The model most enthusiasts would covet is the SLK55 AMG, but as these still sell for well over £10,000 we'll opt for the SLK350, a nicely rounded version that's a proper sports car when you want it to be, but also a relaxed cruiser what that mood prevails.

This version took over from the 320, and with 268bhp is 25 per cent more powerful. The M272 3.5-litre V6 engine, usually mated to the seven-speed 7G-Tronic transmission but sometimes having a six-speed manual gearbox, is smooth and revvy, and with plenty of mid-range as well as top end power.

## JUST THE FACTS

**ENGINE/POWER**  
M272 3,498cc V6/301bhp, 266lb ft  
**TYPICAL PRICE** £8,000  
**STYLE** ★★★★★  
**DRIVER APPEAL** ★★★★★  
**COMFORT** ★★★★★  
**HOOD DESIGN** ★★★★★  
**VALUE FOR MONEY** ★★★★★

**WHAT TO LOOK FOR** Ensure one-off gearbox service on seven-speed auto at 37,000 miles was done; rear exhaust mountings can corrode; heater motor can become noisy

**SUM UP** A logical development of the R170 and more fun to drive, although some may not like the pumped up looks of this model.

The more aggressively styled R171 replacement model carried over the R170's vario roof, and growing 72mm in body length allowed a little more interior space to enjoy than before. But the highlight of the redesigned interior was the new Airscarf neck-level heating system, which made its debut on the R171 and which directs a flow of temperature controlled air to the neck and shoulders when the roof is down. The 2008 facelift brought an added 33bhp for the SLK350, and these will be within our £10,000 budget.



## A209 CLK200 Kompressor Cabriolet (2003-2009)

Even Mercedes-Benz, one of the car makers most committed to diesel expansion during the 2000s, stopped short of producing an oil-burning version of the droptop CLK. This left the base model choice as the CLK200, which was powered by the M271 'Twinpulse' supercharged 1.8-litre unit, introduced to offer improved refinement over the larger capacity but somewhat coarse M111 Kompressor engine option.

The M271 gives spirited performance for its size, and while it's not a particularly characterful motor, having a rather flat note, it's ideal if you simply want to enjoy the CLK for what it is as a fun convertible. Most 180s will have a five-speed automatic transmission, but given that this is the entry model there will be some manual gearboxes around.

Mercedes decided not to give the second generation CLK an SLK-style folding metal hood, but the top it came with was the ultimate refinement of the multi-layered canvas arrangement. Its hood was optimised for low noise and thermal insulation, and also all round visibility - the best in class on three counts, Mercedes claimed at the time. It lowers quickly and, in time honoured Mercedes-Benz fashion, disappears behind a metal cover to leave a beautiful, clean body profile. It's definitely worth finding a CLK from after summer 2005 as these facelifted cars have smartened up interior trim and, more crucially, Bluetooth connectivity.







## A207 E350 CDI Cabriolet (2010-2013)

Recently the world seems to have turned against diesel engines, but that can't stop them often being the best model in the range, overall. And that applies to the 207-series, which marked the 'return' of the E-Class Coupe and Cabriolet after two generations of CLKs.

The top oil burner, the E350 CDI, used Mercedes' OM642 three-litre turbo unit, introduced in 2005 and which was arguably the best six-cylinder diesel around. Linked to the 7G-Tronic seven-speeder, it gave smooth, punchy performance, and in all model ranges put the 350 V6 petrol equivalent to shame on mid-range torque, and economy. In the A207, introduced in 2010, a year after the Coupe, it was first offered with 228bhp and 398lb ft but within a year this had risen to 262bhp/457lb ft. The hood is the

usual excellent Mercedes design.

You'll see plenty of E350 CDIs for sale, this and the E250 CDI the most popular choices when new so there are a few around. Prices start at £7,500, which doesn't seem a lot for a still modern looking premium level cabriolet, even if city dwellers will avoid it on emissions grounds. However, brilliant though the OM642 is on a number of counts, it does have expensive problems associated with it, as the turbo, fuel injectors, inlet port motor and gearbox speed sensors are all quite likely to fail as mileage approaches six-figure numbers.



### JUST THE FACTS

**ENGINE/POWER**  
OM642 2,987cc V6  
turbodiesel/262bhp, 457lb ft

**TYPICAL PRICE** £9,000

**STYLE** ★★★★★

**DRIVER APPEAL** ★★★★★

**COMFORT** ★★★★★

**HOOD DESIGN** ★★★★★

**VALUE FOR MONEY** ★★★★★

**WHAT TO LOOK FOR** Inlet port motor fails, and brings the engine light on; ensure the hood lowers and raises smoothly and in 25 seconds; gearbox can lose gears due to bad oil contaminating sensors

**SUM UP** If you want a modern, four-seat convertible that'll make an excellent daily drive, you've found it.

### JUST THE FACTS

**ENGINE/POWER**  
M274 1,796cc 4-cyl  
turbocharged/182bhp, 199lb ft

**TYPICAL PRICE** £9,000

**STYLE** ★★★★★

**DRIVER APPEAL** ★★★★★

**COMFORT** ★★★★★

**HOOD DESIGN** ★★★★★

**VALUE FOR MONEY** ★★★★★

**WHAT TO LOOK FOR** Hardened rubber seals around the cabin may allow water to leak into the car; the roof should operate smoothly with no creaks or rattles; check it is not an insurance write-off

**SUM UP** Over its 20-plus years Mercedes-Benz has honed the SLK into a faultless car, and with so many sold on affordable finance there are many on the market.

## R172 SLK200 (2012-2016)

The third generation pushed the SLK's original 'junior' image further into history, the 2012-launched two-seater looking more than ever like a scaled down SL (complete with some SLS AMG cues). It was also the last SLK before it was rebadged SLC - which itself will reportedly be the last of this bloodline of small roadsters.

In the diesel frenzy that led up to 2015's 'Dieselgate', Mercedes offered the SLK as an oil burner for the first time, in the form of the SLK250 CDI BlueEfficiency. Competent though that model is, we turn to the SLK200 as our preferred

choice within our £10,000 budget, given today's changed feeling towards the fuel coming out the black pump.

The heart of the SLK200 is the M274 1.8-litre petrol turbocharged four-cylinder that took over from the Twinpulse kompressor unit. It delivers sparkling performance and you may prefer it with the manual six-speed gearbox, certain SLK models being among the few Benzes that make sense with the third pedal. A £10,000 spend is enough for an early example, from 2012 or 2013, and it'll quite likely be in AMG Sport trim, with 10mm lowered suspension and cross drilled brake discs, AMG body styling (front and rear aprons, and side skirts), 18- rather than 17-inch wheels and dark surround headlamps.







*The car in question has quite a tale, starting out as a fire-damaged 300SL that was rebuilt into a unique circuit racer*



# One of a kind

This unique 300SL racer was built from a scrap Gullwing 65 years ago and after a fascinating past the car is still creating waves, and stories...

WORDS & IMAGES **ROBB PRITCHARD**







**W**ITH A GARAGE THAT BOASTS AN ECLECTIC MIX of stunning cars, including a pair of post-war Maserati grand prix racers, a Mercedes-based Lorenz & Rankl Silver Falcon and a Ferrari 275 GT short nose, it's fair to say that Dr Klaus Lehr is a connoisseur of cars. As many serious classic collectors do, he also has a pair of 300SLs in his possession, but Lehr happens to own a Mercedes-Benz a lot more interesting than his Gullwing or Roadster. The car in question has quite a past, starting out as a 300SL that was fire-damaged and rebuilt into a unique circuit racer that mimicked a Silver Arrow. Fitted with a supercharger, it collected several sports car racing victories in the 1950s but was then forgotten for nearly 40 years. It was finally found and restored but then almost written off with a famous racing driver behind the wheel. This is the tale of the Porter Special SLS.

The story starts with Chuck Porter, a panel beater, or *carrosserie* in French, which is a nicer word to suggest the artistry that goes into crafting car bodies from bare sheets of metal. He was of some renown, as by the mid-1950s he had made a name for himself around Hollywood by customising cars for local celebrities. Porter was also a talented amateur racing driver and in 1955 bought a 300SL Gullwing that had suffered serious fire damage, which he then set about converting into a circuit racer to use himself.

In the days before engineers truly understood the science of downforce, the key to getting a car to go faster was to lose weight and reduce drag, and rather adept with a set of hammers, Chuck crafted the streamlined aluminium body, which weighed just 85kg. The end result resembled a legendary 300SLR but underneath the mechanicals were left as standard, which included the road car specification drum brakes. But with the light spaceframe chassis and powered by the fabled 212bhp straight-six engine, the Porter Special SLS, with the last S humorously standing for 'Scrap', had a potent power-to-weight ratio. Chuck was also evidently a good driver, as he won his class three times in the first four races of the 1956 SCCA (Sports Car Club of America) series, against thoroughbred and well-seasoned racers such as Ferraris and Maseratis.

But looking for more power, for the 1957 season Chuck

fitted a McCulloch VS57 supercharger to the front of the engine. The 12kg device, powered by a belt run off the crankshaft pulley, increased the SL's power from 212bhp to around 320bhp and the torque from 202lb ft to nearer 400lb ft. Having the extra weight so far forwards in an already nose-heavy car didn't do too much for the handling though, and against the improving competition Chuck didn't do as well as in the previous year, with a fourth place being the best result. This is probably why he chose to replace the Mercedes engine with bigger and more powerful V8s,

such as a seven-litre Corvette and a Buick engine, which as well as being more powerful were also lighter than the Mercedes six-cylinder. In some of the period photos, the car can be seen with a large centre scoop for the intake and giant exhaust pipes running down either side.

## RACE ON

From the winter of 1959 to the summer of 1961, the Porter Special was seen in a few races in California with several different drivers behind the wheel, Bill Krause being the most successful and taking a couple of overall wins. In 1962, Chuck sold the car, but it seemingly wasn't raced and sadly disappeared from history as its whereabouts remained unknown for nearly 40 years. That



▷ The carefully sculpted panels were all unique.

▷▷ Large VS57 supercharger has survived the build.

▷▽ Original 300SL engine under the bonnet.

▽◁ In the early days the car proved successful.

▽ But later it was found to be a little underpowered.

▽▷ The car evolved over time with Porter.





Parts of SL donor car are recognisable.

Front was designed to copy a Silver Arrow.

was until Dr Klaus Lehr, its proud owner for the last 20 years, entered the story and continued the car's legacy.

Following a personal quest to track down the car, well-known Mercedes-Benz restoration specialist Scott Grundfor managed to locate the SLS and found it hiding under a pile of trash in a Los Angeles warehouse. Wishing to ensure the car would go to a good home and receive the restoration it deserved, Scott contacted the SL specialist HK Engineering in Germany. It proved to be good timing, as it just so happened that at the time, company owner Hans Kleissl had just competed in Mexico's Carrera Panamericana race in a 300SL with Klaus present as his co-driver and so mentioned the Porter Special to him.

## SPECIAL PLACE

"The name meant nothing to me back then," Klaus explains. "But then I looked through some old pictures and the history



and thought 'wow'. It was also very unusual of course, so I didn't have to think too long about buying it."

The car was shipped to Germany for HK-Engineering to perform the restoration which was well within its capabilities. After being parked up for so long the chassis wasn't in great condition but the dry Californian climate meant there were no major corrosion issues, although replacing the missing bonnet was a challenge. Thankfully, enough old photos survived for the team to work out the proportions and make the car look exactly how it would have done in 1957, complete with the early supercharged Mercedes-Benz engine set up.

It's first public appearance since 1962 was in 2002 when it was shipped back to the USA once again in order to take part in the Pebble Beach Historic Races at Laguna Seca. One of the first to recognise it was legendary Mercedes-Benz driver John Fitch, who chatted with Klaus about the car with a big smile on his face. But there were also two other special guests at the event, as the network of people who knew about the car's restoration made contact with Chuck's daughters. "I have some old photos of the car with Debbie and ▷

## CLASSIC CHOICE Porter Special SLS



△ The car was once well publicised as a successful racer of the time.

**The Porter Special SLS, with the last S humorously standing for 'Scrap', had a potent power-to-weight ratio**



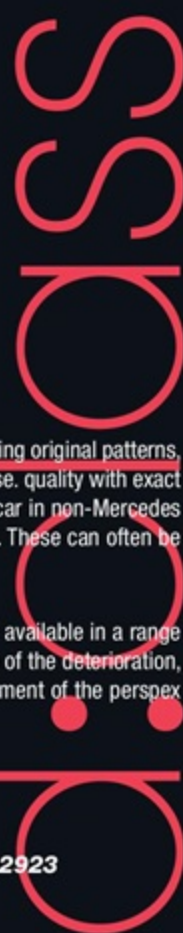
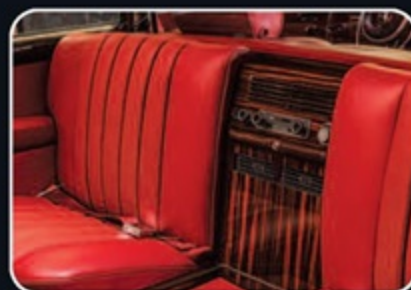
f @dclassauto

t @dclassauto

i @dclassauto



Tel: +44 (0)1483 722 923  
web: www.dclass.co.uk  
email: info@dclass.co.uk



### Cloth to leather and full custom interiors

d: class automotive ltd offer a retrim or repair service in cloth, MB Tex or leather for all models. This will be done to OEM spec ensuring that it is finished using original patterns, perforations, styles and colours. We use genuine MB spec leather where appropriate of the highest quality with exact grains. All work is produced in-house. quality with exact grains. All work is produced in-house. We also offer a complete bespoke interior restoration service if you prefer a more unique look. We can trim your car in non-Mercedes colours, again only in high quality leather or genuine Alcantara. Many unique and award winning interiors have been produced and restored by d: class. These can often be seen not only nationwide, but featured widely on the continent and on various TV programmes and magazine features worldwide.

### Hood fitting and rear screen repairs

A hood fitting service is available in-house. The 111, 113, 107, 129, 124, 208, 209 are all catered for. Our hoods come with a 1 year guarantee and are available in a range of colours to suit. We can supply and fit original Mercedes-Benz or genuine Sonnenland hoods. Many Convertible owners experience the common issue of the deterioration, discolouration and eventual cracking of the perspex rear screens in the 113, 107 and 129 models. This is simply remedied by the inexpensive replacement of the perspex screen using MB spec thickness, therefore avoiding the costly replacement of the entire hood.

**Unit 6, Studley Court, Guildford Road, Chobham, Surrey GU24 8EB**

*For the best quality and professional service to Mercedes owners, club members, traders and Mercedes-Benz main dealerships visit [www.dclass.co.uk](http://www.dclass.co.uk), [www.instagram.com/dclassauto](https://www.instagram.com/dclassauto) or telephone 01483 722923*

All our retrim services carry a full 2 year guarantee

● When calling, please mention Mercedes Enthusiast ●



**Full & Part Restoration Service**  
**Bodywork & Paint**  
**Mechanical Overhauls**  
**Free 'No Obligation' Quotations**

**Call us on 01767 317855 or 07564 528745**

Unit 12 Whites Farm, Great North Road, Biggleswade, Bedfordshire, SG18 9BE

[www.mbvr.co.uk](http://www.mbvr.co.uk)

The first address  
since 1976

**Niemöller**  
Spare parts for  
Mercedes-Benz Classic Cars  
Visit our Internet-Shops!

**107 · 108 · 110 · 111 · 113 · 114/115**

**123 · 180 · 187 · 190SL · 300SL**

Ask for our catalogs!

Catalog A 170 · 220	160 S. 10,00 €
Catalog B 300 · 300 SL	326 S. 20,00 €
Catalog C 180 · 190 · 190 SL · 220	184 S. 10,00 €
Catalog D Bm 108 · 109 · 110 · 111 · 112 · 113	656 S. 15,00 €
Catalog E 600	128 S. 20,00 €
Catalog F Bm 107 · 114 · 115 · 116	416 S. 13,00 €
List 190 SL	64 S. free
List 300 SL	56 S. free
List Bm 113	112 S. free
List Bm 114 · 115	96 S. free

**www.niemoeller.de**

Niemöller, Ersatzteile  
für MB Veteranen e.K.  
Markircher Straße 6  
D-68229 Mannheim

Telefon: +49 (0)621-472046  
Telefax: +49 (0)621-481151

E-Mail: [info@niemoeller.de](mailto:info@niemoeller.de)



“

*The trick to driving fast is to give up the first part of the corner and brake early*

”

▷ Cathy sitting in it back in the 1950s when they were toddlers,” Klaus explains. “They were worried that it was going to be rebuilt as a normal 300SL road car, as the values of SLs would have made that an attractive offer to someone wanting to make some money,

so they were amazed to see the car restored to how it was.”

Chuck himself passed away in a classic car race in 1982, so reconnecting with their father’s past meant a very emotional trip for them all out to the dry lake to see the car once again.

#### OUT AND ABOUT

Although the SLS doesn’t get taken out much, it is still driven but is more often seen on regularity rallies than real racing events. That has more to do with how hard it is to drive flat out rather than a preference for the other cars that keep it company in the garage though. “With the huge bonnet and the sound of the engine it’s really lovely to drive, but it’s really not the best handling car once you try to get to its limit,” Klaus tells. “The trick to driving fast is to give up the first part of the corner and brake early, then concentrate on getting as much of the power on as you can just under the point when the back will lose traction. Compared to some cars, you will lose half a second in the first part of the corner but then you will have a good exit and you can make up a couple of seconds down the next straight. But someone like Jochen Mass, for example, can do three seconds a lap faster than me, which is all made up in the corners. That’s where a great driver makes a good lap time, because anyone can put their foot down on a straight.”

And Mass has his name indelibly associated with this car ▷

△◁ The custom bonnet is a bespoke item.

◁ Original dials and instruments remain in place.





## CLASSIC CHOICE Porter Special SLS



**“The thin aluminium bonnet was severely damaged but fortunately the chassis survived”**



▷ but perhaps for the wrong reason, although Klaus is quick to point out that what happened on that fateful and

△ The damage was heavy but repairable.

expensive day in 2015 at Goodwood Members Meeting wasn't his fault. "After the chicane there is the pit straight and the racing line is to the right, which is where the entrance to the pits is. So the correct way to drive is that cars go slow on the right to go into the pits, and the ones staying out racing will overtake on the left. When Mass came out of the chicane and saw John Wood in a Lister Jaguar in the middle of the road, he naturally assumed that he was going to carry on. But then Wood made a sudden

turn across the track in front of Mass, who didn't have time to steer around, so although the brakes were on full, it was a very heavy impact."

The thin aluminium bonnet was severely damaged and the radiator bent beyond repair, but fortunately the chassis survived and there isn't much SL related that HK-Engineering can't deal with. The main job was repairing the mangled bodywork and the company had a couple of master craftsman from Italy and the

Czech Republic skilled at getting sheets of metal to take the complicated and artistic forms they want. The front was so badly damaged and twisted that they couldn't see what was supposed to be hammered where though, so the first thing they needed to do was find old photos and drawings from which to make a wooden panel beating frame, just as Chuck had done.

### CARRYING THE LEGACY

These days the car is seen in the regularity class of a few select classic car events around Europe, most recently the Gaisberg Classic Hillclimb in Salzburg, Austria. To be road legal there are a couple of slight cosmetic changes, such as the pair of headlights and indicators, which Klaus mounted in the grille aperture. Underneath the sleek and minimalist body, the car is still a standard 300SL, so there was no complicated paperwork for the TÜV, which is the German equivalent of the DVLA. In Austria, among some amazing machinery such as the Bentley that won the event 100 years ago and the long-lost Ferrari 212 E, it was in illustrious company. Despite most Europeans having no idea of the Porter Special's history, it's still an absolutely stunning car. ▲



◁ Klaus enjoys owning and driving the car.







# HK-ENGINEERING

Your Partner for MB 300SL

*Passion Perfection Tradition*

In the old convent of Polling  
near Munich / Bavaria

Tel: +49 (0) 881/925 609 0

Fax: +49 (0) 881/925 609 19

info@hk-engineering.com

www.hk-engineering.com

# THE UK'S BEST USED CAR WARRANTY

INCLUDING **ROADSIDE ASSISTANCE & RECOVERY!**

Warrantywise

**GET A  
QUOTE  
NOW!**



## WHY WE'RE THE BEST...

- ✓ YOU GET UNLIMITED REPAIRS
- ✓ CAR HIRE & ONWARD TRAVEL INCLUDED
- ✓ PARTS AND LABOUR COSTS COVERED
- ✓ 30 DAY MONEY BACK GUARANTEE

WE GUARANTEE  
TO BEAT YOUR  
RENEWAL  
OR YOU GET  
**£20**

Visit **Warrantywise.co.uk/ME** or call **0800 001 4990**

Terms and conditions apply. Accurate at the time of printing.



# Above and beyond

With tuners being the masters in identifying a market, Hofele Design has combined the S-Class with the Maybach to create something unique

WORDS & IMAGES IAN KUAH





*The aftermarket tuning industry  
always seems able to find a niche that  
the factory has overlooked*







▽ Interior brings the S-Class into Maybach territory.

▷ Exterior styling is both subtle and elegant in form.

▷▷ The rear cabin space is pure luxury.







*Hofele Design has identified a niche for an S-Class with a level of interior to match the luxury of a Maybach*



◀ The car is now badged as a Hofele.

**I**N 1970, MERCEDES-BENZ HAD JUST four models with a small number of engine and trim variations. Today, a half century later, it has a mind-boggling model line up that covers every base from front-wheel drive hatchbacks to stretched limousines, with a full range of SUVs and a growing choice of hybrids, EVs and even a hydrogen-powered model. In the S-Class range alone the choices vary from the six-cylinder diesel (the popular choice of high mileage users) through hybrid variants to the bombastic AMG S63 and the ultra-luxurious Mercedes-Maybach models.

However, despite this plethora of models the aftermarket tuning industry always seems able to find a niche that the factory has overlooked. Some of those niches are pretty obvious, with Brabus unleashing the full potential of the potent AMG V8 and V12 engines, matched by a more aggressive appearance. At the other end of the adrenaline scale, Rolf Hartge turns the cabin of the Mercedes-Maybach into a calm, health affirming sanctuary for its clients, mainly in China, which accounts for around half the worldwide sales of the factory's luxury sub-brand.

Mercedes-Benz itself recognises that not everyone needs a 600bhp, V12-powered uber-limousine, least of all the urban-based, chauffeur driven high-net-worth individuals who sign the cheques for this type of car. Refusal to pay the high local taxes out of principle, even though they could afford the V8 or V12 models without blinking, means that the entry level six-cylinder Mercedes-Maybach is actually the best-selling model with the ultra-wealthy in China, despite its lower price tag.

Elsewhere however, not everyone necessarily wants or needs a car as large as the Maybach, or for that matter a chauffeur. So between these clearly defined lines, Hofele Design has



identified a niche for an S-Class with a more distinguished appearance and a level of interior appointments to match the sumptuous luxury of a Mercedes-Maybach. On that score, the Hofele Ultimate S based on the 222-series S-Class simply oozes class and individuality, its two-tone paint finish, distinctive Maybach style front grille and unique multi-spoke wheels catching your eye in a good way. This is a car that

eschews the overtly sporty flavour of an AMG or Brabus model on the one hand, while avoiding the 'plutocrat' image of a chauffeur-driven Mercedes-Maybach on the other. Those old enough to remember cars like the Vanden Plas Austin Princess four-litre R and Daimler DS Limousine of the 1960s will immediately clock the *raison d'être* and position in the pecking order of the Hofele Ultimate S model.

### FULLY FLEDGED

Enjoying a three-generation association with Mercedes-Benz through its family business, Hofele Design GmbH is recognised as a vehicle manufacturer by the KBA (Kraftfahrt-Bundesamt or German Transport Authority), and is thus allowed to apply its own VIN numbers to the vehicles it builds. Its manufacturer status is also recognised by SAE International, which makes it easier for its dealers to market its cars in territories such as China, Russia and the Middle East. Headquartered in Donzdorf, a 40-minute drive east from Stuttgart, Hofele Design sits in the 'automotive valley' of Baden-Württemberg, the German equivalent to the hinterlands of Silverstone Circuit and Modena in the UK and Italy respectively. Hofele's alloy wheel supplier is just down the road on the same industrial estate, while other nearby specialist sub-contractors who make mechanical components and interior trim materials for it also supply the likes of car makers such as Mercedes-Benz and Porsche.

The fact that the Hofele brothers, Martin and Michael, are into fine art and have an eye for colour, tone and texture goes a long way towards explaining the subtle and tasteful exterior and upgrades I saw on their cars during my visit. The attention to detail that follows from this is also manifested in every





The current Hofele Design premises is appropriately large and stylish.



## HOFELE DESIGN HISTORY

Although this family business was founded in 1983, the Hofele story and its connection to Daimler goes back to 1915 when Carl Hofele began his apprenticeship at Karl Benz & Cie in Mannheim-Waldorf. Carl's engineering interests and talent went beyond just cars, as he was also at the leading edge of the aviation world in his era, designing and building his first glider in 1928 with help from Wolf Hirth, the Stuttgart-born pioneer of gliding in Germany. In fact, so enamoured was Carl with gliders that he founded a local flying club; Fliegergruppe 1928 Donzdorf e.V. that still exists to this day and runs from a nearby airfield, which it also happens to own.

Carl's son, Bruno, studied mechanical engineering, doing his apprenticeship with Böhlinger in nearby Göppingen. He subsequently worked in its R&D department and had a hand in the development of the revolutionary Daimler-Benz-engined Unimog that Böhlinger began manufacturing in 1948. Today, only Unimog enthusiasts remember that this legendary all-terrain utility vehicle was originally designed and made by Böhlinger with Daimler-Benz only taking over production in 1951, after which it was sold as a Mercedes-Benz.

After this, Bruno began developing innovative products for the automotive leisure industry, such as his patented roof mounted Ski Box of 1977 and Hofele has been supplying these to Mercedes-Benz since 1978.

### FAMILY AFFAIR

Bruno's sons, Martin and Michael came into the family business by way of their shared passion for motorsport, as well as tuning their own and friends' road cars. Martin started Hofele Design in 1983 using his father's garage at home. His younger brother Michael joined him four years later, at which time they moved the fledgling business to proper office and warehouse premises. The business steadily grew and in the year 2000 it acquired its present facility. Over the years, it has since produced accessories and show cars for marques as diverse as Audi, Mercedes-Benz and Porsche. In 2018, Hofele Design became an official contract

partner of Daimler AG, which supplies it with vehicles for its aftermarket tuning and personalisation activities.

The 'Design' part of the company's name is there for a reason. The Hofele family have always been lovers of fine art, as evidenced by the large and colourful paintings that grace the walls of their showroom and offices. "We find art both calming and inspiring," says Martin, who looks after the technical development, production and interior trim part of the business, with design, marketing and the administrative side of Hofele Design being Michael's remit. Carl may be 93 years old this year but he is still hale and healthy, and enthusiastic enough to come in for three hours each day to help with the bookkeeping. It's certainly still a family affair.



Michael, Carl and Martin all still have a hand in the business



▷ service and part it offer its clients, from the small upgrade styling kits for the current C-Class and previous generation G-Class to the super-luxurious Ultimate S. In line with the subtle taste of its clients, Hofele seems to recognise that its upgraded cars need to embody the Mercedes-Benz design ethos. Thus, the facelift conversion it offers for the G-Class turns it into a *doppelgänger* for the latest model. This updated styling conversion looks especially good on the short-wheelbase, two-door version that was discontinued in 2013. Similarly, the C-Class styling kit uses the latest AMG Panamericana style front grille for maximum visual impact, along with matching front and rear bumper inserts with quad exhaust trims.

### SHOW STAR

However, the car we had come to see was the Hofele Ultimate S, the luxury concept that first caught our eye at the Shanghai Auto Show in 2019. A bespoke car that deftly fills the niche with styling cues a blend of S-Class and Mercedes-Maybach design



*The Hofele Ultimate S  
simply oozes class  
and individuality*



elements, the Hofele Ultimate S uses its bespoke front treatment, distinctive 8.5- or 9.5-inch wide by 20-inch diameter 'Mythos' multi-spoke alloy wheels and two-tone paintwork to greatly enhance its visual presence and gravitas. The fine two-tone leather and other unique Hofele elements in the plush cabin add to the individuality of a car for someone who considers owning a unique car a priority. And of course even busy people find personal enjoyment, perhaps even fulfilment in the kind of conception process that is the automotive equivalent of commissioning a bespoke tailored Savile Row suit.

As required of all the aftermarket companies that Daimler AG supplies cars to under its official partner agreements, all the Mercedes-Benz badges and associated stars are removed, with Hofele badges and the distinctive 'H' logo appearing in their place. That means everywhere from the embossing on the headrests above the diamond cross-stitched interior leatherwork to the chromed emblem that proudly replaces the three-pointed star above the long and wide bonnet.

### EFFORTLESS ART

As gorgeous as this car was in the showroom, it was only when we saw it in its natural habitat in front of a local chateau that the true elegance of the Ultimate S conversion hit home. We have always opined that the 222-series S-Class is the best-balanced design in the current Mercedes-Benz range, and it is the only model with no awkward angles at all. The Hofele Ultimate S only amplifies the inherent strengths of this masterful design in the best possible way, and the result is a quiet, laid back sophistication of the kind the Italians term 'sprezzatura', the art of effortless superiority.

◁ Options can be tailored for the individual client.

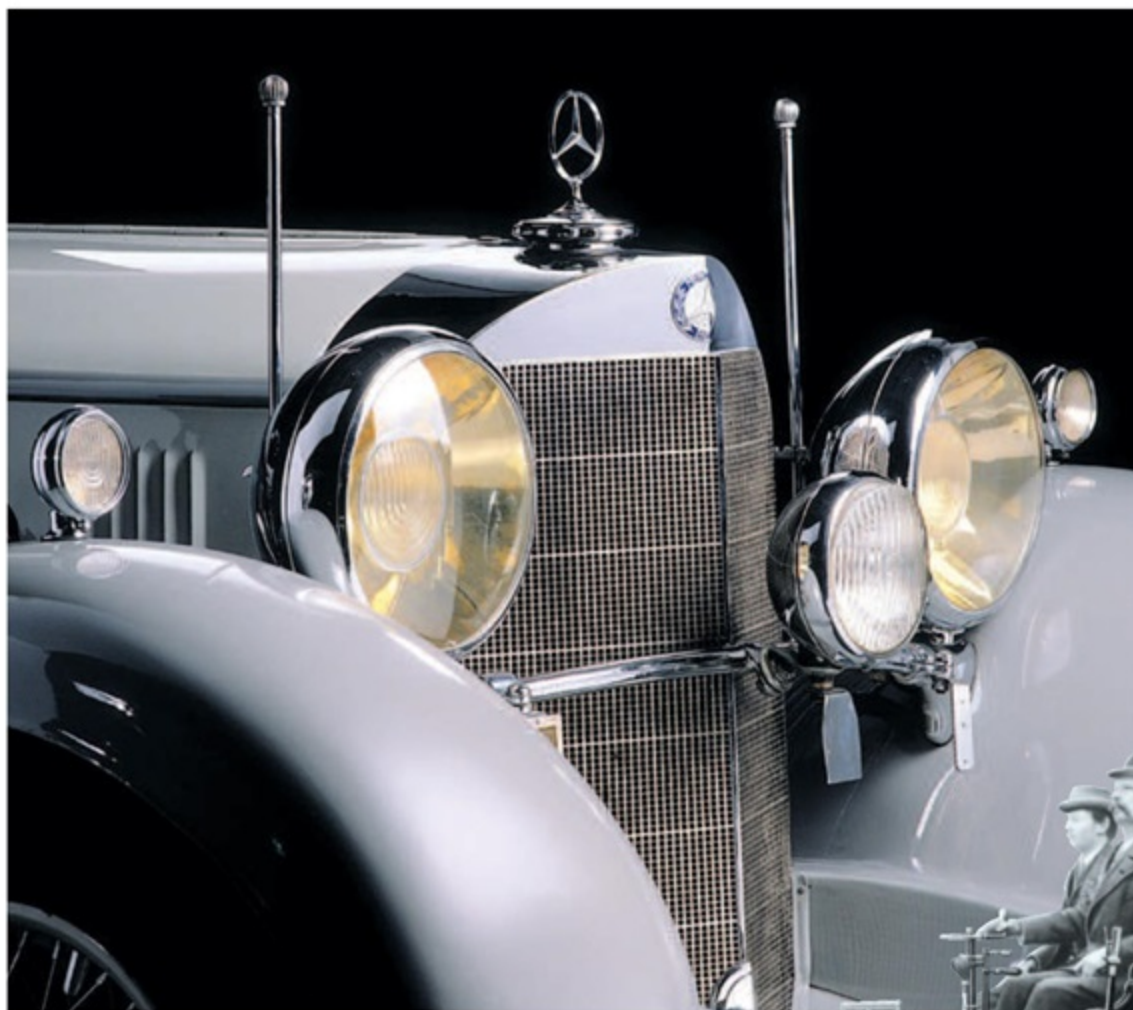
▽ Extra trim and badging highlight this is no S-Class.

▽▽ Hofele's own wheels are part of the package.

▽ The driver too benefits from the Hofele treatment.







“

The 1886 Patent-Motorwagen didn't always feature lights, but there are versions that got candleholders

”

◁ Huge headlights have been replaced as technology develops.

▽ The very first Mercedes had optional lighting.

WORDS SHANE O'DONOGHUE IMAGES DAIMLER AG

Mercedes-Benz has been at the forefront of headlight technology since the car was invented. Here's a look at its development through the years...



# HEADLIGHTS

**F**ROM CANDLES TO LEDS, automotive illumination has drastically changed since the car was invented, and Mercedes-Benz has been there from the start, continually improving and innovating its lighting technology. Before looking back at its history in the Mercedes range, it's worth pausing to consider that a car's lights, originally intended to make the vehicle visible to others, have evolved to enhance illumination of the road ahead and road safety in general, but they also play a major part in a car's design.

In fact, though their creators were unlikely to have considered the lights of the first cars in terms of style, they undoubtedly give the vehicles a very prominent timestamp.

It appears that the very first car, the 1886 Benz Patent-Motorwagen, didn't always feature lights, but there are versions of it that got fancy-looking candleholders, carried over from stagecoaches and the like. They couldn't have illuminated the road ahead much and apparently were a bit of a pain to light and, regularly, re-light as they were extinguished on the journey by the wind or the candle burning down.

A useful advance on candles came in the form of carbide lamps, also called acetylene gas lamps. Acetylene gas is created by the reaction of calcium carbide with water and it burns brightly. Perhaps of more importance to the advancement of the automotive light at the time was the adoption of concave mirrors and magnifying lenses to project the light forwards. The 1901 Mercedes Simplex featured these lights, enabling its driver to see much further ahead, which was just as well given the increase in speeds.

Apparently, the first battery-powered headlights came





on the scene in around 1910 and they became the norm in the 1920s. Surprisingly, given the relatively low number of cars on the road, dipping of the headlight beam was introduced quite early on, by a mechanically actuated, movable ring over the light bulbs. The 1915 Benz 18/45hp, for example, used such an arrangement. The 'Bilux' bulb was a bit of a game-changer, featuring two wire filaments within the same glass bulb that emitted different light levels. This was invented in 1924 and featured in the 1934 Mercedes 500K (W29), with a movable reflector to alter the angle of the resulting light beam.

△ Simplex model from 1901 still used a very basic headlight system.

▷ Things had advanced by the time the 1915 18/45hp came out.

▷▽ 500K was fitted with an adjustable reflector set up.

▷▷▷ The 300SEL featured the H3 bulb that's still in use.



### BRIGHTEN UP

The next major lighting advance came when the previous standard of tungsten filaments was upgraded to tungsten-halogen or, as we call these bulbs now, just halogen lights. The H1 was the first, introduced in 1962 by a consortium of European bulb and headlamp makers, followed by the (now obsolete) H2 and then the H3 (as fitted to the 1968 Mercedes 300SEL 6.3). Both the H1 and H3 are still in widespread use today. However, the creation of the H4 was arguably of more significance. This was the first dual-filament halogen bulb for both low and high beam and it remains one of the most common bulbs around the world. The 1971 Mercedes SL (R107) was the first car to feature this technology.

High-intensity discharge (HID) lights are the next notable innovation in automotive lighting. They've become known as xenon lights as xenon gas is used in their application for cars, to ensure that enough light is produced as soon as the lights are turned on. Xenon lights come with many advantages over halogen units, including more light for a given amount of energy, enhanced safety and a much longer lifespan.



The xenon light units may also be smaller for a given illumination requirement, which allows car makers like Mercedes more design freedom. The bluish light emitted from xenon lights is proven to be much closer to normal sunlight than that produced by halogen lights too, which makes it easier

▷







◁ R107 was the first car with a dual-filament halogen bulb fitted.

▽ Lighting still wasn't efficient, so extra lights were often used as well.

“  
A car's lights also play a major part in its design  
”



▷ on the driver's eyes at night. They are more expensive, of course, which is why they never became the default option, even for a premium manufacturer such as Mercedes-Benz. Its first use of the technology came in 1995 in the 210-series E-Class and, to offset the inherent glare that comes from xenon lights, Mercedes-Benz also fitted dynamic range control of the lights, which alters their angle and output depending on a variety of factors, including accelerating and braking.



## DIPPING DOWN

It should be noted that xenon lights were used for the dipped beam only at this stage. Bi-xenon lights, with HID for the main beam headlamps, followed soon after, in the 1999 Mercedes CL (C215), and those were improved further for the 2003 211-series E-Class by the addition of the 'active light function', turning the lights in conjunction with the steering to better illuminate corners. This idea was enhanced considerably in 2006 with the launch of the Mercedes Intelligent Light System (ILS) on the updated E-Class, making it the world's first car to come with fully adaptive headlamps. The ILS featured five disparate functions: country mode, motorway lights (above 56mph), an extended foglight function, active curve lights and corner-illuminating foglamps.

The next generation of the E-Class, the W212 introduced in 2009, used ILS, but added Adaptive Highbeam Assist.

△ The C219 CLS was the first Mercedes to feature LED headlights.

△▷ By 2003 intelligent lighting had been introduced to the range.

This effectively managed the distance the headlights illuminated, depending on feedback from a camera with regards to other traffic, and it allowed drivers to leave the high beam lights turned on when driving at night, enhancing safety for others and reducing fatigue for the driver.

And that, it seems, was more or less the end of HID and halogen light development for the automotive world, as focus then shifted to LED (Light Emitting Diode) technology. From the perspective of Mercedes, its first car with LED headlamps was the 2010 CLS (C219). Though using LEDs instead of xenon light units, it retained all the functionality of the Mercedes Intelligent Light System, plus Adaptive Highbeam Assist. As is well-documented, LED lights use much less energy than halogen or xenon lighting and they have a longer lifespan, too.

Mercedes cemented the LED's place in automotive technology history when it launched the 2013 S-Class (222-series) without a single conventional bulb anywhere in





◁ The EQS shows a glimpse into the future of design and tech.

△ Digital front grille arrangement is made up of 940 individual LEDs.



the vehicle – all lighting was done by LED. It was the first car in the world to do so. The engineers at Mercedes didn't leave the innovation there, though, as they also came up with novel new functions to make the most of the ability of LEDs. For example, the brake lights and indicators were automatically dimmed at night and while stationary at traffic lights, so as not to dazzle other road users.

### BRIGHT FUTURE

Next up was the Mercedes Multibeam-LED headlamps, making their debut in the 2014 CLS (C218). This was a major advancement, using 24 individual LEDs per headlamp, each individually dimmable in an incredible 255 stages. It took four control units to calculate the ideal light pattern 100 times per second, operating all the traditional ILS functions while simultaneously 'bending' the light pattern around other traffic to avoid glare while still providing significant illumination of the road ahead. Two years later, Mercedes-Benz extended

△ Multibeam-LED lighting offers 255 stages of dimming.

△ 221-series S-Class featured no bulbs at all and only used LEDs.

the functionality, brightness and precision of this idea with 84 LEDs per lamp in the 213-series E-Class.

Finally, we come to what looks like the next major stage in automotive illumination – something Mercedes calls Digital Light. Revealed in 2016 in prototype form, in an S-Class, each lamp unit featured digital chips with over a million micro-reflectors, allowing projection not only of dazzle-free main beam light, but also messages and symbols on the road to

assist other drivers and pedestrians. This idea was developed much further for the 2019 Mercedes Vision EQS concept car, revealed at last year's Frankfurt Motor Show, where the Digital Light headlamps also came with holographic lens modules. The EQS' 'digital front grille', meanwhile was made up of 940 individual LEDs that were used for both design and to communicate with other road users. This need to convey information to the rest of the world is thought to be crucial as we begin move toward a time where driver assistance technology advances, possibly with full vehicle autonomy in the more distant future.

That, and projected holograms, may sound like science fiction now, but imagine what our Mercedes-driving forebears relying on candlelight would have thought if you told them about lighting technology that illuminated the road ahead for hundreds of metres without dazzling anyone. Expect the incoming E-Class update to spearhead the advance of Mercedes-Benz lighting technology further.





# ACTIVE REAR-WHEEL STEERING SYSTEM

WORDS **MATT AT**  
**SUSPENSION SECRETS**  
IMAGES **DAIMLER AG**

Our resident handling and suspension expert explains how and why the AMG GT R model introduced active rear steering and why we will see it in more models soon







“  
The active  
camber system  
was designed  
with cornering  
performance  
in mind  
”



△△ The GT 4-Door  
features a slightly  
different system.

△ Rear suspension  
is part of a complex  
transaxle arrangement.

the RAS, the active camber system never made it into mass production and remained strictly a concept.

The rear steering system on the GT R works by introducing an electronic actuator that's mounted to each rear wheel. The actuators work independently and alter the toe-angle by making itself longer or shorter; pushing or pulling the back of the

wheel to steer it left or right, depending on the situation. The maximum amount of toe change possible on the AMG GT is 1.5 degrees, whereas 2.5 degrees of toe change can be achieved on the AMG GT 4-Door Coupe.

## FULLY SENSORED

Sensors mounted all around the car provide signals to the AMG software system housed within the electronic stability program (ESP). This information is then used within some software designed by Mercedes-AMG to calculate the ideal rear-wheel angles for the current situation the car is in. The actuators are then moved to the desired position and the rear wheels are steered the ideal amount to increase stability and improve handling.

The RAS is controlled by the driver, using the AMG Dynamics system from within the car. This allows the driver to set the level of adjustment that will occur to the back wheels whilst on the move, and the settings vary from Basic to Pro, changing the car from a smooth comfortable drive to an aggressive set up. With these options, you could drive the car on the road in Basic, handling like a regular car, then switch it into Pro when you want to take it for a spirited drive to make the handling truly come alive for the driver.

When it comes to more challenging fast chicane sections on a circuit, the RAS system adapts without issue as the actuators responds to input signals within milliseconds. The engineers at AMG confirm that it has been “thoroughly tested to ensure that the RAS responds fast enough in every dynamic driving situation, especially on the race track.”

△ The 2002 F400  
Carving concept car  
featured active camber.

△ Actuators mounted  
to the rear hubs can  
alter the toe-angle.

**I**N 2017, MERCEDES-AMG DEBUTED ITS Active Rear-Wheel Steering (RAS) on the GT R model. For this feature, we got in touch with engineers at AMG to discover more about the system and delve into its technical aspects in order to find out why it makes such a big difference to the way the GT R drives.

It is worth remembering that rear-wheel steering is not new technology, as it appeared on the Honda Prelude way back in 1988 and the Nissan Skyline R34 GT-R in 1999. However, Mercedes' system is much more advanced and the results speak for themselves, with AMG's lap times slashed and the GT R's exceptional cornering ability obvious during test drives. The reason for this is because when the GT R changes direction, the rear-wheel steering alters the toe-angle of the back wheels. By altering this, the RAS makes the rear wheels turn in a similar way to the front wheels. However, they only turn a very small amount in comparison to the front wheels. This relatively marginal amount of rear steering helps the GT R process corners much faster and in a more stable manner than if it was without the system.

The RAS on the GT R isn't the first time Mercedes has experimented with active suspension geometry either. The company unveiled an active camber system to enhance cornering capability and improve safety on the F400 Carving concept back in 2002, deriving its name from the carving of ski slopes due to the wheels leaning into a corner like a person would on skis. Like the AMG RAS, the active camber system was designed with cornering performance in mind, but unlike



“The RAS on the GT R isn’t the first time Mercedes has experimented with active suspension geometry”

The active steering allows stability in the fast, flowing corners.

#### ▷ STEER AWAY

The way that the rear steering system improves the handling of the GT and makes it faster on circuit is by creating something called a ‘virtual wheelbase’. The wheelbase of the car is the distance between the front and the rear wheels. Some cars, like an A-Class, have a short-wheelbase whilst models such as an S-Class have a long wheelbase. Cars with a shorter wheelbase will generally handle better through tight, slow corners but are less stable during longer, faster, high speed corners. On the other end of the scale, long-wheelbase cars provide the opposite, and are not as quick through slow, tight corners but are faster and more stable through long, high speed bends.

The RAS system on the GT R cleverly alters the toe-angle to give it both the behaviour of a long- and a short-wheelbase car, depending on the corner. When the GT R detects slow, tight corners up to 62mph, the back wheels steer in the opposite direction to the front wheels. Then in long fast corners over 62mph the rear wheels steer in the same direction as the front wheels to give it the behaviour of a long-wheelbase car, generating stability at speed. This ability to switch behaviour to match those of different wheelbases gives the GT a real advantage when being driven hard, and has created a much improved all-rounder.

#### ALL SYSTEMS GO

When asked how well the RAS worked with other systems on the car our AMG engineer replied, “It is very important that the functions of the front and rear steering systems are seamlessly integrated with each other. Both systems are directly responsible for the steering



△ Tight, low speed corners are suited to a shorter wheelbase.

response and thus the dynamics of the vehicle. The implementation of a rear steering system allows for more freedom of design and application in the front steering system. We at AMG develop our vehicles with driving performance in mind. During the development phase, a big emphasis is placed on ensuring all vehicle dynamics related components work well together to achieve the desired vehicle characteristics. The RAS as such is a component integrated within the complex suspension system.”

We are very excited to see this system rolled out across a wider range of Mercedes-AMG models on the road, and to see more platforms take advantage of this intelligent handling system. We asked AMG if it was likely to happen to more platforms to which we received the eager response: “Definitely! Through simulation and extensive tests, we can determine if a rear steering system offers any advantage in vehicle dynamics. This serves as a basis for our decision if a car range should be equipped with the RAS.”

▷ From the driver's seat, the car feels far more agile on track.



◁ Despite the AMG's longer wheelbase, RAS allows it feel nimble.





READY TO WEAR AND BESPOKE COVERS FOR ALL CAR MODELS

**CarCoverShop.co.uk**

www.carcovershop.co.uk | t.01780 654088



Soft Stretch Indoor Covers from £99



Waterproof & Breathable Outdoor from £179

PROTECTOR4 FLEECE LINED BREATHABLE FROM £112

OUTDOOR CUSTOM WATERPROOF FROM £275

CUSTOM INDOOR COVERS FROM £279

REVEAL COVERS FROM £159

AirChambers, CTEK Battery Conditioners, Dehumidifiers, Half Covers, Hardtop Stands

# Charles Ironside

## SPECIALISTS IN MERCEDES-BENZ CARS

Alton, Hampshire, UK (40 mins from J10 M25)



**280 SLC**, 1981W, 4-speed auto, 70,000 miles, FMBSH, midnight blue, grey velour, electric sunroof, front & rear electric windows, retro radio. Absolutely gorgeous example ..... **£29,950**



**500 SEC**, 1988E, 4-speed auto, 61,000 miles, FMBSH, smoke silver metallic, navy leather, factory climate control, cruise, electric steering column, electric seats with driver's memory, electric sunroof, etc. Low mileage example ..... **£19,950**



**280 CE**, 1983Y, 4-speed auto, 139,000 miles, FMBSH, silver/blue metallic, navy leather, electric sunroof, front & rear electric windows, rear parking sensors. A fully and properly restored example ..... **£19,950**



**E220 Cabriolet Sportline**, 1997R, 4-speed auto, 45,000 miles, FMBSH, brilliant silver metallic, black leather, factory aircon, sports chassis, heated seats, electric memory driver's seat, Becker radio/cassette, factory wind deflector. One of last and best! . **£17,950**



**SL 320**, 1999V, 5-speed auto, 31,000 miles, FMBSH, brilliant silver metallic, black nappa leather, electric black soft top, factory hard top, climate, cruise, electric steering column, electric heated memory seats, rear seats, ESP, etc. A perfect example ..... **£16,950**



**E220 Cabriolet Sportline**, 1996P, 4-speed auto, 48,000 miles, FMBSH, tourmaline green metallic, mushroom leather, electric brown soft top, twin airbags, heated seats, sports chassis, etc. infrared locking, original wind deflector. A superior example ... **£16,950**



**SL 500**, 1996N, 5-speed auto, 75,000 miles, FMBSH, azurite blue metallic, mushroom leather, electric navy soft top, factory fitted hard top, climate, cruise, electric steering column, electric heated memory seats, rear seats, ASR, etc. A really well cared for example .. **£13,950**



**300 SL**, 1992J, 4-speed auto, 40,000 miles, FMBSH, pearl blue metallic, mushroom leather, electric navy soft top, factory hard top, electric seats, rear seats, driver's airbag. A stunning example ..... **£12,950**

Highest prices paid for excellent low mileage examples:

sales@charlesironside.co.uk w: www.charlesironside.co.uk

t: +44 (0)1420 520635 m: +44 (0)7950 379560



## MOBILE WELDING SERVICES

### Classic & Sports Car Welding Specialists

RESTORING CLASSIC CARS NATIONWIDE - SINCE 2005



Mobile: 07740 582 910

Workshop: 01299 266 572

www.mobileweldingservices.org

enquiries@mobileweldingservices.org



**Henk has pottered around in it for the last 10 years and with 125,000 miles on the clock the engine is just about considered run in**



# KEEPING IN THE FAMILY

This W126 has been in Henk Handelsonderneming's family ownership for over 30 years. Well, most of the car has, as he explains the story of how he kept it alive

WORDS & IMAGES ROBB PRITCHARD

**A**S A KID, HENK remembers his father being incredibly proud of this car. It's a 1980 model but it was imported into Holland in 1987 and with later facelift bumpers fitted people assumed it was a brand new car. "It sounds a little silly now," Henk smiles. "But we weren't a rich family, and so Dad was proud to drive around in it with everyone in the neighbourhood thinking he could afford a new Mercedes." Sadly his father passed away

many years ago, but Henk couldn't bear to sell his father's pride and joy nor could he look at it, as it was such a reminder of what he'd lost. As a compromise, he rented some space in a nearby garage and left it in storage, where it stayed for almost a decade. But because he didn't pay it any attention, Henk was unaware the garage owner had actually taken the car outside and left it in a field for many of those years.

In 2009, when Henk finally returned to the car with the idea of getting it cleaned up and put

back on the road, but his heart soon sank. From the outside it still looked presentable, but underneath his fingers went through the completely corroded metal almost everywhere he poked. His day job is restoring classic cars, or Oldtimers as they are called on the continent, so he knows when a car is economically repairable or not and his father's pride and joy was the latter. Yet still he still couldn't scrap it, so his reluctant plan was to look for a replacement back end which he could graft on in front of the rear

wheels to the boot, and then he'd sort the floor out piece by piece.

Such a patchwork welding exercise wouldn't be the best solution but at least it would keep the car alive, but then a local Mercedes mechanic saw a Facebook post Henk had put up looking for a donor car to butcher for the metal. With an exact same model with front-end damage, he suggested a slightly different solution. It was suggested that it would be a much better job to take the whole floor from just behind the front bulkhead and





Henk proudly stands with the car he's known for most of his life.



## JUST THE FACTS

### Mercedes-Benz 280SE (W126)

ENGINE M110 2.746cc 6-cyl

POWER 182bhp @ 5,800rpm

TORQUE 177lb ft @ 4,500rpm

TRANSMISSION 4-speed automatic, RWD

WEIGHT 1,560kg

0-62MPH 10secs

TOP SPEED 130mph

FUEL CONSUMPTION 27.5mpg

YEARS PRODUCED 1979-1992

Figures for pre-1981 car as pictured, all figures from Mercedes-Benz

the roof and make one car out of the two. As long as the work is done safely and to a high standard, it seemed more feasible, after all, every limousine conversion is performed the same way.

## PAY AND DISPLAY

Henk reasoned it was a better overall solution to his problem, but still needed some persuading. "I couldn't believe he could do it properly, so I made a deal with him

that if the job wasn't good enough, then I wouldn't pay for it." The guy was so confident about his work that he agreed.

After about six months, Henk got a call to go and see the finished shell but still had his doubts that it was done properly, but the proof would be when it came to Henk re-attaching the doors from his father's car. "In the garage, we put them on and they all fitted perfectly. I couldn't believe it."

The donor car was also sunroof model, so it was even a bit of an upgrade too and as well as the four doors, the interior, bumpers and wheels from Henk's original car were also refitted.

This was done back in 2010 and once it had passed all of the obligatory road worthiness tests, he took it to show his mother. "She had no idea that the car had been completely

rebuilt, and it was so hard not to laugh when she said she didn't remember the sunroof. It was emotional to drive it again."

Henk has pottered around in it for the last 10 years and with 125,000 miles on the clock the engine is just about considered run in. "Not so much today, but back in the 1980s there was no company that made cars like Mercedes did. It had amazing engineers and it made cars that last forever. It's not so unusual to hear about a

Mercedes that has done a million miles on just normal services, but it's unusual to hear of virtually any other manufacturer doing that."

Now the car is 40 years old it's in the cheaper tax bracket, plus with all the restrictions now removed Henk will be allowed to run on diesel or LPG. "I will convert it and have a very cheap car to drive. And then I think it will be nice to do a long road trip around Europe in it."



△ The car was stored for years outside but before being parked up, Henk used the car.



# BE PREPARED

This year will see some great used GLA and B-Class deals in the UK, as our car market expert explains why...

WORDS GUY BAKER IMAGES DP CARS, CAR TIME, SNOWS FIAT SARISBURY GREEN



This GLA was priced at just £17,250, which seemed a good deal.



**T**HE RELEASE OF AN all-new GLB model will have a significant impact on the values of two used Mercedes models over the next year, the first being the GLA and second the B-Class. Despite a lack of glamour, the 2011-2018 W246 B-Class proved a popular model with many buyers and its combination of practicality and affordability meant it sold in big numbers. In fact there are now close to 1,200 examples advertised for sale in the UK and once the GLB becomes established, demand for a used B-Class, which is already limited, will fall further. That should lead to cheaper prices and better discounts.

Mercedes' new GLB will also apply pressure on values of used X156 GLA, however with demand for crossovers and smaller SUVs still growing, the impact will be less severe than on used B-Class values, which is where the biggest bargains are likely to be had. So which B-Class models are likely to offer the richest pickings?

## POPULAR CHOICE

The B180 CDI was the best-selling model, so it's likely to offer the better choice and value as prices fall. Right now, you could pick up a very low-mileage 2013 or 2014 car for under £10,000, like this silver 13-plate we spotted advertised for £9,600 at DP Cars in Devon ([www.dpcarsonline.co.uk](http://www.dpcarsonline.co.uk)). With a full service history and a £30 a year road tax bill, this six-speed manual has covered a mere 18,222 miles and came with a black leather interior, a rear parking camera, LED running lights, an MOT until October 2020, 18-inch twin-spoke design alloys and looked in mint condition.



△ DP Cars was offering this 2013 B180 CDI for sale at £9,600.



△ B200 CDI from 2013 was priced up at £8,800 at Car Time.

The more powerful B200 CDI is also plentiful and a 2013 car with a more typical 70,000 miles would set you back a grand less. This Polar Silver BlueEfficiency Sport was spotted for sale at Car Time in Rochdale ([www.cartime.co.uk](http://www.cartime.co.uk)) at £8,800 and boasted a comprehensive spec including 18-inch alloys, privacy glass, xenon headlights, a reversing camera, a full black leather interior. Comand sat nav, Bluetooth and voice command. Thanks to the BlueEfficiency tech, the claimed average fuel economy is 61.4mpg and if like some owners you find the ride on Sport suspension a little too hard, an inexpensive aftermarket suspension or the comfort suspension set up will sort things out nicely.

Still not sold on the B-Class? Then turn your attention to the GLA instead, because the previously pricey model is about to get a good deal cheaper, with more ex-PCP cars hitting the market in 2020 as some owners switch to a new GLB instead. The in demand GLA200d AMG Line 4Matic is an obvious choice, with one owner examples such as this 2016 66-plate that was for sale at Snows Fiat Sarisbury Green ([www.snows.co.uk](http://www.snows.co.uk)) going for less than £18,000. Finished in Mountain Grey metallic and packing a black leather interior this car featured AMG alloys, a panoramic sunroof, Parktronic with Active Park Assist, Garmin satellite navigation and had covered just over 40,000 miles. Some negotiation could lever a discount on the £17,250 asking price.

► Looking for something with a little more chic? Then check out our top three £8,000 Mercedes Convertibles on page 78



## FORECOURT FIND

## 500SEC (C126)

As we often mention in these pages, pretty much all well-cared for C126 SECs are appreciating at the moment and the powerful 500SEC is one of the most enjoyable to own. A great weekend cruiser, it also possesses ample performance when called upon and its timeless, never hurried charm ensures every journey is sure to put a smile on your face.

When looking, yours should come with a complete service history and a folder full of old service receipts and MOTs, just as this stunning Astral Silver metallic example with 100,000 miles advertised for £19,995 at Lawton Prestige in Berkshire. A 1989 model with a royal blue leather interior, a sunroof, air conditioning and cruise control, it also comes with the original first aid kit and toolkit plus a full 12 month's MOT so you can start enjoying it straight away.

► Lawton Prestige

Tel 07878 756459

Web [www.lawtonprestige.co.uk](http://www.lawtonprestige.co.uk)



△ This tidy example is the powerful and desirable 500SEC.

▷ Bodywork looked in great condition for the 100,000 miles.

▽ Interior colour combo on this car made it attractive.

TOP TIPS  
ENGINE  
REMAPPING

An ECU remap can not only release power, but also improve efficiency and enhance your driving experience. But read our top tips before you book

⚠ A reputable tuner will always carry out a standard diagnostic check and ideally power test on a rolling road before any remap to highlight any hidden issues, so you can sort them first.

⚠ An ECU remap can enhance your Mercedes' engine performance and efficiency by altering the ignition timing, the air/fuel mixture and on forced induction cars, the boost pressure can also be raised.

⚠ A map can also remove speed or rev limits, and on modern Mercedes is usually installed from a laptop connected directly to your car's on-board diagnostic port. Older Mercedes may require a piggyback board.

⚠ A basic engine remap usually takes only a few hours, whilst a comprehensive bespoke map could take a days. Always stick to recommended tuners.

⚠ Your Mercedes should be put back on the rolling road after any remap to confirm the power and torque output, so be sure to get a full print out or digital record from both before and after.

⚠ Current prices range from as little as £399 for a simple A-Class ECU remap, up to £2,000 or more for a bespoke high-end remap on an S-Class AMG.

⚠ Remapping will affect any Mercedes warranty and put additional stress on other components, like the transmission, suspension and brakes. Always keep your insurer informed of any modifications.

## AUCTION SPOTLIGHT

A round-up of recent prices paid for average-condition Mercedes in auctions across the UK

## ● ML270 CDI

2.7-litre, 2003/53-plate, 132,000 miles, £1,450

## ● E320 CDI

3.2-litre, 2004/04-plate, 151,000 miles, £1,600

## ● SLK200

Two-litre, auto, 2003/53-plate, 56,000 miles, £1,700

## ● CLK280

Three-litre, 2007/57-plate, 100,000 miles, £3,850

## ● CLS320 CDI

Three-litre, 2006/56-plate, 115,000 miles, £4,200

## ● SL500

Five-litre, 2002/02-plate, 105,000 miles, £4,350

## ● ML500 SE

Five-litre, 2006/06-plate, 94,000 miles, £5,600

## ● ML420 CDI Sport

Four-litre, 2007/57-plate, 102,000 miles, £6,550

## ● SLK250 CDI BlueEfficiency

2.1-litre, 2014/63-plate, 27,000 miles, £10,300

## ● CLA180 AMG Sport

1.6-litre, auto, 2015/15-plate, 46,000 miles, £14,400

## ● C300 H Estate

2.1-litre diesel-electric, 2015/65-plate, 90,000 miles, £14,500

## ● A45 AMG

Two-litre, 2014/64-plate, 30,000 miles, £19,700

## ● CLA45 AMG

Two-litre, 2014/14-plate, 29,000 miles, £20,800

## ● C63 AMG saloon

6.2-litre, 2014/14-plate, 34,000 miles, £22,100

## ● S500 L PHEV

Three-litre, petrol-electric, 2015/65-plate, 51,000 miles, £27,100

## AUCTION ADVICE

Always arrive early at car auctions, pick up the sale catalogue and examine the vehicles in the line-up before the bidding starts. In addition to the hammer price, you'll have to pay a small buyer's fee. You'll need to provide a deposit of at least £500 (in cash or by Maestro or Visa Delta debit card) but the balance of the purchase price and the buyer's fee can be paid banker's draft, cash, cheque, telegraphic transfers, credit or debit card.

Find your nearest auction house check out [www.british-car-auctions.co.uk](http://www.british-car-auctions.co.uk) or [www.nama-uk.com](http://www.nama-uk.com)





TOP THREE

# £8,000 CONVERTIBLES

Not that long ago the suggestion that you could choose from a whole range of stylish, tip-top condition, Mercedes-Benz convertibles for just £8,000 or less would have seemed pretty far-fetched. But the combination of droptop model proliferation and noteworthy depreciation has made the unthinkable possible in the used car market.

To highlight this, we've selected three very different contenders within a £8,000 budget to whet your appetite, with options including an appreciating classic, a fire-breathing AMG and a contemporary but efficient diesel. All of these models make great used buys, so the only thing you have to decide is which would look best on your driveway.



## 300SL ROADSTER (R129)

Once they reach maturity SLs have always been in demand and the R129, which was once seen as a less popular SL model, is now a collectable classic. Many buyers seek out the more powerful V8s, but the 300SL is just as well equipped and still offers lively performance from its three-litre straight-six, and good examples are appreciating. Eight grand buys a 1991 model, with 80,000 miles from a specialist. Don't skimp on maintenance and you'll see your investment gently rise in value over the next few years.



## CLK55 AMG CABRIOLET (A209)

Our budget bags a rare 2005-vintage CLK55 AMG with 80,000 miles, plus an epic AMG spec and an old-school 362bhp 5.4-litre V8, which boasts 376lb ft of torque. And that's enough to launch you and three admiring passengers to 62mph in just 5.4 seconds, whilst savouring that growling AMG soundtrack. Don't test the 155mph top speed with the roof down though (it gets pretty blustery) and make sure your CLK55 AMG comes with a full M-B or AMG specialist service history and a maximum of three owners.



## SLK250 CDI (R172)

A contemporary take on the traditional Mercedes roadster theme, but the SLK is no longer in production so well cared for examples should retain decent value. Eight big ones buys a 85,000-mile 2013 SLK250 CDI BlueEfficiency AMG Sport, which breaches 62mph in a lively 6.7 seconds, thanks for a whopping 369lb ft of torque and 201bhp. AMG Sport spec leaves you wanting for nothing and being an oil-burner, you should return close to 50mpg on longer journeys, the official combined figure was 56.5mpg.

## LATEST PRODUCTS AND ACCESSORIES

### PRIOR DESIGN FOR S-CLASS (C217)

If you're looking to make your sleek S-Class Coupe stand out from the crowd then take a look at Prior Design's latest top-end aero kit options. They aren't cheap but do make a dramatic statement, with options including a front and rear bumper with a full wide-arch kit for £14,837, a bespoke rear spoiler, vinyl wraps, Prior Design floor mats and BC forged alloys all together at £4,204. For further details email [info@mstyle.co.uk](mailto:info@mstyle.co.uk) or call 0208 598 9115.



### AUTOGLYM RAPID DETAILER

Autoglym's Rapid Detailer will clear dusty, streaky, watermarked and mildly dirty paint with the minimum amount of fuss. It also adds a layer of polymeric protection for the ultimate in sealed gloss and instant shine whenever your car's bodywork requires it. It can also act as a lubricant for the clay bar process by removing any industrial fallout and contaminants that may have adhered deep within the lacquer of exterior finishes. Safe on rubber, glass, plastic, bare metal and chrome Autoglym's Rapid Detailer costs £11.30. For more information visit [www.autoglym.com](http://www.autoglym.com).



### HALFORDS CAR COVERS

Designed to shield your Mercedes from the elements, Halfords car covers feature a durable breathable material, capable of preventing condensation and protect your car from rain, frost, UV damage, bird droppings and general urban grim. All car covers feature built-in fabric straps and buckles and come in five different sizes to fit all Mercedes models. Proving good value, prices start from £55, so check out [www.halfords.com](http://www.halfords.com) for more details.



## IN FOCUS **SLK55 AMG** (R171)

Now great value, the 2004-2011 Mercedes-Benz SLK55 AMG is a hoot to drive, especially when the sun is out and the roads are clear. You can buy a good example from just over £9,000 but there are currently only 21 examples listed for sale in the UK, with 64 per cent having covered less than 100,000 miles, whilst the most popular colour was black. Here's what you need to know when buying one...

### 60-SECOND BUYING GUIDE

Follow our top tips to quickly sort the good examples from the bad.

#### WALK AROUND

Reliability seems first rate but scour the bodywork for any signs of bodged crash repairs. Test the roof mechanism and look for signs of uneven tyre wear and oil in the engine bay, as cam covers are prone to leaks. Check how much life is left in the brake pads and look for cracks on the discs as they are expensive to.

#### GET INSIDE

Thoroughly facelifted in April 2008, with an uprated AMG Speedshift

transmission, both pre- and post-facelifted R171 SLK's interiors last well. Check for any signs of water leaks into the cabin and leather tears can prove troublesome to rectify. Test all the switchgear and all the electrics, including the heated seats and mirrors.

#### START IT UP

The engine sounds wonderful and there should be no throttle hesitation whatsoever. Put the transmission through its paces and if

there's any signs of resistance there could be expensive problems ahead. Some cars have needed new power steering pumps and check that the air con runs cool and without any strange smells.

#### CHECK THE PAPERWORK

The SLK55 is a relatively rare beast so you'll probably need to wait to find one that's right for you. Yours should boast a full Mercedes-Benz service record and no more than three caring previous owners. Phone the dealers who've previously serviced the car to check the record.



The small but mighty SLK55 AMG offers good value for money.



### LORINSER STYLING FOR A-CLASS SALOON (V177)

Renowned Mercedes tuner Lorinser has launched a new bodykit and tuning options for the latest Mercedes A-Class saloon. Transforming the look of the car, the key features include an additional front splitter (£680) and aero flaps (£535). There are also 19-inch Lorinser alloy RS8 alloy wheels and engine tuning upgrades for all the models in the A-Class range, starting from £1,250. For full details and tech data on the tuning packages check out [www.sportservice.lorinser.com](http://www.sportservice.lorinser.com).



## TOP MERCS

Knowing the Mercedes-Benz marketplace means you can make the best buying decisions. But that requires up-to-date market information. Which is why we generate fresh Mercedes market data every couple of months, to give you, the Mercedes enthusiast, the best information possible.

### THE TOP 10 BEST-SELLING USED MERCEDES

(In order of used examples advertised for sale) (percentage of total used Mercedes market)

- 1 C-Class (27.4%)
- 2 E-Class (16.8%)
- 3 A-Class (16.5%)
- 4 GLE/M-Class (5.1%)
- 5 GLA-Class (4.9%)
- 6 GLC-Class (4.6%)
- 7 CLA-Class (4.0%)
- 8 SLC/SLK-Class (3.4%)
- 9 B-Class (3.2%)
- 10 S-Class (2.5%)



### WHAT'S IN A COLOUR?

The colour of your Mercedes could affect its desirability to future buyers and its residual value. So, what are the top five colours on the used Mercedes market?

- 1 Black (28.5%)
- 2 Silver (23.3%)
- 3 White (15.5%)
- 4 Grey (15.1%)
- 5 Blue (10.4%)



### MILES AHEAD

Low mileage Mercedes often possess better residuals, whilst high mileage Mercedes can offer better value

Less than 50,000 miles **67.9%**

Between 50,000 and 80,000 miles **17.0%**

More than 80,000 miles **15.1%**

### FUEL WATCH

How are used Mercedes-Benz models powered?

DIESEL	PETROL	HYBRID	FULL ELECTRIC
<b>66.1%</b>	<b>31.7%</b>	<b>2.17%</b>	<b>0.03%</b>





# HEAVYWEIGHT CHAMPION

The large E-Class AMG cars have always been a force to be reckoned with, but the 211-series took that a stage further with the E55 and E63 models. Here's what you need to know about buying one now

WORDS DAVID SUTHERLAND IMAGES TERRY OBORNE

**T**HE 210-SERIES E55 AMG introduced in 1997 set the form for the high performance Mercedes saloon: a 5.4-litre V8 engine delivering big performance, total comfort for four, and a discreet appearance that allowed the slingshot middleweight to stay below the radar. For the 211-series, Mercedes decided to raise the stakes by installing the same M113, three-valves-per-cylinder V8 except in the supercharged guise seen in the SL and CL models of the time.

When the new model, available in Saloon and Estate form, arrived in the UK in August 2002 the price was of course very high, £55,000 for the four-door with a few extras

and a couple of thousand more for the wagon. Now things are very different: while not as cheap as the regular 211s, the E55 AMG can now be purchased for as little as £6,000, while the E63 that it evolved into is accessible for around £12,000. Older AMGs that haven't yet been adopted by the classic market can be tremendous value in terms of horsepower for cash, but do these complex cars make sense as a purchase now that the oldest ones are coming up for 18 years old?

## DESIGN, EVOLUTION

The 211-series was lauded for being the most complete E-Class to date. Not only did it offer the expected Benz traits of comfort,

refinement and restrained elegance, it was also as good – perhaps even a little better – to drive than the BMW 5-Series of the time, critics reckoned. No previous E-Class had managed that feat.

And there was another side to the new Mercedes, developed over four years at a cost of two billion Euros – a generous helping of clever electronic features. Airmatic suspension, Sensotronic Brake Control (SBC), Thermotronic climate control, adaptive seatbelt force limiters, Headlamp Assist that switched on the lights when dark and rain sensors that activated the wipers when it got wet – this car was truly a tech head's delight.

The AMG version of this very

sophisticated package appeared seven months into the 211-series' life. Its M113 featured a compact design of supercharger placed within the engine's vee, and output was 469bhp and a then massive 516lb ft of torque available from 2,650rpm to 4,500rpm.

In this pre 7G-Tronic era the gearbox was the five-speed AMG Speedshift unit. The Airmatic suspension and the brakes were upgraded over standard, and 18-inch AMG alloy wheels ran 245/40 front and 265/30 rear tyres. An AMG bodykit was fitted. Factory options included Comfort ventilated front seats, heated rear seats, Keyless-Go locking and ignition, and Comand. The Estate was added later in 2003.



SPOTTED  
FOR SALEPRIVATE SELLER  
**E55 AMG saloon**  
2004/04, silver, black leather,  
five owners, 121,000 miles,  
£9,295, Colchester,  
Essex

**The AMG version of  
this very sophisticated  
package appeared  
seven months into the  
211-series' life**

The 211-series was facelifted in April 2006, one significant change being the introduction of the new Adaptive Braking from the 221-series S-Class. This replaced SBC, a brake-by-wire system responsible for much of the electronic grief on early 211s. Direct Control steering, which sharpened up steering feel with 10 per cent raised gearing, was fitted, as was a revised front suspension linkage for tauter handling. Other upgrades included the fitment of Pre-Safe which optimises front seat position and closes windows when sensors predict a skid, and a redesigned grille and steering-wheel.

The update also saw the E55 AMG replaced by the E63 AMG. The new model used the high revving 6.2-litre M156 producing 507bhp at a frantic 6,800rpm; the lack of a supercharger saw torque drop slightly but few would complain about 465lb ft. This was a significant, though ultimately short-lived, engine, it being the first motor to be designed from scratch by the

Affalterbach tuner as opposed to reworking an existing Mercedes V8. When the 212-series E-Class appeared in 2012 the E63 switched to a 5.5-litre twin-turbo V8.

The E55 never received the seven-speed automatic transmission that the pre-facelift E500 used, but it was finally installed for the E63 AMG. Some E63s will have the factory AMG Driver's package and/or the AMG Performance Package (see the 'E63 AMG – even more performance' box-out).

### DRIVING THE E55 AMG AND E63 AMG

They may look all but identical but the E55 and E63 have very different characters. The former's M113 is velvety smooth and even when revved hard remains both effortless and quiet. By comparison the M156 is animalistic in nature, delivering quite peaky power and with a sharp note when operating at its lofty rev peak. The seven-speed gearbox, although working unobtrusively, adds an extra

### JUST THE FACTS

#### Mercedes-Benz E55 AMG Saloon/Estate (W211/S211)

ENGINE M113 5,439cc V8  
POWER 469bhp@6,100rpm  
TORQUE 516lb ft@2,650-4,500rpm  
TRANSMISSION 5-speed auto, RWD  
WEIGHT 1,835/1,990kg  
0-62MPH 4.7/4.8sec  
TOP SPEED 155mph  
FUEL CONSUMPTION 21.9/20.8mpg  
CO2 EMISSIONS 310/326g/km  
YEARS PRODUCED 2002/2003-2006

#### Mercedes-Benz E63 AMG Saloon/Estate (W211/S211)

ENGINE M156 6,208cc V8  
POWER 507bhp@6,800rpm  
TORQUE 465lb ft@5,200rpm  
TRANSMISSION 7-speed auto, RWD  
WEIGHT 1,840/1,955kg  
0-62MPH 4.5/4.6sec  
TOP SPEED 155mph  
FUEL CONSUMPTION 19.8/19.5mpg  
CO2 EMISSIONS 341/345g/km  
YEARS PRODUCED 2006-2009

*Fuel consumption according to NEDC combined;  
top speeds electronically limited*

degree of responsiveness. One aspect that barely differs between the cars is their breadth of all round ability. They have the

pace of sports cars, but the refinement of any other 211, and are quiet and comfortable.

### WHAT YOU'LL PAY

You are looking at two separate yet overlapping price ranges. The choice of E55s starts as low as £6,000, which buys something quite leggy and maybe lacking a solid service history. But once you climb over £10,000 you should be expecting a good all round car with under 80,000 miles. Some sellers are asking up to £19,000 – but for this money it has to be exceptional, almost a 'time warp' car with under 40,000 miles.

The oldest E63 you'll spot will be on an 07-plate and that will be around £12,000 and with mileage nudging 100,000. Maximum prices are clearly capped by the limited availability of the 212-series twin-turbo car, so asking any more than £19,000 would be futile. For that, it must be in above average condition and showing under 40,000 miles. There are fewer Estates around than Saloons, but prices remain similar. ▷



# 211-series E55 AMG/E63 AMG INSIDE

## POWERTRAIN

As we have pointed out in previous Buyer's Guides on M113-engined models, this V8 enjoys excellent reliability and durability, the only common issue being the failure of the crankshaft sensor. This prevents the engine from starting from hot, but replacement is a relatively inexpensive affair.

However the M156 in the E63 is a different proposition, stresses Sam Bates of Mercedes specialist SPR Autos in Stockport in Greater Manchester. "They're known for camshaft lobes wearing out and eating into the tappets, so listen for any hydraulic tappet type noises," he advises. "If there's a constant noise, which increases with revs, that is a sign of potential wear. If this isn't picked up, eventually it can cause a valve to stick open, causing very expensive valve-to-piston contact."

Another fault with early M156s was cylinder-head bolts snapping, resulting in head gasket failure. "Mercedes has

redesigned the bolt to prevent this from happening, however the cylinder-heads need to be removed in order to change the gaskets and bolts together," Sam explains. Call a Mercedes dealer to check if an E63 you're considering has a chassis number that falls into the category of the old head bolts.

He says it's not a widespread problem, but Sam has seen fuel injectors sticking open, causing the engine to 'hydro-lock'. "Should you come across this fault, I would advise you to replace all eight injectors at the same time," says Sam.

It's common for the electronic conduction plates in the '722.6' (E55) and '7G 722.9' (E63) gearboxes to invoke 'limp' mode, sticking the 'box in one gear. "This is a straightforward fix by replacing the conductor plate along with a gearbox service, but it's more expensive to do on the E63 than on the E55," Sam points out. Periodic software updates are available for the seven-speeder.

The M113 V8 in the E55 is a very reliable unit, but the M156 engine in the E63 is a more complex affair that requires more attention and maintenance. The gearbox is also more temperamental.



## SUSPENSION, STEERING AND BRAKING SYSTEM

The Sensotronic Brake Control unit on the E55 AMG is effectively a 'lifer' part and eventually needs replaced. "The telltale sign of this is a 'Service brake visit workshop' warning on the dash," Sam explains. "Most people think this is a brake pad warning, but that would be 'brake wear visit workshop'. Check the service history to see if the SBC has ever been replaced - if it hasn't, it could require doing soon."

Look through the wheels at the condition of the brakes. Test the brakes at a reasonable speed and also feel for any vibration through the pedal and steering wheel, which could indicate warped discs. The E55 brakes are less costly to maintain, Sam points out: "As you can imagine, the AMGs both share big brakes, but the E55's are a lot cheaper than the E63's, as these use a floating disc set up."

Ideally the suspension should be checked when the car has been standing unused for a few days, lest there should be any Airmatic issues. "If the car has dropped on any of the corners, this could be a sign of a leaking Airmatic strut, and at £1,000 per corner for a strut it can get pricey," Sam warns.



A general suspension check is advised. "211s have a multi-link suspension which has a lot of ball joints and so on, so have a road test and find some uneven surfaces to have a good listen for any knocks and bangs," Sam suggests. "The most common joints to fail are upper and lower ball joints."

Again, the E63 is more advanced and suffers from more expensive issues. All 211-series wear suspension ball joints though.



## AND OUT

SPOTTED  
FOR SALEUSED CAR DEALER  
E55 AMG Estate2005/05, silver, black leather, four  
owners, 122,000 miles, £9,995,  
Reading, Berkshire

Thankfully the 211 E-Class doesn't corrode like the previous model, but as with any AMG, previous accident damage is a concern.

## BODYWORK AND WHEELS

With the 210-series E-Class a nightmare for corrosion, it's welcome that the 211 seems to fare much better in this respect. But check in the obvious places, such as on the nose for untreated stone chips that have turned rusty, and around the door sills, wheelarches, and on the boot floor in case rust is festering. But all that horsepower, in the wrong hands, gives rise to another very important

consideration with these cars. "Undertake a full inspection of the bodywork, as many AMGs have been in accidents and may be rebuilt insurance write-offs," Sam tells us. "Also get an HPI report to verify the car's details." The alloy wheels are often corroded on this age of Mercedes, but unless the rims are damaged too, they can usually be restored by a wheel refurbishment company.

**“They may look all but identical but the E55 and E65 have very different characters”**



There are plenty of electrics and toys to test, but only the Keyless-Go (if fitted) and the door handles are known to regularly cause expensive issues.

## INTERIOR AND ELECTRICS

These two AMG models came laden with technology so it is worth spending the time testing all the electronic kit to ensure it works properly. Sam particularly recommends ensuring the Keyless-Go, if fitted, is problem-free. "Check that all the door handles work, as they are known for wearing out the microswitch inside and if there's a problem a full handle will be needed.

The condition of the ignition key is important. "Make sure the car comes with two working keys, as a spare key will run you a £300 bill," Sam says. ▷



## 211-series E55 AMG/E63 AMG INSIDE AND OUT

# VERDICT

Both of these cars offer a fabulous motoring experience, and there is a good supply, now at seemingly affordable prices. Of the two, the E55 AMG is likely to be the less expensive to run, due to the simpler and more reliable nature of the M113 V8 as opposed to the more complex M156, but don't make the mistake of thinking that these cars won't require much looking after. Good things have to be paid for!



# E63 AMG – even more performance

While the E55 AMG was available with the regular type of factory options such as Parktronic and a Harmon Kardon sound system, the E63 was offered with specific option packs aimed at enhancing driver appeal – and lightening customers' wallets! The AMG Driver's Package lifted the electronic maximum speed limiter, and also included a place at the AMG Power and Passion driving event. The cost was £2,183 by 2009.

For £4,835 you got the AMG Performance Package consisting of a limited-slip differential, special five-spoke alloy wheels (though the same rim/tyre size was as standard), AMG Performance suspension and an AMG leather/Alcantara steering wheel. But if you didn't want to spend that much, the diff, suspension and steering wheel were also available as individual items so you could pick and choose. There was also the AMG Interior Carbon Trim Package, at £2,339. These items will add some value to a car, though most of the cost will have been lost to depreciation by now.



**SPOTTED  
FOR SALE**  
**USED CAR DEALER**  
**E63 AMG Saloon**  
2007/07, black, black leather, four  
owners, 38,000 miles, £14,000,  
Grimsby, Lincolnshire

### Typical basic servicing costs (A/B services including VAT)

MODEL	OIL SERVICE	MAJOR SERVICE
E55 AMG/E63 AMG	£204	£384

Quotes from SPR Autos

### Non-routine servicing costs

- ★ Gearbox service (E55 AMG/E63 AMG) **£168/£204**
- ★ Fit a new crankshaft sensor to the E55's V8 **£210**
- ★ Fit an overhauled electronic conductor plates in the gearbox (E55 AMG/E63 AMG) **£540/£1,080**
- ★ Replace the Sensotronic Brake Control unit on E55 AMG **£1,250**
- ★ Fit new brake front discs and pads (E55/E63) **£654/£1,580**
- ★ Replace an AirMatic suspension strut **£1,250**
- ★ Four premium brand tyres (245/40ZR18 front, 265/30ZR18 rear) **£560**

### Buyer's checks

- ✓ E55 AMG engines suffer a failed crankshaft sensor, which prevents hot starting
- ✓ Cylinder-head bolts in early M156 engines snap, necessitating a new head gasket
- ✓ The M156's camshaft lobes can wear out and damage the tappets, so listen for any light, hydraulic tappet type ticking noises from the heads
- ✓ The conductor plates on both the five- and seven-speed gearboxes can put the 'box into limp home mode, restricting it to one gear
- ✓ If the car is down at one corner or sitting unevenly, it's likely an Airmatic strut needs replacing
- ✓ Upper and lower front ball joints are the suspension components that need replacing most
- ✓ Sensotronic Brake Control unit may need replacing
- ✓ Check how much life the E63 AMG front brake discs and pads have left, as replacement is very expensive

### What you'll pay

- £6,000-£8,000** E55 AMG Saloon and Estate, high mileage and possibly patchy history
- £8,000-£10,000** E55 AMG, still over 100,000 miles but in good condition
- £10,000-£12,000** E55 AMG, good all-round condition, mileage under 100,000
- £12,000-£15,000** E63 AMGs available for this money, and above average condition E55 AMGs
- £15,000-£18,000** Only the very best E55 AMGs and E63 AMG are worth this much, mileage should be under the 50,000 mark and with few previous owners

► Thank you to **The Car Agents** for the loan of the E55 AMG for photography **Tel** 01462 441460 **Web** [www.thecaragents.com](http://www.thecaragents.com), and to **SPR Autos** for technical advice and parts and servicing prices **Tel** 0161 480 6095 **Web** [www.mercedescarservicing.co.uk](http://www.mercedescarservicing.co.uk) (SPR has a YouTube video gallery outlining many common Mercedes repairs)



# THE WORLD'S HOTTEST STARS

**NEW!**



★ **SPECIAL EDITION** ★

*Mercedes Performance* is a high quality, one-off special edition inspired by the art of going fast and dedicated to the most thrilling and awe-inspiring cars from Mercedes-Benz.

Created using the best automotive writers and photographers in the business, *Mercedes Performance* is a first in every respect, appealing to thrill seekers who like their tyres smoked and their fuel high octane.

Available 3rd April from WHSmith and  
selected newsagents

Find your local store at [seymour.magzene.com](http://seymour.magzene.com)

For further information and to order by telephone +44 (0)1371 853633



# THE UK'S BEST USED CAR WARRANTY

INCLUDING **ROADSIDE ASSISTANCE & RECOVERY!**

Warrantywise

GET A  
QUOTE  
NOW!



## WHY WE'RE THE BEST...

- ✓ YOU GET UNLIMITED REPAIRS
- ✓ CAR HIRE & ONWARD TRAVEL INCLUDED
- ✓ PARTS AND LABOUR COSTS COVERED
- ✓ 30 DAY MONEY BACK GUARANTEE

WE GUARANTEE  
TO BEAT YOUR  
RENEWAL  
OR YOU GET  
**£20**

Visit **Warrantywise.co.uk/ME** or call **0800 001 4990**

Terms and conditions apply. Accurate at the time of printing.

www.**MERCLAND**.com

Independent Mercedes-Benz Specialists

### FIRST CLASS IN EVERY WAY

30 years of professional unrivalled motoring experience.

We are one of the largest independent dealers of pre-owned Mercedes in the country, cherry-picking the finest Mercedes across the land.

We have a wide range of Mercedes in stock.

All cars are prepared to the highest standard, and have fantastic before and after care, all are serviced, MOT'd and HPI checked. Customer service is guaranteed.



At Mercland we offer the following services and more:

- Servicing • A Service from £165, B Service from £289, Transmission Service from £225 all inc VAT. MOTs £40

**Tel: 02476 386327**

Whittleford Service Station, Whittleford Road,  
Nuneaton, Warwickshire CV10 9JD



**CLASSICTRIMPARTS.COM**

An aftermarket solution for hard to source trim parts.

✉ CLASSICTRIMPARTSLLC@GMAIL.COM ☎ (716) 931-9551

**Portman Garages**

020 8961 3317

**MERCEDES SPECIALIST**

- SERVICING
- MOT TO ALL MAKES
- MECHANICAL REPAIRS
- ELECTRICAL DIAGNOSTICS
- ACCIDENT REPAIRS
- COLLECTION AND DELIVERY

**www.portman-garages.co.uk**

212 Acton Lane, London NW10 7NH





# TIRING TIMES

Whilst one of the cars is still laid up for its winter rest out of the cold, the other has been earning its keep, although there have been some bills to prove that

WORDS & IMAGES DAVID SUTHERLAND

## FACT SHEET

CARS 2017 GLC220d AMG Line/2007 C209 CLK63 AMG

OWNER David Sutherland

LOCATION London, UK

PURCHASED September 2017/April 2016

UPDATES SINCE LAST REPORT The GLC is proving hard on front tyres, and the CLK63 AMG is still enjoying being tucked away in winter hibernation

**"I prefer using specialists because you feel you are interacting with enthusiasts"**



**R**ECENT LIFE WITH our GLC220d has underlined my feeling that while franchised dealers are good enough at what they do, they're not really the natural friend of the car enthusiast. Last October the SUV's dash signalled that the second year service, a B service, was due, but because we were moving out of London to Surrey I held off making a booking because I had found out that compared to the £550 odd that Mercedes-Benz Chelsea quoted on its website, I would be able to get it for almost £100 less at Mercedes-Benz of Hindhead, close to where we were going to live. Another advantage of leaving the capital – we had already been given substantial refunds on the insurance policies for both the GLC and CLK63 AMG.

However, on arriving in Surrey I called to book the GLC in at Hindhead, only to be quoted £464.43 plus VAT, £557.32; the cheaper rate had disappeared into the ether. The B service is an oil change plus brake fluid, some filters and a new battery for the key fob, and it takes just under two hours. Hindhead's labour charge is £178.80 per hour for cars under three years old (it falls to £143 for three to five-year old cars, and to £107 after six years). Still, at least we had the GLC

primed for another year's use, its mileage having mounted much quicker since we left London.

I then noticed that the two front tyres were wearing out faster than at the rear, particularly on the outside shoulder. To me, the obvious thing seemed to be to swap the front and rears, which are the same size, but given that they might be directional tyres called Hindhead for advice, assuming that someone there could punch the car's details into the Mercedes computer and reveal the relevant information. But no, the only advice forthcoming on the proposed wheel swap was, "We wouldn't advise it."

## WHEEL AROUND

Steve Shali at Klasse of Fulham, the CLK63's carer, ran a check on the car and reckoned it was OK, advising me to check the part numbers on the wheels. But it couldn't be confirmed whether the rubber was directional, so a front-rear rather than the customary diagonal swap made sense.

A local garage, Broken Spur Workshops, on the Petworth Road did the job while I waited, during which we confirmed that wheel part numbers were indeed the same, and £20 changed hands. The GLC runs as before, with no change in tyre noise or smoothness, so

△ Different life for the GLC220d now it's out of London.

△△△ Front tyres wearing out a lot faster than rears.

I'm hoping I've put off this expenditure for a while. But I don't see much more than 20,000 miles being passed (the mileage was close on 15,000 as I wrote this) before a new set is needed.

Brexit notwithstanding, under EU law I have a right to take a car to any suitably equipped workshop for servicing without invalidating the manufacturer's warranty. But the PCP conditions would appear to complicate this, plus I don't yet know of any Benz specialist locally, so I think I'll be sticking with Mercedes-Benz of Hindhead for the time being. But I much prefer using independent specialists, not just to save money but because you feel you are interacting with actual Mercedes enthusiasts.



▷ With VAT, a B service cost a hefty £557.





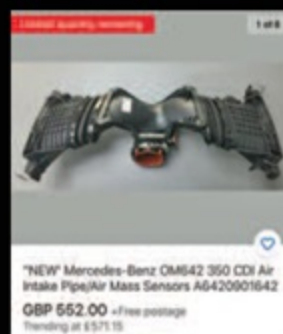
**SPR AUTOS**  
EST 1996  
INDEPENDENT  
MERCEDES BENZ  
SPECIALISTS  
[WWW.SPRAUTOS.COM](http://WWW.SPRAUTOS.COM)  
0161 480 6095



**SERVICING • STAR DIAGNOSTICS • MOT • MECHANICAL AND ELECTRICAL REPAIRS  
FOUR-WHEEL SUPER TRACKING • AIR CONDITIONING**



Visit our eBay store  
selling common  
issue parts at  
great prices!



[SPRAUTOS@GMAIL.COM](mailto:SPRAUTOS@GMAIL.COM)

[WWW.SPRAUTOS.CO.UK](http://WWW.SPRAUTOS.CO.UK)

**EBAY: SPRAUTOS**

## Mercedesengines



Highest quality, lowest price. Direct from the UK's No.1 since 1975.



Call now for a quote...

**01270 526333**

01270 526433 Warrington Road, Crewe, Cheshire, England, CW1 4PQ sales@creweengines.co.uk web site www.creweengines.com

**Crewe Engines Ltd**

► Since 1975 we have given thousands of Mercedes a new lease of life - at an affordable price. From a basic service to collection of your vehicle & fitting of a remanufactured engine, we have the experience, expertise & resources to provide great service from enquiry to completion.

### SERVICE & REPAIRS

- Engine repairs and servicing
- Routine servicing, any model
- Specialist department in V6, V8 & V12 engines
- Specialist department in classic engines

### ENGINES

- UK's No. 1 for remanufactured Mercedes-Benz engines
- Petrol & diesel, 1950s to present day, 3 cylinder to V12
- Fast, friendly & efficient - excellent reputation

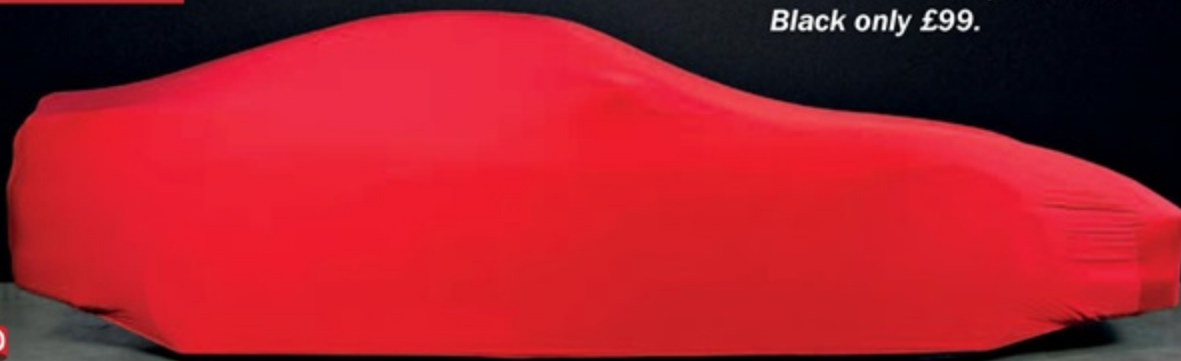
### ENGINE PARTS

- Full range of highest quality original equipment parts
- Pistons, crankshaft bearings, gasket sets, etc
- Cylinder heads, camshafts, crankshafts, etc

[www.creweengines.com](http://www.creweengines.com)

**Richbrook**

Perfect fit indoor car covers,  
available in Red, Blue and  
Black only £99.



Full info and shop [www.richbrook.co.uk](http://www.richbrook.co.uk) or call 01328 862387

**Supersoft**  
**Superstrong**  
**Superstretchy**



# CLIMATE CHANGE

It takes constant upkeep to keep a fleet of older Mercedes models going and that means plenty of small issues and a lot of larger bills to deal with...

WORDS & IMAGES REED HITCHCOCK

## FACT SHEET

CARS 2011 S212 E350/2002 W163 ML320/W126 300SE

OWNER Reed Hitchcock

LOCATION Virginia, USA

PURCHASED July 2017/September 2018/October 2019

UPDATES SINCE LAST REPORT All of the cars in the fleet had issues of some kind this time round, but they all soldier on regardless



**“Our W163 ML has been a paragon of reliability despite its reputation”**



**T**HERE ARE THOSE who say that global warming and/or climate change are figments of the imagination of billions of residents of planet Earth. To those non-believers I submit the fact that sitting here in the mid-Atlantic region of North America, where the average snowfall by this time of year is usually between 12 and 20 inches, I have yet to get to put my ML320 with its fancy new winter tyres through their paces. To date, this winter we have received a paltry single inch of snow, which has proven disappointing!

The unseasonably warm weather hasn't been all bad, however, as it means I've been able to spend more time performing fleet maintenance and repair work. For the ML320, that meant changing the spark plugs and ignition leads. Bear in mind these M112 V6 engines have not six, but 12 plugs in total and changing them is not super difficult, but it is made much easier by removing the air filter housing. I emerged with my hands a little shredded, but it went smoothly for the most part. I say that because about a week after the change I took the car on a road trip from Virginia to New York, and the next morning the car was running rough and the 'Check Engine' light was illuminated. Not one to believe in coincidence, I re-seated

all of the plug leads and after turning itself off the light hasn't been seen again. Here's hoping.

I am pleased to report that our W163 ML has been a paragon of reliability despite its reputation. The trim and switchgear are not to typical Mercedes-Benz standards, but it is equal to or better than its peers and I'd even go so far as to say I am thrilled with how it has treated us so far. Even the functional but slightly homely styling is growing on me with time.

Sadly, I cannot say the same about the rest of the fleet. The E350 4Matic Estate has had a recurrence of the dead multi-contour driver's seat, which is still under the repair warranty and going back to the supplier to be investigated. The obvious hope is that there is not some other issue requiring a different and likely expensive repair. Apart from that, the Estate's beat goes on.

## BEAM ME UP

And then there is the 300SE. Shortly after buying the car, I discovered an interesting issue: when the high beams are switched on, all of the dash lights go dark. It's the damndest thing. Anyway, the first diagnosis was a bad combination switch, which I replaced and alas, the problem persisted. Next, I replaced a series of contacts in the steering wheel and still nothing.

A new headlight switch? Nope. I finally narrowed it down to the gauge cluster and tried cleaning all of the contacts but to no avail, so finally sourced a used cluster just to compare – and bingo! It now works perfectly. The original gauge cluster is presently being repaired, and I have a lot of nice new bits that may, or may not, have needed replacing.



△◁ The trusty ML320 was treated to a new set of plugs and leads...

△ ...which was a little tricky due to space but Reed managed.

◁ An issue with the dashboard lights meant changing the cluster.

▽ Meanwhile the 300SE is beginning to look and drive like a new car again.





# SAVE UP TO £10!\*

## ORDER NOW BY DIRECT DEBIT AND SAVE 17%\*

Don't miss a single issue of **MERCEDES ENTHUSIAST** – have your personal copy delivered postage free every month for a year, usually before copies are in the shops.\*

Pay by Direct Debit (UK only) and it costs just £46.40, saving you £10.00 on the shop price! There's also a saving of £6.20 on 12 issues or £14.80 on 24, if you pay by cheque or credit card. There's usually a saving if you order from outside the UK too – exact savings will vary depending on the price of **MERCEDES ENTHUSIAST** in your country.

### THERE ARE FOUR EASY WAYS TO ORDER

Phone +44 (0) 1371 853633

Go to our website [www.MercedesEnthusiast.co.uk](http://www.MercedesEnthusiast.co.uk)

Post it to Mercedes Enthusiast Subscriptions, Trinity House,  
Sculpins Lane, Essex CM7 4AY, England

\* (UK only).



**SAVE  
17%\***

**Mercedes  
ENTHUSIAST**

## SUBSCRIPTION FORM

OR Take my payment of £46.40 by Direct Debit (UK only)  
Please complete the Direct Debit form below

### SUNDIAL MAGAZINES LTD

#### Instruction to your Bank or Building Society to pay by Direct Debit

Please complete this form and send it with the rest of the subscription form to:

**Mercedes Enthusiast Subs**, Trinity House, Sculpins Lane, Essex CM7 4AY

Please do not send it to your Bank or Building Society

Name(s) of Account Holder(s)

Bank/Building Society account number

Branch sort code

Name and full postal address of your Bank or Building Society

To: The Manager .....  
(Name of Bank/Building Society)

Address .....

Postcode .....

**Mercedes  
ENTHUSIAST**

Originator's Identification Number

6 8 2 1 5 8

Reference (office use only)

#### Instruction to your Bank or Building Society

Please pay Sundial Magazines Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Sundial Magazines Ltd and, if so, details will be passed electronically to my Bank/Building Society.

Signature(s) .....

Date .....

Banks and Building Societies may not accept Direct Debit Instructions from some types of account.

Name .....

Address .....

.....

.....

..... Post code .....

Email .....

We do not allow other companies to use subscribers' details for sales and marketing

### PRICES AND WAYS TO PAY

(please tick as appropriate)

**UK** 1 year £50.20 ☐ 2 years £98.60 ☐

**Europe** 1 year £62.00 ☐ 2 years £122.00 ☐

**Rest of World** 1 year £69.00 ☐ 2 years £134.00 ☐

I enclose my cheque payable to Sundial Magazines Ltd ☐

Or I wish to pay by credit card ☐



Card No .....

Expiry date ..... Security no. ....

Signature .....

**ME 04 20**

Post to: **MERCEDES ENTHUSIAST** Subscriptions,  
Trinity House, Sculpins Lane, Essex CM7 4AY, England



# DOWN TIME

Whilst the range of E-Class Estates are all off the road for the time being, the trusty CLK Cabriolet is proving to be a jack of all trades

WORDS & IMAGES MARTIN BUCKLEY

## FACTSHEET

**CARS** 1994 S124 E300 Diesel/1997 S210 E300 Turbodiesel/2000 A208 CLK230 Cabriolet

**OWNER** Martin Buckley

**LOCATION** Gloucestershire, UK

**PURCHASED** August 2017/December 2018/October 2019

**UPDATES SINCE LAST REPORT** The estates are all out of action from Martin's end, but the CLK is going strong



**T**HERE'S NOTHING much to report on the CLK, which continues to impress us all with its refinement and practicality. The only thing I would seriously fault the car on is the way the wide AMG wheels and low profile tyres behave on full lock at low speed. They seem to give the feeling that the car wants to go straight on, rather than left or right. Although there have been very few chances to get the hood down due to the weather, but it did help on a recent trip to the DIY store.

My daughter Caitlin took delivery of my former 124-series diesel Estate in January and apart from asking what kind of oil it takes, I have had no worrying reports, so all appears to be well there. Before she could have the car, Gus had to change the heater blower motor but my daughter agreed to pay for that. We also swapped wheels with Gus' S124 300E but Caitlin retained the wooden steering wheel he kindly loaned to me when I first bought the car. When

we tried to refit the original steering wheel, Gus reported that it was a little bent and wouldn't go back on properly, but I'm not quite sure how that would have happened. The blue S211 E300 still needs a middle box for its exhaust but at the prices Mercedes-Benz are currently charging, it can do without for the time being. The green S124 E300 that Gus has been planning to get back on the road has been living outside my shed of late, due to its lack of reverse gear, and latterly its non-starting issues,

**“There have been few chances to get the hood down, but it did help on a recent trip”**

which have made it a bit of a nuisance. We did tow it outside with a Range Rover, still scratching our heads as to why the wheels off my diesel estate fowled the brake calipers unless leaving the wheel bolts finger tight. An offset

issue between cars it would appear.

## ESTATE OF PLAY

After Christmas 2019, Gus finally got round to putting a fuel pump on his own 124 Estate and after some further tinkering with the electronics persuaded it to fire up so he could drive back to

Swindon and work on it in his nice dry, warm garage. He has been at my shed a lot more of late to use the ramp we share together and as he must now be one of the UK experts on R129 SL power hood faults, as he has been dealing with one after another.

Meanwhile, I have been offered from South Africa what I think of as probably the ultimate classic Benz that is still in the vaguely affordable bracket, a 300SEL 6.3. It's still out of my price range and too much money to buy unseen anyway, although a couple of mates have been tempted, particularly when it transpired that there was nothing seriously amiss with its seemingly collapsed air suspension.

△ The CLK does have its use when picking up large items it seems.

▽ S124 has been passed down to Martin's daughter to enjoy now.





## AUDIO REPAIRS



**REPAIR & DIAGNOSTICS SERVICE**  
ALL MERCEDES AUDIO SYSTEMS  
AMPLIFIERS / NAVIGATION

**Cartronics**

[www.cartronics.co.uk](http://www.cartronics.co.uk)

**01932 800800**

## ECU TUNING



**ECU-Tuning Specialists**  
ALL MERCEDES VEHICLES

**Cartronics**

[www.cartronics.co.uk](http://www.cartronics.co.uk)

**01932 800800**

## MERCEDES RESTORATIONS

### Classic Mercedes Restorations

[www.poolaneclassics.com](http://www.poolaneclassics.com)  
poolaneclassics@btconnect.com

- Over 35 years practical experience
- Family-run company
- Nationwide collection
- Warranty on work carried out
- Call us for free estimates & advice

Pool Lane Station Yard  
Kirk Hammerton  
York, YO26 8DN

**01423 330591**

## SERVICE AND SPECIALIST REPAIRS

**CONTINENTAL CARS UK LTD**  
MERCEDES BENZ & SMART CAR SERVICING & REPAIR

Servicing & Mechanical Repairs  
Star Computer Diagnostics  
Air-Con Servicing  
M.O.T's Arranged  
Friendly & Professional Service  
Genuine Mercedes Parts Used  
Manufacturer Warranty Not Affected  
Courtesy Car By Prior Arrangement

Matt or Brigitte 02920 432 832 or 07917763322  
Edward House, Dowlais Road, Ocean Park, Cardiff CF24 5TW  
Email: [continentalcarsuk@yahoo.co.uk](mailto:continentalcarsuk@yahoo.co.uk)



- Servicing • Star diagnostics
- Mechanical & electrical repairs
- 4 wheel super tracking • MoT work
- Smart car service and repairs
- Air conditioning

Tel: 0161 480 6095

Email: [sprautos@gmail.com](mailto:sprautos@gmail.com)

Unit 16 East Portwood Ind Est,  
Carrington Road, Stockport SK1 2JT

## West Coast Automotive Ltd

### MERCEDES-BENZ SPECIALIST

with 25 YEARS EXPERIENCE

- DTE systems • ECO technics
- Service & repairs to all MB models

T: 01253 729889 M: 07734 219094

W: [www.westcoastautomotive.co.uk](http://www.westcoastautomotive.co.uk)

8 Allenby Road, St Annes, Lancashire FY8 2DG



### Want a garage you can trust for your pride and joy?

One where there is first class Mercedes experienced engineers to hand?

A place where you can talk everything Mercedes? Merc-Pro offers all of this and much more !!

- Mercedes-Benz & AMG specialist • 20 years Mercedes experience
- Fully qualified Diagnostic technician & service team manager
- The latest Star diagnostics • Servicing & repairs
- Performance & economy remapping
- Digital service book registered workshop

Unit 1a Wymondham Business Centre, Wymondham NR18 9JL  
Tel: 01953 423475 [www.merc-pro.co.uk](http://www.merc-pro.co.uk)



Est. 1988

### INDEPENDENT MERCEDES – BMW – MINI SPECIALISTS

Servicing and Repairs  
Digital Servicing (Service History)  
MoT's – Aircon – Computer Diagnostics  
4 Wheel Steering

667A DUMBARTON ROAD, DALMUIR, CLYDEBANK G81 4HD

TEL: 0141 952 7599 FAX: 0141 952 8703

[www.hartmotors.co.uk](http://www.hartmotors.co.uk)

## ADAM'S AUTOMOTIVE ENGINEERING

Tel: 01603 880522 Fax: 01603 880058

[www.adamsautomotive.co.uk](http://www.adamsautomotive.co.uk)

email: [adam.pointer@btinternet.com](mailto:adam.pointer@btinternet.com)

With over 40 years experience in restoration, we are Mercedes specialists maintaining and restoring these cars to customer requirements with historic event preparation and modification as part of our services. Please remember we also cater for other main marques from 1900 to 1972 and that we are agents for Penrite oils.

We look forward to your enquiry.



Gary Warburton & Son Mercedes-Benz specialist

### SERVICING, REPAIRS, DIAGNOSTICS & AGENTS FOR SLT REMAPPING

Fylde Coast number one for Smart car repairs and servicing

Tel: 01253 874756 Mob: 07774 261018

Unit 3, 1 Warren Street, Fleetwood, FY7 6JU

[www.garywarburtonmercedesspecialist.co.uk](http://www.garywarburtonmercedesspecialist.co.uk)

## AutoTechnic

Est 2000

Independent Mercedes-Benz, AMG & Smart Specialist

Servicing, Star Diagnosis, Technical & Mechanical Repairs – MOT Test Centre  
Courtesy vehicle by prior arrangement

Tel: Loddon (01508) 522995

[www.autotechnic-mercedes.co.uk](http://www.autotechnic-mercedes.co.uk)

Units 7-9 Langley Road Trading Estate,  
Chedgrave, Norwich NR14 6HD



## TWB TECHNICAL SPECIALISTS

Service & Repairs in S.W. London

Engine Rebuilds • Servicing • Diagnostics  
Air Conditioning • MOT Preparation • Accident Repairs

Trevor Brown Service Engineer

Tel: 020 8675 8505

Mobile: 07956 309767

Email: [trevor.brown@tmail.net](mailto:trevor.brown@tmail.net)

Website: [www.twbmercedes.com](http://www.twbmercedes.com)

23-25 Oldridge Road, Balham, London SW12 8PL

TO ADVERTISE CALL

**020 8639 4416**



## Sovereign Motor Centre

Mercedes-Benz Specialist

Servicing, Repairs,  
Electronic Diagnosis, Air  
Conditioning & Bodywork  
also undertaken.

Fully trained technicians.

**Tel: 0208 699 4455**

Unit C5, Malham Road, London SE23

**silchester garage**

Restoration Specialists



**HAVE YOUR CLASSIC  
MERCEDES-BENZ  
RESTORED OR REPAIRED  
BY SPECIALISTS**

01189 701 648 or 07830 352 823

[www.silchestergarage.co.uk](http://www.silchestergarage.co.uk)

[sales@silchestergarage.co.uk](mailto:sales@silchestergarage.co.uk)

Pamber Road, Silchester,  
Berkshire RG7 2NX

## W.D.M. CARS LTD

Specialising in all aspects of  
Service, Mechanical Repairs  
& Sales of Mercedes-Benz  
Vehicles

**Tel: 0121 331 1066**

**Sales: 0121 356 1020**

495 Chester Road, Aldridge,  
Walsall WS9 0PY

New and Used  
Mercedes Body  
Parts Available

**ANDY'S  
AUTOBARN**

Prestige Vehicle Body Repairs

**[WWW.ANDYSAUTOBARN.COM](http://WWW.ANDYSAUTOBARN.COM)**

tel / fax 01784 243426

mob. 07956 360293

email. [info@andysautobarn.com](mailto:info@andysautobarn.com)

Andy's Autobarn  
Henry's Yard  
Challenge Road  
Ashford  
Middlesex  
TW15 1AX



## SPECIALIST IN MERCEDES-BENZ

*Keys of Bexleyheath*

**020 8301 3758**

- 45-50% savings service & repair guaranteed
- Polite & professional service for 35 years
- Service & repair guarantee
- Air con recharge
- Full diagnostic & test equipment
- 4-wheel laser alignment

This service does not invalidate your new & used warranty

[www.keysbexleyheath.co.uk](http://www.keysbexleyheath.co.uk)

6 Princess Street, Bexleyheath, Kent DA7 4BQ

## KLASSE of FULHAM

SPECIALISTS IN MERCEDES-BENZ

**DEALER EXPERTISE & SERVICE  
AT A FRACTION OF THE PRICE!**

**MERCEDES-BENZ  
INDEPENDENT SPECIALIST**

**CUT COSTS. NOT SERVICE.**

Monday-Friday 8am-6pm

ESTABLISHED 20 YEARS

238 DAWES ROAD, LONDON SW6 7RG

TEL: 020 7385 4156-7

FAX: 020 7386 9860

Email: [klasseoffulham@yahoo.co.uk](mailto:klasseoffulham@yahoo.co.uk)

[www.klasseoffulham.com](http://www.klasseoffulham.com)

The Mercedes-Benz Club of  
Queensland (Australia) Inc.



Overseas and Interstate  
members welcome!

Contact the Membership Officer:

[membership@mbclubqld.com](mailto:membership@mbclubqld.com)

**NEED PARTS FOR YOUR  
MERCEDES-BENZ?  
CALL NOW**

**Classic Mercedes parts**  
**Tel: +44 (0)7568 374582**

**INDEPENDENT, HONEST & AFFORDABLE**  
**LOCATED IN PRESTON** [andyc585hotmail.com](mailto:andyc585hotmail.com)

## Independent Mercedes-Benz Specialist WIMBLEDON

With 27 years experience our Mercedes-Benz fully-trained technicians use specialist tools and up-to-date diagnostic systems to carry out all aspects of repairs on models from '75 onwards. Total lubricants used.



**JAMES LEIGH**

**Tel: 020 8542 3366**

[www.jamesleighservices.co.uk](http://www.jamesleighservices.co.uk)

[jamesleighmercedes@hotmail.co.uk](mailto:jamesleighmercedes@hotmail.co.uk)

Unit 6, Station Rd, Merton, London SW19 2LP

**STEVE REDFEARN  
MOTOR CO LTD  
MERCEDES BENZ**

169 GLADSTONE ROAD, WIMBLEDON SW19 1QS

TELEPHONE: 0208 540 2311

TEL/FAX: 0208 543 0812

**SPECIALISING IN MERCEDES BENZ REPAIRS AND SERVICING**

**ESTABLISHED IN SOUTH WIMBLEDON SINCE 1982**

WE PRIDE OURSELVES IN A PERSONAL SERVICE. ALL RECONDITIONING OF MAJOR UNITS ARE CARRIED OUT IN-HOUSE USING ONLY ORIGINAL PARTS. TRANSMISSIONS CARRY 1 YR MILEAGE WARRANTY. AIR CONDITIONING SYSTEMS SERVICED AND CHARGED. WORKSHOPS ARE FULLY EQUIPPED WITH UP TO DATE COMPUTER TECHNOLOGY

WE HAVE THE KNOWLEDGE AND SKILL TO DEAL WITH CLASSIC MODELS UP TO THE LATEST VEHICLES

**FULL TEST AND REPORT FACILITY AVAILABLE BEFORE YOU PURCHASE YOUR NEW MERCEDES BENZ**

**FOR MORE INFORMATION CONTACT STEVE OR**

E-mail: [redfearn@nascr.net](mailto:redfearn@nascr.net)

## WANTED

**WANTED**

VERY URGENTLY, PLEASE PHONE NOW

**ALL MERCEDES SPORTS –  
ANY YEAR, ANY CONDITION**

WE TRAVEL IMMEDIATELY ANYWHERE  
TOP CASH – TOP SERVICE

PLEASE PHONE ANY TIME DAY OR NIGHT

**PETER JARVIS**

Tel: 01322 669081

Mobile: 07836 250222

Email: [pjarvis646@aol.com](mailto:pjarvis646@aol.com)

**Want to sell  
your car?  
Want a  
good price?**

**CLASSIC AND MODERN  
MERCEDES WANTED**

Top prices paid for cars with service  
history, however, not essential

For a polite and courteous response  
please call 07973 758018

**A & R AUTOMOBILES**

**WANTED**



**MERCEDES 280 SL PAGODA  
RHD**

Please call Howard Wise  
– 07836 522234

**MERCEDES  
WANTED**

**BEST PRICES PAID**

**CALL NOW 07568 374582**



# NEXT MONTH



**BATTERY POWERED**  
World's first electric SL



PLUS

**E-CLASS SUPERSTAR**  
AMG E63 tested



**New electric GLA ♦ High-top 124-series**  
**AND MUCH, MUCH MORE!**

**Mercedes**  
ENTHUSIAST

May 2020 issue

**ON SALE** April 17th



# MERC TRADER

## FOR BUYING & SELLING



**Brabus D6**, S-Class, 2007, black, black leather interior, diesel, 3-litre, full MOT on purchase, 44,000 miles, full service history, including lots of paperwork, fantastic investment opportunity, contact me for further details and many more photos, private plate included, £POA. Tel: 07737 452932. Felixstowe [DEW1]



**SL350**, registered July 2017, Cerrusite Grey, grey and white stitched interior, car is near new, just 33,000 miles, panoramic roof, all usual extras, full set of books, two keys, lady owned, £19,500 ONO. Tel: 07866 686546. Ormskirk [DEW2]



**320 CE**, Cabriolet, 1993, 131,000 miles, very rare five-speed manual, Midnight Blue, mushroom leather, blue piping, dry use only for last 12 years, regularly undersealed, new clutch and exhaust fitted in last 12 months, £12,750. Tel: 01348 874495. Pembrokeshire [DEW6]

**250CLS**, sport, 2014, leather steering wheel, all wood interior dash, Black Onyx exterior, £500. Tel: 02085 179548. Mob: 07985 374267. Dagenham [DE]



**SL320**, 1996, 68,900 miles, some service history, lots of paperwork, only used summer, hard top and stand, new perspective to soft top, new tyres, excellent condition, MOT until April 2020, £8,950. Tel: 07976 255011. Shipley [DEW7]



**SLK 200**, Kompressor, 2001, six-speed manual, metallic silver, black leather, 81,000 miles, one year MOT, excellent condition, £1,650 ONO. Tel: 01333 312016. Fife [DEW8]



**SL320**, 105,000 miles, stainless steel exhaust, leather re-coloured, excellent paint, body and wheels, £1,000s spent, brand new convertible hood, comes with hard top, £4,750 ONO Tel: 07836321353. Basildon [DEW10]



**240 CLK Avantgarde**, automatic, 05 Reg, convertible, 2597cc, petrol, 104,000 miles, FSH, immaculate condition inside and out, £3,250. Tel: 07811 893913. Essex [DEW11]



**R107 420 SL**, 1986, 117,000 miles, 22 stamps in the service book, very high spec, air con, cruise, heated seats, owned by me for 6 years, previous owner for around 25 years, hard top and stand included, £19,995. Tel: 01656 660043. Mob: 07769 848836. South Wales [DEW15]



**SL AMG**, 1994, left-hand drive, excellent V8 engine, automatic transmission, black leather interior, split rim alloys with 265/40 rear and 245/40 front tyres, AMG exhaust system, good soft top, separate hard top, minor cosmetics need fixing, very good looking classic, call for more info, £POA. Tel: 07878 609925. Hertfordshire [DEW12]



**S320 CDI W220**, LWB model (extra legroom), 2004, fully loaded, electric heated seats front and rear, mirrors, windows, sunroof, cruise, park assist, air suspension, FSR, MOT until July 2020, 121,000 miles, unmarked interior and paintwork, top of the range model, beautiful drive, 4 x recent tyres, spare unused, well looked after, £2,750. Tel: 02086 604538. Mob: 07584 020272. Surrey [DEW13]



**C250 CDI**, coupe, C-Class, 2011, 82,000 miles, 2 owners, full MBSH including Euro breakdown cover to November 2020, full leather, Command Sat Nav with traffic/speed limiter, auto lights/wipers, park sensors, MOT and new premium tyres from October 2019, owned last 6 years. 50mpg, low road tax, email for more photos, £9,495. Tel 07802 257973. Email: sbailey63@btinternet.com. Piltown [DEW17]



**S320 CDI**, 2009, only 59,000 miles, silver, grey interior, all S-Class refinements, fully adjustable rear seats, one previous owner, full MB main dealer service history, all invoices, current MOT, always been garaged, little use in Winter, now surplus to my requirements, Offers over £9,500. Tel: 07836 232969. Worcestershire [DEP6]



**W124 E220**, saloon, 1994, one family owned from new, full MB service history, 189,000 miles, immaculate interior, body work looks a bit tired as its never had a respray, MOT until October 2020 with no advisories, £1450 ONO. Tel: 07815 776196. West Wickham [DEW16]





**E220 CDI Avantgarde**, 2004, automatic, seven seater estate, silver, grey black half leather interior, Xenon lights, rear air suspension, pre wired integrated telephone kit, converts to Bluetooth, tow bar, two owners present from 2006, full Mercedes-Benz service history, all records, only 112,775 miles, recent service at a Mercedes-Benz service centre, new Bosch battery, £4,250 ONO. Tel: 028 66341 988 or +353 86255 3232. Enniskillen, Northern Ireland **[DEW19]**



**C180**, Esprit, 1993, Signal Red, Coachwork Grey cloth interior, manual, electric sunroof, radio cassette player, Mercedes overmats, outstanding condition inside and out, 146,000 miles, 4 new tyres, MOT 12 months, very well maintained, £3,000. Tel: 07933 108280. Bourne **[DEP1]**



**500SEL W126**, 1983, dark blue, coachwork interior, excellent condition, black leather, LHD, auto, sunroof, 154,000 miles, expensive alloys, MOT until June 2020, oil pressure spot on, superb condition inside and out, £5,000 ONO. Tel: 07933 108280. Bourne **[DEP2]**



**SL320**, auto, 1994, 60,000 miles, good as new, MOT with no advisories, hard top, lots of service paperwork, Cradle multi CD player, £8,995 ONO. Tel: 01858 466591 / 07568 391077. Market Harborough **[DEP3]**



**W140 S500**, coupe, 1994, service history, Pearl Blue, 109,000 miles, very good condition, unmarked cream leather upholstery, owned for 12 years, £4,250. Tel: 01639 633230. Neath **[DEP5]**



**C200**, 2007, petrol, very low mileage of 22,000 from new, silver, light grey full leather interior, special SL addition, full service history, head turner, £7,000 ONO. Tel: 07928 619015. Southport **[CDW2]**



**CLK 280**, convertible, 2008, silver, blue hood, auto, petrol, only 29,000 miles, detailed service history (A4 file), full spec, heated memory seats, cruise control, Sat Nav, etc., excellent condition, £8,250 OVNO. Tel: 07932 525418. Derbyshire **[CDW1]**



**S350D**, Bluetec (long-wheelbase), 63 plate, full service history, recent major service, gearbox service & works from Mercedes-Benz, 2 year warranty left, 95,000 miles, high spec including: Command, DVD, telephone prep, roller blind package, F&R heated seats, intel light LED system, private plate not included, MB club member, £POA. Tel: 07870 963662. Leicestershire **[CDW3]**



**SLK250 CDI**, AMG sport, September 2012, 2.1 diesel, Tiptronic, auto, 19,800 miles, Tenorite Grey Metallic, multi-function steering wheel, black leather, heated sports seats with airscarf, starguard, full service history from new, very low mileage, economic car, excellent condition, £13,500. Tel: 07464 066222. Dundee **[CDW5]**



**SL350**, stunning car, excellent condition, 2007, 58,266 miles, Iridium Silver, black leather, Pioneer Z910 touch screen media unit, separate 250 watt amp, full glass panoramic hardtop, aluminium trim, FSH, new MOT with no advisories, £9,950. Tel: 07827 856857. Walton on the Naze **[CDW6]**



**E300**, SE hybrid, 2014, auto, estate, diesel, 7G Tronic, excellent condition, FSH, 95% MB dealership, beautiful, bulletproof, 2.1, 204 Bhp, heated seats, park sensors, 1 previous Dr owner, paddle shift, Sat Nav, Bi-Xenon adaptive lights, DAB radio, electric tailgate, may p/ex. £11,695 ONO. Tel: 07769 699966. Lincs **[CDW14]**



**W204 C350 CDI**, sport, 2009, silver, full AMG kit, full Mercedes service history (to date), 87,000 miles, black leather, 3.0 V6, diesel, drives excellently, £5,995. Tel: 07857 826363. Surrey **[CDW7]**



**CLK 320 AMG**, sports, coupe (W208), 1998, Azure Blue, petrol, automatic, MOT until October 2020, 158,000 miles, private number plate included, all AMG extras, grey leather interior, Bose stereo system, electric everything, more photos and details, £POA. Tel: 07790 643139. Portsmouth **[CDW8]**



**W123 230E**, 1984, auto, metallic silver, black velour interior, 126,000 miles, 1 owner from new, after 34 years my father has decided to sell his beloved car, immaculate and original condition, inside and out, done most of its miles in the dry, been garaged from new, electric windows, electric mirrors, central locking, original Blaupunkt stereo, original carpets throughout, £14,000 ONO. Tel: 07770 304040. London **[CDW12]**



**R129 SL500**, V8, 1995, only 2 previous owners, Azurite Blue (366), black soft top, mushroom leather (275), 88,100 miles, last serviced less than 1,000 miles ago, excellent condition, ready to be enjoyed, matching hardtop, original manuals and history file, 2 keys, Becker radio with Bluetooth, electric memory seats, electric roof, cruise control, etc., £12,750. Email: sylvain.haman@gmail.com. **[CDW29]**

**TO SUBSCRIBE  
TELEPHONE  
+44 (0)1371 853633**





**W208 CLK55 AMG**, V8, ultra rare, 2001, only 37 RHD on the road today (Ref: www.howmanyleft.com), no ordinary CLK, 4 previous keepers, Obsidian Black, exclusive anthracite leather, 69,200 miles, serviced 2,000 miles ago, MOT with NO advisory until December 2020, excellent condition, interesting early provenance, 2 keys, original bill of sale, all original books, detailed history file, orthopaedic heated memory seats, cruise control, etc., £9,499. Email: sylvain.haman@gmail.com [CDW28]



**W108 280SE**, 1970, auto, ivory, tan leather, originally from Johannesburg, imported to UK in 2003, superb original condition, regularly serviced, oils, fluids, brakes etc., no rust, runs like a dream, good paperwork, 88,000 miles, garaged, lack of use forces regretful sale, £17,250. Tel: 07767 453132. Hampshire [CDW10]



**190E**, Sports Line, 2 litre, a lot of my labour has gone into getting it perfect, mesmerizing example, finally time to find a new owner, more pictures of upgrades available, £4,500. Tel: 07548 874321. London [CDW11]



**300TE**, 1992, just four previous owners, in good condition, 199,600 genuine miles, full service history, £2,950. Tel: 01373 301428. Email: wingspan55@aol.com. Wiltshire [CDW20]



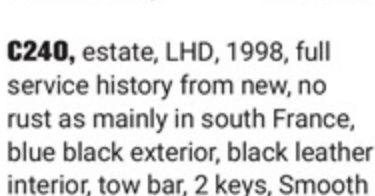
**S1320 R129**, 1998, 2 door, convertible, petrol, 3199cc, automatic, Azurite two tone, blue metallic, 78,000 miles, part history, beige leather seats, electric Seats, contrasting carpets, navy blue soft top, body colour hard top, new tyres, comes with the private plate, £8,995. Tel: 07711 325942. Dorset [CDW15]



**W202 C250D**, Elegance, auto, 1996 (N Reg), owned by me for 20 years, dark blue, unmarked grey leather interior, electric windows, mirrors, sunroof, OTG, rear spoiler, alloy wheels (including spare), 236,000 miles, complete history including all MOTs, immaculate but needs some work. £950. Tel: 01455 698983. Leicestershire [CDW13]



**SL600**, 2004, 68,000 miles, 5.5, V12 twin turbo, FMBSH to 60,000, V12 number plate, MOT till 09/2020, no advisories, Obsidian Black, panoramic roof, dark grey leather, heated & air conditioned, massaging seats, chestnut wood trim & steering wheel, Xenon headlights, every extra, £17,500 ONO. Tel: 07722 284161. Ilkley [CDW17]



**C240**, estate, LHD, 1998, full service history from new, no rust as mainly in south France, blue black exterior, black leather interior, tow bar, 2 keys, Smooth V6, everything works including air con, UK registered, 312,000 km, mainly motorways, few bumper and scars, mainly in very good condition, £995. Tel: 07570 278925. Wimbledon [DE]



**R107**, 1989, Signal Red, one of the very last SLs to leave the production line, used weekly and garaged, original book, stamped with full set of receipts, company car lease, company car director sold to wife, only 80,700 miles, majority of miles in dry weather, electric windows, original carpets throughout, 2 sets of keys, MOT March 2020, black leather, lovely condition, no time wasters, some cosmetics could be sorted relatively easily, engine is Sound, all electrics great, comes with hardtop, these cars are appreciating fast. £36,750 ONO. Tel: 07847 774663. London [CDW16]



**SLK 250 AMG**, 65 Reg, diesel, auto, 34,200 miles, command, built in sunroof, loads of gadgets, leather heated seats, metallic black, full Mercedes service history, just serviced in the last few days, my wife's car, excellent on fuel, low tax and insurance, £12,800 OVNO. Tel: 07725 946297. Lincolnshire [CDW18]



**E240**, Elegance, first registered 10<sup>th</sup> December 2002, full service history, 1 previous owner, my ownership from 11<sup>th</sup> October 2003, 50,188 miles, about 1,000 miles per year in the last few years, garaged between MOT and service, excellent condition, petrol, auto, speed limiter, air con, 6 CD changer, electric adjustment on front seats, MOT until May 2020, £6,000. Tel: 01384 443005. Stourbridge [KLP6]



**C180K**, 2008, automatic, saloon, VERY low 19,000 miles, fully documented, silver, Grey Artico interior, last MOT on 18,450 miles, MOT until October 2020, new tyres at about 16,000 miles, excellent alloys, unused space saver spare, MB service record, £7,490 ONO. Croydon [CDW21]



**380SL**, 1984, auto, Thistle green resprayed in 2012, beige interior, 84,000 miles, very smooth, MOT until December, garaged by last owner for 14 years, hardtop, stand and wind deflector, fully stamped original owner's & maintenance booklets, £17,000 ONO. Tel: 01993 830233. West Oxfordshire [CDW22]



**SL500**, 2003, 84,000 miles, metallic dark blue, grey leather, new mats, panoramic roof, AMG wheels, memory heated seats, Long MOT, garaged, Mercedes serviced stamped and bills, £10,000. Tel: 07773 323021. Essex [CDW23]



**CLK 270D**, 2005 Reg, 5 cylinder engine, auto, recent MOT, new tyres, cream leather trim, all in good condition, no rust, lovely drive, super smooth engine and transmission, £2,500. Tel: 01985 847885. Wilts [CDW25]





**SL55 AMG Komp.**, last of the proper ones, only 37,000 miles, full MB service record, massive spec, panoramic glass roof, extended leather, alcantara roof lining, very luxurious indeed, Sat Nav, TV, Bose, electric memory foam heated seats with cooling, massage and heating, just had a health check at Mercedes, ball joints replaced, stunning collectable car, full Mercedes service history, all keys, complete book packs, £24,995. Tel: 07961 808069. London [JKW29]



**W201 190D**, 1985, 2-litre, diesel, manual, 83,000 miles, new MOT, father & son owned for 32 years, always garaged, seat covers from new, central locking, manual sunroof/windows, power assisted steering, lots of documentation, history, receipts, immaculate beige interior, recent service, plate VGU 190 included, VGC £4,995. Tel: 07714 068326. Brighton [LKW3]



**E500**, 2003, silver, regularly serviced, MOT until July 20, 132,000 miles, Sat Nav, etc., have copy of data card, too many options to list, transmission oil and brake fluid changed, new airmatic shocks on front, nice clean car, £2,750. Tel: 01784 244708 or Mob: 07957 855219. Ashford [CM31W2]



**E320 Sportline**, cabriolet, red, 1995, 114,000 miles, heated mushroom leather seats, 5 speed auto box, wood and leather steering wheel, matching Weismann hard top and draft excluder, only two owners, MB specialist maintained since new, £13,900. Tel: 01784 257749. Middlesex [CM31W3]



**CLK320 AMG W208**, sports, coupe, 1998, Azure Blue, petrol, automatic, MOT until October 2020, 158,000 miles, private plate included, all AMG extras, grey leather interior, factory AMG body kit, lowered. Bose stereo system, electric everything: windows, seat adjustment, rear window blind, mirrors, sunroof etc., cruise control, speed limiter, parking sensors, heated front seats, headlamp washers, fast, vg acceleration, always serviced and repaired by M-B specialist garage, used daily, full history, owner's manual, offers over £2000. Tel: 07790 643139. Southsea [CM31W1]

**CL5 250**, sport, 14 plate, all black, ash wood interior, dash board and doors, leather steering wheel, £450. Tel: 07985 374367. Essex [BC]



**560SEL**, 68,000 miles, absolutely beautiful light brown, RHD, wonderful condition, fully loaded with beige leather interior, original Becker stereo system, electric everything: windows, seat adjustment, rear window blind, mirrors, sunroof etc., cruise control, speed limiter, front and back parking sensors, heated front seats, headlamp washers, very good acceleration, always serviced, repaired by Mercedes specialist garage, full history, owner's manual, offers of £15,000 & above. Tel: 07881 275377. London [CM31W5]



**500SEL**, 1985, bullet proof, 94,000 miles, LHD, red, wonderful condition, fully loaded with beige leather & suede interior, original Pioneer stereo system, electric everything: windows, window curtains, seat adjustment, rear window blind, mirrors, sunroof etc., cruise control, speed limiter, front and back parking sensors, heated front seats, headlamp washers. Duchatelet body kit, always serviced and repaired by Mercedes specialist garage, full history, 2 former owners, £90,000 (Euros). Tel: 07881 275377. London [CM31W6]



**300SL**, 1992, 93,000 miles, substantial history files MOT history, book pack, fully stamped maintenance book with 23 stamped vouchers, MOT until October 2019, no advisories, hard and soft top, £7,500 ONO. Tel: 07950 436272. West Yorkshire [IJP1]



**500SEL**, 1985, bullet proof, 49,000 miles, beige, LHD, wonderful condition, fully loaded with red leather & suede interior, original Pioneer stereo system, electric everything: windows, window curtains, seat adjustment, rear window blind, mirrors, sunroof etc., cruise control, speed limiter, front and back parking sensors, heated front seats, headlamp washers, Duchatelet body kit, always serviced and repaired by Mercedes specialist garage, full history, 2 former owners, £90,000 (Euros). Tel: 07881 275377. London [CM31W7]



**420SL R107**, 1987, 96,000 miles, beautiful condition, galvanised body looks fabulous, Signal Red, matching factory hardtop, black fabric hood, black/grey Sportscheck interior, full professional body restoration and repaint from SL (RDS Roadsport), other restoration work included refurbished alloy wheels, Continental tyres, bumpers, rubbers and new radiator, complete with rear seat option, electric windows, ABS, tinted windscreen, immobiliser, original stamped service book, £28,995. Tel: 07794 534950. Maidenhead [CM31W8]



**W123**, estate, 2,000cc, manual, transmission, one owner, full service history from main dealer & specialist, 120,000 miles, factory sun roof, £2,500. Tel: 07802 793000. Cheltenham [IJB3]

**FOLLOW US ON**

**twitter**

**GET THE LATEST FROM  
MERCEDES-BENZ AND  
MERCEDES ENTHUSIAST AS  
IT HAPPENS ON TWITTER.  
COM/MERCENTHUSIAST**





**A140**, January 2000, V-Reg, manual, Ocean Blue metallic, one owner from new (yes, one owner all 19 years), all old MOTs/Tax discs, extensive service history, all invoices, incredibly good condition for age, only 77,400 miles, £950. Tel: 01322 387051. Mob: 07704 981703. Dartford [LKW7]



**CLK 230 W208**, Kompressor, 2001, excellent condition throughout, recently had an extensive bodywork restoration, 97,700 miles, 1 previous owner, large folder of receipts, serviced every 6,000 miles, owned by a M-B Club member, MOT until February 2020, £2,200 ONO. Tel: 07901 546788. Livingston. Scotland [LKW11]



**SLK 230**, compressor, auto, 59,000 miles, full mot, full service history, black leather interior, AMG wheels skirts and exhaust, plus private plate K666 SLK, £2,900. Tel: 01736 810033. Cornwall [LKW12]



**SL320 R129**, 2000, silver, black hide, glass panoramic hardtop, heated seats, cruise, rear seats, power soft top, 103,000 miles, very clean, full history, 2 keys, £5,995. Tel: 07961 808060. London [LKW17]



**CL63 AMG**, 2007, Graphite Grey, 2-door, coupe, black leather interior, extra low mileage 35,400, only 5,000 within the past 4 years, superb condition, only one previous owner, excellent spec including Harman Kardon sound system, Offers over £20,000. Tel: 01519 293676. Liverpool [JKW25]



**E240**, 2003, new MOT, good condition, £POA. Tel: 07961 495155. London [JKW2]



**230CE**, 1992, coupe, lovely pale blue metallic, matching leather interior, automatic, 115,000 miles, current owner for 14 years, FSH, garaged 2006 to now, new tyres & gearbox overhaul in 2018, MOT until Aug 2020, electric sunroof & windows, Kenwood CD/radio, £5,000 ONO. Tel: 07813 830655. North Herts [CDW27]



**CLK AMG**, 55-plate, convertible, silver, black interior, very good condition, been garaged for most of its life, second owner, 2004 model, folding mirrors, parking sensors front and rear, Xenon lights, Bose sound system, 6 CD auto changer, heated and electric seats, auto wipers, auto head lights, £POA. Tel: 07971 573707. Hertfordshire [JKW5]



**R129 SL500**, 1995, immaculate condition, FSH included, all books/codes, dark blue, grey leather interior, 5 previous careful owners, barely run in, 100,500 miles, hard top, stand & wind deflector. Recently overhauled soft top with new windows. Runs beautifully. Ice cold a/c. £10450. Tel: 07790 016214. Cambridge [JKW4]



**123**, 200, saloon, five-speed manual gearbox, concours car, Cypress Green, matching interior, Becker radio/CD, lots of history, MOT till March 2020, Mercedes-Benz Club member, £POA. Tel: 07970 872765. Lancashire [JKW1]



**SL350**, 3.7-litre V6, stunning metallic black, convertible, full service history, MOT until June 2020, fully loaded, great condition, much loved, super smooth drive, the V6 will not let you down, £8,200. Tel: 07807 026515. London [JKW11]



**450SL**, 1973, convertible, auto, 54,000 miles, hard top, must see to fully appreciate, £12,500 ONO. Tel: 07860 292923. Bexhill-on-Sea [JKW3]



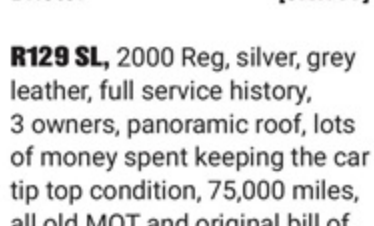
**CLK 230**, red top, Kompressor, very low miles, 50,000 original miles from new, original documented miles from new, has recently been fully serviced to include automatic transmission & air con service, been a member of the Mercedes-Benz Owners Club for a number of years, always been a garaged kept car, £4,490. Tel: 01353 482011. Buckinghamshire [JKW7]



**E280E W124**, 1995, estate, LHD, Sportline edition, leather, manual, FMBSH, 150,000 miles, 3 owners, same owner since 2004, all original including alloys and Becker radio, on SORN since 2015, MOT until July 2020, £4,500. Tel: 07702 230563. Bristol [JKW6]



**E320 Sportline**, a much loved elegant example, rare genuine Mercedes-Benz, 5 speed auto, 4 seater, convertible, '94 Facelift model, the best combination of blue-black metallic, cream leather interior, extensive service history, current owner for the past 13 years, garaged, £POA. Tel: 07770 640620. Bristol [JKW17]



**R129 SL**, 2000 Reg, silver, grey leather, full service history, 3 owners, panoramic roof, lots of money spent keeping the car tip top condition, 75,000 miles, all old MOT and original bill of sale, need garage space so open to sensible offers, £POA. Tel: 01643 224128. Minehead [DE]

**TO SUBSCRIBE  
TELEPHONE  
+44 (0)1371 853633**





**CL63 AMG**, 2007, Graphite Grey, 2-door, coupe, black leather interior, extra low mileage 35,400, only 5,000 within the past 4 years, superb condition, only one previous owner, excellent spec including Harman Kardon sound system, Offers over £20,000. Tel: 01519 293676. Liverpool [JKW25]



**W126 500SE**, 1984, B-reg, just 45,000 miles, full service history, every conceivable extra except sunroof, fully functioning air conditioning and cruise control, beautiful unspoilt leather interior, offers invited in excess of £10,000. Tel: 07867 500132. London [JKW10]



**E220**, 1996, N-reg, E-Class, 2.2, 5-door, British Racing Green, cream interior, good condition inside and out, MOT until December 2019, 104,000 miles, 5+ owners, £3,495. Tel: 01516 773470. Wirral [JKW22]



**E350 CDI**, Blue Efficiency Sport, estate, diesel, 7G-Tronic, Mercedes-Benz main dealer service history, MOT, 88,500 miles, 2010, one previous owner from new, (private plate not included), £9,495 ONO. Tel: 07946 548054 or 01425 650840. Fordingbridge [JKW16]



**S600 L**, first registered in 2000, 106,000 miles, keyless start/stop, Bose sound system, soft closure doors, parking sensors front and rear, two tone painted gold over black, tyres in good condition, Alcantara suede interior roof lining, full Nappa grey leather interior, heated/chilled pulsating seats, owned this car for 14 years and under my custodianship it has been pampered, with no expenses spared to keep it maintained, recent MOT test (no advisories) until September 2020, FSH back to March 2003 from independent specialist, original owner manual with a dust cover, £2,900 ONO. Tel: 07860 633081. Ramsbottom [JKW13]



**E200**, Azurite Blue, beige cloth, 1995, 78,000 miles, full service history both Mercedes and specialist, owned this car from new, been garaged all its life, no rust, hardly used in recent years, was going to keep it but need the space, £2,495. Tel: 07570 278925. London [JKW23]



**E280**, 4-door, saloon, silver, automatic, M-registration, 176,000 miles, full service history, MOT until August 2020, excellent condition mechanically, inside and out, £3,750 ONO. Tel: 07887 634088. Northampton [JKW19]



**E320D**, 2003, damage to front end, engine runs, approximately 100,000 miles, leather interior, open to offers. Tel: 07977 629478. N. Yorkshire [JKW15]



**W123 280CE**, 1986 registration, 185,000 miles, automatic, electric sunroof, windows and passenger mirror, central locking, in fair unrestored condition, my daily drive for 4 years, a lot of money spent in that time. MOT until March 2020, exhaust is blowing, £4,250 for a quick sale. Tel: 01244 880958. Email: rck991@aol.com. Chester [JKW20]



**C36**, 68,000 miles, owned for 10 years, covering approximately 3,000 miles per year, very good condition, has been featured in this magazine twice (I have both editions), an outstanding example of the model, serviced annually by Mercedes-Benz specialists, on the anniversary of the MOT which will occur prior to the sale, has an AMG number plate which will accompany the car, £7,750 ONO. Tel: 07786 344909. Tyne & Wear [JKW12]



**CL500**, 2007, black, cream interior, FSH, immaculate condition, Distronic Plus cruise control, Linguatronic voice control, stamped service book, all manuals, 3 former owners, 2 sets of keys, HPI clear, 113,000 miles, glass electric sunroof, £7,750. Tel: 07866 345345. Motherwell [JKW24]



**190E Zender**, 170,000 miles, MOT February, a lot of money spent on the vehicle, receipts to show all works carried out including new battery, full major service, distributor, rotor arm, spark plugs, rocker cover gasket, thermostat, gear stick, HT leads, major welding underneath the car as per MOT Advisory, £3750. Email: amin.7388@yahoo.co.uk. London [JKW26]



**300 SE W126**, saloon, Pearl Blue, blue cloth, 1988, auto, only 52,000 miles from new, two owners, first retired owner mainly used on weekends hence low miles, electric sunroof and windows, flat faced alloys, recent £4,000 spent, total service history by main dealer until 9 years ago, then a specialist after that, bargain at £8,995. Tel: 07961 808069. London [JKW32]



**420 SEL**, 1995, long-wheel base, only done 47,300 miles, FMBSH and MOT's, very good condition inside and out, only 2 previous owners, metallic blue, navy blue leather, full specification, electric heated rear seats, electric front memory seats and heated, cruise control, climate control aircon, electric sunroof and windows, just had full major service, MOT September 2019, ex-chairman's car, has been very well maintained, runs smooth, £5,690. Tel: 07711 358218. Email: alkhaja11@googlemail.com. Croydon [JKW28]



## OTHER MERCEDES VEHICLES



**Luxury sprinter travel liner,** cost in excess of £100,000 to build, a stunning travel liner built in the States, just about every extra you could think of, leather and walnut veneer throughout, large flat screen, now just £39,995 + VAT. Tel: 01749 813655. Somerset [DEW14]

## INTERNATIONAL MERCEDES



**350SL R107,** 1979, excellent condition, drives well, now on Irish plates, can be returned to UK, some time spent in storage, can be delivered anywhere, unmarked coachwork, £POA. Tel: 003 53861 518285. Ireland [DEP4]



**280SL,** 1976, orange, black interior, \$22,000. Tel: +001 56149 85600 or +001 56143 63131. Email: swolf@brooksiderealty.com. Florida [HIW5]

**450 SL,** 1977, yellow/tan, 151,000 miles, wooden Nardi wheel, wood shift knob, built-in radar detector, both tops pristine, all maintenance records, garage kept, non-smoking female owner, \$15,000. Tel: +001 8569835457 [GHW]



**280SE,** auto, 1972, Mozelle Green, right-hand drive, 108,473 km's, excellent condition, original documentation available, Johannesburg based, private sale, make an offer, Tel: +27 (0)83 6474729. Johannesburg. South Africa [CM31W4]



**600 Grosser,** 1972, LHD, Ex-USA now in Australia, very good condition, lots of recent refurbishment done including chrome, suspension and interior, drives superbly, shipping arranged, call for more information and photos, £POA. Tel: +61397 001770. Melbourne. Australia [BCW2]



**600 Grosser,** 1972, silver, black leather interior, sunroof, new chrome front and rear bumpers, recent mechanical work done on front end, excellent condition, great to drive, hydraulics and air suspension all in first class condition, shipping can be arranged, £60,000. Tel: +61 3 9700 1770. Melbourne. Australia [CDW19]



**220SE,** 1961, cabriolet, yellow (DB608), dark brown leather interior, tan canvas top, 68,000 miles, excellent condition, owned the car for over 40 years, always garaged, stored during winter months, POA. Tel: 51947 27863. Canada [GHW9]



**190SL** 1959, great colour combination, older restoration, matching numbers, original Solex carburetors, Becker Europa radio, with a hardtop and soft top, \$92,500. Tel: +1 561 637 2333. Florida [EFW12]



**W121,** 1960, Australian delivery, meticulously rebuilt back to its original condition, won numerous awards including best engine bay out of 120 competitors, beautifully restored, \$57,000. Tel: 0061 411 188334. Sydney. Australia [ABW19]



**560SL,** totally original, 1989, white, blue interior, incredible condition, 2 owners, left hand drive, originally from Florida, spent last 15 years in Maryland, only driven in the summer, serviced by Mercedes, more recently serviced privately by head Mercedes mechanic, international Shipping included, £30,000 ONO. Tel: +1 443 660 6080. Baltimore. USA [ABW10]



**190E,** 1989, in mint condition, garage stored for all 30 years, no rust, 77,000 miles, new tires, retractable sunroof, \$4,000. Tel: +001 60980 41105. New Jersey, United States [GHW12]



**W128,** 1959, owned since 1983, lovingly restored back to original condition, paying great attention to detail, a rare fuel injector model, only 1,974 were ever produced from 1958 to 1959, has won many awards, drives beautifully, £POA. Tel: 0061 411 188334. Sydney. Australia [ABW18]



**190 W201,** 2.3-16v, historic Mercedes-Benz driven by John Watson in the 1984 Nürburgring race, the car is the prototype #10 built by hand ordered by Mercedes-Benz in October 1983, registered in January 1984, model went for sale in September 1984, after the race the car went back to road trim, 1 of 20, £POA. Tel: +49 15111 130018. Barcelona, Spain [IJW5]



**SL500,** starts, runs, shift nice and smooth, hydraulic pump for the tops has been rebuilt and works like new, new starter put on a few days ago, receipt to prove, everything works, almost 25 years old so it's not perfect, could use a detail, £POA. Tel: 16032 641094. New Hampshire. USA [CM30W2]



**420SEL,** 1987, very good condition, beautiful car, garaged, only 120,000 miles, \$6,600. Tel: 001 8182 486315. California, USA [DEW15]





**E200K**, estate, 2002, Avantgarde, last of W210 model, fantastic colour, full leather, automatic, soft close tail gate, tow bar, 170,000 miles, 2 key, national car test January 2020, complete service history, all switches operational, Tel: +00 353871 785355. Donal. Dublin [LJW1]



**280SE**, 1969, coupe, hard top, grey, Black Interior, automatic, 6 cylinder, currently under Restoration, \$90,000 when complete. Tel: +001 56149 85600 or +001 56143 63131. Email: swolf@brooksiderealty.com. Florida [HIW4]



**W124 AMG**, cabriolet, auto, 1995, 1 of 14 right-hand drive AMG built car, immaculate condition, UK registered car, £61,000. Tel: +0065 65683 66817. Email: grace\_nlb@yahoo.com. Singapore [HIW14]



**220 S**, 1957, 64,000 miles, cabriolet, white, original red leather interior, black top, stored in climate controlled garage, purchased in Germany, shipped to the US in the 80s, all original paperwork, freight and other documentation, a truly beautiful example, drives very well, \$100,000 USD. Tel: +001 30387 71578. Email: Danbu208@gmail.com. Colorado, USA [GHW18]



**250SL Pagoda**, 1967, delivered new to Mercedes-Benz Toronto, Horizon Blue (304), navy blue top, manual transmission, original and factory fresh, always registered on the road, previously owned by M.M (figure skating champion) for 47 years, lady driven, very well preserved, 67K original miles (with ministry papers), service stamped until 43k miles, stamped from the first service at 769 miles, original keys, spare tire and tool set, engine bay parts remains 95% factory original, everything works except the power antenna, zero rust and bondo, bubbles you see are 100% paint bubbles, resprayed when it was keyed some years ago, done rather poorly through insurance, only needs new paint, tires and antenna, two piece hub-caps, white wall tires from factory (641), brand new seats and carpets were done professionally, brand new top in the exact navy blue (723), numbers match for everything including the engine, transmission, axles, and steering box, optioned with hardtop garnish molding (600), £POA. Tel: 001 (647) 937-9498. Canada [LKW18]



**280SE AMG**, 1983, Classicweiss (737), anthracite cloth (051), saloon, 64,949 miles, beautifully preserved Pre-Merger AMG, documented back to new delivery at the Werk Sindelfingen Mercedes-Benz plant on August 5th of 1983, never sold in the USA with factory 5-speed manual transmission, unused Oris tow package with original built sheet (included), performance and convenience AMG modifications done when new, mechanically perfect with no accidents and zero rust, \$25,850 OBO. Tel: +001 23920 47434. Florida, USA [GHW8]



**280SE**, 1971, 3.5, dark blue exterior, blue interior, coupe, 38,000 miles, show condition US model, DOT-mandated side marker lights removed when car repainted several years ago, originally 903 blue, now 904 dark (Midnight) blue, original blue leather & French walnut, original 38,000 miles, everything works, stunning, \$125,000 OBO. Tel: +001 41551 70573. California, USA [GHW10]



**220 Fintail**, 1963, engine from 230S, around 70,000 miles after overhaul, disk brakes all around, long final drive ratio, needs suspension overhaul, paintjob VGC, minor paintwork needed, £POA. Tel: +0030 69772 08559. Email: kpapaioa@yahoo.gr. Athens. Greece [HIW13]



**220 CB**, 1952, black, tan leather, restored, original overhauled engine (3,000 miles), correct top material, leather carpeted boot, original Telefunken radio, new SS exhaust, showroom condition, \$115,000. Email: mailto:syuber@gmail.com. United States [GHW7]



**280SL**, 1984, convertible, auto, gold, 80,000 miles, hard/soft top new, very well maintained, MOT, two keys, some service history, runs smoothly, €25,000. Tel: 003534296 67632. Ireland [EFP2]



**320E**, 1994, cabriolet, last hand-made E Class Mercedes, 102,000 miles, wonderful condition, no scratches or dents, starts right up & runs smoothly, garage-kept, new roof runs smoothly, new radio (Mercedes radio included too), upholstery in perfect condition, \$17,300. Tel: +001 72087 85018. Email: ma\_brown@me.com. Colorado, United States [GHW23]



**W108 280S** 1971, 33,614 carefully driven original miles, no accidents, dents or scratches, car starts and runs perfectly, automatic transmission, aircon, original unrestored condition, has a few rust spots which are typical for this year, \$9,000 ONO. Tel: +1 404 435 3004 or Email: mnsn0613@gmail.com. Hialeah, Miami [EFW3]



**280CE W123**, rally model, 1979, 16 cyls, double overhead camshafts, fuel injection, M110 engine, 182hp, automatic, c123, coupe, racing label #789, vehicle designed by Friedrich Geiger and Bruno Sacco, 2-rear wheel drive, 2-doors, MFD by Daimler-Benz ag Stuttgart, 6-cylinders inline, double overhead camshafts, torque 235 nm (173lbft) @ 4,500 rpm, all-wheel disk brakes, MB SLK r17 alloy wheels 8j front, 9j rear, staggered, 4-speed automatic transmission 722.1, radio, cv band, a/c installed, the Mercedes-Benzenes rally Paris-Dakar 1980, Acropolis rally, Greece, 1980, up to 238 km/h, tested 120 km/h, \$19,950. Tel: +001 95477 88543. Florida, USA [GHW16]



## PARTS, MISC & ACCESSORIES



**Winter M&S tyres**, set of five, fitted with 205/55 R16, steel wheels, good condition, fitted to a Mercedes C class (W203) for 4 months each year, includes 4 x Nexen used and 1x Uniroyal unused, 20x short wheel studs for steel wheels, buyer collects, £150 cash. Tel: 01708 223188. Essex [DEW3]



**Winter tyres**, Set of four unused Dunlop SP Winter Sports 205/55R16 tyres fitted on black steel rims, originally purchased for installation on B-Class, brought for £600, buyer collects, £350. Tel: 01323 478539. East Sussex [DEW4]



**S-Class promotional hardback**, published by Mercedes Benz on 01/11/99, covers design, technical, equipment and service, great colour photos, 82 unmarked pages, excellent condition, £9.75. Tel: 07399 359072. Canterbury [DEW5]

**Spare parts**, W110 Fintail, tow bar, front and rear bumpers, windscreens, £POA. Tel: 07957 935405. Surrey [AB]



**Rare Brabus alloy wheels**, set of 4, 17" by 7.25j ET54, wheels come with matching set of Pirelli Tyres, 215 55 R17, complete set, includes set of 20 correct wheel bolts, very good original conditional, £600. Tel: 07796 615176. Colchester [DEW18]



**Set of 4 Mercedes wheels**, ref. Q44013151145E 17", Tarazed alloys, fitted with winter tyres Michelin Pilot Alpin, PA3 MO. 245 45 R17 99V, little used, original invoiced price £1,615.49, bought autumn 2013, £600. Email: bazanaius@gmail.com Leicestershire. [CM31W9]



**Set of genuine Mercedes seats**, W203 C-Class, full black leather interior, VGC front seats, working electrics for reclining and height adjustment, rear seat backrest VGC, missing a button on the middle headrest, base seat has some damage, looks like a burnt mark which was there when I got the car, out of a 2000 C240 Advantgarde, collection only, £POA. Tel: 01749 840862. Radstock [BCW1]

**GLA shallow boot tub**, Part No: A1568140041, in excellent condition, £35. Tel: 01455 290841. Market Bosworth [CD]  
**2 Michelin tyres**, brand new, pilot sport 3, 225/40ZR20, £POA. Tel: 07776 228046. Crewe [CM31]



**Winding handle**, backrest sides, 1 Pair, R107 SL, Plastichrome seat trims, part number 107 913 06 28 / 107 913 05 28, new, unused, some very slight pickling on Plastichrome, hence £20 plus P&P. Tel: 01723 864918. Scarborough [ABW12]



**5 x Mexican hat alloys**, Intra 6.5 Jx14, £200. Tel: 07711 327852. Saint Margaret's at Cliffe [KLP2]



**8-hole alloys**, set of 4, in reasonable condition, suites 124 series E class and 129 SL or similar, size 8Jx16 H2 ET34, no. 124 401 14 02, £160 ONO. Tel: 01323 504532. Eastbourne [ABW1]



**5 spoke wheels**, black and silver, original Mercedes Benz fitment, factory TPMS, fits a 2016 AMG C43 4Matic, larger size to cover the larger discs on this vehicle, Vredestein Quattrac 5 all-weather tyres, tyres are 4-5 mm tread, front 18x7.5 225/45/18, Rear: 18x8.5 245/40/18, would be compatible with most C-Class with 18 or 19 wheels, £600. Tel: 07900 215457. Hertfordshire [ABW17]



**Speaker grille covers**, rear parcel shelf, 1 pair, W126, part number 126 820 21 12 / 126 820 22 12, L/H and R/H, colour code blue (5076), new, unused, £50 plus P&P. Tel: 01723 864918. Scarborough [ABW14]



**Inner seat plastic trim**, 1 pair, W116, seat belt stalk side, R/H and L/H, part numbers 116 918 02 30 / 116 918 01 30, colour code Blue (5045), new, unused. £50 ONO plus P&P. Tel: 01723 864918. Scarborough. [ABW13]



**OE Seat base cover**, grey cloth, suit W124 series pre 1989, part number 124 910 0147, colour code grey (7135), new, unused, £150 ONO plus P&P. Tel: 01723 864918. Scarborough [ABW15]



**OE Castor bush repair kits**, 1 pair, W126, part number 126 330 1335, suit 89/90 560SEL/SEC and other W126 models, no longer available from MB, £100 plus P&P ONO. Tel: 01723 864918. Scarborough [ABW16]





**Becker Mexico Stereo Autoradio 374**, new, never been used, warranty ticket serial number Q2108970, includes sound filter plus connecting wires package, manufacturer documents, instruction packet, brochure showing Becker's previous Autoradios, in original box, £1,000 ONO. Tel: 0208 2951643. London [ABP1]



**17-inch alloy wheel**, Mercedes A-Class W176, B-Class W246, 225/45R17 tyre, part number: A2464011400, £120 ONO. Tel: 07936 151814. [CM30W3]



**Complete engine/gearbox and front and back axles**, from a 1966 SEL Fintail, £1,500. Tel: 07711 327852. Saint Margaret's at Cliffe [KLP4 & KLP5]

**E220 coupe parts**, large quantity, including internal and external trim, lights, electrics, engine, etc., to be sold as one lot, £POA. Tel: 07703 029823. Gloucester [CM31]

**Mercedes Enthusiast Magazines**, every issue to date, all in mint condition, collection only, £200. Tel: 07771 902912. Cambridgeshire [AB]



**Exhaust**, manifold, Mercedes MB track 1000, excellent condition, £POA. Tel: 07831 804009. Doagh [CM30W7]



**8 suppressor plugs**, part number: A0001565610, for a Mercedes v8 engine, new parts never used, £250 plus postage. Tel: 003 538 724 57174. Email: tbmanagement@yahoo.com. County Meath [LKW10]



**Set of Mercedes-Benz roof bars**, to fit W140 S-Class, £50. Tel: 07711 327852. Saint Margaret's at Cliffe [KLP3]



**Winter tyres and alloy wheels**, set of 4, Mercedes Benz 17" 235/65/R17 108 V, from an M Class, great for winter/snow, £POA. Tel: 07956 805798. Caterham [LKW13]



**4 x 16-inch alloy wheels**, 7 1/2 Jx16 H2, part number 140401102, suits W140 S-Class, comes with tyres 2 of which are good winter/snow tyres, £140. Tel: 07711 327852. Saint Margaret's at Cliffe [KLP1]

**NO. PLATES**

**E4 MBX**

**E4 MBX**, cherished number plate from E400 Mercedes, on retention, owned for last 6 years, £1,000 OVNO. Tel: 07919 556768. Berks [DE]

**MBZ 8844**

**MBZ 8844**, from my classic Mercedes, no longer have the car, ideal for any Mercedes-Benz, 775 ONO. Tel: 07818 222574 [DE]

**S3 LLK**

**S3 LLK**, great plate for all SLK lovers, on retention and ready to go, yours for just £600. Tel: 07976 430689. Norwich [DE]

**SL 3000**

**SL 3000**, a fantastic plate for you Mercedes SL, on retention, £5,000. Tel: 01756 710265. Addingham [DE]

**PRO 2 SLK**

**PRO 2 SLK**, fantastic number plate for your SLK, held on a retention so a very simple process to become yours, absolute bargain at only £1,500. Tel: 07858 580557. Manchester [CM31]

**MBZ 320I**

**MBZ320I**, great dateless plate, perfect for any Mercedes, would fit a 320 best, on retention, £750 ONO. Tel: 07712 893062. Glasgow [BC]

**DA63 AMG**

**DA63AMG**, the ideal fast 63 AMG number plate for sale, on retention, all the supporting DVLA documents, £1,000 ONO. Tel: 07710 587402. Hampshire [BC]

**300 JB**

**300 JB**, personal plate, purchased from DVLA auction, on retention, offers over £12,000 invited. Tel: 02087 074781. Feltham [BC]

**WANTED**



**Classic Mercedes magazine issue 11**, to complete my collection, will pay good money for the magazine in mint condition + postage, Tel: 07949 792278. Leeds [CDW9]



**107 SLC Rear Seat**, grey, velour rear seat, ready to use condition, to complete restoration of 380 SLC, will pay a fair price for the best, cash on collection, genuine private buyer. Tel: 003 53879429818. Email: corragaun@hotmail.com. Newport Co Mayo. Rep of Ireland [CDW24]

**W114/W115 pick up**, factory built or a converted saloon, 1972-1977, RHD or LHD, will travel the UK or Europe to pick up, private buying with cash waiting. Tel: 01516 390149. Wirral [DE]

**Full body shell or boot lid**, for 123/230E, 1982, saloon, needed after someone went into the back of my car. Tel: 07443 564320. Cheshire [CM31]



# PRIVATE ADVERTS ARE FREE!!!

With a readership of owners, buyers and drivers of Mercedes cars, there's no better place to advertise than the Merces for Sale classified pages in **Mercedes Enthusiast**. Private car adverts, spare parts and accessories are **FREE!**

Complete the form below and post it to us with your photograph, email your advertisement to **classifieds@sundialmagazines.co.uk** or place your advert online at **www.MercedesEnthusiast.co.uk**.

If required, your photo (jpeg or pdf) should be sent as an attachment to your email. In addition to the wording required, please provide your full name and address (not for publication).

Trade advertisers should call  
**+44 (0) 208 639 4416**

## FREE MERCEDES FOR SALE CLASSIFIED FORM

Advertise your Mercedes for sale in **MERCEDES ENTHUSIAST** for FREE! We'll include a FREE photo too. Advertising is easy, but hurry to catch the earliest possible issue.

Post the coupon and enclose your photo to: Advertisement Dept, **MERCEDES ENTHUSIAST**, 17 Wickham Road, Beckenham, Kent, BR3 5JS, England.

Email to **classifieds@sundialmagazines.co.uk**. Remember to include your full name and address details. Pictures can be sent as a JPEG or PDF.

Online Place your advert online at **www.MercedesEnthusiast.co.uk**

### FREE ADVERTISING CONDITIONS

Offer applies to PRIVATE advertisers only. Your name and address **must** be provided, but will not appear in the advert unless you request it. Advertisement wording can be sent on a separate sheet or photocopy of the form if you do not want to cut your magazine.

### TRADE ADVERTISERS

Advertisements from TRADE advertisers cost £35 + VAT including a free photograph. Trade advertisers wanting multiple entries should telephone +44 (0)20 8639 4417.

I wish to place the following advertisement in the next 1 ☐ or 2 ☐ issues of **MERCEDES ENTHUSIAST**

Sundial Magazines (publisher of Mercedes Enthusiast magazine) would like to keep you updated about the latest offers, products and services. To receive these, please tick the box ☐

The publisher cannot accept any responsibility for the quality of cars, parts or services advertised in Mercedes Enthusiast magazine or for failure in payment, etc. Contracts are between the individuals concerned and no liability can be attached to Sundial Magazines or its officers. Particular attention should be paid by advertisers to the requirements of the Trade Descriptions Act 1968 governing trade descriptions, especially when detailing accurate descriptions of goods offered for sale. The Business Advertisements (Disclosure) Order 1977 requires all advertisements by people who sell goods in the course of a business to make that fact clear. The responsibility for this lies with the advertiser. It is a further legal requirement that when VAT is to be charged, it is made clear whether VAT is included in the price shown or not.

## MERC TRADER

### FOR BUYING & SELLING



**SLK32 AMG** 2002, 94,000 miles, full service history, 1/6 superb condition, new wings, wipers, wheel refurb, new set of Falken tyres, new battery, recent new discs/pack, secondary car dealer, sold with full MOT, Alpine hi-fi, iPod connection, call for more info and pictures, £16,000. Tel: 07539 905573. Warral. **[LW44]**



**E220 Coupe** 1994, blue/black over silver/grey, beige leather interior, sunroof, long MOT, very good condition, no rust, excellent engine and gearbox, lovely to drive, with many recent new parts to include, engine wiring loom, tyres, exhaust, suspension, £3,250. 040. Tel: 07851 250111. Southport. **[LW45]**



**280SE** 2000, red with cream interior, excellent condition, fully loaded, 45,000 miles, full service history, £13,750. Tel: 07508 356075. East Sussex. **[LW46]**



**323 series 230TE** 1985, seven seater, automatic, Thistle Green metallic, this is a one off, collectors car with many extras and in superb condition, current recorded mileage is 7,578, top specification, heavily loaded with many extras, street sliding sunroof, air conditioning all electric windows, sun disc glass, graduated tinted front shield, electric mirrors, self levelling suspension, recommissioned at the beginning of the year, pristine condition, £23,800. Email: geminiinternational@btworld.com Hampshire. **[LW47]**



**220E** 1984, two lady owners from new, cherished and meticulously maintained, 112,000 miles from birth, genuine, cylinder head off with new valves in January 2016, brand new set of tyres, will be sold with 12 months MOT, nearest offer, £15,500. Tel: 01225 425096. Bath. **[LW48]**



**190B** 1987, manual, five-cylinder 2.5, diesel, MOT has 11 months left, 65,000 miles, good condition, blue cloth interior, sunroof, radio/cassette player, car has been owned and garaged for the last four years, £2,500. Tel: 07791 661435. Glasgow. **[LW49]**



**CLK420 Cabriolet** 2001, good condition, well looked after example of this model, dark blue metallic, good tyres, blue roof replaced two years ago, grey leather interior all good, she drives really well, 113,000 miles, serviced regularly and runs well, MOT until October 2017, new battery in June 2017, xenon conversion, Bose base boost system for music. **[LW50]**



**124 E200 Estate** 1994, great low mileage wagon, all MOTs, three owners, lovely condition inside and out, steel slide/tilt roof, mats and mud flaps, no issues, MOT until January 2018, serviced and brakes done, cool packs removed, a really nice, honest car. **[LW51]**



**6000** 2002, factory original, LHD, imported from Germany in 2002, 47,000 miles from new, finished in rare, Tekite Grey metallic, full black nappa leather interior, complete service history, original fully stamped service book, every MOT certificate since 2005, air conditioning, Command set nav, electric sunroof, a truly outstanding example, unblemished and well. **[LW52]**



**R107 280SEL** 1984, brilliant silver metallic, black leather trim, 58,322 genuine miles, MOT until July 2018, completely original, exceptional condition throughout, eight-hole alloy wheels, original handspins, still has original driver's door lock barrel blanking grommets fitted, Blaupunkt Cassette/stereo, wind breaker, tool set, original document pack, service history, two keys, old MOT's, receipts for work completed, now cash. **[LW53]**

Name .....

Please complete this form

Address .....

Postcode .....

Email .....

Tel .....

### TRADE ADVERTISERS ONLY

I enclose my cheque/PO for £..... (payable to Sundial Magazines)

Or I wish to pay by credit card



My card number is .....

Expiry date .....

Start date or issue no .....

Signature .....





# ON A WING AND A PRAYER

It's been said that you should never meet your heroes, but in this case driving the most iconic Mercedes-Benz of all time proved to be everything it should be

WORDS & IMAGES KYLE MOLYNEUX

**T**he anticipation was almost overwhelming.

Before me, on Surrey's Brooklands banking, was Mercedes-Benz UK's very own 300SL warming up to temperature, its crisp and rasping exhaust note rising and falling as the accompanying technician pressed the throttle. Soon it would be my turn behind the wheel of this icon and an item on the old bucket list would be firmly ticked.

The 1955 Gullwing, with familiar '961 UXD' numberplate, was to be the cover star for *Mercedes SL*, a special edition title launched by our parent company Sundial Magazines Ltd in 2017. Incredibly, the Gullwing was joined by a 190SL, Pagoda, R107, R129 and R230 SL, making the photoshoot particularly ambitious. Tasked with hanging everything together was veteran snapper Dean Smith.

As can be the way with these things, it wasn't until a few hours later that I finally climbed into the 300SL's cockpit. Magazine cover aside, the car would also form the backbone of a feature dedicated to the W198 SL Coupe and Roadster, so needed to be photographed on the move. As ridiculous as it sounds, I almost found myself passing on the opportunity to drive the Gullwing, such was my respect for it. I guess the feeling was akin to being in the presence of royalty or a celebrity you admire and not wishing to cause offence by speaking to them.

**I overcame that anxiety though and, after pulling shut the oh-so-brilliant gullwing door,** wriggled myself comfortable in the driver's seat. I'd seen dozens, perhaps hundreds of images of this car, but none prepared me for the sheer beauty of the interior, accented with chrome, enlivened by patinated red leather, and graced with a full period luggage set on the parcel shelf. The spindly key – more suited to unlocking a garden shed padlock than awakening a 1950s supercar – was already turned in the ignition, so all I had to do was work the tall gear lever into first with a mechanical click-click, find the bite point in the

clutch pedal's long and heavy travel, and just tickle the throttle to avoid stalling. Seconds later I was rolling – and driving my first Gullwing.

The banking that surrounds Mercedes-Benz World transmitted its rough surface through the SL's ivory-coloured helm, which jiggled around in my hands although this never made the car feel nervous. And why would it at 40mph?

**I almost found myself passing on the opportunity to drive the Gullwing**

The W198 is capable of over 160mph, after all. Making that possible is the fuel-injected, three-litre (M198) straight-six, complete with gorgeous aluminium manifold, which reaches across the width of the engine bay like a rib cage. I was expecting the six-cylinder to feel 'old school', but I wasn't expecting it to feel and sound quite so raw. With each prolonged press of the go-pedal, it filled my eardrums with pure theatre, whining like a race car's motor at low revs before unleashing a deliciously textured and visceral bark on the way to its 6,000rpm redline.

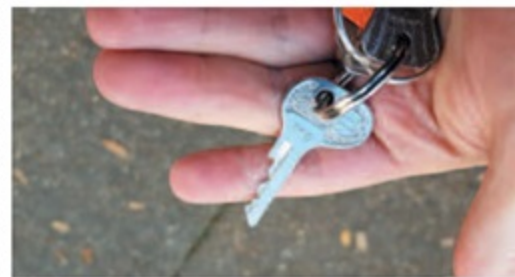
**After several runs up and down the banking, I was getting a taste for how the 300SL picked up speed,** hanging onto the throttle just a bit longer with each pass. That made me realise, however, the ineffectiveness of the drum brakes, which required all of my thigh's muscle power to operate. How the likes of Moss, O'Shea, Schock and Kling raced at ridiculous speeds with such equipment, I will never, ever know.

The brakes took little, if anything away from my experience of the Gullwing, though. It was everything I'd dreamed it would be and more. It was a privilege just to sit inside, never mind sample the race-inspired spirit that lies beneath those legendary curves.

△ This example is owned by Mercedes-Benz and featured on our special edition cover.

▷ It was a real dream for Kyle to finally be given the keys to a legendary Gullwing.

▽ The car's interior is a little snug but wonderfully garnished with chrome.





# Mercedes, Smart Parts & Accessories...

**POWERFLEX**  
ORDER ONLINE TODAY!

Genuine, aftermarket and performance parts  
and accessories at discounted prices.

*Large, ever increasing selection available online.*

Simple online ordering from the comfort  
of your home, workplace, or on the move  
using your smartphone or tablet.



**VIEW & ORDER SECURELY ONLINE TODAY**



**[www.partsformercedes-benz.com](http://www.partsformercedes-benz.com)**



The Warehouse...

Thousands of parts in stock for your Mercedes-Benz



Powerflex bushes now available from stock

**PFS Parts offers products from a wide selection of market leading  
automotive parts suppliers.**



**PFS Parts** LTD

[PartsforMercedes-Benz.com](http://PartsforMercedes-Benz.com)



**Email: [sales@partsformercedes-benz.com](mailto:sales@partsformercedes-benz.com) Tel: 0844 800 2742**

**PFS Parts Ltd, Unit 8, Saxon Court, Bradfield Close, Finedon Rd. Ind. Estate, Wellingborough, Northants, NN8 4RQ**



# HEMMELS

## HERITAGE CENTRE SERVICES



10% Discount for Mercedes-Benz Club Members



Sparkling Re-chrome



New Leather Interior



Fresh Paint

Hemmels Heritage Centre offers you world leading service, restorations and upgrades for your Mercedes-Benz classic. In the care of our technicians, artisans and craftspeople everything from routine maintenance to a full restoration is available for all models of the 20th Century.

Driven by a shared passion for perfection, we'll work together to achieve all your aspirations and visions for your classic car.

Get in touch to start your journey.

# HEMMELS

[www.hemmels.com](http://www.hemmels.com)

[services@hemmels.com](mailto:services@hemmels.com)  
+44 (0) 2920 099 505