

# Mercedes

## ENTHUSIAST

JUNE/JULY 2022

**MERC**  
**TRADER**  
FOR BUYING  
& SELLING



# HEAD & HEART

**WHY THE 1970s SLC COUPE IS PERFECT FOR  
FIRST-TIME CLASSIC BUYERS**



**450SEL 6.9**

# WORLD'S BEST?



**300SL SPORTLINE**  
**MODIFIED ROADSTER**

**BUYER'S GUIDE - C350e PLUG-IN HYBRID**



07

£4.99  
US\$12.20

PRESSED METAL

 **EU TAGS**



**PASSED**  
BS AU 145e

# THE NEW STANDARD FOR BRITISH NUMBER PLATES



**TESTED, CERTIFIED & UK ROAD LEGAL**

**SPECIAL OFFER PACKAGE WITH PAIR OF HIGH-QUALITY PLATE HOLDERS**



+



~~£79.99~~

**£49.99**



**UK ROAD  
LEGAL**



**GERMAN  
ENGINEERING**



**HIGHEST  
QUALITY**



**FULLY REGISTERED SUPPLIER**

DVLA REGISTERED NUMBER PLATE SUPPLIER  
LICENSE NUMBER SID-65076



BUY ONLINE EXCLUSIVELY AT ...

**WWW.EUTAGS.COM**





Issue 235  
Jun/Jul 2022

CRAIG PUSEY

**Executive Editor**  
Kyle Molyneux

**Art Director**  
David 'Spike' McCormack

**Designers**  
Sarah-Jane Mortimer and Claire Trent

**Retoucher**  
Linda Duong

**European Editor**  
Ian Kuah

**Publishing Director**  
Paul Cosgrove +44 (0)20 8639 4401

**Advertisement Sales Executive**  
Jacob Hayes +44 (0)20 8639 4416

**Sales & Marketing Manager**  
Richard Cosgrove +44 (0)20 8639 4403

**Contributing writers and photographers**  
Guy Baker, Piotr R Frankowski, Reed Hitchcock, Ian Kuah, Richard Mason, Jordan Molyneux, Leo Molyneux, Robb Pritchard, Craig Pusey, Dieter Rebmann, David Sutherland and William Terrington

*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

**WEB** 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

**Newstrade** Seymour Distribution, 2 East Poultry Avenue, London, EC1A 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 2022. 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.



Editorial comment and the latest from the *Mercedes Enthusiast* team



**Mercedes like the 450SLC on this month's cover welcome you like a veteran maître d'**



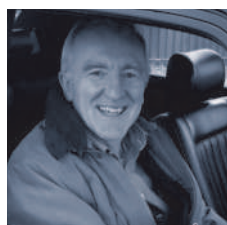
**H**aving driven quite a few Mercedes now, it is very easy to overlook the operational simplicity of the manufacturer's classics and modern classics, those cars which span the 1950s all the way through to the mid 1990s. I have even found myself at the wheel of a 320n Combination Coupe, a real rocket ship from the 1930s, bouncing with nervous energy and worried that I won't understand its nuances and will be unable to pilot it smoothly, only to find it totally accommodating of my ineptitude, manual gearbox and all. Yes, some of M-B's early heater controls can be a faff, but everything else presents itself with drivers of all skill levels in mind. We often discuss the investment potential of older



Mercedes, as well as their golden image and impressive reliability – all of which are undoubtedly appealing to prospective owners. But we should not forget how they just *work*. Mercedes like the 450SLC on this month's cover welcome you like a veteran maître d': here are your seat adjusters, here are the brightly coloured instruments, and here is the indicator stalk with built-in wiper functions. Here too, is a smooth-shifting automatic gearbox, should you not wish to change gear yourself. It's no wonder they're as popular as ever.

**Kyle Molyneux**  
Executive Editor

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



### Richard Mason

"Door mirror-sited direction indicators are something we take for granted. But who invented them?" asks Richard Mason. "We were lucky enough to meet the

brains behind this groundbreaking safety feature, former Mercedes-Benz design manager Steve Mattin. This was just one of a cornucopia of innovations that made the 220-series S-Class a world leader on its 1998 debut." Read British designer Steve Mattin's take on Mercedes-Benz styling from page 32.



### Albert Mensinga

For this issue, Albert Mensinga spent time with a stupendous 450SEL 6.9, which is part of a jaw-dropping collection in the Netherlands. "This 1977

example has all the paperwork from day one, and it shows. I could not spot a single flaw on this car. These top-of-the-line S-Classes had their own assembly line at Daimler-Benz's plant in Stuttgart and were built to last, as this example shows today in all its magnificence." Make sure you don't miss this feature, beginning on page 38!

Follow Mercedes Enthusiast on



MercedesEnthusiast



mercedesenthusiastmag



MercEnthusiast



44



56



*Cover story*  
20



32



38





26



**NEVER  
MISS AN  
ISSUE!  
See p90 and  
subscribe  
TODAY!**

50



62



68



# Contents

## June/July 2022

### UPFRONT

- 6 **News** Round-up of the hottest Mercedes topics
- 8 **Star Shot** A long-forgotten two-seat roadster concept
- 10 **Past Master** The world's first four-door coupe
- 12 **Star Talk** AMG C-Classes and E-Classes from yesteryear
- 14 **Merc Man** Thoughts on a B200 Turbo courtesy car
- 16 **Letters** Readers have their say on a range of topics
- 18 **Social Club** Underground 'barn finds', AMGs and more

### FEATURES

COVER  
STORY

- 20 **The great unknown** Stunning 450SLC demonstrates why it could be the perfect car for those who are new to classics
- 26 **Underrated** The Mercedes SLR McLaren received a mixed reception when new, but were the reviews totally fair?
- 32 **Return to form** Former Mercedes-Benz design manager Steve Mattin speaks exclusively to *Mercedes Enthusiast*
- 38 **Powerhaus** With under 30,000 miles on the clock, this Cypress Green 450SEL 6.9 takes some beating
- 44 **The spirit of Sport Leicht** 300SL owner Tom Lee explains why he's fitted SportLine upgrades developed by SL Shop
- 50 **Benz odyssey** Driving from the Netherlands to Iran in a classic 190Dc ambulance - what could possibly go wrong?
- 56 **No surrender** AMG's blisteringly quick GLE63 S 4Matic+ and assessing market values of its predecessors
- 62 **Finger on the pulse** Stockport-based independent garage SPR Autos spills the beans on today's servicing industry
- 68 **Super group** Tracking down long-wheelbase 126-series S-Classes owned by world famous rockstars

### THE BACK END

- 74 **Mercedes Buyer Deals**, tips, top three steals and more
- 79 **NEXT MONTH**
- 80 **Buyer's Guide** The first C-Class plug-in hybrid, the C350e
- 86 **Running Reports** Latest updates on the Merc fleet
- 91 **Merc Trader** Find your next three-pointed star here
- 98 **From the archives** Classic fleet based Down Under

18





The latest Mercedes launches, news and motorsport

# News

# AMG '43' models

New SL-Class and C-Class models revealed with high-tech four-cylinder firepower

**M**ercedes has unveiled its first four-cylinder SL since the W121 190SL, the AMG SL43. Sending its 376bhp and 354lb ft of torque to the rear wheels, this highly efficient roadster brings Formula 1 technology to the road in the form of an electric turbocharger – a world first for series production. Supported by a 48V system and a belt driven starter/generator (RSG) providing a boost of 14bhp, this new system is even better at cancelling out turbo lag at any speed than previous electric air compressor set ups. With this turbocharger spinning at up to 170,000rpm and the M139 in-line four linked to a nine-speed AMG MCT Speedshift transmission, entry level is a relative term: this SL can accelerate from 0-62mph in just 4.9 seconds.

With the optional aerodynamics package comprising front bumper flics, a large rear diffuser and a steeper rear spoiler, the SL43 can

Electric turbo helps the C43 make 402bhp and 369lb ft of torque.



be specced with an even more purposeful stance.

Lighter up front, with special software for sharp shifting, plus a fuel-saving gliding mode and a Race Start launch control function, the SL43 is expected to be a symphony of efficiency and agility. With a price expected to significantly undercut the SL55's (£147,475), the SL43 is an intriguing alternative to the V8s.

## AMG C43

The covers have also been pulled from the new the AMG C43. Available in Saloon and Estate

forms, it's equipped with the same F1 technology as the SL. It is powered by the same electrified M139 in-line four-cylinder as the SL but the engine is longitudinally installed and output is even higher: 402bhp and 369lb ft torque, with that electric turbocharger able to spin even faster, up to 175,000rpm. As a result, it is the world's most powerful four-cylinder production engine right now; 62mph is seen off in 4.6 seconds and the top speed is 155mph,

or (optionally) 165mph.

Four-wheel steering, a rear-biased 4Matic system and Race Start functions ensure the C43 delivers a lively drive. Three-stage ESP and AMG dynamic select programs offer further personalisation. An AMG Sound package, generating a synthesised exhaust note through the sound system, can be specified.

Prices are TBC, but an AMG C63 equipped with the same M139 engine as part of a potent plug-in hybrid system is on the way.



Follow us on social media



MercedesEnthusiast



mercedesenthusiastmag



MercEnthusiast



SUV is same length as EQS Saloon but over 200mm taller.



# EQS SUV

The new, electric EQS SUV debuts in three forms: the rear-wheel drive 450+ (with the equivalent of 355bhp/419lb ft torque), the 450 4Matic (355bhp/590lb ft) and the 580 4Matic (536bhp/633lb ft).

Based on special electric vehicle architecture and capable of seating up to seven, the RWD 450+ model boasts the most range of trio, reaching between 333 and 410 miles (WLTP) on a single charge. All three EQS SUVs feature four-wheel steering, adaptive air suspension, and an off-road setting that raises the ride height by 25mm.

Building on Over-The-Air (OTA) updates first seen on the EQS Saloon, this SUV now facilitates even more options such as Augmented Reality Navigation. The MBUX Hyperscreen dashboard display is optional, too.

Pricing for the EQS SUV range was not confirmed at the time of writing, but an even more luxurious Maybach variant is in the pipeline, this model teased in concept form during autumn 2021.



Hyperscreen infotainment will be a pricey option.

# Brabus E-Class

The latest fettled E-Class from Brabus has arrived – the 900. Churning out 888bhp (900ps – hence the name) and 922lb ft of twisting force thanks to a twin-turbo AMG V8 bored out to 4.5 litres (up from 4.0), this executive saloon can blast from 0-62mph in just 2.8 seconds, achieve 186mph in just 23.9 seconds, and top out at 205mph.

Brabus' in-house twin-turbochargers, stainless steel downpipes enlarged to 75mm, and revised engine management are just a handful of measures making this brutal performance possible. Aerodynamic modifications such as front lip and boot spoilers, a rear diffuser and suspension lowered by 20mm ensure stability at the new top speed, too. The Bottrop-based tuner's usual suite of personalisation options are available, including carrying out the conversion in stages if you wish.



V8 with special Brabus turbos delivering up to 1.4bar of boost pressure.



BRABUS

# Metal numberplates

If you're tired of deteriorating Perspex numberplates, Danz Benz has the solution: pressed metal items compliant with the latest standard, BS AU 145e. German engineered, fully legal and thoroughly tested for 2,350 hours over six months for reflection, deformation and weathering, they promise to smarten your car. With this standard introduced in early 2018 and made compulsory by October 1 2021, it's important to make sure new numberplates are legal otherwise there's the risk of a hefty fine. A magnetic 'UK' badge is available for driving abroad should you opt for the 'GB' plate. See [www.eutags.com](http://www.eutags.com).

Danny Lucas, founder of Kent-based Danz Benz, has an incredible collection of Mercedes-Benz cars that were featured in our June/July 2021 issue.



# News in brief



## △ MERCEDES SALES

Despite the semi-conductor shortage, Q1 of 2022 has been a success for Mercedes' battery electric vehicles: 21,900 units were sold, an increase of 210 per cent. Hybrids achieved 45,900 units. Combined, these make up 15 per cent of new car sales.

## ▽ CONCEPT DELIVERS

Stuttgart to Cassis on the French Riviera via Italy and the Alps – a total distance of 1,000km (621 miles) in real world conditions – was successfully completed in the Vision EQXX. This journey was completed on one charge, with 140km (87 miles) to spare.



## □ BATMAN'S BENZ

A W121 190SL fully restored by Hemmels, resplendent in Anthracite Grey with red leather upholstery, successfully auditioned to feature amongst Batman's collection of cars in the franchise's latest movie, *The Batman*, released earlier this year.

## ▽ PERFORMANCE EXHAUSTS

Friedrich Performance has revealed hand built stainless steel performance exhaust systems for AMGs. The G63 system is priced at £4,624 and has mufflers on both sides and dual oval tailpipes. The AMG GT Black Series's packs in 76mm downpipes and 200-cell catalysts, priced at £6,727. Both systems feature driver-controlled butterfly valves.





**The SLK/SLC Roadster is sorely missed from the Mercedes-Benz range, having been a part of the line-up since the R170 generation's introduction in 1996. With that car being such an enormous hit at the time, Mercedes wondered how else it could use its two-seat roadster template.**

During January 2000's Detroit motor show, the manufacturer presented its Vision SLA concept. Based on the original A-Class, the sporty roadster measured just 3.77m long and carried design features such as a prominent nose on a forward opening bonnet that would eventually make production on the SLR McLaren, as well as the second-generation (R171) SLK.

Powering the 950kg SLA was a 1.9-litre, four-cylinder engine (M166) producing 123bhp, linked to a five-speed manual transmission with sexy open gate. The benchmark sprint to 62mph was completed in 7.9 seconds, and the SLA's top speed was a claimed 130mph. The lightweight bodywork was made of aluminium and high-grade plastic, and inside were two carbon fibre bucket seats that also made production on the SLR.

IMAGE MERCEDES-BENZ GROUP AG









Recalling trailblazing Mercedes-Benz cars of yesteryear

**“The CLS felt a much more exclusive car than the E-Class on which it was based”**



# C219 CLS

**Mercedes-Benz's original four-door coupe of 2004 was a big hit with buyers, bringing additional style and handling panache to the saloon car formula**

WORDS DAVID SUTHERLAND IMAGES TERRY OBORNE & MERCEDES-BENZ GROUP AG

**A**s a model series switches from one generation to another, it's not uncommon to see the original styling purity diluted or even lost, as the impossible task of improving on perfection is attempted. For many, this was seen not once, but twice in the case of the Mercedes-Benz CLS: first, when the lean, sharply drawn but elegant C219 gave way to the C218 with added flab, and second, on the arrival of the third and current C257

**incorporating a noseful of challenging angles.**

Such a process tends to engender increasing affection for the original, and that's being seen with the 2004-launched CLS, clean examples being offered on classic car sales platforms at prices way above those of many other Mercedes of the same era.

Born of Mercedes' strategy to offer as many different models as possible in order to boost production volume, the CLS was unveiled at 2004's Geneva motor show as a 'four-door coupe'. The

claim by the late Jürgen Hubbert, head of Mercedes cars at the time, that the design study, Vision CLS, was "a coupe generation ahead of the rest," was at first widely assumed to be a market niche too far, but turned out to be one of Stuttgart's smartest moves in years, as not only did it sell well and initiate a new bloodline that continues nearly two decades on, but prompted competitors to follow suit, most notably Porsche with its Panamera.

The CLS was launched in three petrol-engined forms: the 3.5-litre V6 CLS350, five-litre V8 CLS500 and 5.4-litre CLS55 AMG, with a diesel, the CLS320 CDI, following the year after. But the two models that topped and tailed the range, the Affalterbach powerhouse and the supersmooth diesel, also defined it, and in the process all but sidelined the other two.

The timing for the CLS320 CDI could not have been better. The diesel market was growing and Mercedes, after decades of

subjecting customers to slow and rattly oil burners, had just introduced by far its best ever take on Rudolf Diesel's compression ignition invention, the three-litre OM642 V6.

A replacement for both the OM648 3.2-litre straight-six and OM612 2.7-litre five-cylinder engines, it used Mercedes' third-generation 'common-rail' fuel injection, featured piezo injectors that operated much more quickly than the previously used solenoid valves and delivered more accurate fuel metering, and enjoyed a 'variable nozzle turbine' turbocharger and a more sophisticated electronic management system. It was light in weight too, thanks to an aluminium crankcase.

Its 221bhp and 376lb ft torque (later increased), fed to the rear wheels via the then recently introduced 7G-Tronic automatic transmission, gave the CLS320 CDI performance not far behind the CLS500 and fuel economy way





◁ CLS blends sharp edges with gentle curves throughout.



The cabin feels more special and luxurious than an E-Class's.

Same four-door four-cylinder as the SLK230, but not so dear.



◁ Petrol V6 and V8s, and a V6 turbodiesel made up the range.

▽ White-faced dials another hint that the CLS was different.

▽▽ AMG's CLS55 with suspension and aero modifications.



a glorious combination of massive power and torque, and velvet refinement, wrapped up in a body that was so much sleeker and more distinctive than the 211-series E-Class it was based on.

The obvious question was whether the CLS, nearly two inches lower than the E-Class, could provide the dignified access that well-heeled owners expected in a four-door Mercedes. Thanks to clever packaging it did, with a bonus that inside the CLS felt a much more exclusive car than the E-Class, which was going through some well documented build quality problems.

**O**verall, that first CLS felt so right in every way. It looked cutting

edge yet pretty, and offered a sublime driving experience, whether under diesel or supercharged petrol power. Had the catchphrase 'Grace, space and pace' not been Jaguar's, it would have summed up the CLS.

The 219-series CLS was built until 2010, with a facelift two years before that. A key development occurred in 2006 when Mercedes concluded that the complex Sensotronic Brake Control (which via a series of sensors optimised braking effort) was a bad idea and replaced it with the Adaptive Brake system from the S-Class.

Also in that year, the CLS55 AMG became the CLS63 AMG and underwent a fundamental change in character due to the smooth and soft M113 being replaced by the fiery 6.2-litre, normally aspirated M156 V8, the first engine that AMG designed and built from scratch. Essentially a racing engine, it offered more power but less torque (507bhp/465lb ft) than the CLS55, and thrived on high revs, at which point it sounds magnificent. However, the M156 has proved less reliable than the M113, which many specialists regard as Mercedes' most durable V8.

The German car industry likes a conservative, evolutionary approach to design, sticking to the rules to avoid alienating dear customers. But now and again, it tears up the rulebook to great effect, as in the case of the original Mercedes-Benz CLS.



ahead of the CLS350. It soon became the best-selling CLS.

With a mild bodykit and 18-inch AMG alloy wheels, the CLS55 AMG was subtle on the surface, yet anything but under the bonnet. It used the 5.4-litre M113 V8 in supercharged form, the three-valver introduced in the late 1990s which for this application produced 469bhp, fed through Mercedes' five-speed AMG Speedshift gearbox; the 516lb ft torque might have been too much for the 7G-Tronic 'box.

The Affalterbach CLS made for



Headroom will be the only issue for those seated in the rear.



Insight from a Mercedes-Benz tuning industry veteran

# C versus E



**Ian Kuah recalls drives in 210-series E-Classes and 202-series C-Classes tuned to the hilt by AMG back in the 1990s, when cylinder count was king and the tuner still had a point to prove**



**A** good big 'un is always better than a good little 'un, and while a well-tuned straight-six has a distinctive charm of its own, it is no match for the sheer torque and rumbling, muscle car soundtrack of a bent-crank V8.

The very idea of the next AMG C63 having just four cylinders and eventually being an EV is heresy to the enthusiast. Accelerative G-force without a rousing soundtrack is a very two-dimensional affair. Thus, while a Tesla S is very fast in a straight line, it stirs up about as much emotion as a fridge or toaster, and the numbers get old very fast!

When I drove the 202-series C36 AMG on the press launch in 1995, I found it responsive and rapid, but also rather highly strung. The early cars had a four-speed auto and the later five-speed made a big difference to autobahn cruising, as well as fuel economy. But overall, the sporting ride was rather too jittery for my liking even on German roads, let alone less well surfaced UK roads.

With a glorious history of big V8s in mainstream models like the 280SE 3.5 and 6.3, Mercedes created the 500E in partnership with Porsche. Its torque rich, 322bhp, 4,973cc M119 four-cam motor with variable intake cam timing debuted two years earlier in the R129 500SL, and also powered the 140-series 500SE of 1991.

**W**ith W124 E500 production wrapped up in 1995 and the debut of the W210 E-Class, AMG tried to carry on the legacy with its E50 AMG, which continued on with the M119 DOHC motor, tuned for 342bhp. This was a very small volume model made in LHD only, with RHD markets offered the E36 AMG, powered by the C36 AMG's six-cylinder.

AMG soon created a 5,439cc version of the new three-valves-per-cylinder M113 motor, which debuted in the 349bhp E55 AMG in 1997. But as the new modular V8 was also made in 275bhp, 4,266cc form for the S430, AMG tuned this to 302bhp and shoehorned it into the W202 C-Class. And so the C43 AMG was born.

Looking back, I was never a fan of the W210 E36 AMG, E50 AMG or E55 AMG chassis set up. The spring and damper rates were the polar opposite of the jittery C36 AMG, with a

greater bias towards comfort than sporting prowess. While it was very comfortable in normal driving this allowed more roll than desirable when pushed hard through bends, coupled with a clear tendency to diagonal pitch when a mid-corner dip was encountered.

With this in mind, I had the chance to conduct a control test with a Mercedes-Benz UK E36 AMG press car, the equivalent Brabus UK E36 demo car, and my own W124 E500 Limited. One of my favourite chassis test roads is at Devil's Dyke just north of Brighton. Part of this goes downhill into a dip just as you have to turn and go uphill again.

The E36 AMG exhibited unsettling diagonal pitch here, while the stiffer Brabus car resisted

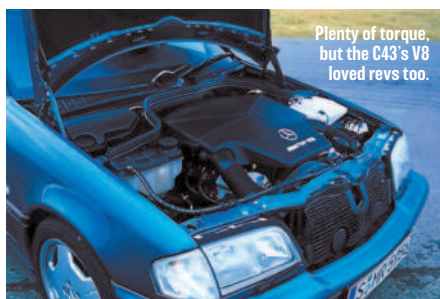
roll very well with no diagonal pitch. However, its front end bounced a little in the dip, so either the front spring rate was on the high side or the damper rate was too high in compression. Meanwhile, despite the heavier V8 motor, the Porsche-fettled chassis of the E500 hardly even noticed this three-dimensional road puzzle.

**The C43 AMG felt rock steady and all of one piece**

**I**nterestingly, on the combined C43 AMG and E55 AMG driving launch near Stuttgart, there was an uphill section of a country road that turns

right as you crest the brow with the suspension unloaded. The C43 AMG felt rock steady and all of one piece here, while the softer E55 AMG once again exhibited uncomfortable diagonal pitching. My takeaway from this back-to-back on the day was that I would have liked more power in the C43 AMG, which was clearly the better drivers' car of the pair.

Of course, AMG did eventually get around to this formula, and the C55 AMG Saloon and very rare Estate version is one hell of a Q-car, and very expensive when new. It is a great performance classic, and if you can find one that has not suffered from the corrosion issues that blighted Mercedes models of this era then it is worth hanging onto.



Plenty of torque, but the C43's V8 loved revs too.



Ian Kuah dug into his archives to find these launch test pictures.



# *Peter Jarvis* Specialising in Mercedes-Benz & Classic Cars

Est 1969

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)



1988 LHD 560 SL 1988 Left hand drive Finished in Paget Red with Parchment hide interior, centre arm rest, overmats, headrests, hard and soft tops, light up interior vanity mirrors, first aid kit, complete with all tools, expensive stereo system, power mirrors, cruise control, airbag, air con, ABS, power windows, tinted glass, power steering, automatic, only 49,000 with service book and history, always garaged, drives like new superb.

**Mercedes 560SL Sports 1988 LHD**

**£39,500**



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 560SL Sports**

**£39,750**



Finished in gleaming unmarked classic white, with black hide interior, rear seats, hard and soft tops, automatic, power steering, power windows, ABS brakes, alloys, stereo system, 69,000 miles, service history, complete with all tools, new Mot supplied on purchase, only three previous owners, always garaged, drives superb, excellent example.

**Mercedes Sports 1985 280SL**

**£27,750**



1988, left hand drive, finished in Impala, 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 560SL Sports**

**£38,750**

**CLASSICS ALWAYS WANTED**

**FREE DELIVERY ON ALL CARS IN THE UK**



The expert on all things Mercedes gives us his latest views...

# Blast from the past



**With his GLC in for servicing work, David Sutherland is handed the keys to a first-generation B200 Turbo courtesy car and, to his great surprise, he finds that the 190bhp MPV has aged rather well**

**W**e sometimes refer to a 'forgotten' Mercedes, for example the 'Stroke 8' that was built from 1968 to 1976 and was bookended by the Fintail and 123-series. But we don't mean that we have absolutely no recall of it, rather that we haven't seen one for a long time and rarely think about them.

But now that the Mercedes model line-up is much more extensive than it was a couple of decades ago, I'm sure there are quite recent cars that popped up for a while, disappeared, and are now truly forgotten about. I'm thinking about one example, the original B-Class that was launched in 2005 on the back of the radical A-Class in W169 guise, and was built for six years before morphing into something more conventional.

The reason this model, factory coded T245, has re-entered my consciousness is because while having our GLC serviced by my long-standing Mercedes independent, Klasse of Fulham, I was loaned one as a courtesy car. As an aside, a minor appealing aspect of using Klasse is the variety of cars proprietor Steve Shali has allocated me, including an original A-Class, a 245,000-mile 210-series E320 CDI and, most surprisingly, a 1980s Volvo 240 Estate which I rather liked.

This most recent time, he pointed me to a black 07-plate B-Class. Not just a regular B-Class, but a B200 Turbo – a car built for just three years from 2005 and which was by far the lowest volume of the pre-facelift T245s, with just 26,335

sold, a tiny amount for a mainstream Mercedes.

It was the classic garage hack, a part-exchange that was retained because unlike any diesel Mercs from that time it's ULEZ compliant (thus avoiding charges within London's Congestion Zone, where Klasse is based). You'd have to know your Mercs to remember this B-Class: it looks very similar to the A-Class and shares engines with it, and sitting inside you're greeted with the same dashboard and seats, and the same slightly raised driving position.

**T**he first- and second-generation A-Class and the B-Class fell victim to the shifting goalposts of electric car design, conceived with a space underneath the floor for the kind of massive battery pack that never materialised. By the end of the noughties, they were irrelevant.

Before I bought a new A-Class in 2007, I considered a B-Class but decided against it because it was more expensive than an A and not sufficiently different. Had I opted for the B, it would have been a diesel, not the two-litre petrol turbo I would drive for two days 15 years later. I never drove a B200 Turbo in period, but nonetheless concluded at the time that a

two-valve, turbocharged four-cylinder engine producing 190bhp would be horribly unrefined and just too powerful for the modest, front-wheel drive chassis.

I took the keys, flipped the lock, climbed into the shabby driver's seat softened by posteriors no doubt of all shapes and sizes, gripped the worn-to-a-shine steering wheel and noted the digital odometer's 99,300 miles and that there was no phone Bluetooth. It didn't look promising.

My expectation had been to drive home and back again the next day to collect the GLC, nothing more. But quite soon I found myself falling under the spell of this now distinctive, early 20th century Mercedes-Benz. What I recalled, and appreciated, straight away was the marvellous front, side and rear visibility – a virtue drivers of modern cars are mostly denied.

I also liked the very mechanical feel of the automatic gear selector, which clunked decisively through its gate, its operation so much more tactile than that of the little steering column stalk, which electronically selects a modern Benz's gears. A radio with a big round knob for changing the volume made me feel glad in a small way, too.

**“Quite soon I found myself falling under the spell of this now distinctive, early 20th century Mercedes”**

**O**n the move, I was reminded of the overly firm ride of these small Mercedes hatchbacks, a legacy of the emergency suspension stiffening following the infamous 'elk test' in which a journalist managed to roll an early W168 A-Class. But the obscure, transverse M266 engine gave a good account of itself, promptly gathering up torque for delivery across 1,800 to 4,850rpm through the continuously variable automatic (CVT) transmission format that Mercedes borrowed from the early 1970s Dutch marque, Daf.

I did a couple local trips before returning the B200 Turbo, by that time wishing I could have it for a bit longer. However, as I write this three months on, the B-Class is still on courtesy duty and will be for a while, Steve told me. I certainly won't forget the B-Class now.



Range-topping B-Class could dispatch 62mph in just 7.4 seconds.



△ Two-litre four-pot with 190bhp/206lb ft.



△ High seating position; CVT automatic.



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



Botany Business Park  
Whaley Bridge  
High Peak  
Derbyshire  
SK23 7DQ



**1971 Mercedes 600 W100**  
**Grosser.** Very rare RHD example with matching numbers. On of 273 RHD examples built out of a total of 2677 W100s. Finished in dark Olive Green (MB 292) with Cognac leather. Magnificent service history with low ownership and serious investment over the years. Please see our website for more details..... **\$119,950**

**1972 Mercedes 300 SEL 3.5 LHD.** moss green with beige leather trim, Aircon, air suspension, sunroof, Mexican hat alloys and full leather, subject of a \$100K restoration to showroom condition, one of the finest available..... **\$59,950**



**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**



**1966 Mercedes 230S fin-tail Auto.** RHD, white with blue trim, stunning rust free example, sold by us twice in 30 years ..... **\$POA**



**1986 Mercedes 300SL R107 RHD.** Arctic white with black leather trim. Alloys, rear seat, black soft-top, 75,000 miles with full documented history, magnificent original example ..... **\$34,950**



**1994 Mercedes SL500.** RHD, Azurite blue with Champagne leather trim, 8 Hole alloys, Aircond, Cruise, blue power hood, and hardtop. ASR, 102,000 miles with FMBSH, 19 stamps in the service book, all tools, spare keys etc, magnificent and original car..... **\$18,950**



**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 320SL AMG W129.** Azurite blue with beige leather full factory AMG Kit and AMG Alloys, mega specification includes Aircond full leather, ASR, ASD, cruise, electric everything hard and soft tops and blue power Hood, 122000 miles with FSH..... **\$15,950**



**1998 Mercedes SL500 R129.** Black with full grey leather, black power hood and black hard top. 5speed Auto, AMG Alloys, rear seat, Aircond, Cruise, plus excellent factory spec Last owner 13 years, always serviced by the main dealer, this magnificent car has covered 94000 genuine miles with FMBSH and has just been serviced, stunning immaculate example ..... **\$18,950**



**1989 Mercedes 300SL R107.** RHD, silver with blue leather and clock trim, flat face alloys, blue hood, full electric pack, 93,000 miles with FSH, sold by us twice in 20 years, stunning original car ..... **\$34,950**



**1985 Mercedes 280SL R107.** Pageant red with full grey leather Hard and soft tops, Mexican hat alloys. This magnificent time warp example has covered 24000 miles from new with full documented history. Old MOTs etc etc....unique and in original mint condition ..... **\$39,950**



**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 ..... **\$16,950**



**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 ..... **\$16,950**



**1992 Mercedes 500SL R129.** Bornite with full grey leather, Hard & Soft tops, black power hood, 8 hole alloys, Massive factory specification, Last owner 20 years, 51000 miles with exemplary full service history...one of the finest in existence..... **\$24,950**

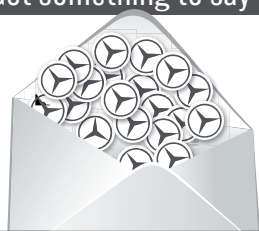
Tel: 01663 733209

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

Mob: 07767 617507



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



# Letters

## Star letter

### Finding its voice

■ I own a lovely 2010 R230 SL350 Night Edition. Its V6 sounds great upon start up but soon settles down to a quiet exhaust note, which doesn't come alive until pushed hard. A little more bass on tickover and under acceleration would be ideal, but I don't want the boy racer image: a baked bean tin strapped to the exhaust. Suggestions for an exhaust specialist would be welcome. A tune-up is also under consideration. Celtic Tuning offers a 30bhp remap for £299. Your thoughts would be very helpful. As a serial Mercedes owner for the past 37 years, the magazine is still fantastic!



**Mark Widdows, Gloucestershire**

*With regards to exhaust specialists, ARO Exhausts isn't too far away from you in Buckingham. Other exhaust options include MSL Performance in Bradford, CKS Performance in Watford, and Supersprint (nationwide). As for remaps, Celtic Tuning is well known. We would also suggest considering CKS Performance (Watford), BHP UK in Burnley, and Eco Vehicle Tuning (nationwide). Best of luck with your modification work – and don't forget to tell us how you get on!*



△ Tony Denny spotted an error on his V5C.

### Check your paperwork

■ On recently purchasing a W212 E220 Bluetec a horrific discovery was made: the diesel particulates reading shown under 'vehicle details' in the V5C logbook was in error by a factor of 1,000! Clearly mg/km was confused with g/km. The logbook shows a reading of 1,050g/km when the manufacturer's data sheet found in the yellow folder, all in German, shows 1,050mg/km, thus the registration document should read 0.00105g/km.

Has anyone else checked the exhaust emissions data on their V5C logbook? Do ULEZ areas use this figure? Could a EU6 compliant vehicle be incorrectly charged? I have written to the



△ Thor Johansen owns a very rare S65 Coupe.

DVLA but it remains to be seen whether they will correct it without input from Mercedes.

**Tony Denny, via email**

### Rare AMG in Norway

■ Owning one of the biggest collections of car magazines in the world, weighing approximately three tonnes, my collection includes many *Mercedes Enthusiast* magazines, but not every issue unfortunately. So the search is on for issues featuring the C217 S65 AMG Coupe. Only 824 units were made and I own the only Norwegian example, number 28. Your help would be much appreciated.

**Thor G Johansen, Norway**

*Unfortunately, we haven't covered*

*this model in any significant detail – yet. Our S-Class Coupe launch drive (featured in the September 2014 issue) focused on the S500 and S63. We also compared an S500 Coupe to a S60SEC in the September 2015 issue. Both magazines are available as digital downloads from PocketMags.com.*

### Age is no barrier

■ I am of a younger audience (28) but nonetheless still an avid Mercedes-Benz enthusiast. My current daily driver is my dream car, a W463 G500 1999 LWB. It is LHD but I can assure you it will not have a fibreglass G63 or Brabus replica bodykit fitted to it. I used it as my wedding car! I also have a rust-free R129 500SL project car from 1992, in a beautiful grey with a mushroom interior.

While flicking through my photo reel recently, I found photographs of my old W124 – a genuine 320 Sportline that I managed to save from the grave



△ Dom Truli worked his magic on this W124.

yard. I paid £500 for it, however my friends thought I was mad! I managed to clean it up and pass it to another young enthusiast. I know he and his dad owned a paint shop and they intended to strip it back, remove the rust and return it to its former glory.

Question for the team: how come there is rarely any coverage of 460-, 461- or 463-series G-Wagens?

**Dom Truli, via email**

*We featured a 460-series 230GE Cabriolet in our April/May 2022 issue, and have a few more G-Wagen stories in the pipeline, so stay tuned!*

### Take it or leave it

■ Our last two 500SLs over the past 20 years have been fantastic, providing fast, comfortable and practical hardtop motoring.

After keeping track of the rumours for some time, finally watching videos of the new SL left me unimpressed. Seeing it here in Geneva hasn't helped either. The soft top is inadequate and the boot is a joke! Who needs two minuscule rear seats? The general opinion over here and amongst the British car magazines has understandably been universally negative. Mercedes triumphantly claims it's as fast as a Porsche. But if I wanted a Porsche, I would have bought one. One *Car* magazine reader said if you hand it over to AMG then this is the result! So, we'll be keeping our current 500SL for the foreseeable.

**Andrew Hope-Morley, via email**



Andrew Hope-Morley isn't convinced by the new SL's seats.

**GET IN TOUCH  
WRITE TODAY!**

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

FACEBOOK  
MercedesEnthusiast  
INSTAGRAM  
Mercedesenthusiastmag  
TWITTER  
MercEnthusiast





# TALKING POINT



## This month's Talking Point...

Of the Mercedes you've owned, which is your favourite and why?

"My 240TD is my favourite: the sound, the reliability, how it drives - a true friend for life." **Maurice Suddaby**

"W124 500E. An uber stealth machine with unrivalled pedigree." **William David**

"Pre-facelift CLK500: perfect balance of style, speed, comfort, safety, gadgets and space." **Hanjo Stier**

"I love 123s and 126s, but my favourite is my 320CE." **Bens Fill**

"My favourite was my 1975 450SEL Crayford wagon." **Wayne Bradley**

"C140 S500 - sturdy, fast, perfect for long roads." **Eduardo Santos**

"First-gen CLS - the most special of all." **Bart Jacobs**

Take part in **Talking Point** every month on Facebook, Instagram and Twitter. See the bottom of page 16 for our respective websites!

## Merc Spotter



The Yorkshire Classic & Performance Show, held at Ripley Castle in early May, was a treat for fans of Mercedes. Reader Lucas Hudgens spotted this 1963 190SL whose immaculate condition made it one of the meeting's highlights. Records suggest the left-hooker is a recent import to the UK, and the '1000 Miglia' sticker on the windscreen hints at a life lived beyond the confines of a lock-up! Most pleasing...

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.



## Cheshire Classic Benz

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

### 280SE 3.5 Coupe LHD 1970

Silver Grey metallic, blue leather, column change auto, manual windows, electric sunroof, an original, cherished and well maintained car, sold new to France, featured in Classic Merc Issue 25 . £94,950



### E220 Cabriolet 1996N

Tourmaline Green metallic, black soft top, Mushroom leather, walnut wood, leather steering wheel and gearknob, 4 speed auto, airbags, heated seats, original alloy wheels, FSH, 95,000m . . . . . £13,950

### 230CE Coupe 1992J

Almandine Red metallic, Mushroom leather, Walnut wood, 4 speed auto, 4x electric windows, elec sunroof, central locking, front & rear armrests, original alloy wheels, FSH, 96,000m . . . . . £9,950



Library Shot



Left Hand Drive

### 280SL Roadster LHD 1975P

Topaz Brown, brown soft top, Mushroom MB Tex interior, manual gearbox, manual windows, rear seats, orig Becker Monza, orig alloys, all tools and manuals, FSH, two owners from one family, 71,000m . . . £34,950 << Exempt from all UK LEZ >>

### 230CE Coupe 1983Y

Champagne metallic, Date cloth, Zebrano wood, 4 speed auto, 4x elec windows, electric sunroof, central locking, f & r armrests, luggage nets, original alloy wheels, **one owner from new**, FSH, 65,000m . . £22,950



Library Shot



Choice of 2

### 300SL Roadster 1987F

Diamond Blue metallic, matching hardtop, blue soft top, blue sport check interior, 4 speed auto, ABS, electric windows, rear seats, original 15 hole alloy wheels, FSH, 121,000m . . . . . £28,950

### 300CE Coupe 1988F

Pajett Red met, Palomino leather, aircon, cruise, electric tilt/slide sunroof, illuminated vanity mirrors, heated seats, electrically adjustable seats and original 15 hole alloy wheels, FSH, only 27,000m . . £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**

### Viewings 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.**



# Social Club

Mercedes-Benz related highlights from the world of social media



Hannah Burgess



@hannahburgesspr

A 'manuel' too. Odd spec spotted in ULEZ land.  
350SL manual built in 1974 lurking in London's Ultra Low Emissions Zone.



Mechatronik Engineering



@mechatronik\_official

Convertible season is coming up and we already know which open top car is our favourite. Which one is yours?  
Image of CLK DTM Coupe and Roadster by @alexpenfold



Evaldas Ciparis



@evaldas\_ciparis

Pure joy driving this thing. Thanks to @classiccarloft.



Sira Car Collector



@sira.carcollector

Old money. The big bodied Benzes, widebody AMG coupe and the AMG pimped limo. Very rarely today would you see these two period correct 126s side by side. It's like throwing it back to the late 1980s.

The 560SEC Widebody is owned by @car\_hoarder\_uk (Sabir) and the 560SEL is the pride and joy of @sira.carcollector (Raj and Harj).



4 Star Classics



@4star\_classics

One of only 140 UK-supplied Mercedes C43 AMG Estates, in excellent condition with just 79,000 miles under its belt. Finished in Brilliant Silver metallic with striking two-tone leather, it's a car we know well having sold it to the current owner back in 2017.

Follow Mercedes Enthusiast on



MercedesEnthusiast



mercedesenthusiastmag



MercEnthusiast






### Global Autos

 @global\_autos  
12,000 miles and only one owner from new! This W203 C180 sold within 24 hours of being advertised and its new owner was recommended to us by another customer who purchased a 2007 W204 C180 with 16,000 miles!



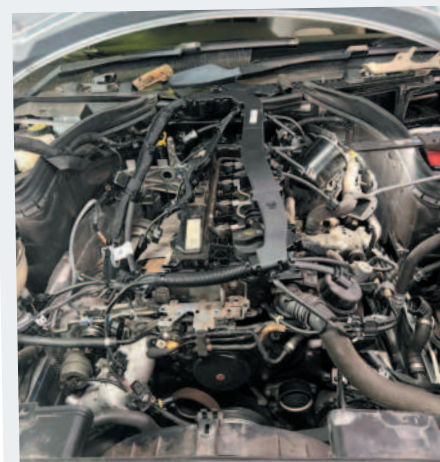
### Sven Håkon Voldum

 @mercscapades  
Getting ready for weekend explorations!




### The MB Market

 @thembmarket  
1995 Mercedes-Benz E300 Diesel finished in Midnight Blue (904) over Palomino (174) MB-Tex, and powered by a three-litre diesel in-line six-cylinder paired with a four-speed automatic transmission. First registered in Texas and also spent time in Maryland before being acquired by the seller in New Jersey in 2021. This 100,000-mile W124 found a new home for \$13,500 (around £10,700).




### Prestige Car Service

 @mercedes\_workshop\_horndean  
New engine loom for this OM651 diesel motor. It's as horrible as it looks.



### ClassicWheelsBH

 @classicwheelsbh  
"It's more fun to drive a slow car fast, than to drive a fast car slow."  
A gorgeous 1972 Mercedes-Benz 280SE 4.5 photographed in Bahrain by @shift\_mootark.



### Joana Fidalgo

 @joannafidalgo  
Public car park back home. I often wonder who owns this collection.



Cover  
story

# The great

—  
*“With true rarity,  
surely the 107-series  
SLC is the thinking  
man’s SL?”*





WORDS **WILLIAM TERRINGTON** IMAGES **CRAIG PUSEY**

# unknown

Having never driven a 107-series SLC before, William Terrington paid a visit to Kingdom Specialist Cars in Hampshire to sample a refreshed 450 model manufactured in 1979 – here's how he got on...



*“Every now and then, a car comes along that’s like a Swiss Army Knife”*



**T**he C107 SLC was Mercedes’ temporary flirtation with an SL-based, range-topping coupe before reverting to type with the 126-series S-Class. 62,888 were made during standard production which spanned 1972 to 1981. Generally overlooked thanks to its roadster counterpart and its unusual styling around the C-pillars, values of C107s have naturally remained below that of the R107 SLs. However, this situation doesn’t detract from the SLC being a wonderful, overlooked gem.



Remembering a 450SLC in the November 2008 issue, its Icon Gold paintwork flattered the extended wheelbase design, and contrasted tastefully with those rear side window blinds and a cream velour interior. It simply oozed class. With a 4.5-litre V8 engine producing 214bhp, (the 450SLC made 222bhp pre-November 1975) the two-door coupe was hardly a supercar chaser, but had a substantial amount of power for the time.

In short, it came across as a dynamic grand tourer, a quirky and intriguing alternative to its S-Class-based predecessors and successors. With true rarity, surely the 107-series SLC is the thinking man’s SL? This coupe has ample





## SLC production

Model	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	Total
280SLC				300	1,312	1,508	1,624	1,553	1,741	1,510	1,118	10,666
350SLC	6	5,562	3,750	864	589	671	822	807	775	79		13,925
450SLC		700	5,594	2,961	2,993	3,802	4,569	4,382	4,510	2,228		31,739
380SLC										1,737	2,052	3,789
450SLC 5.0/500SLC							9	524	937	816	483	2,769

Figures supplied by Mercedes-Benz Classic



◁ SLC with double wishbone front suspension.

◁◁ An extra pair of seats squeezed into C107 chassis.

△ Anthracite velour under Astral Silver.

room for four and retains an open-air feeling with all the windows and sunroof open, without the inconvenience of removing a heavy hardtop.

Every now and then, a car comes along that's like a Swiss Army Knife: many talents rolled into one. Smaller than an SEC, SL looks and a V8 engine, but with space for the family. That's the SLC in a nutshell. One such car amongst modern Mercedes was the CLS63 AMG Shooting Brake, a supercar-beating estate that arguably looked better than the four-door coupe, boasted additional practicality and even had the option of a boot floor finished in American Cherry wood.

On taking the helm of this 1979 example, offered for sale by Kingdom Specialist Cars in Hampshire, the cabin is more spacious than expected, providing a touch more headroom than the SL. The velour driver's seat – re-trimmed in 'new old stock' material as part of a full cosmetic restoration in 2017 – is very comfortable and plush indeed, but perhaps lacking a little side support. However, this car is

clearly meant to be a comfortable GT cruiser, so that's hardly a problem. Sculpted seats packed with technology are all the rage now, but these softly sprung chairs still make the grade for a long journey.

### A treat for the senses

As the owner of a W201 190E, the SLC's simple cabin layout is familiar to me, however the build quality is far more old school than anticipated – in an entirely positive way. Plastics are kept to a minimum while walnut and chrome trim are in abundance. With excellent all-round visibility plus an electric sunroof, the cabin is remarkably accommodating of those who may never have driven an SLC before, or perhaps any car at all.

The four electric window switches located below the smart wooden gearlever still operate with precision, and the textured steering wheel reminds just how well this particular SLC has withstood the test of time. As for the C107's controversial rear pillars, I found myself caring less about their design the more time I spent with this Astral Silver Mercedes.

Some will lament the replacement of the original radio with a modern Blaupunkt unit.

However, the Blaupunkt is pleasingly discreet with a superb fit, and offers Bluetooth and a CD player as well as a radio function, which will suit today's more tech-savvy owners. For reference, a refurbished Becker Europa radio will cost from around £300 and a Becker Mexico unit with cassette player about £350 – if you can find one.

On the move, the SLC is surprisingly easy to drive, although the V8 continually makes its presence felt – and heard. The Bosch K-Jetronic mechanical fuel injection system of this post-February 1976 car brings the 4.5-litre brute to life with an aggressive rumble and growl. Whilst Mercedes of this era do have a reputation for being staid, conservative cars, the 450SLC isn't a slowcoach by any means.

The fact that today's four-cylinder engines produce similar figures to the M117 motor becomes irrelevant. The 450SLC's performance is provided by a totally different breed of horses that are rich in torque, sound and character, and which thrive on being commanded with spirit. At low speeds, the SLC pulls at its reins, but with a clear road ahead and maximum thrust deployed, this Mercedes' true nature is revealed amidst



▷ a mechanical symphony that resonates throughout the cabin. Thanks to the refreshingly simple three-speed automatic transmission and seemingly endless torque from low revs, the SLC speeds forwards without interruption.

When it comes to cornering, the 107-series SLC is hardly the last word in precision, and awareness of the long bonnet is needed as you begin turning that large steering wheel. Though sitting low down in the retrimmed seat, and with that nose stretching out in front of you does make for a very relaxed driving experience. There's some body roll through fast bends but the sheer level of grip provided by the 14-inch tyres with period-correct tread pattern is surprising.

The SLC does a very reasonable job of hiding its 1,630kg kerb weight, and the anti-lock braking system is impressively strong and linear in its response to input through the pedal. As for the ride quality, this modern classic is very comfortable – its 360mm longer wheelbase than the R107 SL adding a touch more composure if you do get rough and ready with it. It's pleasing to note a distinct lack of rattles or vibrations on this example, too. You really could drive the 450SLC all day long.

### Back to the old school

Prior to experiencing this SLC, a 450-badged V8 Mercedes built in the 1970s was already under personal consideration. And now? Well, I'm not looking at anything else. The M117

▷ At 72,000 miles, this SLC is just about run in...


▷△ Distinctive styling found at the C-pillars.

***“The 450SLC drives beautifully with charm and flair, gas a classy GT should”***



engine exceeded all expectations and would make a fine fit for anything from an SL to 116-series S-Class. As for this 450SLC, it drives beautifully with charm and flair, as a classy GT should. It's so much more exciting, analogue and special in feel than anticipated – a genuine treat to drive. It also shows how dull many cars of today really are.

What's astounding is that the C107 SLC was only offered for around half the time of its (less expensive) SL counterpart. The succeeding SEC sold 74,060 times over, while the 140-series Coupes found just 26,022 homes – well under half the SLC's total. And with a fixed roof, the SLC will naturally be stiffer than an SL, so the performance potential is greater, as proven by the SLC's career in rallying.

The SLC is surely among the most charismatic Mercedes ever made, and is represented very well by Kingdom Specialist Cars' 72,000-mile example, which could be yours for £39,000. A rumbling, 1970s V8 may not be the most clean or efficient of engines, but great appeal remains in its simplicity. The same can be said for the rest of the car, whose robustness and user-friendliness really stand out in the classic/modern classic marketplace. We're led to believe that living ever more complicated, regulated and sanitised lives is the way forward. This old school V8 GT suggests otherwise. 

► Thank you to Kingdom Specialist Cars in Hampshire for the loan of the 450SLC Tel 07577 575770 Web [www.kingdomspecialistcars.com](http://www.kingdomspecialistcars.com)



### Just the facts

#### Mercedes-Benz 450SLC (C107)

ENGINE **M117 4,520cc V8** POWER **214bhp@5,000rpm** TORQUE **265lb ft@3,250rpm** TRANSMISSION **3-speed auto, RWD** WEIGHT **1,630kg**

0-62MPH **9.3sec** TOP SPEED **130mph** FUEL CONSUMPTION **19.5mpg** YEARS PRODUCED **1972-1980**

All figures from Mercedes-Benz for a 1979 car as pictured; fuel consumption determined at 3/4 of top speed (not more than 110km/h, 68mph) plus 10 per cent





## Kingdom Specialist Cars



### 450 SLC

**£40,000**

1979. C107 450SLC 73k miles. Restored 2017. Comprehensive history.  
As featured in this Mercedes Enthusiast magazine edition.

Located in Hampshire near to J5 M3 and only thirty minutes from Heathrow, Kingdom Specialist Cars supply a select choice of Mercedes-Benz cars originating from the 1960s through to the mid-2000s.

## Wanted!

Exceptional models of the 1960s to the 1990s wanted.  
Modern Mercedes and AMG also desired.



[www.kingdomspecialistcars.com](http://www.kingdomspecialistcars.com)  
**07577 575770 | [info@kingdomspecialistcars.com](mailto:info@kingdomspecialistcars.com)**





# Underrated

Just over 1,400 of the Mercedes-Benz SLR McLaren were made between 2004 and 2009. Despite receiving a mixed reception when new, veteran helmsman Piotr R Frankowski explains why we should give more credit to this 200mph sports star

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





**W**hen the Mercedes SLR McLaren debuted in 2003 and journalists were able to sample it, very few immediately understood the nature of the car. Those who did not slandered it mercilessly, creating a myth which still influences discourse in the public sphere. The introduction of upgrades by McLaren MSO last year rekindled interest in the SLR, and rightly so. Here are some of my adventures with these cars when they were new...

The SLR was launched at a time when we, car journalists in Eastern Europe, still saw supercars mostly on their stands at the Geneva motor show. At that time, I enjoyed a very good relationship with some people over at Mercedes-Benz HQ and when I asked them to let me drive the new monster, they agreed. I was invited to Stuttgart and I had a plan.

As a fan of engineer extraordinaire Rudolf Uhlenhaut, I knew of the anecdotal tale of his speeding from Munich to Stuttgart for a meeting with executive Fritz Nallinger, and making the trip, over 125 miles long, in less than an hour in his 'Uhlenhaut Coupe' – the 300SLR with the then Formula 1 drivetrain and chassis. I wanted to try and beat, or at least equal, his time.

Thoughtful Mercedes friends got me a hotel where the underground parking lot permitted the opening of the doors: they had learned the hard way when a German journalist forgot how they opened and drove his door mercilessly into a low ceiling. I woke at 4am in the hope of catching the lightest possible traffic density on the autobahn. ▷



On the highway, the SLR  
was simply incredible







C199 with its spiritual forbear, the 300SLR Coupe.



△ Aluminium, carbon and leather grace the two-seat cabin.

△▷ Starter button on top of the gearlever.

## It was, and remains, the wrong type of car for internet heroes to own

▷ Alas, the task proved impossible: speed cameras in many locations, too much traffic, too many drivers unable to see a silver missile approaching at 200mph. Suicide was not a part of my plan, so I had to give up. Instead, I prowled the streets of Stuttgart at night, practised long exposure night photography and answered hundreds of questions about the car in my grammatically incorrect German.

On the highway, the SLR was simply incredible: steady as a rock at speeds approaching 200mph, with the airbrake deploying and stabilising the rear under hard braking from such warp speeds (very much like the airbrake that Uhlenhaut put on the W196 back in the day). At low speeds, on completely dry tarmac, it was a beast, growling its way to brutal wheelspin even with the ESP engaged. Those comparing it to

contemporary V12 Ferraris completely missed the point. They hated the low range torque (*“Aus der drehzalkeller”* – coming from the basement, as Germans would say), as well as the five-speed slushbox (the same as in the S-Class and Maybach, with a capacity for over 737lb ft of twist), and they despised its lairy behaviour in the wet.

**B**ut why? They were comparing apples to... no, not even to oranges, but to electric kettles. The supercharged Mercedes engine developed mountains of torque at all kinds of revs, even at idle. The Ferrari lump didn't – it needed to be revved hard. Hence the need for the Ferrari to change gears quickly, to keep the engine in a fairly narrow powerband. The SLR powerhouse needed no rapid gear changes, because where a Ferrari would need to downshift to preserve momentum, the SLR gearbox could simply remain in a high gear, leaving it to the driver's talent to carry speed through a corner whilst balancing the car with the throttle, with ample torque available without any need to execute a gearchange.

What the critics failed to see was that the SLR was not trying to be a Ferrari: it was a completely logical resurrection of such iconic Mercedes sports cars as the SS and the SSK. It did not need



to shift gears for show. Torque versus revs, real speed versus an illusion of speed, skill versus showmanship. Not that the SLR was a shrinking violet, as its thunderous bellow from the side exhausts served as an additional safety measure and, again, reminded me of a similar aural sensation created by an SSK.

**A**nd yes, the hydraulic torque converter gearbox meant you could drive an SLR in heavy city traffic with no annoying jerkiness and no fear that the next clutch replacement bill would bankrupt you. And it didn't break. The manual shift option was very well resolved, the software permitting the driver

to consciously stay in a ratio no matter what the revs: it would only shift automatically in Manual mode when it was absolutely certain the engine would stall. So, yes, it would ultimately defer to the driver.

At that time, engineers still assumed someone buying a 617bhp car was aware of the skills necessary to drive it and not perish. It rolled in corners to communicate the lateral load, it had suspension travel to cover bumpy roads safely and to keep the wheels on the road. As the body had such immense torsional stiffness, the suspension could be made supple. Some people complained that the handling was far from ideal, with the car squirming and moving about on its suspension in certain situations. Yes, it did that – when the driver was ham-fisted. And only then. It was, and remains, the wrong type of car for internet heroes to own. Even when the ESP is in its default 'on' position, the SLR will not correct all of the driver's mistakes.

The SLR could be very intimidating, too, just as a proper supercar should be. The auditory sensations connected with jaw-dropping acceleration zapped through one's nervous system, meaning many short-term drivers could never relax. But I covered several thousand miles in these cars and can say with authority that on long trips they could be as relaxing as an S-Class. This is where they also differed from supercars from other makers, better suited for brief jaunts to fashionable districts in town centres. The SLR was a real 24/7 car, and thus had to be a compromise.

I normally abhor open-top cars, as I enjoy neither the exhibitionism nor the tangled hair. However, I was ready to make an exception for the SLR Roadster, because at its launch I heard from the then technical director of SLR and Maybach, Dr Jürgen Weissinger, that due to the high cockpit sides the car was usable with the top down at speeds well over 186mph and that the top itself was a far cry from the miserable efforts of other supercar manufacturers of the era. The leading edge was actually a billet chunk of solid aluminium with a special technical fabric attached to it with adhesive. Therefore it did not flap about and did not deform at very high speeds.

This was a rare achievement: a roofless supercar which ▷

## Ownership

The SLR was never massively popular in the UK when new, mainly because of a lot of negative press reviews (often written by people who had never driven one) and because it was only ever available in LHD. At the time of writing, several vendors in Great Britain were offering standard Coupe and Roadster versions in the price range of £250,000 to £290,000.

Given the performance and the old school, analogue feel of the car, prices seem reasonable. Picking the right car is not so easy, however. Many SLRs have spent years and even decades tucked away in garages with no driving and no real maintenance. Seals, gaskets and bushes deteriorate with time, more rapidly in cars which never go through heat cycles and where fluids don't circulate on a regular basis.

Cars which have had correct and timely maintenance (costly and time consuming) are actually in the very same price range as neglected cars with a lot of shiny wax on the body and very old tyres on their rims. Spend some time looking and you can catch a really good one which won't kill you because of what Germans call "wartungsstau", or basically a backlog of required maintenance.



△ The Roadster SLR debuted at Goodwood in '07.

△△ Carbon fibre composite body is incredibly rigid.

▽ Supercharged 5.4L V8 linked to five-speed auto.







◁ Road testing the 722 Edition in the Middle East.

◁◁ 722 with more aero and a stiffer ride.

▽ The 2004-on SLR still looks sensational.

▷ could actually be used with its top up or down in its whole speed range (unlike the contemporary Lamborghini Murciélago Roadster, for example). And yes, I tested the alleged lack of buffeting on the narrow but derestricted autobahn between Giessen and the Frankfurter Kreuz junction. Up to an indicated 320km/h (199mph), it was really impressive; my passenger will probably remember the lack of buffeting less vividly than my application of a visible amount of opposite lock at about 270km/h (168mph) when we hit a small compression in a curve under an overpass...

**A**ll that is good, but there was a variant of the SLR McLaren which was better. My favourite – the 722. With a slightly more powerful engine (641 instead of 617 ponies) and a number of subtle but very effective aero and chassis tweaks, it retained a lot of public road poise, but was a much sharper tool on demanding stretches of tarmac.

I distinctly remember my Polish colleague trying to kill me on the launch when he failed to see a herd of camels standing in the middle of the road on which we were traveling at over 120mph. I had to deny him the pleasure of driving the car from that moment onwards, as he confessed he had not been wearing his prescription glasses “because he didn’t look good enough in them”.

The second incident happened when I was doing tracking shots with Dieter Rebmann who was hanging out of the back of an ML. Other journalists, with whom I had become friendly over the preceding days, told their PR person that I was the slowest, safest driver of the whole group and they decided to ride shotgun. When the shots were done and Dieter raised his thumb,

I turned the car around and used all of the 722’s accelerative capacity. In the middle of a long, uphill corner (yes, there are areas in Dubai which have corners!), I pointed at the speedo and asked my passenger whether they had ever seen 270km/h in the middle of a corner before. When we returned to the camp, they actually ran away...

My memories of driving a number of various SLR variants in diverse weather and road conditions are invariably positive. I must confess to shuddering upon reading magazine articles on the new McLaren MSO mods in which the young authors freely admit to never having driven a standard vehicle, but criticise it anyway due to something called “internet wisdom”. Well, they are all wrong.



## The 722 was a much sharper tool on demanding stretches of tarmac

### Just the facts

#### Mercedes-Benz SLR McLaren (C199)

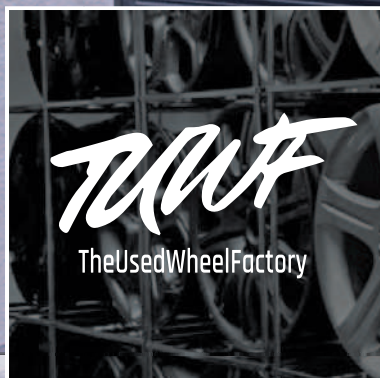
ENGINE **M155 5,439 V8 supercharged** POWER **617bhp@6,500rpm** TORQUE **575lb ft@3,250-5,000rpm** TRANSMISSION **5-speed auto, RWD**

WEIGHT **1,768kg** 0-62MPH **3.8sec** TOP SPEED **208mph** FUEL CONSUMPTION **19.5mpg** YEARS PRODUCED **2004-2008**

*All figures from Mercedes-Benz; fuel consumption according to NEDC Combined*







Top brand tyres

Designer alloys

Lowest prices

Unrivalled service

Mercedes specialist

- Large range of New & Used alloy wheels.
- Original Mercedes & aftermarket brands.
- In store tyre fitting service available.



Please quote Number when making enquiries

Tel: 01803 293139 • [sales@wheel-power.co.uk](mailto:sales@wheel-power.co.uk)

Website: [theusedwheelfactory.co.uk](http://theusedwheelfactory.co.uk) • Email: [theusedwheelfactory@outlook.com](mailto:theusedwheelfactory@outlook.com)



▷ Steve Mattin (left) and R Mason at the Danz Benz Collection.



**M**ercedes cars are often judged twice. First as a new technological marvel, second as a classic in waiting. *Mercedes Enthusiast* had the rare opportunity to discuss these perspectives with Steve Mattin, the designer of one such car, the 220-series S-Class, which on its launch in 1998 redefined the benchmark for the sector. Steve also designed the W164 ML-Class and X164 GL-Class, plus the R230 SL.

Born in Bedfordshire, Steve joined Daimler's design team in Germany straight from Coventry University in 1987, eventually becoming Senior Design Manager. *Autocar* magazine gave him two accolades, one in 1997 for designing the W168 A-Class exterior, and then naming him 43rd in the 2004 *Autocar* Top 100 Most Influential Brits in the Automotive Industry.

"We used to call the W140 S-Class 'the tank'," Steve remembers. "I knew it was time to return to a purer sculptural form reminiscent of the W126. We had to make the W140's successor look more like a well-tuned athlete's body, but still recognisable as a Mercedes. Being an S-Class, and because of the competition, we had to incorporate a lot of innovation which we did with world first features like keyless entry and Distronic [Mercedes' clever, radar-based cruise control system]. Of course, 20 plus years later, problems with the Active Body Control suspension and corrosion don't give the car the glossiest reputation."

The W/V220 S-Class was by all accounts a trendsetter, though. "This was the first car in the world to have indicators in the door mirrors," Steve confirms. "Those were a great safety feature, but it took a lot of designing because of the folding and adjustment mechanisms in place."

### Bright eyes

Within the Mercedes range, the 220's headlamp design influenced a generation of models, including the 209-series CLK. "The morphing of two headlamps into one was quite complicated. We had to work closely with our suppliers on this," Steve recalls. "The lamp contour is continued along the bonnet up to the windscreen. Another item was the 'shark fin' radio antenna. I started out designing it like an F1 car camera facing forward on the top of the car. I tried various designs before we settled on the one you see in production. Again, there were a lot of packaging issues getting the technology into the antenna. Things like the electronics board and GPS items made it very tight, but it was fun to do because it hadn't been done before."

Around the 220 S-Class's time, Mercedes-Benz was exiting an epoch of making cars with longevity that wasn't mirrored by their competitors. "With more competitors you have to change within the cycle dictated by the competition, and this was shrinking by the millennium," Steve recalls.

"Keeping a product in production for 15 years means that someone like BMW might have brought out two or three models within that period. Hence the push to reduce longevity, plus development times got shorter. The W140 was a 10-year development, whereas the W220 was about six years. In design terms that's radically shorter."

▽ Headlamp design a key focus for Mattin.

▽▽ 209-series CLK's headlamps inspired by S's.





“ Born in Bedfordshire, Steve Mattin joined Daimler’s design team in Germany straight from Coventry University in 1987 ”



# Return to form

Steve Mattin, former Senior Design Manager at DaimlerChrysler, provides the inside track on designing the 220-series Mercedes-Benz S-Class, 20 years after the generation underwent a midlife refresh

WORDS **RICHARD MASON** IMAGES **MERCEDES-BENZ GROUP AG & VOLVO CARS**



△ Stints at Volvo and Lada followed Mercedes-Benz.



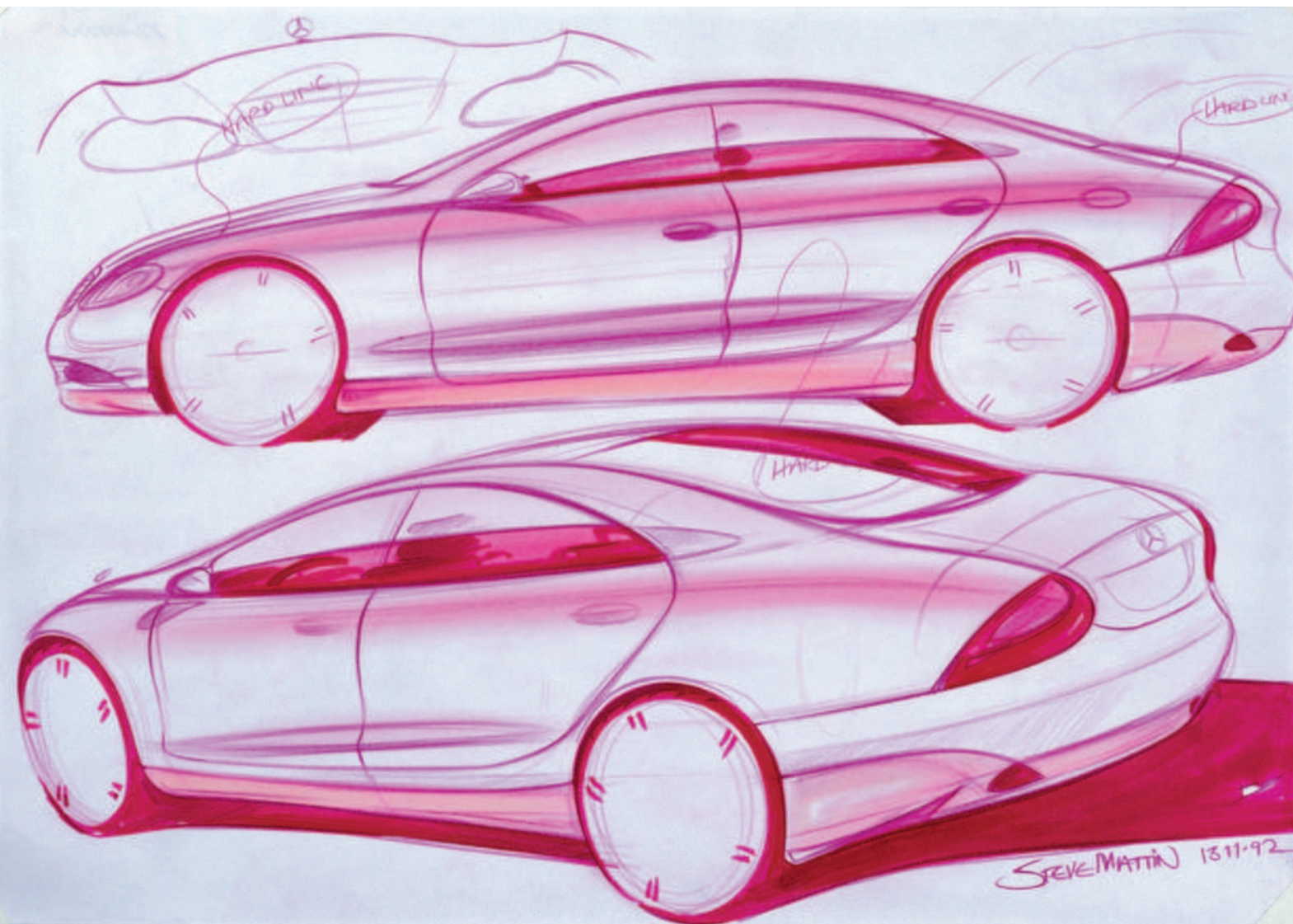
▷ Steve emphasises that with rapid changes in technology, what went before couldn't be carried over. "There's no point in us coming up with a copy and paste solution of something because who is going to buy the car if it looks much the same as the old one? On the 220 S-Class, the door system was different because the doors were wrapped over the roof to hide the frame. The boot incorporated a subtle spoiler which reduced the drag coefficient to 0.27 – the best in its class. The door handles were designed to have a flowing form blending in with the body contours. There were lots of new engineering solutions, which were looking to simplify things," Steve says.

### Customer benefits

"An exception was the two-door 215-series CL, which used cantilevered door hinges that shifted the doors forward as they opened to make access easier. So that's actually making something more complicated but to give customers a benefit. But this is what made the brand what it was – it set the cars apart. If there was a problem, Mercedes engineers could always design a way round it. And this is the thing – customers buy benefits rather than features."

Of course, designing is one thing but engineering is another. "As designers, our job is to change things, to innovate. It's expected that a designer comes up with a new solution each time, whereas if engineers can copy and paste a solution they have today it's saving time and money. Maybe more importantly they already

▽ Flowing lines were crucial to Steve's design.





## “The morphing of two headlamps into one was quite complicated”



△ Sweeping lines continued in the high tech cabin.

know what the results will be. Sometimes a designer needs to use a competitor as a reference of how a problem is solved and therefore why can't Mercedes engineers do the same? But it's always give and take at the end of the day.”

In a car with so many innovations, is this all the initiative of the designer? “Not really. It comes from market intelligence, customer clinics, product planning and engineering. With a brand like Mercedes, it's always the S-Class where innovation needs to start. The new features then find their way into the E-Class and downstream models. The initial development costs always fall on the S-Class, then become cheaper for the other models because the development work has been done. Fortunately, because of the price position of an S-Class, there is more flexibility to try innovations which can't be done on cheaper models. Our competitors are doing the same thing.

### Balancing act

“Designers are always working within certain contexts like fuel efficiency,” Steve continues. “So the double glazing initiative on the W140 was dropped on the W220 to save weight and improve economy. It was also cheaper to build. And there's the challenge – actually how silent does the car need to be? With the W220 and subsequent models being more aerodynamically efficient, double glazing was never used again. In fact, our engineers questioned whether it ever had been necessary. The search for weight saving produced changes on the coupe version, like a plastic boot and magnesium in the door frames. Of course, the engineers are having input on the materials and method of construction. The W220 was about 300kg lighter than the W140.”

Steve's exterior design also influenced the interior, which involved another team. “The dashboard has a double curve that picks up from the body curve, which has a fluidity. This gives a harmony or connection between interior and exterior. On the 140's interior, everything was structured, rigid, straight lines which matched the exterior design.”

Moving onto the 220 S-Class's facelift in 2002, Steve says, “There was bumper optimisation of airflow because of engine changes, and subtle changes to the rear light clusters with thinner ribs. Inside, the Comand system had a larger screen and flatter control buttons. Facelifts are always planned in during the product cycle because you know the competition will be coming up with something. Back then, the changes were quite subtle in terms of exterior design. As designers, it's all about refinement because from the original design it can be two or three years before we see the car on the street. Given that opportunity, we might want to make a feature more pronounced, a bit more chrome or more detail on certain things.”

How does Steve view the 220's prospects as a modern classic? “It's not without its problems; corrosion and air suspension being most common. As designers, ▷



△ Door handles blend with the curvy bodywork.

△△ A lot of thought went into these indicators.

▽ W140 'tank' versus the purer W126 design.







▷ we don't look upon this as we've done something wrong. We're usually not the ones choosing the material, or deciding if a car should have an extra coating of zinc, or a flange should be done in a specific way. It's always frustrating when you see one of your cars on the street not in the best condition. It's not something we can really influence during the point of time we're working. It's the engineering or manufacturing people and maybe people in the supply chain who should be ashamed if the cars are rusting away.

### Like a fine wine

"It's often the case we are all focusing on things like fuel economy, and the solutions of the time allow things to happen which don't show up until years later," Steve continues. "Having said that, I do see quite a few good examples of the 220 around, no doubt because they've been well looked after."

So, is there anything Steve would have done differently on the 220-series? "Designers always like bigger wheels, as the wheel to body proportions are always better when you have a bigger wheel and tyre. Also, you always want the tyre as flush as possible with the wheelarch. So that's always a fight with engineering because you've got to fulfil all the legal requirements – the travel of the wheel, the tolerances and everything."

"Maybe I wouldn't have gone with the overwrap doors because that doesn't give the best shut line," Steve concludes. "In the end, design is influenced by the era. Back then, design was fluid and soft whereas today the design language is more aggressive with crisp lines and brutal air intakes. I look at W220 now and I think it's a really cool car."

△ The W220 is both imposing and elegant.

▽ Nano-particle coat offers better scratch resistance.

▽▷ 484,683 of the 220-series were built in Sindelfingen.

“I do see quite a few good examples around, no doubt because they've been well looked after”



## Low-mile S500

The birthday present that remains too good to part company with

Bill Wyman, a founding member of The Rolling Stones, certainly appreciated the 220 S-Class's finer qualities. Bill decided to buy an S500 as a present to himself for his 63rd birthday in 1999 to the tune of £75,995. Now with only 19,059 miles on



the clock, it must be one of the finest 220s around, looking brand new inside and out.

Bill nearly parted with it in 2020 in his charity memorabilia auction of over a thousand items. Once the hammer fell, the car had achieved £15,000.

According to Bill's manager, Ian Grenfell, "This was the one item Bill regretted selling. So I had to persuade the buyer to let it go. He was based in Los Angeles, so the shipping costs helped me do that." Read about Bill's 126-series SEL from page 68.



# Has your warranty expired?



Scan to find out more.

Cover your Mercedes with  
**The UK's Best Used Car Warranty.**

- Unlimited Repairs
- Roadside Assistance & Recovery
- Car Hire & Onward Travel



**Giving you the confidence to buy used.**

[warrantywise.co.uk/ae](https://warrantywise.co.uk/ae)

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



*Buy and Sell your next Mercedes-Benz on*

## THE MB MARKET

[TheMBmarket.com](https://TheMBmarket.com)



**The only online auction website exclusively for Mercedes-Benz.**





# Powerhaus

Unblemished in its entirety, this incredibly low-mileage, 1977 450SEL 6.9 is now part of a vast collection in the Netherlands. However, being one of its owner's favourite cars means it's no stranger to the open road

WORDS **ALBERT MENSINGA** IMAGES **NOORTJE BLOKLAND**





**“This 6.9 must be among the finest examples in Europe”**

**T**he high performance 450SEL 6.9 version of the 116-series S-Class looks impressive, but hardly intimidating. On paper, the M100 V8 notes 282bhp at 4,250 revs and 405lb ft of torque at 3,000 revs. Performance-wise, one could easily imagine a 6.9 to be on par with a period Rolls-Royce or Cadillac. But it is not.

Where the American and British competition bet on sheer luxury, the Germans prioritised road holding and high speed cruising, which the 6.9 does in a very majestic way. An added bonus compared to the Caddy and Rolls is its understated looks. A connoisseur would recognise this long-wheelbase S-Class for what it really is, but an amateur car spotter needs to see the 6.9 badge on the bootlid before their jaw drops. And the rear is usually the only thing you will see if you ever encounter a 6.9 on the road.

Last year, Reinier Groenveld invited me to see his Mercedes-Benz collection (see the August/September 2021 issue) and his mint looking, Cypress Green (colour code 876G) 6.9 immediately caught my eye. I fell in love with the car when I spotted the matching Moss velour interior which, in 1977 when this car was manufactured, was a more expensive option than full leather.

Reinier has a few 116-series SELs and his 6.9 must be among the finest examples in Europe. So experts tell him. Prices for (rare) top notch cars are touching 100,000 euros and decent drivers can be found for a third of that, but expect mega bills when something goes pop. This 1977 example has all the paperwork from day one, and it shows. I could not spot a single flaw on this car.

We need to get inside this 5m-long gem to cover a few miles and find an interesting backdrop for pictures. From where I'm sitting, everything looks untouched and as new, and it feels accordingly. The switches, buttons and handles operate with a typical and familiar meatiness that instils confidence in their ability to operate that way for many years to come. At your command, the 90-degree V8 ticks over with a Bentley-like smoothness. Almost without a sound, the autobox clicks into the first of three long gears. Off we go...

Compared to other 116-series V8s, the 6.9 is somehow even more understated given the performance available, and its general sense of grandeur is far deeper, which makes this saloon pretty much unrivalled. The 6.9 came with four-wheel disc brakes, ABS and four-wheel independent suspension, and no matter whether travelling at walking pace or high speed the 6.9 is always effortless in the way it goes about business.

When extra speed is desired, just the slightest tap of the throttle brings it forth, although ▶





Est.  
2005

d:class automotive ltd  
Unit 6, Studley Court, Guildford Road  
Chobham, Surrey, GU24 8EB

Opening hours:

Monday - Friday  
07:00 - 16:30

Saturday & Sunday  
Closed



01483 722923



info@dclass.co.uk



www.dclass.co.uk

Full classic Mercedes-Benz interior restorations and cloth to leather conversions.

d:class automotive ltd specialise in full interior restorations, custom interior overhauls and cloth to leather conversions of all Mercedes-Benz models. We have the largest UK stocks of original colours and finishes including cloth, velour, tex, leathers with or without period correct perforations. We also offer OEM specification carpets created with millimetre precision for your vehicle, often complimented with overmats. Our large team of experienced trimmers pride themselves on period correct perfection, using their decades of knowledge to complete full interiors for a wide range of Mercedes from all era's. All of our work is carried out in-house and comes complete with a full two-year guarantee. d:class have completed interior restorations for vehicles all over the world, many of which have led to cover features in a variety of Mercedes publications and often on display in the likes of Mercedes-Benz World - testament to d:class' craftsmanship and attention to detail. Our quality of work speaks for itself.



dclassauto



dclass automotive



dclassauto



d:class automotive

## Insurance tailored around you and your Mercedes

At Adrian Flux we have over 45 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
- ✓ Laid-up cover
- + Plus much more

Rated  
"Excellent"  
Trustpilot

Call our UK team on **0800 085 5000**



adrianflux.co.uk

Authorised & regulated by the Financial Conduct Authority  
Trustpilot rating checked on 26th October 2021

**ADRIAN FLUX**  
Insurance for the individual





▷ Benz engineers decided their 6.8-litre M100 must operate with the absolute minimum of noise. The landscape just whizzes by in near silence, leaving surrounding traffic in awe. What a car.

### Cruising with intent

Thanks to the hydro-pneumatic, self-levelling suspension system, our 6.9 absorbs every imperfection in the road surface and still manages to communicate something resembling ‘feel’. Overall, it feels more comfortable and lighter on its feet than non-air damped cars.

Information coming from the Bosch K-Jetronic fed, SOHC (107x95mm), dry-sump (12 litres of oil!) V8 powerplant is another matter. All you will feel is power. I can so imagine this limo touching 140mph on the autobahn and still offering a relaxed ride. The rear wheels (wrapped in 215/70VR14 Michelins) are driven by the ultra-strong W3B 050 three-speed automatic transmission unique to the 6.9. I’ve read stories of turbocharged 6.9’s running fine without any gearbox mod. There’s a standard ZF limited-slip differential, and a 2.65:1 final drive ratio for high speed cruising. Remember the V8’s output figures: there’s no need to pass 2,000 revs but you can pass 4,000 if necessary.

Let’s carry on. The cast iron M100 engine is a bigger version of the V8 used in the W100 600 that debuted in 1963, and the W109 300SEL 6.3 of 1968. Before ‘the marriage’, each 6.9 unit was bench tested for 265 minutes, 40 of which were under full load. Until 1972, an in-house designed and built, mechanical fuel injection system was used. Then came mechanically controlled Bosch K-Jetronic fuel injection for the 6.9.

**G**eek candy are the sodium-filled valves (like in aircraft engines) against hardened valve seats on each aluminium alloy cylinder head. The crankshaft, connecting rods and pistons are forged rather than cast. Thanks to the use of hydraulic valve lifters, no adjustments are required, and special cylinder head gaskets eliminated the need for periodic ▷

△ Moss (code 906) velour and walnut wood trim.

▷ Extra legroom in the rear of this LWB 116-series.

▷▽ At the time of shooting, the odo read 48,223km.



▷ Pressurised oil system balances oil volume in clever spring struts.

“ The crankshaft, connecting rods and pistons are forged rather than cast ”



## “The car’s service history is worthy of a place in a library”

▷ retorquing of the head bolts. Who said classics are impractical?

These top-of-the-line cars had their own assembly line at Daimler-Benz’s plant in Stuttgart and were built to last, as this example shows today in all its magnificence. The 450SEL 6.9 didn’t need much servicing in their first years or 50,000 miles – just the coolant, minor tune-ups, oil changes, and replacement of the air, fuel, oil and power steering filters were enough to keep a 6.9 going. Interested in buying one? Then make sure the service history is as complete as possible.

At the time, a 6.9 could be yours for more than double the price of a full-size Caddy, and Mercedes-Benz raised the retail price over 16 per cent in the five years these automotive icons were made. Even then I don’t think the manufacturer made a reasonable profit on this *tour de force* flagship car.

### Owner’s view

“Back in the day, I considered the 116 S-Class the best and most beautiful car ever made,” begins owner Reinier Groenveld. “When I started my collection, a 450 had to be my first choice. About 30 years ago, I bought a one-owner 450SEL which I drove quite a lot – the odo still only shows 60,000km, though. I lusted for a 6.9, of course. It is the ultimate S-Class. I currently own six 116s – two 6.9s, a 280S, 280SE, 350SEL and a 450SEL. All as new and ready to go.” Reinier also owns a W108 and W126, so is clearly a fan of the ‘Special class’ Mercedes.

“This one-owner 1977 6.9 was offered to me in autumn 2020,” he continues. “A former hospitality industry entrepreneur had passed away, and with 40,000km [around 25,000 miles] and not much use during this century, his car was waiting for me. Relatives often have no clue what to do with a car or a collection, but they feel the need to pass a special and cherished automobile to a similar spirit who’ll take good care of it. Well, that’s me and I became this 6.9’s next custodian.”

The hotel manager bought the 6.9 in 1977 as a gift to himself and added all the options in the book, except the towbar. The car’s service history is worthy of a place in a library, with Mercedes-Benz dealer servicing throughout.

“I make no secret of the fact that the cars I paid the most for are also my favourites,” Reinier continues. “Owning such a vast collection makes extra maintenance or any unexpected failure a pain, and I avoid it if I can. Every car is driven at least three or four times a year, so wear should be no problem. A car sitting in a garage is asking for problems. A Mercedes is made to be driven.

“Of course, I’ll wait if it’s raining, but on a good day and with enough time on my hands, I’ll take one or two of my cars out for a drive. Maybe even three. My friends often ask to help with the driving, and I fully understand. Maybe when I’m in a wheelchair, I’ll make some calls!”



▷ Reinier (left) with writer Albert Mensinga and 6.9.

▷△ Cylinder bore of 107mm is 4mm larger than 6.3’s.



### Just the facts

#### Mercedes-Benz 450SEL 6.9 (V116)

ENGINE M100 6,834cc V8 POWER 282bhp@4,250rpm TORQUE 405lb ft@3,000rpm TRANSMISSION 3-speed auto, RWD

WEIGHT 1,935kg 0-62MPH 7.4sec TOP SPEED 140mph FUEL CONSUMPTION 17.7mpg YEARS PRODUCED 1975-1980

All figures from Mercedes-Benz; fuel consumption determined at 3/4 of top speed (not more than 110km/h, 68mph) plus 10 per cent



# Immaculate W123 230E Automatic

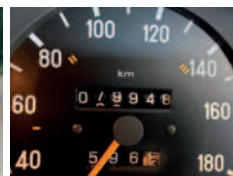


- Imported from South Africa in 1988
- 1983 model - all original specification
- Low mileage (79,948km/49,677miles)
- Complete service history
- MOT until December 2022

- Factory air conditioning
- Original radio/cassette
- Includes all manuals & paperwork
- Recently fitted with new exhaust
- Kept in clean and dry garage

**Priced to sell: £9,950**

For a viewing (south Leicester),  
call Perry on 07809 557451  
or email [pu@zzcreative.com](mailto:pu@zzcreative.com)



**Independent Company Providing  
Private Plates To Public & Trade**

**TEL: 01257 474746**

**MOB: 07904 311357**

**Email: [karen@registrationmarks.co.uk](mailto:karen@registrationmarks.co.uk)**

## EXCLUSIVE NUMBERS

A 166.....	£35,000
AW 27.....	£28,000
550 B.....	£25,000
BW 98.....	£26,000
I60 C.....	£26,000
C 576.....	£23,000
I48 D.....	£15,500
101 E.....	£19,500
I FFX.....	£19,000
I3 FO.....	£10,000
I7 G.....	£120,000
999 G.....	£35,000
33 GX.....	£13,000
H 6.....	£405,000
HX I.....	£125,000
56 J.....	£70,500
777 KA.....	£10,500
27 KP.....	£38,000
282 LC.....	£16,500
285 M.....	£28,500
MAC 440.....	£15,000
60 MX.....	£15,000
I2 NX.....	£10,500
I NYC.....	£38,000
3 OO.....	£205,000
41 P.....	£65,800
401 PD.....	£8,500
RR IOO.....	£230,000
I RXX.....	£29,500
2 VOL.....	£11,000
34 X.....	£75,000
I XB.....	£110,000
XRB I.....	£35,000
XS 7.....	£60,000
88 XXX.....	£28,500

<b>A</b>	
A 158.....	£33,000
A 363.....	£33,000
200 A.....	£65,000
AB 787.....	£17,000
AM 256.....	£18,000
R99 AND.....	£3,000
S3 ARC.....	£2,500
333 AS.....	£18,000
<b>B</b>	
200 B.....	£27,500
BAD 6E.....	£10,500
BB20 BBB.....	£2,800
350 BD.....	£7,500
I55 BM.....	£7,500
6 BMH.....	£15,000
W300 BMW.....	£980
BW I3.....	£32,000
<b>C</b>	
550 CC.....	£13,500
2 CFG.....	£8,800
CLS II.....	£13,500
CSE 289.....	£2,500
<b>D</b>	
775 D.....	£16,500
DA17 REN.....	£4,800
900 DN.....	£7,500
98 DS.....	£18,000
DS 7938.....	£2,300
DW 2I.....	£35,000
<b>E</b>	
88 EJ.....	£14,500

206 ELY.....	£1,800
2 ESJ.....	£8,500
<b>F</b>	
FFF 293.....	£2,800
FFI9 FFF.....	£3,500
FJ IO.....	£30,000
I FNE.....	£18,800
<b>G</b>	
I04 GA.....	£8,500
GA55 ALX.....	£1,500
I GFX.....	£15,500
GIL 2.....	£27,000
IIII GK.....	£12,000
550 GL.....	£5,500
SIO GMX.....	£300
GRX I.....	£25,000
GUI 90.....	£3,600
<b>H</b>	
I02 HA.....	£9,800
I HEJ.....	£23,000
HNP 308.....	£3,300
HNS II.....	£7,500
<b>J</b>	
I2I J.....	£28,000
2 JCK.....	£19,500
I3 JER.....	£6,000
900 JJ.....	£10,000
JJ19 JJJ.....	£2,500
526 JML.....	£5,800
45 JT.....	£21,000
888 JT.....	£14,000

<b>K</b>	
I KUK.....	£11,500
55 KXA.....	£4,500
<b>L</b>	
LOT 22.....	£35,000
550 LP.....	£6,000
I7 LW.....	£24,500
<b>M</b>	
X33 MCO.....	£450
60 MG.....	£25,000
MGL 644.....	£1,700
X7 MHB.....	£950
R00 MJA.....	£650
29 MK.....	£23,500
R900 MJA.....	£700
MJR 3.....	£36,000
MINW I6.....	£5,500
MWD 5.....	£10,500
MXI 52.....	£1,500
<b>N</b>	
S330 NCK.....	£700
NDL 222.....	£1,950
NED 5N.....	£2,500
5 NKS.....	£10,500
4 NN.....	£88,000
NRK 9.....	£6,500
77 NXG.....	£2,000
<b>O</b>	
55 OFB.....	£4,500
I6 OLD.....	£45,000
L8 OOO.....	£3,500
OOO IX.....	£12,800
I0 OU.....	£17,000
OUT IT.....	£8,500

<b>P</b>	
222 P.....	£25,000
PHC 9.....	£8,000
I PJX.....	£19,500
PIL 2002.....	£950
I PJX.....	£19,500
I996 PS.....	£4,800
PUR 415.....	£3,800
<b>R</b>	
REJ 3.....	£10,800
I8 RMS.....	£12,500
I965 RR.....	£18,000
RRK 2.....	£9,500
RR20 RRR.....	£2,800
RRX I.....	£55,000
500 RXR.....	£3,800
I RXX.....	£33,000
<b>S</b>	
SDM 4.....	£19,000
TI2I SLY.....	£750
SMJ 6.....	£15,000
50 UND.....	£95,000
V6 SOP.....	£2,500
SOP 853.....	£3,200
I5 STK.....	£3,500
SUE 79W.....	£2,800
<b>T</b>	
I5 TON.....	£16,000
TSY 397.....	£1,300
<b>U</b>	
XI0 UUU.....	£700
X20 UUU.....	£700

<b>V</b>	
VFW 2.....	£7,800
VIA 92.....	£5,000
VOL IE.....	£4,500
935 VPD.....	£1,500
VVC 2.....	£10,000
I VVL.....	£55,000
<b>W</b>	
925 W.....	£10,500
WON 2G.....	£4,000
IIO WR.....	£7,500
IO WWW.....	£15,000
<b>X</b>	
X 28.....	£65,000
I XBC.....	£25,000
II XGH.....	£8,500
XGM 5.....	£7,500
XOO I.....	£25,000
XRB 26.....	£15,000
I00 XS.....	£9,500
I XXF.....	£28,000
XXX 4.....	£28,000
XXI9 XXX.....	£9,800
<b>Y</b>	
YAP 46I.....	£4,000
P2 YOU.....	£1,800
YRV I.....	£2,800
XI0 YYY.....	£2,000
<b>REDUCED REGMARKS</b>	
I02 AS.....	£9,650
IIO AK.....	£8,200
ALX 2S.....	£6,200
212 MH.....	£9,500





“

This 1986  
300SL has  
undergone a  
transformation  
into something  
unique

”



# THE SPIRIT OF *Sport Leicht*

**After fulfilling his dream of R107 ownership,  
Tom Lee soon turned his attention to  
upgrades and has since created his perfect  
roadster with help from SL Shop**

WORDS WILLIAM TERRINGTON IMAGES CRAIG PUSEY





***Modified roadster – 300SL SportLine***



▷ Smaller wheel  
from 190E covered  
in black leather.

▽ Short ratio  
six-speed manual  
made by Getrag.





“Tom reports that 300SL is now  
far sprightlier and responsive

”



although purists may not be supportive of this modification, the upgrade lets the R107's considerable chassis talents shine through more readily. Sitting inside, the 300SL feels very low to the ground indeed and the original, soft cruiser feel has definitely subsided.

There have been changes to the cabin, too. One of Tom's first modifications was swapping the original steering wheel for a smaller one from a W201 190E, purchased for just £35 from ebay, which was then re-trimmed in leather in-keeping with the SL's upmarket status. The stereo is a brand new Blaupunkt Bremen SQR46 DAB digital radio with Bluetooth that sports a pleasing retro appearance.

**More significant though is the new, six-speed Getrag manual gearbox developed and installed by SL Shop.** It is instrumental in this 300SL's transformation, to say the least. With six gears and a short throw, it's a livelier affair than the standard four-speed auto, strong and dependable though that unit is. Tom was keen to avoid a second hand manual Mercedes transmission given their reputation for having long throws and being rather clunky. The additional ratios of the new Getrag 'box also mean lower revs at motorway speeds; an estimated drop from around 3,000rpm to 2,000rpm sounds ideal, as does the improved fuel efficiency.

The end result is a car which demands positive, dynamic driving. Whereas the traditional four-speed auto is designed for autobahn cruising and slushing about town, the new six-speeder encourages its operator to work through the gears and just have fun with it, even though it's perfectly happy in those environments too.

At the factory, this 300SL was originally fitted with the M103 2,962cc, in-line



**T**he R107 Mercedes-Benz SL is arguably the most successful SL generation of all. With production spanning nigh on two decades, technology light years ahead of the Pagoda, more charisma than its R129 successor, and a global following helped by cameos in *Hart to Hart*, *Dallas* and many other shows, this SL has always been one of owner Tom Lee's favourite cars. As he describes the 1971 to 1989 roadster, the R107 SL-Class is “one of the all-time classics”.

Having previously owned a series of MGs and not being much of a fan of the W113 SL Pagoda following a less than impressive test drive in the 1990s, the time came to purchase this 300SL in 2011. An ongoing project since purchase, this 1986 car, finished in Signal Red over black leather, has undergone a

transformation into something unique.

Early into ownership, Tom found that he wanted something more from his SL. The ride height was “too high, too much like a boulevard cruiser” for his liking, and there was always the urge to manually go through the gears on twisting roads. It was at this point the car's potential and the direction Tom wanted to take it became evident. First up was a complete respray, resulting in the excellent finish seen today, complemented by a renewed soft top.

Further inspiration came when Tom saw a magazine featuring an SL in Germany wearing 15-inch Baroque-style alloy wheels. Sourcing these proved almost impossible until Tom discovered SL Shop's SportLine enhancements.

Tom's enquiry led to the fitment of a SportLine suspension package complete with adjustable dampers. This is the most noticeable modification to the car and, with the ride height tuned front and back, the stance of this SL now exudes much more intent. The ride is firmer, with little in the way of body roll, and





Tom is planning a tour through Switzerland, Italy and the Alps later in the year



▷ six-cylinder engine producing 185bhp. However, the original motor's performance was particularly lacklustre, struggling up hills and generally feeling down on power. The reason for this was not completely clear, though there was a large amount of soot in the exhaust system. So rather than having the six-cylinder rebuilt, Tom sourced a replacement from a W124 300E. There's little difference between these engines – just 3lb ft of torque, in fact.

Tom reports that his 300SL is now far sprightlier and responsive, the stainless steel exhaust emitting a sonorous rasping that can be

heard from quite some distance away. Acceleration is more aggressive than stock too, in part helped by that close-ratio Getrag 'box. However, the brakes remain standard as they've proven powerful enough. Light on its toes and with power restored, this 300SL is proof that six-cylinder R107s need not be considered lesser alternatives to the V8s.

### True to its name


This particular SL carries just some of the SportLine modifications offered by SL Shop. A full-on, hard core SportLine conversion adds

cosmetic modifications along with a limited-slip differential, engine tuning with power and torque increases, a full stainless steel exhaust including the manifold, plus various SportLine-themed interior appointments. Tom's 300SL is a more personal project, a running restoration improving over time. His 300SL captures the essence of the SportLine while retaining a largely standard appearance.

This project is about tweaking and improving the original recipe while preserving the classic Mercedes looks and charm. Indeed, the original parts removed from the car have all been retained. The advantage of Tom's running restoration is that, despite now having covered 130,000 miles, his SL is improving and in a sense becoming younger as time goes by.

### So, what does the future have in store for this R107?

Tom is planning to use the car more regularly, as well as tour through Switzerland, Italy and the Alps later in the year. Not forgetting some fine-tuning. The bright red SL has become part of Tom's family and selling it is not on the cards. It also makes for quite a contrast with the Volvo Amazon that Tom is taking care of for a relative.

The life of this 300SL is a refreshing change from those of numerous R107s stowed away as investments. Such museum pieces are important for preserving the SL's history, but others that chase adventures and burst with backstories are just as important. Tom's R107 revitalises the model's image with new ideas, placing far greater emphasis on the 'Sport' in *Sport Leicht* than the standard car while catering for a keener driver. That's something we will always celebrate at *Mercedes Enthusiast*. 



△ Lowering springs give a meatier stance.

<| Original motor had problems so new one found.





+44 (0) 7828 459 282

@spiders\_collection

andrew@spiderscollection.com

Mercedes-Benz

# R129

## HYDRAULIC CYLINDER REPAIR



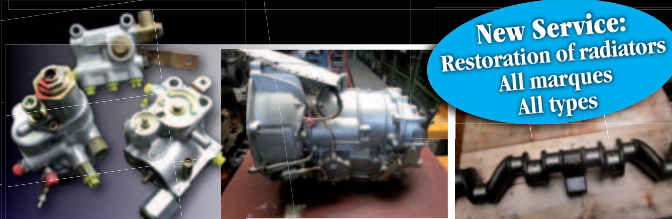
We professionally refurbish faulty hydraulic cylinders  
UK based company with worldwide shipping

- Core Exchange or Supplied Unit option available
- **Core Exchange:** We stock units ready to supply
- **Customer Supply:** Accept your original units for refurbishment
- No need to remove from locks/latches
- Units & Spares available to purchase
- Assistance with further R129 roof issues
- **Next day** delivery available



**ONLINE SHOP** - [www.spiderscollection.com](http://www.spiderscollection.com)

## MERCEDES-BENZ SPARE PARTS DIRECTLY FROM STOCK



**New Service:**  
Restoration of radiators  
All marques  
All types

for vintage cars, classic cars and modern classics.

With more than 40,000 items, we have a unique pool of spare parts and accessories. Mainly original parts. From small parts to hardtops, tire sets, clutches, carburetor systems, cylinder heads, engine cases up to complete engines.

Call us or visit our web store:  
[www.kienle-classic-parts.de](http://www.kienle-classic-parts.de)

**KIENLE**  
Automobiltechnik GmbH  
[www.kienle.com](http://www.kienle.com)



71254 Heimerdingen · Max-Planck-Str. 4 · Germany  
Contact: Alexander Kienle, Tel.: (49) 7152-90163-0 or -130  
E-mail: [alexander.kienle@kienle.com](mailto:alexander.kienle@kienle.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.

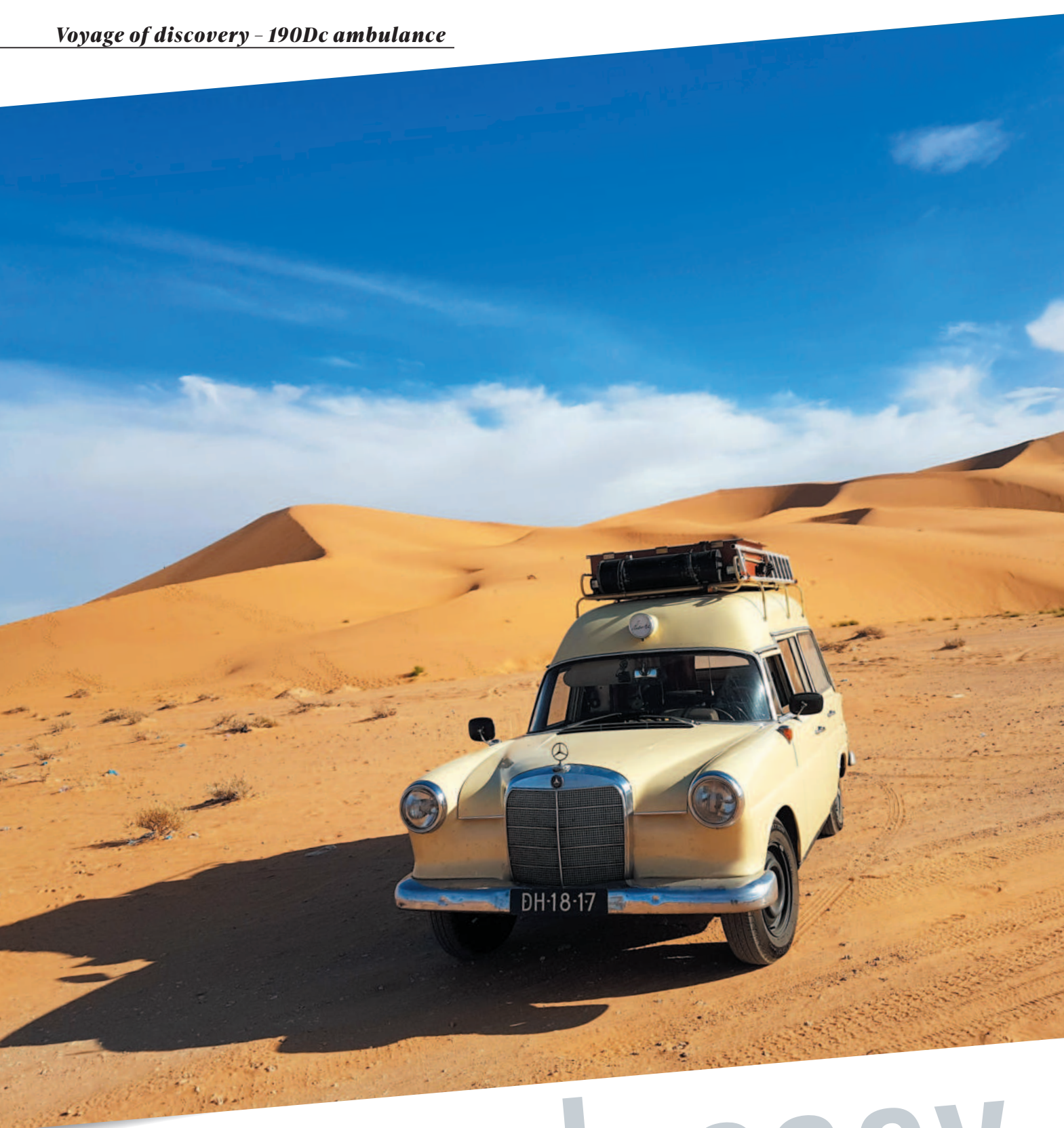


Over 20 years of quality service  
in classic Mercedes-Benz parts

Tel. 800-607-1982 • Intl. +1-917-830-5735  
New York • [sales@authenticclassics.com](mailto:sales@authenticclassics.com)

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





# Benz odyssey

Blessed with a restored 190Dc ambulance and motivated to escape the stresses of everyday life, the father and daughter team of Loek and Nika Scheepers began the road trip of a lifetime

WORDS **ROBB PRITCHARD** IMAGES **LOEK & NIKA SCHEEPERS**





△ Merc far more manoeuvrable than a big motorhome.

△△ The 190Dc had sat unused for almost 30 years.

△△△ Spirits were high at the start of the adventure.

***“We kept our fingers crossed, but that’s all part of the joy about travelling in a car such as this Mercedes”***

**T**his amazing journey began with a sad event. Following his mother’s passing, Loek Scheepers decided to do something a bit special with the inheritance she left, and with his teenage daughter

Nika planned a once in a lifetime road trip from the Netherlands to Iran via North Africa. For such a mammoth expedition, most of us would want the most reliable camper, maybe even armoured, but Loek chose to do it a rather different way and dragged his 1965 W110 190Dc ambulance out of storage, where it had sat for 27 years.

Loek thinks Mercedes ambulances are the most efficient way of going camping. Over the years, he’s found the running costs lower and parking easier than when at the wheel of a full sized camper. His favourite is the W123, but he wanted the challenge and special experience of a road trip in a much older W110 with body adapted by Miesen.

Left untouched for nearly 30 years, the main issue was understandably corrosion, and with a full strip down the doors, sills and floor all needed replacing. Rear doors for 65-year old ambulances are hard to come by, so Loek modified a set of later ones to fit. The 1.9-litre diesel engine hadn’t turned over for at least 20 years, but with a new battery and an oil change it ran much smoother than expected. With a new starter motor, water pump and alternator, the ambulance was christened ‘Lieske’ after Loek’s mother, and after a year of preparation, including adding mattresses and sleeping bags in the back, Loek and Nika were ready to go. That was in January 2020, and they thought that 2020 would be a good year to travel...

**A**t first, the engine’s oil pressure was really high, but as an old school mechanic used to getting simple components to work, Loek wasn’t too concerned and simply attached a pipe from the overflowing dipstick tube back into the block. “But even then, the pressure was still a bit high, so I fed the overflow pipe into a flask that I zip-tied into the engine bay, and drove along while keeping an eye on the gauge, and poured it back into the engine when the needle got a bit low,” Loek explains. After about 180 miles through France, the piston rings freed up enough that all was fine. The 65-year old clutch and 25-year old head gasket also worked as they should. “We kept our fingers crossed,” Loek remembers. “But that’s all part of the joy about travelling in a car such as this Mercedes.”

They drove between 150 and 200 miles a day, constantly annoying other road users with their snail’s pace, especially on hills which the 54bhp Benz struggled on. After a couple of weeks of leisurely cruising along the back roads of Europe, they arrived in Almeria in Spain for the ferry to Algiers. “It was so funny as there were many friendly but concerned Algerians trying to convince us that we were on the wrong ferry, as no one would ever be crazy enough to drive a classic car to Algeria.” ▷



***“They drove between 150 and 200 miles a day, constantly annoying other road users with their snail’s pace”***



▷ Despite all the pre-arranged paperwork, they weren’t quite ready for the nightmare of getting through Algerian customs. The guards spent a while sifting through all the documents Loek and Nika had spent weeks getting sorted, such as invitations from people from Couchsurfing (a free hosting website for travellers), letters from work, bank accounts and insurance. But trying – and failing – to get Loek to commit to a strict itinerary rather than wandering around where he wanted, the guards really didn’t know what to do.

“In the end, I think they just gave up and wanted to get rid of us. 50 metres after the customs, we were waved into the police and had to do the whole process all over again,” Loek says. “At least these guys there were friendly though and were just as interested in getting selfies as they were checking our papers. And then we were in Algeria!”



**F**rom the port city of Oran, their spirit of adventure led them south into the vast and desolate wastelands of the Sahara desert, through exotic sounding places such as Tlemcen and Taghit. One of

the first lessons was in dealing with the big and unmarked speed bumps scattered randomly over the road. Another was about the raw, open friendliness of the locals. “People were honking at us as they drove by and everyone wanted to talk and ask us loads of questions,” Loek recalls.

From Taghit they decided to take the remote desert road to Bnoued, but the locals gave them dire warnings against it. It is 200 miles of nothing but desert, out of cell phone coverage and the last 20 miles was unpaved so some heavy off-roading was expected. “We’re Dutch and stupid,” Loek smiles. “They said we couldn’t do it, so we *had* to. And to be all alone in the Sahara with the colours of the desert changing all the time, and the wild camels – it was amazing.”

Until, that was, the ancient head gasket burst. “As I heard the note of the engine change and saw the smoke, my heart sunk.” There is never a great place to blow up an engine, but if you had to choose, perhaps the fringes of the Sahara desert on a road even the locals don’t dare to drive, would not be the first choice. They managed to coax Lieske another 90 miles to their host’s house in Tissemsilt, but once there the engine seized.

△ A seized engine occurred on the Sahara’s edge.

△△ Nika at the wheel; note the vertical speedo.

While this could have easily been the worst experience of the trip, or even the *end* of the trip, it actually turned into one of the nicest. “Seeing Lieske on the back of a recovery truck, where she got scratched and dented, and then watching her get disembowelled in an African garage, I had a bit of a cry,” Loek admits. “And then we found out that there was no suitable gasket in the whole of the country, which wasn’t that much of a surprise.” Not even a story in the local Tissemsilt newspaper could help.

However, a Couchsurfing host on the other side of the country, with intimate knowledge of the workings of old Mercedes engines, said that a gasket from a later OM615 engine would fit the ambulance’s OM621. All they had to do was make sure that the 615’s gasket didn’t blank off holes in the block.



△ New head gasket sourced from the other side of Algeria.

△△ Khadi the mechanic fixed the head gasket issue.





“But he didn’t just put it in the post,” Loek laughs. “Cherif put it in a taxi and sent it to us. A 220-mile trip!” And Khadi, the mechanic who’d spent hours under the bonnet, was equally gracious. “When he had finished, he said that he was my friend and that I should go in peace and not pay him anything. It was a truly heart-warming experience.”

**I**n a worrying cloud of black smoke, Lieske started up and everything otherwise seemed fine. Loek was confident enough to head deep into the desert to relax and, after a day exploring prehistoric sites, oases and remarkably preserved Roman ruins, he and Nika put their mattresses on the roof and slept under the stars.

And then they got to Cherif. He’d already sent the gasket by taxi, but now he was their host and spent a couple of days showing them his bees, a beautiful spring and the stunning ruins of Tipaza, a Roman settlement right on the azure coast of the Mediterranean. “I never imagined it before I went, but Algeria is the most beautiful

country and every day we were amazed by the sights we saw, but mostly by the people we met,” Loek recalls. But with strict visas that couldn’t be extended, they needed to hurry up and get to Tunisia, where they planned to get the ferry back to Italy.

Thankfully, the Algerian police helped them speed up a little. Tourists are few and far between in that part of the world and the police seem to think that every local is a potential kidnapper or terrorist, and that tourists should be kept safely away from them at all costs. They got across the border into Tunisia with a lot less issues than getting into Algeria. The initial itinerary had been to shoot across Italy, take another ferry to Greece, where ▷



△ Fold-out cooking station with gas hob came in handy.

◁ The Mercedes became something of a celebrity.



“As the weeks back in the Netherlands turned into months, the hope that Lieske was still there untouched began to fade”



▽ Just one of many friends made by Loek and Nika.

▷ Home from home – the ambulance came into its own.



△◁ The road to Bnoud was tricky to say the least.

△ The 190Dc was left at Tunis airport as lockdown came.

▷ Nika planned to volunteer in a refugee camp for a couple of weeks, then potter across Turkey, getting visas for Iran on the way, and eventually head back through the Balkans. But all of those plans unfortunately came to nothing.

**I**t seems a long time ago now, but Italy was the first country in Europe to go into a full Covid lockdown and all ferries were cancelled with no notice. Like the rest of us, Loek couldn't have known then what was going to happen, and the idea of camping in the desert until the panic blew over soon turned out to be wishful thinking. With the army on the streets of Tunis enforcing curfews, all tourists were given strict orders to leave – the only problem being that the car was stamped on their passports so they couldn't cross the border without it. But then they got a call from the Dutch embassy instructing them to go immediately to the airport to get the last flight. They had no option but to leave Lieske in the airport car park, completely unattended.

As the weeks back in the Netherlands turned into months, the hope that Lieske was still there untouched began to fade. The only hope was that she was so old that no one would bother doing anything with her. It wasn't until July that Loek and Nika managed to get a flight back to Tunisia, and with a sinking feeling

went out into the car park. Somehow, Lieske was still parked where they'd left her. Someone had tried to break in but hadn't tried too hard given several different things in your average toolkit would get the door open without too much trouble. After reconnecting the battery, Lieske started straight up and with the ferries running again she was soon back in Europe.

In Italy, the official rule was that they only had 37 hours to go from Civitavecchia to the northern border, which was quite a challenge in such a slow car, but the customs guards laughed and told them not to worry and to have a nice holiday. It wasn't the same as Algeria, of course, but they still had Lieske and she took them on a sedate little holiday through Rome, Pisa, Florence, Bologna and Venice then over the Alps to Austria. There was an obligatory stop at the Mercedes-Benz Museum in Stuttgart before getting home. And Lieske will be ready for Iran once Loek has saved up enough money and the borders are all open again. 🐾

#### Just the facts

#### Mercedes-Benz 190Dc ambulance (W110)

ENGINE 0M621 1,988cc 4-cyl POWER 54bhp@4,200rpm TORQUE 87lb ft@2,400rpm

TRANSMISSION 4-speed manual, RWD WEIGHT 2,000kg YEARS PRODUCED 1961-1965

All figures from Mercedes-Benz





**Niemöller, we can do more than one model!!**

Mercedes-Benz spare parts for all models from 1946 to 1985

[www.niemoeller.de](http://www.niemoeller.de)

[www.gummiprofile-oldtimer.de](http://www.gummiprofile-oldtimer.de)



Niemöller, Ersatzteile für MB Veteranen e.K.

Markircher Straße 6

D-68229 Mannheim

niemoellerclassicparts Niemöller



Telefon: +49 621 472046

Telefax: +49 621 481151

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

*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](http://cm.millermbz.com)

Shop online

1-800-338-7787 USA

International customers reach us at

+1-714-557-0115 or [sales@millermbz.com](mailto:sales@millermbz.com)



New identity, new projects !!!

**LAURENT NAY**

MAROQUINERIE



**Luggage & Leather Goods for your cars**

"New identity, new projects, let your imagination run wild..."

+33 627 07 52 00

[www.laurentnay.com](http://www.laurentnay.com)





**I** will be honest. The arrival of this Mercedes-AMG GLE63 S 4Matic+ could not have come at a worse time. As catastrophic events unfolded in Ukraine, petrol and diesel prices were leaving our atmosphere, and my local refuelling station – always the cheapest in the town – was punishing motorists with a rate of £1.74 per litre of dinosaur juice. For our North American friends, that's around \$8.50 a gallon...

There was already great debate around the existence of cars like the GLE63, whose V8 biturbo motor struggles to hit 20mpg on a school run and won't go north of 30mpg even when you're cruising on the motorway. Meanwhile, CO2 emissions of 281g/km drop the owner into the top UK road tax band, garnering a £2,245 hit on top of the list price.

**This is the first 'AMG 63' model with an electric motor located between the V8 and gearbox**

But hold on a second. It's not as though AMG isn't trying with its monster SUV. The eight-cylinder engine has a four-cylinder mode, and the GLE is the first 'AMG 63' model with an electric motor slotted in between the four-litre V8 and nine-speed automatic transmission. As well as improving performance, this 'EQ Boost starter-alternator' can capture energy during deceleration for use later, and allow

the car to coast along with the engine 'detached', among a few other fuel-saving tricks.

In the range-topping GLE63 S, that V8 makes 604bhp between 5,750 and 6,500rpm, while maximum torque – all 627lb ft of it – is dished out between 2,500 and 4,500rpm. The electric motor helps acceleration off the line, delivering its full 22bhp at 900rpm and punchy 184lb ft of torque at 500rpm. The whole lot translates into a 3.8-second 0-62mph time and 174mph top speed, which are just bonkers numbers for a car weighing 2,420kg. ▷

△ 22-inch AMG alloys; designo paint £895 extra.

△▷ Stylish grab handles; superb dash displays.





# No surrender

Does a 600bhp SUV still make sense in 2022? If it drives as well as AMG's GLE63 S then it just might...

WORDS KYLE MOLYNEUX IMAGES KYLE MOLYNEUX & LEO MOLYNEUX





Central to everything is that V8 twin-turbo engine – it is pure theatre, bottled



#### Just the facts

### Mercedes-AMG GLE63 S 4Matic+ (W167)

ENGINE M177 3,982cc V8 biturbo + electric motor POWER 604bhp@5,750-6,500rpm TORQUE 627lb ft@2,500-4,500rpm TRANSMISSION 9-speed auto, 4WD  
WEIGHT 2,420kg 0-62mph 3.8sec TOP SPEED 174mph FUEL CONSUMPTION 22.8mpg CO2 EMISSIONS 281g/km YEARS PRODUCED 2020-on

All figures from Mercedes-Benz; fuel consumption according to WLTP Combined

▷ At £119,810 on the road, you'd pray the GLE63 has road presence to match its price tag – and you certainly won't be disappointed here. The panamericana-style grille looks like the ribcage of a queen xenomorph, the bonnet ripples with powerdomes and the whole front end hunkers (nay, postures like a weightlifter) on a 15mm wider track than you'll find on a regular GLE. Continuing backwards and aluminium side skirts play up the model's unconvincing off-road pretence, while four beefy tailpipes bordering a mock diffuser remind you what this SUV is really all about.

Finished in designo diamond white paintwork (£895 – the only option fitted to this test car) and rolling on 22-inch forged rims blacked out for added effect, this GLE63 S is about as subtle as a full moon in a clear night sky. There is a surprising side to this SUV, though. Thanks to its air suspension, it's actually pretty comfortable, even when the ride is tuned by AMG. What's more, those Yokohama Advan Sport tyres don't create too much of a racket, which is particularly surprising. You can cycle through the various modes of the drive system, transmission, dynamics (TC and ESP), suspension and exhaust

△△ The UK only gets the S-spec V8 biturbo model.

△△△ 4WD with variable torque distribution.

△△△△ Neat driving mode controls on wheel.

system in a number of ways, but I found myself using the neat steering wheel-mounted buttons and rotary dial most often.

There's cabin space aplenty and overall quality is superb. I love the ambient lighting, the chunky grab handles that flank the centre console, and the near-infinitely adjustable front seats with special massage functions. The 12.3-inch dashboard touchscreen will blow the mind of anyone who hasn't seen it before and, even after a week at the GLE's wheel, the instrument cluster still dazzled me with its eye-popping graphics and sheer number of customisation options every time I jumped aboard.

#### Dialled in

On the move in Comfort mode (see sidebar for a full list of driving settings), the GLE63 assumes the role of a big, fat pussycat – lolling about and purring as you tickle its considerable tummy. So aloof does this AMG SUV feel in Comfort, however, that I quickly realised the suspension's Sport mode is a far better setting for the GLE63, as it seems to dull Comfort's weird, secondary shimmying over bumps while achieving far better body control and drastically reducing





V8 BITURBO  
4MATIC+



## Driving modes

There are plenty of options for the driver to choose from...

### Dynamic Select (general settings)

- Sand
- Trail
- Slippery
- Individual
- Comfort
- Sport
- Sport+
- Race

### Drive (engine response etc)

- Reduced
- Moderate
- Sport
- Dynamic
- Race

### Transmission

- Manual
- Drive

### Dynamics (TC & ESP)

- Basic
- Advanced
- Pro
- Master

### Suspension

- Comfort
- Sport
- Sport+

### Exhaust


- Balanced
- Powerful

create the same effect when the transmission is in full auto mode by opting for the Dynamic Select's Sport+ or Race mode, for example, which also bring more (and welcome) weight to the steering, which can feel particularly numb in Comfort.

Central to everything is that 3,982cc V8 twin-turbo engine. It is pure theatre, bottled. As full torque kicks in and the motor's deep woofle turns hard-edged, you can't help but tighten your grip on the Alcantara-clad wheel. And then maximum power arrives and the soundtrack evolves again, the whole cabin consumed by a ferocious and nasally roar. So monumentally fast is the GLE63 S, you must think very carefully about when and where to sample the whole pot of beans. With great power comes great responsibility...

## Don't judge a book...

Not that the 4Matic+ four-wheel drive system fails to cope with all that performance. It'll even let the tail slip a smidgeon should you get heavy-footed on a corner exit, although such antics feel rather inappropriate on the road, particularly in a car with the GLE's dimensions. It does show though, that there's far more to this SUV than meets the eye. I would say only the standard braking system is really found wanting in the GLE63 package and UK customers can't upgrade it, sadly.

It's very easy to write off this model as simply an over-sized people carrier with an over-powered engine. However, as I took the GLE63 for yet another drive round my favoured test route, which includes everything from suburban streets to a dual-carriageway and tricky B-roads, this SUV's ability to cradle occupants in its masculine palms and then – at the flick of a switch – keep sports car drivers honest through the twisties, amazed me all over again. There is considerable depth here, and I for one wasn't expecting it. 

AMG Performance exhaust system fitted as standard.



understeer as you begin to hustle this big-snouted beast through corners. All these improvements with barely a reduction in overall ride quality, too. Can't say the same for Sport+ mode, though. Best save that one for smooth race tracks...

The super-soft throttle response of Comfort mode also highlights a slight disconnect between throttle action and the transmission from a standing start, making for slightly jerky movements; you prod the pedal expecting to move but don't, so you press harder – and then you've applied too much.

Otherwise though, the nine-speed AMG Speedshift gearbox with 'torque converter technology' (TCT) is a fine unit, quickly and imperceptibly cycling through the cogs once you're up and running. Manual mode brings the steering wheel's blade-like paddleshifters into play, and although response isn't lightning quick I would say it's good enough for this application. I will also admit that the rev-matched downshifts and ensuing bellow from the exhaust system were a real guilty pleasure; you can



# Heavy hitters

Following on from our review of the latest GLE63 S 4Matic+, we take a close look at its predecessors and see what these big-bruiser AMGs are worth today

WORDS DAVID SUTHERLAND IMAGES MERCEDES-BENZ GROUP AG & CHRIS GAGE



## ML55 AMG (W163) 1999-2004

The 163-series ML launched in 1997, Mercedes' first sport utility vehicle in the modern idiom, was worthy but uninspiring in driver appeal and appearance. But two years later, a version you might take notice of appeared: the ML55 AMG, fettled in the engine, chassis and styling departments, and the sole 'performance' SUV available at the time.

Its 5.4-litre V8, a bored-out version of the then new, three-valve M113 and a staple for AMG installations, used special pistons and camshafts, output a muscular 342bhp and 376lb ft torque. The suspension was firmed up and dropped 20mm, and larger brakes fitted.

On the outside, the ML55 adhered to the Mercedes-Benz definition of sporty, looking special, but requiring closer examination to see what had been done. It ran on 18-inch AMG alloy wheels with 285/50 tyres, the wheelarches were wider and the front bumper/spoiler had a more aggressive look. If anything about the ML55 was instantly noticeable it was the twin 'power domes' on the bonnet. The cabin was equally understated: seats in buffalo leather, a specially trimmed steering wheel, black walnut wood trim (unique to the ML55) and ivory-coloured dials.

Subtlety also applied to the ML55's driving characteristics. At city speeds you notice the slightly deeper – yet still subdued – exhaust note from the twin chromed tailpipes, and once at 40 to 50mph the extra noise generated by the beefier tyres (the ML55's wheels are one inch bigger than on other models). The stiffer but still compliant suspension tightens up the regular ML's loose handling.



### Just the facts

#### ML55 AMG

ENGINE M113 5,439cc V8 POWER/TORQUE 342bhp/376lb ft 0-62MPH 6.8sec  
TOP SPEED 147mph FUEL CONSUMPTION 19.6mpg PRICE RANGE £5,000-£8,000

*Fuel consumption according to NEDC combined*



## ML63 AMG (W164) 2006-2011

By the time the W163 ML had evolved into the substantially improved W164, the M113 V8 in normally aspirated and supercharged form had come to the end of its life, replaced by the four-valves-per-cylinder M156 V8 of 6.2 litres. This was the first engine that AMG had designed and built from scratch. It was no-compromise from its huge capacity to the peaky, 7,000rpm-plus rev limit, making it the world's most powerful non-turbo road car engine in the mid-2000s.

It was installed in the W164 in spring 2006 to create the ML63 AMG, priced at nearly £74,000. Output exceeded 500bhp and torque (actually below that of the supercharged M113) was 465lb ft, all fed through the AMG Speedshift 7G-Tronic autobox. Airmatic suspension featured appropriately sporty settings, and brakes were crossed-drilled, vented discs all round.

While the preceding ML55 was low key in appearance, no such restraint was shown with the ML63, which came with a bodykit including side steps, and 18-inch wheels with 20-inches optional. Inside was nappa leather with Alcantara inserts, and an AMG steering wheel.

Despite its aggressive specification, the ML63 is civilised to drive, its fire-breathing V8 showing no temperament other than its racy but still subdued exhaust bark – until, that is, you unleash it to experience the near supercar performance. Available for under £20,000, the ML63 AMG is a massive package for the money, but beware the horrendous fuel consumption, and engine reliability inferior to that of the old M113.



### Just the facts

#### ML63 AMG

ENGINE M156 6,208cc V8 POWER/TORQUE 503bhp/465lb ft 0-62MPH 5.0sec  
TOP SPEED 155mph FUEL CONSUMPTION 17.1mpg PRICE RANGE £15,000-£20,000

*Fuel consumption according to NEDC combined*





## ML63 AMG (W166) 2012-2015

Given the W164's all-round excellence, there was no need for radical change for the succeeding W166 chassis introduced in 2011, hence this was very much an evolutionary design, the body profile altered but still very familiar, the emphasis placed on improved fuel consumption and emissions. That also applied to the high performance version announced soon after the mainstream models, which although retaining the ML63 AMG title gained an all-new engine that was far cleaner and more economical than the W164's M156 – yet also more powerful.

The key was a return to forced induction, the smaller, 5.5-litre M157 V8 engine featuring twin-turboschargers which provide 518bhp and 516lb ft torque, increases of 3 and 11 per cent over the M156; power and torque rose to 549bhp and 560lb ft when the AMG Performance Package was specified. Fuel consumption of well over 23mpg was easily achievable compared to the M156's low teens.

If the M156 had been an expression of AMG's motorsport heart, the M157 motor was the exact opposite: a sweet, quiet V8 much more in the Mercedes character. But petrolheads who loved the M156's craziness may be disappointed at its replacement's lack of personality, an inevitable result of the turbo effect and lower peak revs.

Price wise, the W166 ML63 takes over where the W164 leaves off, starting at £20,000 and ranging up to around £40,000 for the last of the line, 2015 models. While not the same fun as its predecessor, it's a more predictable ownership prospect.



### Just the facts

#### ML63 AMG

ENGINE M157 5,461cc V8 biturbo POWER/TORQUE 518bhp/516 lb ft; 549bhp/560lb ft

0-62MPH 4.8/4.7sec TOP SPEED 155mph FUEL CONSUMPTION 23.9mpg

PRICE RANGE £15,000-£40,000

Fuel consumption according to NEDC combined

## AMG GLE63/GLE63 S (W166) 2015-2019

The fourth, mid-2015 reworking of the SUV saw it renamed GLE, although it was in effect a made-over W166 with added environmental emphasis including a plug-in hybrid, the GLE500e. But there was still a place for an ice cap melting, all-out performance model, this time with an especially exclusive sounding title, the Mercedes-AMG GLE63.

More power was extracted from the same engine, now 549bhp with torque remaining at a stump-pulling 516lb ft, from as low as 1,750rpm. If that wasn't enough, a second model, the Mercedes-AMG GLE63 S, had engine boost turned up and sported an additional intercooler to produce 577bhp and 560lb ft torque, the latter, as before, at not much more than tickover. This shaved the 0-62mph time down to 4.3 seconds, the S a tenth quicker. Fuel economy and emissions were the same as before.

Having enjoyed success a decade earlier with the CLS four-door coupe, Stuttgart decided to repeat the formula with the GLE to make the Mercedes-AMG GLE63 Coupe. As with the SUV, a GLE63 and GLE63 S were built, but in the UK only the 577bhp/560lb ft torque latter was offered, capable of 4.2-second 0-62mph acceleration. Owners, paying out nearly £95,000, also enjoyed upgraded interior trim.

Unsurprisingly, the GLE63 is still a very expensive car. You won't see a 'basic' SUV for under £45,000, and for a Coupe model add £5,000 to £10,000. It's a heck of a price, but the GLE63 is a heck of a Mercedes-AMG.



### Just the facts

#### AMG GLE63 and GLE63 S

ENGINE M157 5,461cc V8 biturbo POWER/TORQUE 549bhp/516lb ft; 577bhp/560lb ft

0-62MPH 4.3/4.2sec TOP SPEED 155mph FUEL CONSUMPTION 23.9mpg

PRICE RANGE £45,000-£75,000

Fuel consumption according to NEDC combined



“We try to be a miniature version of a main Mercedes-Benz dealership”



C209 CLK and C204 C-Class are SPR's bread and butter.



△ SPR now buys its oil direct from Mercedes-Benz.

△△ W211 E-Class era works well on diagnostic kit.

▷ Apprentice Nathan giving the E350 a once-over.



WORDS & IMAGES KYLE MOLYNEUX

# Finger on the pulse

Long-time running, independent Mercedes specialist SPR Autos of Stockport, Greater Manchester provides the inside track on maintaining the latest flock of Benzes and other challenges facing the servicing industry

**E**stablished in Macclesfield in 1996, independent Mercedes specialist SPR Autos relocated to Stockport in 2003. Current owner Sam Bates acquired the business from his step dad having worked there since he left school. Developing a real passion for the job, Sam undertook apprenticeship training that saw him combine on-the-job experience with one day at college per week.

“When I took over, there was no car park, no reception, and the garage was a typical oily minefield of bits and bobs,” he tells us. The clean and bright reception area, and the bay next door were part of an expansion effort that turned a once derelict building next to the main workshop into something useful. There was just the small matter of adding a new roof...

“We try and get one big job done on site every year to keep up appearances, which is what our customers want,” Sam explains. “I think a lot of garages are moving away from that ‘We’re a car garage and we roll around in oil’ mentality. I’ve always been keen on not being like that. The first thing I did when I took over was get rid of overalls and bring in a uniform. I also wanted a proper floor in the workshop. Sometimes you need to bring a customer into the workshop and if their surroundings give off the wrong impression, they won’t be confident in your assessment of their vehicle. We try to be a miniature version of a main Mercedes-Benz dealership.”

Meeting Sam on a bright and sunny morning, I’m keen to cover a range of topics, finding out what life is like for independents at the moment, and also getting his opinion on modern Mercs. There’s a calm and focused vibe about SPR – Paula is working hard behind the reception desk, and technician Simon and budding apprentice Nathan are beavering away on E-Classes in the main

▽ Sam Bates joined SPR at a young age.





▷ workshop. A surprising sight is TV presenter Tim Shaw of the show *Car SOS*, who has turned up to collect a few parts for an L-series Mercedes truck project. “If you need Mercedes parts, Sam is your man,” he proclaims before departing.

With fresh coffee in hand, what follows now are highlights of a broad and all-encompassing conversation between Sam and *Mercedes Enthusiast*...

## Customer base

“Generally speaking, we have three different types of customer,” Sam begins. “The first type of customer previously visited an official Mercedes-Benz dealership for servicing and so on, but now comes to us and appreciates our lower rates. These customers love talking to us about their car while having a coffee in reception. Their mentality is, ‘SPR is saving me money’, which is exactly what we’re here for.

“The next type of customer is typically the person who previously used back street garages for their non-premium brand car and who, having bought a Mercedes, think SPR is overly expensive. Finally, we see owners who drive 50 to 60 grand Mercs through PCP finance deals, but who struggle to afford a service.”

Speaking of new Mercedes, some owners fresh out the showroom may not realise they can use independents for servicing and replacing worn items without affecting their car’s manufacturer warranty, as long as genuine Mercedes-Benz parts are used by the garage.

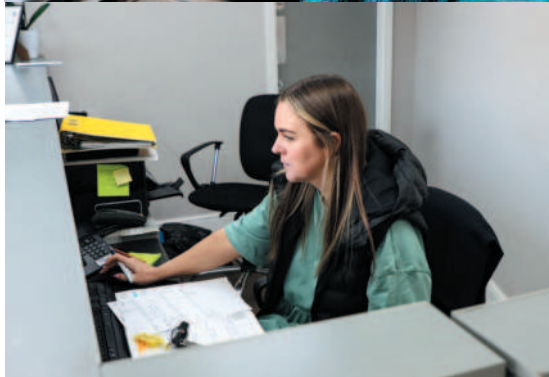
## On lockdowns

“Everyone at SPR Autos was furloughed for about two months, apart from myself. I was coming in and working on my own – and I certainly wasn’t short of things to do. I was answering emails and picking and choosing jobs that I could complete without any major headaches.” Thankfully, as the nation opened up again, it was straight back to business for the SPR team, although the ensuing staff holidays meant business owner Sam still needed to juggle a few things.

## Workshop life

“It’s getting more difficult to keep up as technology advances and buyers turn to hybrid and electric cars. We are all having to retrain,” Sam says. “In a lot of garages – your everyday village or town types – wages aren’t the best, so a lot of lads have left the trade. There’s a massive skills shortage. Kids these days leave school and go to college then university. Most don’t go into trades anymore.” Clearly, something needs to change – and it goes without saying we should be encouraging both sexes to take up workshop apprenticeships.

So, what about hybrid and fully electric cars? How is SPR planning to help owners with those vehicles? “We can service them, but the electric side of things requires specialist training, which we will soon undertake through the IMI [Institute of the Motor Industry].” Sam reaffirms though, that SPR’s main focus will be on conventionally powered Mercs for a long time yet, as cars from the German maker have a habit of staying around longer than most others and will need a safe pair of hands to keep in good shape for years to come.



△ Greeting you at SPR Autos’ reception is Paula.

△△ Three-litre OM642 motor of E350 Bluetec.

## Parts sourcing

The pandemic and the UK’s decision to leave the European Union have had a big effect on the manufacture and shipping of parts. “We are having problems sourcing parts, and prices have gone through the roof,” Sam confirms, which is something I’ve heard many garages say lately – and not just independents. “Before, if Mercedes didn’t have something available in the UK, the local dealer would source it for you in Germany with a few days for delivery. Now, delivery is five to 10 days, or parts are on back order with no delivery estimate.

“We don’t use too many aftermarket or OE parts, but even those have become so expensive they’re pretty much on par with genuine Mercedes [OEM] parts,” Sam continues, adding that the situation is similar for both classic and modern Mercs. “When we tell customers that a particular part is on back order and we don’t know when it’s coming in, they think we’re lying!”

These days, a certain level of price equality also extends to oil. “Years ago, we wouldn’t dream of buying a barrel of oil from Mercedes because it was so expensive – we’d buy from Shell, Castrol or Petronas instead. But now we buy from Mercedes-Benz,” reports SPR’s owner, adding that the newfound price parity is a smart move by the car maker, which will inevitably receive more custom.

## Most reliable modern Mercs

“The 212-series E-Class is a good one. We don’t replace much on those,” Sam says. “The 204 C-Class is another reliable one, apart from a few things such as the brake pipes on early examples, which don’t have the protective covering of later cars. The 211-series E-Class’s suspension isn’t particularly durable, but the 212’s set up – its ball joints and arms and so on – is a massive improvement. You can always tell which Mercs are reliable by how popular they are with taxi drivers. They’re all driving 212 E-Classes so they must be good.”

## Least reliable modern Merc

“I think the R230 SL is a bit of a disappointment. They’re great looking cars even now, but the boot’s water leak issues aren’t really acceptable given that’s where all the important electronics live. We see loads of them with this problem, including facelifted cars, almost on a weekly basis,” says Sam. “As far as looks go, and even as far as general build quality goes, the R230 SL was pretty good. Just the sealing side of things lets it down.”

## Easiest modern Mercs to work on

“We were discussing this topic before you arrived this morning,” Sam says with a smile. “I’d say 211 E-Classes and 203 C-Classes.” Really? “They’re from a time when there was just the right amount of technology on board. On the latest stuff, if there’s an electrical fault then you’re really digging deep to find the problem. The 211 and 203’s era is particularly good on the fault diagnostic equipment. With a 202-series C-Class, for example, you have codes and live data but that’s about it. However, the 211-/203-series era has codes, data and testing procedures which speed up the process of identifying problems – and these are rarely difficult to find.”

## E10 petrol

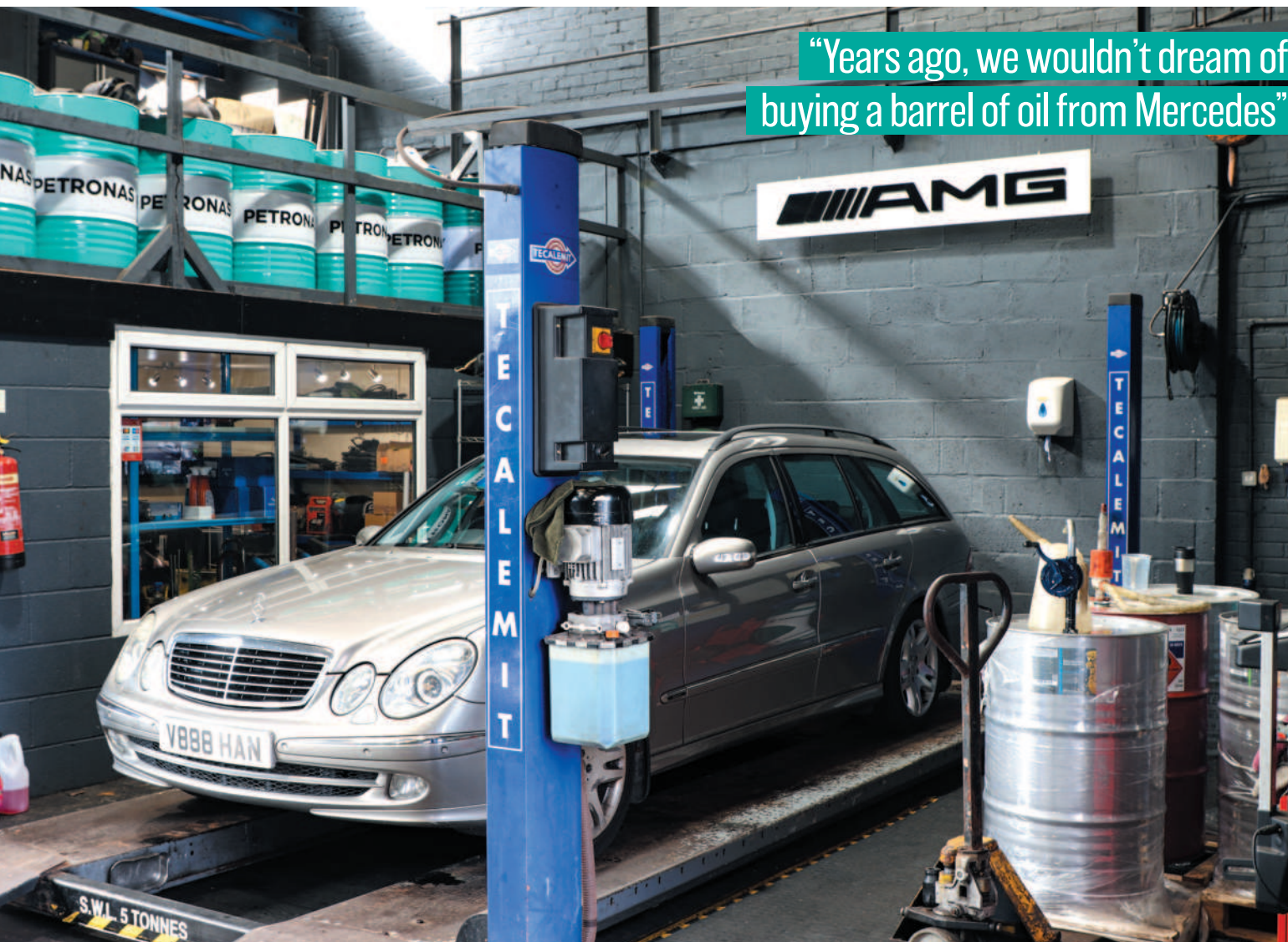
Since the UK introduced more eco-friendly E10 petrol in September 2021, SPR Autos has so far dealt with around half a dozen customers whose cars have acted strangely following fill-ups with the stuff. “I’m advising our customers to stick to ▷





◁ Technician Simon carrying out servicing.

▽ There was no shortage of Es during our visit.



“Years ago, we wouldn’t dream of buying a barrel of oil from Mercedes”



▷ the E5 premium juice and let others be the guinea pigs for the next five years to see what effect E10 has on engines,” says Sam. “Two customers [one with a W169 A-Class and the other with an R230 SL500] saw their engine management lights come on after filling up with E10. We cleared the fault code and told them to fill up with E5 premium to see if that makes a difference. We haven’t heard from them since.”

Sam also suggests that if your engine is suddenly taking longer to start, this could be a result of using E10 fuel. I have witnessed this issue on my own turbocharged car (built in 2016) and have since gone back to E5 premium. “If you own a luxury car like a Mercedes-Benz, you should be using the best fuel. You wouldn’t put low quality oil in your engine and fuel is no different,” Sam says. What will happen in five years’ time when the availability of E5 premium fuel is reviewed in the UK is anyone’s guess...

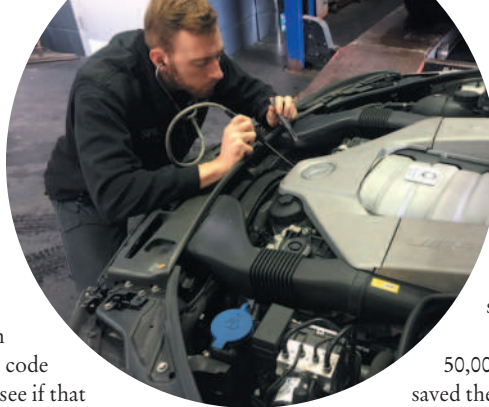
### NOx sensor issues

“There is a Nitrous Oxide [NOx] sensor fault on petrol and diesel Mercs of the 205-series C-Class and 213-series E-Class era, which is causing the engine management light to come on,” Sam reveals. “The replacement NOx part has a six- or seven-month delivery estimate, and it’s now got to the point where I won’t get involved with the issue, as customers were chasing me every week to see if their part had come in.”

Sam adds that a Mercedes software update, which presumably was an attempt to rectify the emissions sensor problem, has reduced customers’ average fuel economy, muddying the waters further still. “We now advise owners experiencing these issues to visit their local Mercedes-Benz dealer,” he confirms.

### Subframe failure

A few months ago, *Mercedes Enthusiast* received an email from a reader who’d experienced rear subframe failure on his R171 SLK, and it turns out he is not alone. Has SPR Autos ever come across this problem on the roadster or any other Merc of that age? “Yes,



△ Diagnosing an idle pulley noise on a C63’s M156 V8.

▽ This building extension was a big deal for SPR.

we have – on 204-series C-Classes,” Sam answers. “Mercedes-Benz is replacing these subframes for free under warranty as long as the car doesn’t have an unreasonably large mileage and has good [read ‘full’] service history – and not necessarily all main dealer.

“One of our customers, whose car had done around 50,000 miles, had the repair done two weeks ago, in fact. We saved them over £1,000,” Sam continues. “The car came into our workshop with a knocking noise. We discovered that the subframe arm had snapped off. We advised the customer to book into Mercedes-Benz Stockport for a free vehicle health check, during which the problem was confirmed and the repair work – fitting a brand new subframe – was done under warranty. I’ve had about a 90 per cent success rate with getting this repair done under warranty. Another of our customers got a new subframe fitted under Mercedes-Benz warranty despite his car having over 100,000 miles on the clock.”

### Parting comments

Arriving at SPR, I noticed a mean-looking 212-series E63 AMG tucked away in the corner of the car park. It turned out to be Sam’s. “I’m not a fan of messing with AMGs, especially the ‘63’ models with the M156 V8,” he says. “I think these cars are from a real sweet spot in AMG’s history. My E63 is as smooth as you’d like down a motorway – it’s a big, comfy car and may as well be a taxi. Then when I boot it, it’s something else.”

As many of us do, Sam has great respect for the M156’s predecessor, the 5.4-litre M113 V8. “They just don’t break. A great engine,” he says, suggesting this powerplant is among the most reliable Mercedes-Benz motors of all time.

Aside from SPR’s upcoming EV training, Sam is looking to grow his team of technicians and has recently established a dedicated parts service to bolster his business. I’d say things are in good shape in Stockport and I came away from SPR’s operation highly impressed with Sam’s frankness and positive attitude towards dealing with challenges facing his industry. I’m sure the company will continue to grow from strength to strength. ■

“I’m advising our customers to stick to the E5 premium juice and let others be the guinea pigs”





# Has your warranty expired?



Scan to find out more.

Cover your Mercedes with  
**The UK's Best Used Car Warranty.**

- Unlimited Repairs
- Roadside Assistance & Recovery
- Car Hire & Onward Travel



**Giving you the confidence to buy used.**

[warrantywise.co.uk/ae](http://warrantywise.co.uk/ae)

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



Mercedes 63 AMG M156 Aux belt, tensioner & pulley kit  
A0019938396 A1562000570 £180.00 exc VAT (£216.00 inc VAT)



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



Genuine Mercedes 63 AMG M156 Thermostat  
A1562030475 £140.00 exc VAT (£168.00 inc VAT)



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



m113 55 AMG Belt and pulley kit  
A1132020419 A1132000170  
£605.70 exc VAT (£726.84 inc VAT)



Mercedes w204 C63 AMG m156 engine mount kit  
A2122401018 A2042405117  
£260.00 exc VAT (£312.00 inc VAT)

**Visit our NEW store on our website selling common issue parts at great prices!**



Mercedes om651 250, 220 CDI Engine Cooling Water Pump & Belt  
A6512007701 A0039930396  
£130.00 exc VAT (£156.00 inc VAT)



Mercedes 63 AMG m156 Bosch Injector set  
A1560780023 x8  
£320.00 exc VAT (£384.00 inc VAT)

[SPRAUTOS@GMAIL.COM](mailto:SPRAUTOS@GMAIL.COM)

[WWW.SPRAUTOS.CO.UK/PARTS](http://WWW.SPRAUTOS.CO.UK/PARTS)

[WWW.SPRAUTOS.CO.UK](http://WWW.SPRAUTOS.CO.UK)





# SUPER GROUP

**D**iscovering and driving three 126-series SELs owned by rock legends George Harrison, Mick Jagger and Bill Wyman presented a unique opportunity. Following up this discovery with Deep Purple drummer Ian Paice's supercharged SEL is the cherry on the cake, and as I found out – each car is distinctly different. George's and Ian's cars, with their bespoke AMG treatments, cost more than a Rolls-Royce. Clearly, these guys weren't settling for second best, as Bill and Ian told me.

Bill kicked off the ownership cycle with his silver 500SEL in November 1982. Two years on, George splashes serious cash on a 500SEL with the AMG upgrades from UK agent Stratton in Cheshire. George's friend, Ian Paice follows in 1986 with a facelifted 500SEL AMG, adding afterburner performance via supercharging. In 1990, Mick Jagger catches up with his late model 560SEL, ticking all the option boxes.

## 1982 500SEL

Apart from Ian's S-Class, I was able to jump from one car to another within the seclusion of Bill's Suffolk home. Rocking up in George's car gives me a comparison for The Stones' SELs. Bill explains his purchase. "It was recommended to me by one of Mick's guys. I wanted a car to drive to my home in the South of France and the SEL was ideal. It was a wonderful car to drive and almost drove itself." Bill has a photo of the delivery in November 1982. "Yes, we're outside the garage of my house at the time in Chelsea."

Richard Mason tracks down – and drives – long-wheelbase S-Classes owned by music legends George Harrison of The Beatles, Mick Jagger and Bill Wyman of The Rolling Stones, and Ian Paice of Deep Purple

WORDS **RICHARD MASON** IMAGES **RICHARD MASON & IAN GRENFELL**

New SELs were scarce. Bill's came from Swindon, Mick's from Southend and George's from Glasgow. I ask if Bill remembers George's? "No, I knew George, he played on some tracks for my band, The Rhythm Kings, but not the car." Bill's Merc can be seen on YouTube in his autobiographical film *Digital Dreams* towering over Datsuns and Escorts in South London. I ask if he has any great memories of the Mercedes? "One in the South of France when I outran a load of paparazzi on the motorway to Monte Carlo. It was a crazy chase."

For my drive, Bill's mechanic Tony Davey recommends a route via a disused airfield that we have permission to use. Brilliant! Settling behind the ample steering wheel of the silver 500SEL, I recall stories Bill recounted of zig-zagging across



“ I outran a load of paparazzi on the motorway to Monte Carlo. It was a crazy chase ”



Bill Wyman's  
1982 500SEL

◁△△ Blue hide in good condition; Zebrano wood.

◁△ M117 V8 supported by a new fuel tank.

◁ Outside Bill's Chelsea home on delivery day.

▽ Retractable star emblem a great detail!



Europe to gigs and recording sessions, enjoying every moment with his Mercedes. Looking at the gentle patina of the Zebrano wood dash reminds me this was nearly 40 years ago. I'm comfortable on the wide blue seat, which is amply sprung and features electric adjustment. Even the rear seats electrically recline. The leather is in superb condition – a testimony to Mercedes quality. Mileage is modest at 116,000. It's 25 years since the SEL was used, so recommissioning included a new fuel tank and reconditioned brake calipers. Apart from the offside rear window, everything works. Cargo nets on the seat backs remind that this is a pre-facelift V126, the 'V' denoting the 140mm longer wheelbase chassis.



Although *Start Me Up* hit number 2 in the US charts in 1981, there's no start-up now, just churning as I twist the ignition key. Eventually, petrol vapour and smoke herald a muffled V8 burble which echoes off the brick garage. Simultaneously, the three-pointed bonnet star ascends from the front grille. Bill explains, "Fans were always nicking the badge, so I had this one fitted."

Heading out, I test the brakes and steering. Reassured, I give the old girl a bit of wellie. Riding on 14-inch 'Mexican hat' alloys compromises grip, although the ride is smooth and cossetting. Vague power steering, typical of the recirculating ball system, insulates the driver from road shocks but it's alarmingly devoid of feel. With 228bhp and low down torque there's a smooth and effortless power curve. The longer I drive, the sweeter the V8 gets – it just needed an 'Italian tune-up.'

The brakes, meanwhile, encourage forward planning. Enthusiastic cornering gets the fuel warning light flashing, as if to say, 'Steady on!' No, this car likes to be allowed to do what it does best – wafting along. It's an accomplished drive by the standards of its day, but there's nothing to get your heart racing, just as Mercedes-Benz intended.

## 1984 500SEL AMG

Talking of presence, George Harrison's 500SEL AMG is a mashup of the Stones' *Paint It Black* and *Street Fighting Man*: all black, deleted chrome, AMG air dam, side skirts and boot spoiler. The car hugs the ground on its low and stiffened AMG springs, with yet more attitude emanating from silver and black, 16-inch Penta wheels shod with 225/50 tyres. For someone who shunned celebrity, this SEL is a contradiction. Clearly, there's another side to George's character... ▷



George Harrison's  
1984  
500SEL AMG



△ Telephone  
plumbed into  
centre console.

◁ This car has  
not had the  
easiest of lives.

## “ The nose turns in well and the rear holds on with the AMG springs minimising body roll ”

▷ The 2017 Classic Motor Show at the NEC in Birmingham brought a chance meeting with ex Strattons sales manager, Roger Wood. Roger recalls George paying Strattons £60,000 in 1984. A huge hike over the £28,000 Bill paid. Roger reveals that the January delivery date was overshoot, as George didn't receive his Benz until May.

When I discovered George's SEL, it had suffered four years of storage near the sea. With light recommissioning, it's road legal but that's about it. Window switches work intermittently and as for opening the sunroof – well, don't even try. The fuel gauge ricochets from full to empty despite 80 litres of fuel on board. The car's had light use – only 58,000 miles in 25 years. George didn't garage it. Sir Jackie Stewart's son, Paul, explained to me, "It was simply a utility."

Launching George's car on the same route as Bill's SEL, 'go-kart' and 'limousine' sum up what separates two cars that are both capable of 130mph. George's SEL feeds back every bump through its rusty, creaking suspension. I'm hauling the car round via a smaller AMG wheel. Despite power assistance, the Pentas make for heavy steering, compensating with decent grip. The nose turns in well and the rear holds on with the AMG springs minimising body roll. Despite the AMG's chuckability, there's more car behind me than in front. If the back end goes, its length means a risk of hitting something. Being the only George Harrison SEL in the world, it's reckless to experiment. The muted exhaust is at odds with the extrovert visuals – a muscle car roar would complete the package.

Behind the AMG four-spoke steering wheel and piano black wood dashboard are standard Mercedes seats, offering no lateral support. Why didn't George spec Recaros? Instead of cargo

◁△△ Period  
AMG leather  
steering wheel.

◁△ Rear tables  
have a distinct air  
of aftermarket.

◁ The V8 would  
benefit from a  
louder exhaust.

▷ R Mason with  
Strattons' Roger  
Wood (right).





nets, black lacquered picnic trays hang on the seat backs. The rear bench seat electrically reclines and is also heated – a cool touch in the early 80s. George's CD player is situated in the boot with a yin and yang symbol on it. Other spiritual symbols leave no doubt as to ownership. And if that isn't enough, the car can be seen in a clip from *The Beatles Anthology* with George, Paul and Ringo exiting it.



Haring round the Suffolk countryside and airfield it's really no contest, this is one of the finest saloons to come from Mercedes even over 30 years later. Discreet and elegant, offering no hint of the extrovert Stones front man. And I guess that suited him just fine.

## 1986 500SEL AMG with supercharger

Some month's later, I'm chatting cars with Ian Paice, George's pal. Asking if George's AMG influenced him, Ian shrugs. "Not really. Having been through all the sports cars and done the Rolls-Royce thing, I decided I needed something with more room and more fire."

To achieve this, Ian passed his new, blue-black 1985 500SEL to Duncan Hamilton of Bagshot (AMG distributor for southern England). The company added an AMG bodykit and wheels, and fitted shorter and stiffer non AMG springs. Ian balked at the expense of an AMG engine, instead opting for a Mosselman supercharger. Ironically, this set-up uses a BMW air filter.

Interior creature comforts are orthopaedic front seats and twin rear heated and reclining seats from which to watch the TV or listen to the massively modified sound system. The total package came to £55,000, or £15,000 more than a Rolls-Royce >

△ Hydropneumatic suspension and traction control.

▽ Mismatched paint due to barrier impact.

## 1990 560SEL

I'm left wondering what a properly sorted SEL feels like. Well, Mick Jagger's 560SEL provides the answer. Actually, Bill Wyman bought Mick's car in 1993 with about 40,000 miles on the clock – the same year Bill left The Rolling Stones. Compared with the previous SELs, this one oozes refinement: all-round self-levelling hydraulic suspension, orthopaedic electric front seats, map reading light, outside temperature gauge, electric rear blind. Plus the facelift's upgrades of smooth body cladding, improved sound insulation, memory seats and smaller steering wheel with airbag.

Bodywork coloured Nautic Blue, with cream leather interior is a perfect combination, complemented by rich burl walnut dashboard and door trim. I ask Bill why the paintwork doesn't match on the offside front wing? "On the way back to London from France, my security guy fell asleep at the wheel. We crashed into a barrier on the right, damaging the wing and the door. Luckily, it was still possible to drive the car afterwards."

The SEL's extra rear space with the heated reclining rear seat is a comfortable retreat behind tinted side windows. Bill says, "There was a TV at one time, but we had to remove it because it kept overheating and was a fire hazard." No wonder there's a fire extinguisher under the front passenger seat. Like the others, this SEL hasn't seen much action. Bill reckons it's been about eight years since he used it, preferring his ML instead. Now with a fresh MOT, it's ready to strut its stuff.

Revisiting my test route, the 560SEL feels fresh and raring to go despite its 166,000 miles (the replaced speedo reads 36,000). Like the others, power is transmitted via a four-speed autobox, although here it is complemented by ASR traction control. The 10mm smaller steering wheel, powerful progressive brakes and 15-inch wheels make for reassuring handling. 'Porsche hunter' was the 560's nickname, such is the acceleration: 0-62mph in 7.2 seconds and a 149mph top speed (with catalytic converter fitted).

A switch with a shock absorber icon offers ride height adjustment; at 70mph, the suspension automatically lowers the car 24mm. The 560 V8's push right through the rev range makes for an effortless drive. It's as quiet as a library and the cream leather enhances the feeling of space. I could spend all day here.

Mick Jagger's  
1990 560SEL



◁ Cream leather complements Nautic Blue paint.

▽ Arguably the best driving SEL of the bunch.





“There’s no point in having a 150mph car if you don’t sometimes go over 70mph”

▽ Ian Paice treated his SEL to AMG upgrades.

▽▽ Period ads for southern England dealer.

▷ AMG bumpers front and rear; all chrome removed.



Ian Paice's  
1986  
500SEL AMG  
with supercharger



◁ Black leather trim and 88,000 miles on the clock.

▽◁ Mosselman supercharger for the five-litre V8.

▽ Sony TV/video player points towards the rear.



▷ back then. Ian travelled to gigs as far away as Germany. Recalling a downhill stretch of autobahn near Munich where the speedo hit 160mph, “There’s no point in having a 150mph car if you don’t sometimes go over 70mph. It was my toy and I wanted to enjoy it somewhere where I wasn’t watching the mirror the whole time.”

Asking Ian why he still had it, he answers, “Well, I put it in my garage in 2000

with 88,000 on the clock, as I fancied a manual in the form of an Audi S4. All that standing has led to problems even though I started it once in a while. Now I’m converting my garage into a house, the car has to go. I’m not going to use it again.”

Ian’s recommissioning includes new gearbox seals, water pump, radiator, fuel pipes and pumps (it has two). The AMG wheels were too worn for refurbishing, so Ian elected to fit replicas. Bodily, it’s the best of the four, the shiny blue-black paintwork only marred by minor rust scabs on the wheelarches. No performance data exists, but its reminiscent of a 560SEL, so possibly 60 to 70bhp up on standard except the extra power only kicks in over 2,500rpm, but then it’s all systems go.

Driving on Oxfordshire’s frost damaged roads, the AMG replica wheels tramline and the steering’s heavy, just like that of George’s car. The original suspension does its job well but at the expense of comfort. Being in better condition than Mr Harrison’s SEL, it gives me confidence to push harder and find better levels of adhesion, the tyres gripping like chewing gum.



Although there’s no back end breakaway, there’s driver breakaway across the slippery Mercedes seat. I can see why Ian got the best out of his 500SEL on autobahns. Taking a limousine to Porsche-like performance and handling is all very well, but size and weight still invoke the laws of physics. Still, there’s no denying it’s fun.

I ask Ian what effect the car had on people. “Well, it doesn’t look like an accountant’s car. Back then, people would see me and not necessarily recognise me. They’d just think I was a lucky git with long hair who had a fast car.”

## Epilogue

Later, the Stones’ SELs had a three-month gig at Mercedes-Benz World in Surrey before they were sold via auction to a Rolling Stones museum in Germany: £5,000 for the 500 and £16,000 for the 560. Ian’s car, although entered for auction, sold prior to bidding for £20,000. George’s car sold for £42,000 to a collector in Yorkshire, who has since lavished £8,000 on bringing it back to George’s day. All cars were sold by Omega Auctions.





# Young or Old

our history unfolds.

## Great benefits, 70 years in the making.

Your Mercedes-Benz may have changed over the years, but our commitment to our members will always remain the same.

Since 1952 we have been the UK's only officially recognised Mercedes-Benz owners Club providing products, services and events to enhance the enjoyment, value and experience all Mercedes-Benz owners and enthusiasts get from their cars.

As well as this, members receive a quality monthly Club Gazette and can enjoy a wide selection of benefits and activities, including:

- Technical advice
- Discounted insurance
- Discounts on parts, services and goods
- Club shop
- Regular national and international events
- Exclusive access to member's area of website and forum

Join the



**The Mercedes-Benz Club**  
Founded 1952

0345 6032660

catherine.barlow@mercedes-benz-club.co.uk  
30 Scotgate, Stamford, PE9 2YQ

What better way to show off your pride and joy than becoming a member of The Mercedes Benz club.

Membership costs £41 per year if you pay by direct debit, with a one-off £5 joining fee. Visit our site for further information.

[www.mercedes-benz-club.co.uk/signup](http://www.mercedes-benz-club.co.uk/signup)



# Time to reconsider

There are some great deals to be had on desirable older Mercedes, as our UK market expert reveals

WORDS GUY BAKER IMAGES CLUB CLASS CARS, BEENHAM GARAGE & MODERN AND CLASSIC CARS



Supercharged SLK200 in York was a facelifted car – £5,995 with 74K miles.



**E**veryone loves a bargain, whatever your budget. And that's especially true when it comes to buying cars. It's an unwritten rule that unless you get some kind of discount or some extras thrown in for free, then you've paid over the odds – and the seller has somehow 'won'.

In reality, all that really matters is have you got good value, and that doesn't always mean paying less than the asking price. Especially if the asking price is laughably low already. And with an increasing number of older Mercedes that's becoming the case.

Ever more stringent emissions legislation, rapidly improving engine technologies and attractive PCP deals have driven many buyers towards newer and newer cars, whilst those seeking something more engaging are increasingly drawn to classic cars. And that leaves 10- to 20-year old Mercedes out in the wilderness, with relatively few buyers considering models of this age. Lack of demand for these cars has led to some Mercs changing hands at bargain prices. And it's often the more appealing models too, such as roadsters, coupes and convertibles, which are considered less practical or more expensive to run.

One of the best exponents of this new reality has to be the R171 SLK, with early examples changing hands for less than £2,500. But these have either high mileages or find themselves in need of some serious TLC. Stretch your budget to five or six grand, however, and you'll have the pick of some really great examples needing no fettle whatsoever.

This Iridium Silver, 08-plate SLK200



△ 2007 CLK320 CDI Coupe spotted in Croydon for just £6,000.



△ Beenham's early SLK350 V6 also came in at under six grand.

Kompressor at Club Class Cars in York ([www.clubclasscarsyork.com](http://www.clubclasscarsyork.com)) would be a typical example. Looking immaculate, boasting a full service history and with just 74,600 miles on the clock, it was advertised for £5,995.

Claiming lively performance and a 147mph top speed, this six-speed manual equipped car came with 16-inch five-spoke alloys, cruise control, air conditioning, electric windows and a radio/CD/MP3 player.

## Six-cylinders

Like the look of this car but fancy a bit more power? Then the silver, 272bhp SLK350 built in 2005 and offered for £5,995 at Beenham Garage ([www.beenhamgarage.co.uk](http://www.beenhamgarage.co.uk)) in Reading would have been ideal. Capable of hitting 62mph from standstill in just 5.5 seconds and limited to 155mph, the car's comprehensive spec included electric windows, cruise control, the interior lighting pack, black leather trim and electric memory sports seats.

The 209-series CLK is another prime candidate, with quite a few Coupes and Cabriolets for sale at very attractive prices. For less than £6,000 you could be the new owner of this below average mileage, 2007 CLK320 CDI Sport with 7G-Tronic automatic for sale at Modern and Classic Cars ([www.modernandclassiccars.co.uk](http://www.modernandclassiccars.co.uk)) in Croydon.

Stickered at £5,990, it had covered 95,000 miles in the hands of two previous owners, and boasted a full service history plus a plush spec – comfort ventilated front seats, luxury climate control, a TV tuner, designo nappa leather with designo wood, cruise control, Parktronic, electric memory seats and 18-inch alloys were all included.

► Want something a bit more contemporary than these three cars? Then check out our top three £10,000 Mercedes saloons on page 76!



## Forecourt find

## 350SL (R107)

Mercedes' charming R107 SL is one of the most popular buys with classic collectors at the moment, and with its timeless looks, impressive build quality and engine durability, the appeal of this affordable classic is undeniable. Values have risen over time, with good sub-£30,000 350SLs becoming rarer by the day.

This striking blue automatic from 1975 caught our eye. Advertised for £28,000 at Peter Vardy Heritage in Edinburgh, it had covered 95,564 miles, and looked in tidy condition. We doubt you'll find many more affordable examples from this era.

This 350SL's 3.5-litre V8 engine produces 197bhp with 211lb ft of torque available from 4,000rpm. Teamed with a three-speed automatic gearbox, when new this smart-looking roadster could hit 62mph from a standing start in 9.5 seconds, and touch 127mph flat out.

**Dealer information:** Peter Vardy Heritage

**Tel:** 0131 608 2504

**Web:** [www.petervardy.com](http://www.petervardy.com)



△ Dark metallic blue paint over similarly blue interior trim.

▷ This 1975 car comes with a colour matched hardtop.

▽ Pre-facelift cabin with enormous wheel and central speedo.



## Top tips

## Test drives

Test driving a Mercedes is simple, right? Think again

⊕ You must be insured to drive any car – dealers usually offer insurance, but the excess will be down to you. If you buy privately and have 'Driving other cars' cover on your insurance then you only have third-party cover.

⊕ Insist on starting any Mercedes from cold to highlight potential starting problems. Ensure that your driving position is comfortable before you set off, and check you've got good all-round visibility.

⊕ Your test drive should include urban driving, as well as A- and B-roads, and a small stretch of motorway too. Test every gear (including reverse), watching for a worn clutch, and listen for any untoward noises from the suspension.

⊕ On a clear road, accelerate using full throttle whilst checking the rear-view mirror for signs of blue or black smoke. A bit of white smoke or condensation from the exhaust isn't usually a problem.

⊕ Gear changes should be smooth. Beware of rumbling from wheel bearings, knocking noises from under the car, and rattling sounds from the engine.

⊕ Turn the wheel from lock to lock a few times when parked, and listen for any sounds from the steering system. Carry out a few emergency stops – any vibrations through the steering wheel could indicate warped brake discs.

⊕ When finished, turn off the engine then immediately try restarting it – poor warm starting could suggest fuelling or sensor problems. And test every electrical item, watching out for dashboard warning lights or audible warnings.



## Auction spotlight

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

## ● SLK320

3.2-litre, petrol, auto, 2000/W-plate, 47,000 miles, **£2,600**

## ● CLK320 Coupe Avantgarde

3.2-litre, petrol, auto, 2003/03-plate, 80,000 miles, **£3,600**

## ● CL500 Coupe

5.0-litre, petrol, auto, 2003/03-plate, 87,000 miles, **£6,100**

## ● S320 CDI

3.0-litre, diesel, auto, 2007/07-plate, 59,000 miles, **£10,600**

## ● SLK250d AMG Sport

2.1-litre, diesel, auto, 2016/16-plate, 52,000 miles, **£13,600**

## ● CLA220 CDI Coupe AMG Sport

2.1-litre, diesel, auto, 2015/65-plate, 42,000 miles, **£15,850**

## ● SLC250d AMG Line

2.1-litre, diesel, auto, 2016/66-plate, 59,000 miles, **£16,900**

## ● C350e Sport

2.0-litre, petrol/electric motor, auto, 2017/67-plate, 37,000 miles, **£17,800**

## ● CLA200 Sport Premium Plus

1.6-litre, petrol, manual, 2018/67-plate, 43,000 miles, **£18,500**

## ● C200 Cabriolet AMG Line Premium

1.5-litre, petrol, auto, 2019/19-plate, 17,000 miles, **£26,850**

## ● AMG C43 4Matic Coupe Premium

3.0-litre, petrol, auto, 2017/17-plate, 37,000 miles, **£28,600**

## ● AMG S63 L

5.5-litre, petrol, auto, 2015/64-plate, 99,000 miles, **£31,600**

## ● AMG A35 4Matic Premium Plus

2.0-litre, petrol, auto, 2019/19-plate, 22,000 miles, **£34,000**

## ● AMG E53 4Matic Cabriolet P. Plus

3.0-litre, petrol, auto, 2018/68-plate, 24,000 miles, **£40,600**

## ● AMG CLA45 S 4Matic+ Coupe

2.0-litre, petrol, auto, 2020/20-plate, 22,000 miles, **£52,900**

## And remember...

Always arrive early at car auctions, if in person then 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 by 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

# £10,000 saloons

The popularity of saloons has dwindled in recent years, but with classic styling, four- or five-seat practicality, abundant boot space and impressive economy – especially in diesel form – there is still much to love about them. And with so many great Mercedes-Benz four-doors built over the last decade, you really are spoilt for choice.

Better still, the relative lack of demand for many models means you can get a lot more Merc for your money. Here are three of the best on a £10,000 budget. We kick off with a twin-turbocharged oil burning C-Class, before moving to an E-Class with silky V6 refinement, and conclude with one of the most distinctive AMG of the last 20 years.



## C250 CDI BlueEfficiency (W204)

The classifieds are ripe with late-plate W204 C-Classes, and one of the most accomplished is the C250 CDI BlueEfficiency AMG Sport. Our budget bags a 2013 example with around 75,000 miles and just two or three owners. With 369lb ft of torque on tap, the performance is strong, despite claiming 58.9mpg on the combined cycle. Yours should come with a full service history, 18-inch AMG alloys, nappa leather, Comand sat nav, and front and rear parking sensors.



## E350 CDI BlueEfficiency (W212)

Want something a little grander? Then seek out an early, well-specced, 228bhp E350 CDI BlueEfficiency Sport. Our budget buys a cherished, low-mileage 2009 or 2010 example with under 60,000 miles, a full service history record and some optional extras. 398lb ft of torque translates into a 6.8-second 0-62mph dash, yet you will still better 45mpg on longer journeys. If the mood takes you, a simple £500 remap could liberate 25 per cent more grunt.



## CLS55 AMG (C219)

A saloon in all but name, Mercedes-Benz's CLS55 AMG is a rare beast – but well worth hunting down. Seen as radical at the time, the four-door 'C219' coupe packs epic performance in 55 AMG guise, with 469bhp and whopping 516lb ft of torque. Capable of blasting to 62mph in just 4.2 seconds, all examples of this supercharged V8 are palatially equipped and boast four full-sized seats. Ten big ones puts you behind the wheel of a 2005 car with around 120,000 miles. A future classic? We certainly think so!

## Latest products and accessories

### Lorinser tuning for E400d 4Matic

Lorinser now offers a substantial hike in power and torque for the current, 213-series E400d 4Matic courtesy of its €1,499 Power Module. The factory car produces 325bhp and 516lb ft of torque, but Lorinser has elevated this to 369bhp and 568lb ft. And if you fancy some exclusive alloys to go with your Lorinser-enhanced E400d, then the tuner's 21-inch Hyper Silver or Black LM2R wheels take some beating. Full details at [www.lorinser.com](http://www.lorinser.com).



### Mio MiVue 798 Pro dash cam

Mio's latest MiVue 798 Pro flagship dash cam is feature-packed with crystal clear recordings for the ultimate road safety device. With full HD recordings and various safety features included, such as average speed camera alerts, the 798 Pro is an enhanced version of the popular 798 model and is available at good retailers for £189. Users can easily upload, view or share footage including location through GPS data. This allows for clips to be shared and saved easily. The dash cam also includes internal memory and can hold up to 128gb of footage through a micro-SD card.



### Mercedes-Benz watches for men

Mercedes' 2022 Collection Catalogue includes some wonderful fashion accessories, like this striking, Swiss-made, silver and black men's business automatic chronograph watch. With a black 3D-look dial with illuminated hour markers, a sapphire crystal cover, a stainless steel watch strap with high-grade folding clasp and a Sellita SW 500 automatic chronograph movement with stopwatch function, it's also water-resistant to 5ATM. Contact your local Mercedes AMG retailer for exact pricing and to place an order – the recommended retail price is £1,333.20.





# Signature Tune **A220 CDI**

How to make the W176 A-Class in 220 CDI BlueEfficiency form even more exciting to drive

Tidy handling out of the box; diesel is remap ready!



should. Look out for engine oil leaks, worn brake pads and discs, tired shock absorbers, cracked road springs, damaged fuel injectors, and especially stretched engine timing chains and tensioner wear (causing a rattle). Why? Well, fixing these last two issues is an engine out job!

Bilstein dampers seems a pretty popular choice among A-Class owners.

## Brakes

If you want to enhance your A220 CDI's brake pads then look at options from Brembo, Pagid and EBC, whilst braided brake hoses from Goodridge, Tarox or EBC will improve brake performance and feel. Big brake kits from the likes of Brembo and Wilwood are very potent, but pricey.

## Wheels and bodywork

Most W176 A-Class owners keep things pretty standard, but your exterior options are almost limitless, from small rear boot spoilers, rear diffusers and grilles plus aftermarket alloys, right up to full-blown bodykits from the likes of Lorinser, Prior Design and Maxton Design. Exterior chrome or carbon trim components and bespoke valve covers can add an exclusive finishing touch.

## Interior

Standard-looking interiors are de rigueur, but DVD GPS Navigation Comand upgrades are available for the W176 A220 CDI, running Android Auto and Apple CarPlay, and enabling you to run a whole suit of apps, play DVDs, use Bluetooth hands-free and connect to WiFi networks.

## Useful contacts

[www.ckspperformance.com](http://www.ckspperformance.com)  
[www.mslperformance.co.uk](http://www.mslperformance.co.uk)  
[www.quantumtuning.co.uk](http://www.quantumtuning.co.uk)  
[www.celtictuning.co.uk](http://www.celtictuning.co.uk)  
[www.mansory.com](http://www.mansory.com)  
[www.amdtuning.com](http://www.amdtuning.com)  
[www.tarox.co.uk](http://www.tarox.co.uk)  
[www.forgemotorsport.co.uk](http://www.forgemotorsport.co.uk)  
[www.ebcbrakes.com](http://www.ebcbrakes.com)  
[www.brembo.com/en](http://www.brembo.com/en)  
[www.powerflex.co.uk](http://www.powerflex.co.uk)  
[www.goodridge.co.uk](http://www.goodridge.co.uk)  
[www.eibachshop.co.uk](http://www.eibachshop.co.uk)  
[www.bilsteinsuspensionstore.co.uk](http://www.bilsteinsuspensionstore.co.uk)

**E**xcellent value for money. Mercedes' 2012 to 2018 A220 CDI BlueEfficiency also looks classy, packs plenty of punch and is pretty economical to run. There were two 168bhp generations produced, with the later 2014 to 2018 cars producing maximum torque at slightly lower revs, but both deliver 258lb ft in factory trim and can reach 137mph at full chat.

The majority of examples are well-specced with Artico leather trim, a DAB radio, 18-inch AMG alloy wheels, heated front seats, cruise control with Speedtronic, air conditioning and Parktronic as standard, whilst some cars also come with the AMG Exclusive Package, the Night Package and the Storage Package.

However, everything can be improved upon, with the A220 CDI BlueEfficiency happily tuned for greater performance and efficiency. And you can enhance the handling, braking and cabin tech too.

## Our top tuning tips

We would buy a standard car with full service history, plenty of options and no more than three owners. It's essential to check all the electrical equipment on board to make sure it works as it

## Engine

Readily tuned for greater output, the 2.1-litre OM651 motor can be remapped for £500 to £600 to around 215bhp and 360lb ft. Many tuning houses can do this, including CKS Performance, MSL Performance, Celtic Tuning or Quantum Tuning. Some owners also add a high-flow air filter and a sports exhaust for a few more bhp. But it's best to do this before any remap.

## Transmission

The seven-speed dual-clutch automatic's factory set-up is pretty good as is, so there's not much that needs improving, but a gearbox ECU remap can achieve even faster shifting times, reset the maximum and minimum rpm for up and downshifts, adjust the torque limiter to unleash more power when it's safe to do so, and produce even smoother gearshifts to boot. A number of tuners offer this service.

## Suspension

OE bushes wear out and affect the ride and handling, so we recommend fitting some long-lasting polyurethane replacements, like those available from Powerflex. Eibach and H&R lowering springs are also popular and a front strut brace is £330 to £400. There are plenty of coil-over options too, whilst fitting Eibach springs with new

## Autoglym QuikRefresh

Autoglym has released QuikRefresh, a time-saving new product specifically designed to rapidly restore that perfect 'just washed' finish with minimal effort. Pitched as the perfect product to keep your vehicle looking pristine by bridging the gap between full cleans,

Autoglym QuikRefresh rapidly removes dust, water marks and light traffic film between washes. Microemulsion technology suspends dirt from the surface, and you can wipe on and wipe off with no final rinsing needed. Suitable for all exterior vehicle surfaces, the recommended retail price is £14.99 for 500ml. More details can be found at [www.autoglym.com](http://www.autoglym.com).





# Richbrook

Perfect fit indoor car covers, available in Red, Blue and Black only £109.



Supersoft

Superstrong

Superstretchy

Full info and shop [www.richbrook.co.uk](http://www.richbrook.co.uk) or call 01328 862387

## 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 e-mail [sales@creweengines.co.uk](mailto:sales@creweengines.co.uk) web site [www.creweengines.com](http://www.creweengines.com)

► 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)

## Crewe Engines Ltd

## 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](http://www.portman-garages.co.uk)

212 Acton Lane, London NW10 7NH

## AUTO-RESTO

Exceptional Automotive Restoration



Body & Paintwork Specialists  
Award - Winning Paintwork  
Full or Targeted Restoration  
Cosmetic Repairs  
Insurance Approved  
Accident Repairs

[projects@autorest.co.uk](mailto:projects@autorest.co.uk) 02920 887370  
[www.autorest.co.uk](http://www.autorest.co.uk) 07813 090212

@auto\_resto\_projects  
@autorestprojects



**MBVR Ltd**  
Mid Beds Vehicle Restoration Ltd

**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)



# NEXT ISSUE



## IN-HOUSE RIVALRY

**Latest E63 V8 and E53 straight-six battle for glory**



**PLUS**

## SUMMER RUNNIN'

**Navigating South Africa's coastline in a 300CE-24 Cabriolet**



**Our top £25,000 Benz buys ♦ Why SBC was doomed to fail  
AND MUCH, MUCH MORE!**

**Mercedes**  
ENTHUSIAST

August/September 2022 issue  
**ON SALE** July 15th



**The battery is recuperatively charged by the engine, but can also be charged at home or at a charging station**



# Plug-in hybrid

The first plug-in hybrid C-Class offers almost 20 miles of range in electric mode and, with its hybrid powertrain in full flow, rapid performance

WORDS DAVID SUTHERLAND IMAGES IAN KUAH & MERCEDES-BENZ GROUP AG

**N**ot everyone is convinced that electricity is the way to make cars truly environmentally friendly, because the power for their batteries has to come from somewhere, and production of the batteries themselves has been revealed to consume precious resources.

Nonetheless, the idea now has traction and electric cars are the future – by law, from 2030 you won't be able to buy a new petrol or diesel car in the UK, and there's not likely to be a big choice by the mid 2020s. Already, two-thirds of all new Mercedes bought in the

UK have electric power...

As a leading motor industry innovator since Gottlieb Daimler and Carl Benz merged their companies almost 100 years ago, Mercedes has been at the forefront of electric cars and has enthusiastically packaged the technology into useable and, equally importantly, cost effective, motorcars, and a key offering was the model we put under the Buyer's Guide spotlight here, the 205-series C350e 'plug-in' hybrid. Launched in 2015 in Saloon and Estate forms, it was convenient, powerful and at well under £40,000 in Saloon guise once the government grant was taken into

account, within an acceptable price distance of normal petrol C-Class models.

It is among the various models launched by car makers that has seen hybrids gain critical mass, switching from being early-adopter curiosities to a perfectly rational and practical choice. Seven years on from launch, you'll see lots for sale, and from around £12,000 for the first models. But of course, there will be many who will worry that the electric systems adds a fearsome new element of complexity to an already high tech car, making an ageing example an owner's nightmare. Fact or fiction?

## Design & engineering

The C350e is not an electric car as such, but a petrol-engined car – in this case two-litre, turbocharged – with an electric motor that can power the Mercedes for short distances, but whose practical purpose is to add emissions-free power. The battery is recuperatively charged by the engine, but can also be charged at home or at a charging station via a port on the rear bumper, hence the 'plug-in' tag. Petrol/diesel hybrids will soon become part of electric car history, as new cars sold with this set up will be outlawed in the UK in 2035, but for now they're a good introduction to electric cars,



**Spotted  
for sale**  
PRIVATE SELLER  
**C350e Saloon Sport**  
2016/66, black, black Artico leather,  
panoramic roof, 140,000 miles  
£13,250, west London



## Just the facts

### Mercedes-Benz C350e (W205)

ENGINE M270 1,991cc 4-cyl turbocharged + electric motor

COMBINED POWER 275bhp@5,000rpm

TORQUE 442lb ft@1,200-2,000rpm

TRANSMISSION 7-speed auto, RWD

WEIGHT 1,780kg

0-62MPH 5.9sec

TOP SPEED 155mph

FUEL CONSUMPTION 134.5mpg

CO2 EMISSIONS 48-52g/km

YEARS PRODUCED 2015-2018

*All figures from Mercedes-Benz; fuel consumption according to NEDC combined; top speed electronically limited*

means that many owners will try this option infrequently simply to see it working. The transition from petrol to electric and back is pretty seamless.

Otherwise, the C350e is much like any other C-Class, albeit one with a particularly smooth ride quality. It may lack the W204's robust feel, but this W205 C-Class looks good inside with Mercedes' usual heavily sculpted fascia and prominent tablet-style information centre, and most comfortable Artico 'leather' seats.

## What you'll pay

At the cheapest end of the price scale, you'll see asking prices starting at about £12,000 for a Saloon. The C350e is quite likely to have been a car acquired new for company use, which would explain the way above average mileage that many have covered. So at this price point, expect 120,000 or 130,000 miles on the clock.

If you want something with under 100,000 miles the budget will have to be increased to £14,000 to £15,000, but even a £20,000 2017 C350e will have at least 50,000 miles. To get the 30,000-mile car from 2018 that everyone wants, you'll be shelling out £25,000. The Estate was about £1,300 more than the Saloon so used values will be slightly higher.

If you want the truly all-protecting warranty that only a franchised Mercedes-Benz dealer can provide, you will be paying close to £20,000 – it's not that their prices are noticeably higher than at independent garages, but that the stock is newer and hence pricier. For a late C350e from 2017 with 30,000 miles, expect to pay around £30,000. ▶

not least because there are no battery range issues to worry about.

The C350e's petrol engine produces 208bhp and 258lb ft torque, on its own a respectable output. However, the electric motor can boost this to 275bhp and 442lb ft, putting this hybrid into the performance saloon category. Power is transmitted to the rear wheels through Mercedes' usual 7G-Tronic seven-speed automatic transmission, except adapted for a hybrid application.

This being a modern Mercedes, there are various engine and transmission driving modes, but the four that matter pertain to the power pack and are easily learned. 'Hybrid' is the one you'll likely use most, if not all the time, and which lets the car decide on the appropriate internal combustion/electric combination for any given driving conditions or driving style. 'E-mode' sees the electric motor do all the work, giving up to 19 miles of range. 'E-save' limits the amount the electric motor contributes, in order to maintain

the battery's charge level, while in 'Charge' the car is driven on its petrol engine only, but charging the battery up to full for later on, a mode that increases fuel consumption. Its hybrid set up gives the C350e a certified super economical 134.5mpg on the 'combined' test, while emissions are a mere 48g/km, under half that of a C200.

The C350e's sole trim pack was Sport, equipped with 15mm lowered suspension, 17-inch alloy wheels, heated sports seats, Garmin sat nav and Active Parking Assist. It came with Airmatic suspension as standard, and mode 2 (8A) and 3 (16A) charging cables.

In early 2018, a facelift for the C-Class – by now built in Bremen in Germany, East London in South Africa and Tuscaloosa in the US – was announced. This focussed on appearance and equipment presenting refreshed interior and exterior trim, and some upgraded equipment including extended Active Brake Assist and Multibeam LED headlamps. The

205-series C-Class was replaced by the 206-series in 2021, although the C350e was not offered after 2018. Note, a 316bhp C300e model with a 34-mile electric range appeared just before the 205-series ceased production.

## Driving the C350e

A basic problem with electric cars is energy-consuming weight, and the C350e is no lightweight at nearly 1,800kg, its supplementary motor and battery making it 22 per cent heavier than the C200. However, this isn't really evident from behind the wheel, Mercedes engineers having largely achieved their aim of eliminating any differences between petrol and hybrid as far as the driver is concerned.

The two-litre engine is characterless but smooth and quiet, and has more than enough acceleration from any speed – when the battery has charge, at least. E-mode sees the Mercedes glide around near silently, but of course the very limited range



# C350e Inside and out



## Specialist overview

Steve Dickens of Autoclass Garage in Milton Keynes

*"On reliability they're not really much different to the normal C-Class models. I've only seen one hybrid motor failure, but as with all modern Mercedes they do suffer with electrical gremlins, some of which can be rectified with software updates."*

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

## Powertrain

- Hybrid heater booster failures are common, preventing the car from starting, and causing the red high voltage battery warning light to come on. The reason for this is water entering the module, which is located in the offside wheelarch.

- The engine in the C350e can suffer a failed starter motor, but you might

not notice this because the car starts off under electric power, leaving the only sign – a bump – felt on the move as the petrol engine effectively kickstarts itself.

- The M270 petrol engine can suffer a failed crankcase vent valve, which will bring the engine light on. The water pump and thermostat can give

trouble, also illuminating the engine warning light.

- The gearbox is a variant of the proven '724' unit, and if serviced correctly and on time seems to be reliable. However, this must include adding the Mercedes-Benz supplied anti-foam solution when the gearbox service is carried out.



The four-cylinder engine is a little gruff, but you can't knock its efficiency.



## Suspension, steering and braking system

- Front spring link ball joints often wear out, causing a creaking and/or knocking noise when driving over bumps or manoeuvring at slow speed. The only way to rectify this is to replace the affected suspension arm.

- All 205-series models can develop a squeaking noise that's heard within the cabin, caused by the lower steering shaft plastic sheafing coming loose. The cure involves

removing the shaft and re-bonding the sheathing back on.

- All 205s can display brake judder as a result of the wheel hubs not having been cleaned while the discs are replaced, and also because the

wheels have not been correctly torqued in a certain sequence. The result is brake judder not long after the discs and pads have been replaced. Specialists advise sticking to Mercedes brake parts rather than aftermarket.



Comfort, Eco, Sport, Sport+ and Individual modes available.



**Spotted  
for sale**  
INDEPENDENT DEALER  
**C350e Estate Sport**  
2016/66, silver, black Artico leather,  
89,500 miles, £15,500,  
Wakefield

Airmatic suspension and  
17-inch alloy wheels  
fitted as standard.



**“E-mode sees the electric motor do all the work, giving up to 19 miles of range”**

### Bodywork and wheels

- Mercedes-Benz anti-rust treatment improved after a low period in the 202-/203-series C-Class era, so even the oldest 205s should still be solid in the body. All panels are galvanised so should not rust, but check for any poor accident repairs

that might have left incorrect panel gaps.

- Mercedes-Benz wheels still seem very vulnerable to wear and tear. Check for cracking and buckles, and listen and feel for judders if road testing the car.



Mode 2 and 3 charging  
cables included; boot  
largely unaffected by  
the battery pack.

### Interior and electronics

- The DAB radio can give trouble. The remedy might simply be a software update, although sometimes the unit must be replaced. This applies to all 205s, not just the C350e.

- Check that everything works properly: electric seats, Comand, audio and so forth. Modern Mercedes receive regular software updates from main dealers, which makes a full M-B history a useful bonus. There is no paper history other than payment invoices, but official dealers should be able to give details.

- The 205-series C-Class, including the C350e, was a popular corporate-funded car. Hence look out for careless ‘user abuse’, such as damaged trim.





## C350e Inside and out

## Verdict

At the beginning of this Buyer's Guide, we asked if the hybrid aspect of the C350e brough added trouble for the used car buyer, and it doesn't. This is a superbly engineered model whose electrics have proved extremely reliable, and if you'd be happy buying a diesel or petrol 205-series with 100,000 miles, then a C350e with the same miles should hold no worries.

That doesn't of course answer a second question: what does a C350e offer that another 205-series C-Class doesn't? Better economy and a slight reduction in the carbon footprint of your motoring is the answer. But the car works so well, we say just enjoy it and don't feel the need to justify it!



## Hybrid: Does it make sense?

In the current 206-series C-Class range, the equivalent model to the 205-series C350e is the C300e, whose 60-mile electric range is three times that of the C350e (the rare, 205-series C300e that arrived late in the day had a 34-mile range). The C350e featured here uses what Mercedes-Benz said was the most advanced lithium-ion battery at the time; water-cooled, it weighs around 100kg, and for crash safety and weight distribution reasons is mounted underneath the rear axle in a steel housing.

Mercedes said the C350e's battery can be recharged from 10 to 100 per cent in around 1hr 45mins at a dedicated charge point. But unlike the more recent all-electric Mercedes-EQ range, whose only power source is an electric charger, the plug-in hybrid C350e need never be connected to a charger, because the engine can recharge the battery. Plugging it into a wall charger would charge the battery to its maximum, but given the C350e's limited range under pure electric power, that's not a significant advantage, and unlikely to persuade many people to invest £600-plus in a home charger even if using it is cheaper per unit than a public charger.



**Spotted for sale**  
MERCEDES-BENZ OFFICIAL RETAILER  
**C350e Saloon AMG Line saloon**  
2018/18, black, black leather,  
36,000 miles privately owned,  
£26,995, Mercedes-Benz  
of Salisbury

## Typical basic servicing costs

(A/B services including VAT)

MODEL	OIL SERVICE	MAJOR SERVICE
C350e Saloon/Estate	£245	£295

Quotes from Autoclass Garage

## Non routine servicing costs

- ★ Replace front brake discs and brake pads **£380**
- ★ Replace a failed engine crankcase vent valve **£275**
- ★ Fit a replacement engine coolant thermostat **£400**
- ★ Replace both front spring link ball joints **£650**
- ★ Four premium tyres (225/45R18, 245/40R18) **£550**

## What you'll pay

**£12,000-£13,000** Lowest price for a C350e Saloon or Estate, an early ex-fleet car with at least 120,000 miles

**£13,000-£15,000** In this price bracket, you'll see cars with under 100,000 miles on the clock, but not by much

**£15,000-£20,000** 2017/2018 cars with 50,000 to 75,000 miles, Estate models cost slightly more

**£20,000-£25,000** Most of the cars offered by Mercedes-Benz dealers are in this price band, the mileage typically around 30,000 to 40,000

**£25,000-£30,000** Mercedes-Benz dealer stock, under 40,000 miles and in very good condition





# Richbrook

Tailored '4 layer'  
StormGuard™  
Outdoor Car Covers  
From £149

Ultimate protection

Soft non-scratch lining

Waterproof & breathable

Full info and shop [www.richbrook.co.uk](http://www.richbrook.co.uk) or call 01328 862387



Your source for hard to  
find R129 SL trim parts.



## WWW.CLASSICTRIMPARTS.COM

✉ CLASSICTRIMPARTSLLC@GMAIL.COM

☎ +1-716-931-9551

## LAMBSWOOL OVER RUGS

- Tailored in the UK from the finest sheepskins
- All cars
- Quality built on experience



Easirider Company Ltd +44 (0)1604 714103  
mail@easirider.com [www.easirider.com](http://www.easirider.com)



50  
YEARS  
1972-2022

## NO MORE CAR DRYING - EVER!

Filter out all dissolved  
minerals for NO water spots

- ★ Oppm pure filtered water leaves no ugly watermarks even when your car is left to dry in bright sunlight
- ★ 7 litre filter produces 400 litres, 14 litre filter produces 1100 litres of pure water
- ★ Eliminate drying swirls, save time for driving
- ★ Refillable & reusable filter saves money long term
- ★ Standard 7 litre filter will typically last a year

The best car cleaning product I have bought  
in my life. Wish I'd bought one years ago  
*J. Longden, Huddersfield*

Can't recommend this product enough!  
*J Weaver, Bristol*

★★★★ AutoExpress & EVO reviews

See our full range of Concours-winning car care products online

**RACEGLAZE**

Race Glaze Ltd | +44(0)1780 749449 | [www.raceglaze.co.uk](http://www.raceglaze.co.uk)



## CASTLE CHROME PLATING LTD

We are a family run business with a dedicated team of skilled metal polishers and platers with more than 100-years' experience of polishing chrome, copper and nickel plating. We specialise in the restoration of all car and motorcycle bright work to high quality.

- Our work is undertaken in-house and every job is treated with our utmost care.
- All of our work is triple plated – copper, nickel & chrome.
- We can take on all projects, from the biggest to the smallest jobs.
- We are happy to provide references from our many satisfied customers. Our aim is to provide you with the best quality finish at the most reasonable price possible.



To discuss your metal finishing requirements,  
please call the number below or visit our website.

**Tel: 01384 214429**

**[www.castlechrome.co.uk](http://www.castlechrome.co.uk)**



# Change of Hart

Reed Hitchcock's patience pays off and finally gets his hands on an R107 SL - a 560 model, no less - with fantastic provenance

WORDS & IMAGES REED HITCHCOCK

## FACTSHEET

**CARS** 1986 560SL Roadster/1972 280SEL 4.5 Saloon/2002 ML320 SUV/2011 E350 Estate

**OWNER** Reed Hitchcock

**LOCATION** Virginia, USA

**PURCHASED** November 2021/April 2020/June 2018/May 2014

**UPDATES SINCE LAST REPORT** A former cover star of this magazine finds its way into Reed's garage



**It pulled like a freight train and shifted with buttery smoothness**

△ This well-kept and used 560SL featured in our Dec/Jan 2022 issue.

**O**ver the course of my 20 years writing for *Mercedes Enthusiast*, I have owned a lot of Mercedes-Benzes. Of course, this will be no surprise to long-time readers. As a Generation X'er, my personal preference – at least among Mercs – tends to be the 'youngtimers' from the 1970s to 1980s. Over the years, I've owned and loved a lot of W123s, W126s, W124s, and even the odd W201. And while each of these series is iconic in its own right, arguably the most iconic – the R107 SL – has eluded me.

It's not that I didn't like them – quite the opposite. Whether it was Jonathan Hart, Bobby Ewing, or Wonder Woman who first turned me on to the 107, I have always been smitten. Sure, they are quite opposite of both 'sport' and 'light', for

which the famous 'SL' moniker stands, but they represent over-engineering at its finest. Even by today's standards, they simply reek of the cliché that they were hewn from a single ingot of steel.

### He shoots, he scores!

My issue heretofore has been that I've never really driven a good 107. Most reasonably priced examples tend to be tired, ridden-hard-and-put-away-wet, and often more rusty than not. The few I'd driven over the years felt heavy, almost truck-like, and not at all what I expected from a pedigreed car from the 107's bloodline. At the other end of the spectrum, prices for truly nice ones have climbed steadily over the past decade or so, with a jump to the stratosphere at about the same time as Covid-19 became a thing. For all of these reasons,

I had written off the whole series.

Last year when we met John Gates and his 180,000-mile 560SL (see the December/January 2022 issue) my faith was restored. Here was an example with long miles on it, but it looked and drove like a car with maybe 50,000. John showed us the piles of documentation detailing how he'd tended to every maintenance and repair need that the car had wanted for over his 160,000 miles of ownership, and it showed in the way that the car looked, and moreover in the way it drove. It was something of a revelatory moment for me when I got behind the wheel of John's car and got it out on the road. Still heavy, but it pulled like a freight train, shifted with buttery smoothness, was rattle-free and held the hills and corners like God – and the designers – intended. Ah, that's how they're supposed to feel!

At the end of the photoshoot, as John and I were going over the details of the article, he casually mentioned that he might sell the car after one more summer with it at his vacation house in New England. I told him to let me know if he still felt that way once he returned. And in late autumn he did just that. His asking price was entirely reasonable, and his only request was that I keep it up to the standard he'd set. It's a tall order, but I'm game!



▷ 180,000 miles done, but you'd never know by the drive or condition.



# Looking ahead

Another big date is added to the 190E's show calendar, the E250 Coupe heads off for a service, and William considers adding to his fleet

WORDS & IMAGES WILLIAM TERRINGTON

## FACTSHEET

**CARS** 1989 190E Saloon/2011 E250 Coupe

**OWNER** William Terrington

**LOCATION** Surrey, UK

**PURCHASED** March 2014/March 2017

**UPDATES SINCE LAST REPORT** A few extras for the 190E plus a significant service for the 201bhp E-Class Coupe

**To further protect the W201, the decision has been made to purchase a third Benz**



**T**he good news just keeps on coming: yet again the 190E will be on display at the Concours of Elegance, Hampton Court Palace, with the Mercedes-Benz Owner's Club on Sunday September 4. I would say my W201 is definitely a concours car now. As for the Coco Mats (mentioned last time), they should arrive soon – there's a backorder of the desired colour until early May.

A factory correct 'G. Daimler' signature sticker, ordered from Palm Beach Classics, has been the cherry on top of the cake for the interior spring clean. Securing one of the 70th anniversary Mercedes-Benz Owners Club grille badges (limited to just 200 units) has been another bonus. It's being kept boxed for now.

An odd thing did happen, though. One evening, a small gas canister was thrown out of a passing car's window, smashing the 190E's front right indicator. A brand new one was duly ordered from M-B and I fitted it at home. This was quite easy, but pushing the indicator into the right place takes longer than you'd think thanks to the rubber seal. Still, it could have been worse. Given the old indicator had a couple of hairline cracks anyway, the car is technically better off.

Come the summer, I'll be putting a new roof on the garage and repainting the inside. Both the W201 and E250 Coupe will be kept in there. The 190E has been in a car port, which was handy to keep the rain away, but now's the time for an upgrade.

### On the hunt

To further protect the W201, the decision has been made to purchase a third Benz. It'll be a joint purchase with other family members, and there's demand for a car that has neither great sentimental value nor is in pristine, low mileage condition. Something for mile munching. And there's the matter of picking the right car. Driving a short commute through Surrey in either car to my other work has generally been fine, however there have been a series of hair-raising incidents and the E-Class's brakes and the 190's nifty handling have certainly come in useful. The number of people on their phone despite the severe penalty is staggering!

Road salt is the other problem. When the roads are covered in the stuff, the 190E stays firmly at home. I'd like the E-Class to do so too, while it's underside remains in good condition. The effects road salt has on cars is quite alarming. As for what said car will be, perhaps an early modern Benz?

△ The 190E will soon be treated to a space in a renovated garage.

▽ Smashed indicator lens caused by a fellow motorist – annoying!

Something with a V6 is very tempting.

The E-Class's service turned out to be much more substantial than expected – no less than a full B-service: gearbox and brake fluid, coolant flush, spark plugs, cabin and air filter were all added on. The E250 has also been treated to full interior detailing and engine bay cleaning. The leather cleaner and conditioner kit from Autoglym really helps rejuvenate that new car smell!

With the concours looming once again for the W201, the 207-series E-Class Coupe will have to take the back seat again. Hardly an inconvenience though, as it's in fantastic condition already.





# SPECIALIST SERVICES

## AUDIO REPAIRS

### Mercedes-Benz AUTO ELECTRICS

Fault Finding & Repairs  
Coding & Programming  
Software & Firmware  
**POPULAR**  
NTG Repair  
Radio Repair  
Comand Repair

OFFICIAL DIAGNOSTIC TOOLS

Tell us about your problem  
& we'll find the solution



sales@cartronics.co.uk | 01932 800800  
22 High Road | Byfleet | Surrey | KT14 7QG

## DIAGNOSTICS

### auto DIAGNOSTICS

Fault Finding & Repairs  
Mercedes Diagnostic Tools  
Radio / Screen Repairs

QUALIFIED AUTO ELECTRICIANS

Tell us about your problem  
& we'll find the solution



sales@cartronics.co.uk | 01932 800800  
22 High Road | Byfleet | Surrey | KT14 7QG

## MERCEDES RESTORATIONS

### MOBILE WELDING SERVICES

Classic & Sports Car  
Welding Specialist



Mobiles  
07740 582 910

Workshops  
01299 266 572

www.mobileweldingservices.org  
enquiries@mobileweldingservices.org



## Classic Mercedes Restorations

www.poolaneclasics.com  
poolaneclasics@btconnect.com

Pool Lane  
Classics

Station Yard  
Kirk Hammerton  
York, YO26 8DN

- Over 35 years practical experience
- Family-run company
- Nationwide collection
- Warranty on work carried out
- Call us for free estimates & advice

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

## ADAM'S AUTOMOTIVE ENGINEERING

Tel: 01603 880522 Fax: 01603 880058

www.adamsautomotive.co.uk

email: 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.



## 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

## 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

8 Allenby Road, St Annes, Lancashire FY8 2DG

## 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

### Gary Warburton Mercedes Specialist

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

TO ADVERTISE  
CALL JACOB ON

0208 639 4416



READ **Mercedes**  
ENTHUSIAST  
ANYTIME, ANYWHERE

Download to your iPad, iPhone,  
PC or Android device



Available on  
Pocketmags



Download on the  
App Store



Available on  
Google play



## 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)



- 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

## 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)**

**The Mercedes-Benz Club of  
Queensland (Australia) Inc.**

Overseas and Interstate  
members welcome!

Contact the Membership Officer:

[membership@mbclubqld.com](mailto:membership@mbclubqld.com)

**MERCEDES**

## NEED PARTS FOR YOUR MERCEDES-BENZ? CALL NOW

**Classic Mercedes parts**  
**Tel: +44 (0)7568 374582**

**INDEPENDENT, HONEST & AFFORDABLE**

LOCATED IN PRESTON

[andyc585@hotmail.com](mailto:andyc585@hotmail.com)

## 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

## 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@fsmail.net](mailto:trevor.brown@fsmail.net)

Website: [www.twbmercedes.com](http://www.twbmercedes.com)

23-25 Oldridge Road, Balham, London SW12 8PL



## HART MOTORS

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)

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. [andysautobarn@hotmail.co.uk](mailto:andysautobarn@hotmail.co.uk)

Andy's Autobarn  
Henry's Yard  
Challenge Road  
Ashford  
Middlesex  
TW15 1AX

## 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)

# MERCEDES WANTED

**BEST PRICES PAID**

**CALL NOW 07568 374582**

# STUTTGART GARAGE

**Mercedes Benz Sales - Service - Parts**

**Independent Mercedes Benz  
Specialists**

Contact **KEVIN JAMES**

Tel: 01443 401838

Fax: 01443 403830

Mobile: 07884 182335

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

Unit 1, Factory Lane,  
Graig, Pontypridd CF37 1LH

**TO SUBSCRIBE  
TELEPHONE**

**+44 (0)1371 853633**

**WANTED**



ANY MODEL • ANY MILEAGE • ANY CONDITION • WE COLLECT ANYWHERE

**TELEPHONE Peter Cecil 07903 822886 Anytime • EMAIL: [frintonmotorcompany@gmail.com](mailto:frintonmotorcompany@gmail.com)**



NOW PUBLISHED  
BI-MONTHLY

# SAVE £5 ON THE SHOP PRICE\*

## ORDER NOW BY DIRECT DEBIT AND SAVE 20%\*

Don't miss a single issue of **MERCEDES ENTHUSIAST** – have your personal copy delivered postage free direct to your door, usually before copies are in the shops.\*

Pay annually by Direct Debit (UK only) and it costs just £24.94 for six issues, saving you £5.00 on the shop price! There's also a discount, 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

SCAN ME



**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.



HOME  
DELIVERY

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)

	6 issues	12 issues
<b>UK</b>	£27.50 <input type="radio"/>	£54.50 <input type="radio"/>
<b>Europe</b>	£36.00 <input type="radio"/>	£69.00 <input type="radio"/>
<b>Rest of World</b>	£42.00 <input type="radio"/>	£76.00 <input type="radio"/>

I enclose my cheque payable to Sundial Magazines Ltd ☐

Or I wish to pay by credit card ☐ ☐

Card No .....

Expiry date ..... Security no. ....

Signature .....

**Mercedes  
ENTHUSIAST**

## SUBSCRIPTION FORM

**OR** Take my payment of £24.94 by Direct Debit (UK only – 6 issues)  
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 .....

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.

**Post to: MERCEDES ENTHUSIAST** Subscriptions,  
Trinity House, Sculpins Lane, Essex CM7 4AY, England

ME 06 22/07 22



# MERC TRADER

## FOR BUYING & SELLING



**230E** 1990, 21,338 miles, fully undersealed, new condition, original tires, toolkit, first aid kit, concours apart from stereo, one UK owner, three previous in Jersey, Champagne metallic, unmarked wood and cloth, lifetime garaged, service, MOT on sale, stamped history, £14,995. Tel: 07824 476564. Thornton-Cleveleys [DEW1]



**320CE** 1993, black, available with FSH (Automer in recent years) in SE10 (London) available, drove 10,000 miles on European ventures in year before lockdown (including down to Greece and back), but it has been serviced annually since, I bought K59MMM in May 2012 from CCB, EPOA. Tel: 07711 761232. Greenwich [DEW10]



**C36 AMG** 1996, 170,000 miles, great condition, head gasket and wiring loom replaced, Koni adjustable suspension, new discs, lots done, have owned the car for 12 years, has a couple of items which need sorting mainly fan and air con, reluctant sale but space needed, £8,250. Tel: 07976 923091. Cardiff [DEW20]



**E280 CDI Estate** 2006, seven-seater, diesel, automatic, Cubanite Silver, grey leather, 108,000 miles, excellent condition, lots of service history, long MOT, £3,250. Tel: 01483 282830. Surrey [DEW26]



**E55 AMG** 2004, 28,500 miles from new, paperwork to prove, FSH, dry-stored from new, owned by wealthy Japanese businessman, driven only 250 miles in six months, factory carbon fibre spoiler and rear splitter, EPOA. Tel: 07825 374132. Falmouth [DEW3]



**190E** modern classic and one of the last over-engineered Mercedes, 70,301 miles, manual transmission, 1.8L, very original, minor paint chips, very good history and paperwork, £7000. Tel: 07976 968723. Albury [DEW11]



**260E** 1991, straight-six 2.6, legendary Mercedes engineering, MOT until November, bodywork needs attention, arches mainly, roadworthy UK example, recent service including both fuel pumps, needs a good home, £3,500 offers considered. Tel: 07521 227883. Nottingham [DEW21]



**230CE**, low owners, about 64,000 miles, registered Dec '89, spec includes leather, sunroof and air con, for sale due to lack of use, recent maintenance includes head gasket, full service, gearbox service, discs/pads, 4 tyres, radiator, gearbox pipes, fuel filter and more, excellent, EPOA. Tel: 07809 200005 Caterham [DEW31]



**220E** 1994, reg M988AG0, convertible, silver with black soft top, heated front seats, air conditioning £8,500 ONO. Tel: 01268 725128. Basildon [DEW12]



**E270 CDI Estate** 2005, 7-seater, green, 205,000 miles, passed last 3 MOTs, had 3 injector back brake pipes replaced, last owner of 4 years has original invoices of regular repairs and servicing, good solid reliable Merc, £2,500. Tel: 07592 176617 Bolton [DEW32]



**E-Class Cabriolet Sportline** 1993, I have owned the car for 10 years, in storage for past three, FSH with plenty of bills, EPOA. Tel: 07565 006735. Cambridge [DEW6]



**AMG S63** 2013, last of 221-series, outstanding, 40,000 miles, special Java tan interior, fully serviced, long MOT, £42,500. Tel: 01483 282830. Surrey [DEW25]

**E280 Elegance**, 57 plate, 7Gtronic automatic, Airmatic suspension, Parktronic, split rear folding seats, hands free, Indium Grey metallic, interior seats Palma Grey cloth, burr walnut wood, very low mileage 14,000, serviced at same main dealer since new, pristine condition, £8,495. Tel: 07751 560818 Hertfordshire [DEW30]

**TO SUBSCRIBE  
TELEPHONE  
+44 (0)1371 853633**





**500 SL** 1991, appreciating classic with 106,000 miles, in excellent condition, had major overhaul 2 years ago by Mercedes specialist, drives excellently with many new parts, new MOT etc, rust free example ready to use every day, £12,000 ONO. Tel: 07710 552677 Weston-Super-Mare **[DEW33]**



**280SL** 1995, convertible (R129) automatic with hard top/soft top, finished in silver with grey leather interior, grey over mats, roll over safety bar, wind deflector, cd/stereo, air con, electric windows, alloy wheels, good tyres, service history, 69,500 miles, MOT to Nov '22, boot spoiler, rear parking sensors, new spare tyre, tool kit, new hard top roof lining, in very good condition, part exchange possible, £11,995. Tel: 07831 511781 West Sussex **[DEW34]**



**S55 AMG** 2001, 87,000 miles, showroom condition, MBSH, 3 previous owners, rare Titanite Red with Saffron Nappa leather, fully loaded with every extra including rare Distronic adaptive cruise control, unbelievable history file, no expense spared, I believe to be the best example in the UK, £11,995 ONO. Tel: 07572 056231 West Yorkshire **[DEW35]**

**C240** 1998/V reg in original condition regularly serviced, 80,000 miles from new with MOTs and all bills, in fair condition, new tyres, alloys, starts first time every time, sensible offers accepted. Tel: 07504 729127. Croydon **[DE]**



**CLK 320 CDI AMG Sport** 2006, only 114,000 miles, grand tourer, serviced above and beyond by specialists, very good condition for year, only selling due to being able to cycle to work now, good home sought, park sensors, leather, auto, rare dual Tiptronic, privacy glass, memory seat, 6x CD changer, MoT Mar 2023, wheels refurbed, just had service, great economy, great torque and power, £4,299. Tel: 07792 887729 Stockport **[DEW36]**



**SL500 R129** 1992, rare LHD, 83,000 miles, one UK owner registered, fully loaded including electric windows, mirrors, seats, steering column, heated seats, cruise control, black leather, Lorinser alloys, hard top roof, excellent throughout, £16,950. Tel: 07703 176137 Sunderland **[DEW38]**



**CLK V6 320 CDI** 2005, silver, 149,000 miles, one owner from new, full Mercedes service history (last service 01/22), MOT until 08/22, Distronic, Keyless Go, sun roof, leather heated seats, Command Sat Nav etc. personalised number plate (J55CLK) included in price although will sell either separately, £3,499. Tel: 07885 156001 Essex **[DEW39]**

**E320** 2002, AMG spec, FSH, 177,000 miles, white leather interior walnut dashboard, alloys, AMG extras, sale due to lack of use as working from home, 11 months MOT, private plate not included, suit Mercedes devotee, £2,350 ONO. Tel: 07523 195247. Porthcawl **[DE]**



**E320 CDI Elegance** 2001, 94,943 miles, 3.2-litre diesel, five-speed automatic Tiptronic, two previous owners, MOT expired October 2018, not driven since, silver, black leather interior, £2,000. Tel: 07778 405300. St Neots **[CDW5]**



**W126 300SE** 1988, immaculate, white with blue velour interior, 174,000 miles with a great history portfolio, recent mechanic overhaul including major service, brakes, seals and all works as required, long MOT, no expense spared, low owners and HPI clear, drives like a dream, only £5,450. Tel: 07870 963662. Leicester **[CDW3]**



**A180 Sport** 2016, automatic, 66 plate, half leather interior, three new tyres, just had new brakes and discs, been fully serviced, 51,000 on the clock, recorded in 2018 as Cat S, runs and drives really well, airbag light keeps coming on but have no time to take it in. POA. Tel: 07806 771571. Tamworth **[CDW4]**



**C55 AMG** 2005, saloon, 56,632 miles, only 105 of these beautiful beasts registered on the road (DVLA Q2 2021), probably one of the best of them. Recent MOT and service by Mercedes-Benz Brooklands, FMBSH, immaculate inside and outside – 5.5 litres of pure AMG muscle, normally aspirated engine, gone up in value every year I've owned it. Insured by Adrian Flux Classic Car Insurers with agreed value of £15,000. Comes with four brand new tyres, tracker, uprated Tarox discs, pads and braided hoses, new Mercedes battery, 18-inch alloy wheels, climate control, electric windows (front/rear), ESP and ABS, in-car entertainment (radio/CD autochanger), heated electric mirrors with memory, metallic paint metallic, electric front seats electric with memory and heating seats, leather upholstery, £14,000. Tel: 07415 936750. West Molesey **[CDW6]**



**C280 Sport** Rare, immaculate condition throughout, C280 Sport is becoming very rare and this is a great investment example, no rust whatsoever, top spec, fully loaded with black leather interior, cruise control, auto, sport mode, front and rear electric windows, etc., £2,750 OVNO. Tel: 07399 715276. London **[CDW7]**



**E220 Coupe** 1995, Azurite Blue, cream leather, 116,000 miles, MOT and tax, 17-inch monoblocks, remote alarm, service book with 11 stamps, present owner five years, looks and drives very nicely, £5,000. Tel: 07752 532516. Chichester **[CDW14]**

**TO SUBSCRIBE  
TELEPHONE  
+44 (0)1371  
853633**





**C43 AMG** Bought the car in 2001 at three years old with about 15,000 miles on the clock, current mileage approximately 121,000, maintained by J Haynes who will support any enquiries, please call for more details, £6,000 OVNO. Tel: 07762 776244. Worthing [CDW9]



**CLK320 Avantgarde** Auto, full service history with loads of paperwork, just had service with my local Mercedes specialist, good condition inside and out, drives absolutely beautifully, roof works perfectly and hood in good condition, just been weatherproofed, old school Mercedes which I purchased on the advice of my local Mercedes specialist, the 3.2 with the five-speed auto is a fantastic combination of reliability and simplicity. Becoming rare now, Mercedes enthusiast owned, get ready for the summer with this fantastic car, no time wasters please, POA. Tel: 07563 670417. Southampton [CDW10]



**C280 Sport** 1997, auto, rare, fantastic condition, full service history mainly Mercedes and my local Mercedes specialist, totally up-together car, Mercedes enthusiast owned, nothing needs doing to it, new Avon tyres all round, extremely rare V6 Sport, POA. Tel: 07563 670417. Southampton [CDW11]



**W111 220SEb Coupe** 1961, LHD, manual floor change, steel sliding sunroof, arrived in the UK from the States as a very solid rust free example, owned by me from 2017 having since undergone a comprehensive restoration including total bodywork and repaint (DB906 grey Blue metallic), retrimmed in leather (1088 Bright Red), new veneer, headlining in correct cloth, mechanical overhaul with many new genuine and refurbished parts, displayed at M-B World Brooklands for many months and now stored in a Carcoon, stunning and never used since completion, £48,950. Tel: 07976 254804. Hampshire [CDW18]



**C200** 2011, saloon, 150,000 miles, good order for year but slightly tatty, all usual Merc features – air con, leather interior, electric seats etc. Everything works, four good tyres, MOT until August 2022, average 45mpg, FSH, sale due to downsizing to smaller car for a learner, £1,750 for quick sale. Tel: 07753 677974. Leiston [CDW20]



**SL320** 1994, 83,000 miles, excellent engine and automatic transmission, clean grey leather interior, good soft top and hardtop, nice alloy wheels and good tyres, wind deflector, new battery, recent new brake discs fitted, new spark plugs, oil change, drives very nice, POA. Tel: 07895 954531. Hertfordshire [CDW24]



**CLK270 CDI** 2005, auto, 05 reg, excellent condition internally and externally, recent service and four new tyres, 10 months MOT with previous advisories rectified, 150,000 miles, drives excellent with good MPG, photos on request, £2,995. Tel: 07904 207460. Stockport [CDW23]



**260E** 1991, auto, Pearl Blue, 12 months MOT, three owners, showroom condition, FSH, factory fitted sunroof, blue leather seats, loads of history and extras, 71,130 miles, £7,450 ONO. Tel: 01529 421712. Sleaford [CDW35]

**E320 CDI** Auto, black, beige leather, light interior, electric heated seats, full electrics, sunroof etc., FSH, always garaged, two keys, registration LS56 KUV, as new, 79,000 miles, no offers, £9,995. Tel: 0208 505 4678. Woodford Green [CD]

**350SL** 1980, auto, owner for the last 28 years, Thistle Green, 95,000 miles, new soft top and original hardtop, well maintained both mechanically and bodywork, stainless steel exhaust, drives beautifully, £19,500. Tel: 01977 515575. Yorkshire [CD]

**600SEL** V12, 1992, 408bhp, silver, blue leather, excellent condition, 87,000 miles, extensive history, very rare, only 63 left in UK, enthusiast, collectors or investment car, ask for Gary, £16,000, Tel: 07815 530652. Buntingford [CD]

**TO SUBSCRIBE TELEPHONE**  
**+44 (0)1371 853633**



**S320 CDI** 2005, showroom condition, fully loaded, £9,000 of factory options, rear DVD player, Keyless-Go, wood/leather steering wheel and gearshift, M-B Bluetooth mobile phone ready, 18-inch alloys, xenon headlights, M-B floor mats, unmarked light grey leather, M-B service history, 122,000 miles, £4,995 ONO. Tel: 07879 433521. Saffron Walden [BCW1]



**300SL-24** 1989, convertible, 68,000 miles, current owner last 20 years, red, tan leather interior, black convertible top, red hardtop, garage stored, selling as not used for past year, POA. Tel: 07977 425546. Dawlish [BCW3]



**ML500 Special Edition** 2005, 104,000 miles, fully loaded, grey leather, very good condition, no rust, LHD, U.S import, 10 months MOT, UK Reg, full Mercedes service history, has spent all life in garage in Arizona, please call Steven for more information, POA. Tel: 07775 942389. Hampton Court [BCW4]



**W123 230** 14,810 miles, car in outstanding condition, any questions please call, £22,000. Tel: 07415 129117. Wallington [BCW16]





**CLK220 CDI AMG** 2007, full service history, electric black heated leather, sat nav, superb condition, new MOT and service, full set of tyres, stunning car, auto with paddle shifters, £2,995. Tel: 07456 163794. Eastbourne [BCW10]



**350SL** 1972, excellent condition, kept in de-humidified storage, owned for 30 years, has had any work needed over the years to keep it in tip-top condition, POA. Tel: 07768 936053. Princes Risborough [BCW9]



**W114 280E** 1973, 109,000 miles, red, beautifully presented 280E, MOT until August 2022, very clean interior and exterior, extensive history of work and restoration including photographs and MOTs dating back to 1983, invoices from 1986, POA. Tel: 07955 006780. Bracknell [BCW11]



**E55 AMG** 140,000 miles, over 10 years ownership, comes with history, file of invoices, a lot of money spent on it, pleasure to drive, V8 sounds amazing, interior excellent, no wear and tear, slight rattle from cats, few rust spots, correct AMG 18-inch wheels, POA. Tel: 07837 327536. London [BCW21]



**280SL** 1983, stunning Forest Green coachwork, refurbed parchment interior, hard and soft tops in excellent condition, re-veneered central column and steering wheel to a beautiful finish, recent full service with new fuel lines, plugs, fluids and so on, new fuel pump, brakes overhauled, new calipers and pads fitted as needed, steering overhauled with new damper, electrics checked and all new fuses now in situ, new heater/blower fan, new chrome front bumper, Mexican hat alloys refurbed (including new bolts) with excellent tyres, all works carried out by professional mechanics, restorers and craftsmen, car drives beautifully and looks gorgeous, mileage is 138,000, ready to be used, enjoyed and loved, POA. Tel: 07932 666491. Stourbridge [BCW18]



**CL500** 2000, auto, coupe, X reg, only 50,000 miles, blue, grey leather trim, full service, ownership history, all manuals, MOT until October 2022, unused spare tyre, drives superbly, £3,250 OVNO. Tel: 07885 187076. Newcastle upon Tyne [BCP4]



**CLK320** 2002, V6, silver, black hood, MOT to March 16 2022, 127,000 miles, full spec, grey leather interior, radio/CD, full toolkit, AMG alloys, all owner's manuals, unmarked inside and out, stunning example, a joy to drive. £3,000. Tel: 07933 108280. View at Bourne, Lincs [BCP3]



**CL600** 2001, very special Lorinser V12 CL, believed only RHD version in the UK, 70,000 miles, outstanding Brilliant Silver, black leather, private plate, long MOT, £29,950. Tel: 01483 282830. Guildford [BCP6]



**CLK230 Kompressor** 2001, Jasper Blue, AMG wheels, 127,000 miles, two-tone leather, two new keys, service history, radio card, owner's manual, thousands spent, all receipts, MOT, immaculate car, phone mornings up to lunch time, £POA. Tel: 01619 454615. Manchester [CM37P2]



**300SL-24** 1991, 65,000 miles, all 26 MOTs, FSH, new Mercedes exhaust, brakes, water pump, Dunlop tyres, excellent condition, £9,970. Tel: 01643 862322. Somerset [CM37P1]

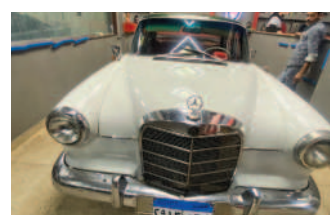


**CL500** 2000, Brilliant Silver, 99,000 miles, grey leather, automatic, long MOT, running well, too many toys hence the price, £2,200. Tel: 01483 282830. Surrey [CM37P3]



**S63 AMG Coupe** 2014, biturbo, best colour combination of Cavansite Blue with Espresso Porcelain interior, 64 reg, comes with four-year AMG warranty transferable, high spec, 85,000 miles with full history, needs to be viewed to really appreciate, £44,500. Tel: 07788 200400. Preston [CDW19]

## INTERNATIONAL MERCEDES



**190C** 1964, four-door saloon, 1,897cc four-cylinder engine with 79bhp/113lb ft torque, four-speed manual gearbox, 0-62mph in 15.9 seconds, £POA. Tel: 00201222300041. Egypt [DEW4]



**170V** 1937, one of the first Mercedes ever sold new in Portugal, LHD, original 1700cc gasoline engine, MOT until 2030, historic interest certificate, runs and drives like new, needs nothing, a very rare car in this condition with this originality, a true jewel, £POA. Tel: 00351916269080. Portugal [DEW29]

**TO SUBSCRIBE  
TELEPHONE  
+44 (0)1371 853633**





**280 SL Pagoda** 1968, white, leather cognac, automatic transmission, completely maintained service booklet, invoices and service booklet are available, the condition grade is 2, £POA. Tel: +49 7152 90163-0. Germany [DEW28]



**W115 240D** 1976, car in Portugal but UK supplied when new, ULEZ compliant, white, good running condition but does require attention to some blisters on bodywork and driver's seat, POA. Tel: 07415 129117. Portugal [BCW17]

## PARTS, MISC & ACCESSORIES



**AMG hardback book** Dealer supplied, dated 2004, 14 models, great photos, specs, unmarked pages, as new, £12.50. Tel: 07399 359072. Canterbury [DEW2]



**four Mercedes Bundt wheels** 4x14-inch, in perfect chrome, 14x6.5J, unused, stored since 2007, the invoice shows wheels were purchased in 2007 from a Mercedes specialist for \$796, this equates to \$1,100 in 2022 (£840), the wheels are sold as a set and not separately, £420. Tel: 07703 986781. London TW1 [DEW14]



**W201 190E 2.3-16** 1983, unique, unit number 10 built, driven by two grand prix drivers – John Watson (in the Race of Champions, won by Ayrton Senna) and Manfred Winkelhock (the first owner after Mercedes Germany). This is one of 20 RoC cars and only four are known to still exist (Lauda, Senna, Schurti and Watson), POA. Tel: +34699 249085. Barcelona [CDW22]

## OTHER MERCEDES



**Unimog 417AG** 1990, 6,850 hours, full agricultural specification, rear 3-point linkage, 1000/540 PTO, three-way tipping body, regularly serviced, maintained and refurbished by current owner of 13 years, supplied by main dealer, excellent condition, £35,000 no VAT. Tel: 07885 540223. Nottinghamshire [DEW15]



**W110 190D Fintail/Heckflosse** Naturally-aspirated, in-line four-cylinder diesel engine, engine power: 40kW at 4,200rpm and a maximum torque of 118Nm (87lb ft) at 4,200rpm, rear-wheel drive, four-speed manual gearbox, POA. Tel: 0021 222 300041. Egypt [BCW8]



**123-series 250 long-wheelbase** 1985, 118,000 miles, limousine in beautiful condition, recent tyres with whitewalls, interior unmarked, drives beautifully, electric windows, eight seats, good history file, long MOT with no advisories, low owners, previous owner for 25+ years, MB Club members and enthusiasts, £POA. Tel: 07870 963662. Leicester [DEW18]

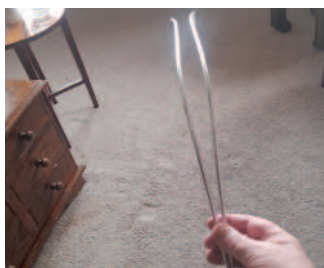


**280SL** 1983, only 101,093 miles, Mercedes maintenance book, many photos and documents on demand, beautiful car, right-hand drive, POA. Tel: 06071 42044. Lyon, France [BCW12]

**TO SUBSCRIBE  
TELEPHONE  
+44 (0)1371 853633**



**R107 SL & C107 SLC front wing rubber/chrome moulding** Original Mercedes part, not cheaper aftermarket copies that do not look right, in good condition £50 ONO. Tel: 07818 222574. Milngavie [DEW8]



**R107 SL & C107 SLC chrome eyebrows** For above headlights, original Mercedes part, not cheaper aftermarket copies which do not look right, in good condition £75 ONO. Tel: 07818 222574. Milngavie [DEW9]



**W205 AMG C63 wheels** Genuine, set of four refurbished in black and not fitted to car since refurbish as I sold the car, fitted with Michelin Pilot Alpins PA4, front 7mm tread, rear 6mm tread, part numbers A2054011500, A2054011600, contact for more photos and information, £1,500 ONO including delivery. Tel: 02890 621661. Belfast [DEW13]

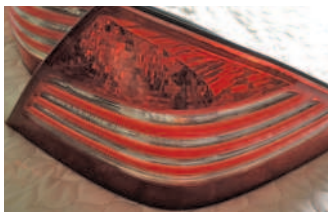


**W202 C43 AMG breaking** All parts available. Tel: 07377 536557. Bury [DEW22] Set of



**5x Fondmetal alloy wheels** Fit Mercedes SL (107) and S-Class (W126), alloy size 8Jx16, tyres 225/50/16, excellent condition, I can put on a pallet for courier collection arranged by purchaser, please contact me for more photos and information, £500 ONO. Tel: 07787 565464. Suffolk [DEW16]





**Pair of rear lights including bulb holders** 215-series CL500 and CL55, small sealed crack on offside light, otherwise good condition, please contact me for more photos and information, £60. Tel: 07787 565464. Suffolk [DEW17]



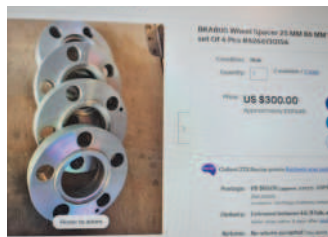
**4x original Mercedes S-Class (W220) 'Carmenta' alloy wheels**, wheels: 7.5J x 16 ET46 (p/n MER B6647054464 A2204010102), wheel fasteners: lug bolts, thread size: M14 x 1.5, trim production: 2003 – 2005, tyre unsuitable for road use, £POA. Tel: 07757 911660 Ribble Valley [DEW37]



**W126 chrome arch kits** Original, set to clear, £129 retail price back in the 1980s, £29. Tel: 07775 210178. Torquay [CDW28]



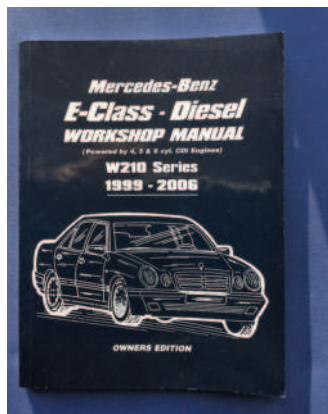
**Used door mirrors** Three available, original Mercedes, to clear for £50 the lot plus postage £12. Tel: 07775 210178. Torquay [CDW29]



**Brabus hub centric wheel spacers** Original Mercedes, all boxed, both 30mm and 35mm available for immediate postage, the Brabus item numbers are ADS2-30 AND ASD2-35, advertised on line at \$300 plus postage from USA, we have them here in stock in the UK at £85 for the set of four plus delivery £9, would consider clearance of entire stock approx, 100 pieces at sensible offers, Tel: 07775 210178. Torquay [CDW27]



**Automatic gearbox service kit** For an R171 SLK 350, complete, comes with new auto transmission fully synthetic PSF MVATF oil, also includes two spare ignition coils, collection only, £85. Tel: 07940 230781. Summerset [CDW12]



**W210 E-Class diesel workshop manual** 1999 to 2006, 200 pages, unwrapped, unused, unmarked, like new, £15.95. Tel: 07399 359072. Canterbury [CDW8]



**ML/GL AMG alloy wheels and tyres**, 21-inch W164 models, genuine Mercedes, set of five with correct Continental 265/40ZR21 tyres, been sitting in the garage for the past two year gathering dust, no marks, no chips and no kerb damage to the wheels, just rather dusty, the tyres are all the correct Continental 265/40ZR21 for the ML350, all the tyres are good and hold pressure, but one is near the legal limit, wheel 1 has 3-4mm tread remaining, wheel two has 7mm tread remaining, wheel 3 has 6mm tread remaining, wheel 4 has 6mm tread remaining, wheel 5 has 5-6mm tread remaining, £1,300 ONO. Tel: 07494 486040. Reading [CDW2]



**86 copies of Mercedes Enthusiast** Numbers 5, 10, 14, 18, 19, 20, 24, 27, 29, 33, 35, 39, 41, 42, 44, 50, 51, 52, 54, 56, 60, 61, 65, 66, 68, 71, 72, 75, 77 to 84, 87 to 98, 100, 102, 104, 105, 108, 110, 112, 113, 115, 116, 118 to 132, 134, 135, 137, 138, 145, 148, 150, 152, 153, 154, 156, 157, £50 for the lot. Tel: 07790 436463. Romsey [CDW21]

**Wheel trims** Four for 123/R107 etc., excellent condition, £90. Tel: 01883 348187. Caterham [CD]

**Electric mirror** One nearside for W123, very good condition, £75. Tel: 01883 348187. Caterham [CD]



**Momo wood steering wheel** Good condition, used, will fit any Mercedes with the right boss. £150. Tel: 07752 532516. Chichester [CDW17]

**Electric mirror motor** One new electric mirror motor for W123, still in box, part number MB1238202542, £95. Tel: 01883 348187. Caterham [CD]

**RaceChip Pro 2** As new, just plugs in, £300 new, fits C220, £50. Tel: 01883 348187. Caterham [CD]

**NO. PLATES**

**300JB**

**300JB** Personal plate, purchased from DVLA auction on retention, offers over £10,000 invited. Tel: 0208 707 4781. Feltham [DE]

**2HWH**

**2HWH** Personal plate, dateless, lowest digit available, on retention, all serious offers invited, £20,000. Tel: 07583 613521. Tamworth. [DEW27]

**BCL45S**

**BCL45S** Personal plate, great numberplate for enthusiasts available and owners of the 'B' Class, on a certificate, £25,000. Email: jb52543@gmail.com. Ilford [DE]

**WANTED**

**180D** 1953-1958, saloon, diesel, enthusiast requires either a pristine example or vehicle needing resto, RHD or LHD, will travel, £12,000 available. Tel: 0151 639 0149. Wallasey [DE]



# 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



## MERC TRADER

### FOR BUYING & SELLING



**SLK32 AMG 2002**, 94,000 miles, full service history, V6, superb condition, new wings, respray, wheel refurb, new set of Rainsport tyres, new battery, recent new discs/pads, secondary cat delete, sold with full MOT, Alpine hi-fi, iPod connection, call for more info and pictures, £10,000. Tel: 07539 935573. Wrexham [JKW48]



**E320 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. ONO. Tel: 07851 250111. Southport [JKW45]



**280SL 2000**, red with cream interior, excellent condition, fully loaded, 45,000 miles, full service history, £13,750. Tel: 07800 365076. East Sussex



**123-series 230TE 1985**, seven seats, automatic, Thistle Green metallic, this is a one off, collectors car with many extras and in superb condition, current recorded mileage is 7,519, top specification, heavily loaded with many extras, steel sliding sunroof, air conditioning, all electric windows, sun dim glass, graduated tinted front levelling suspension, recommended at the beginning of the year, pristine condition, £23,800. Email: geminternational@newworld.com Hampshire [JKW49]



**E240 Elegance 2000**, 6,000 miles from new, full Mercedes-Benz service history, one previous owner, superb all round, no rust, garaged from new, too much to list here so please call for a detailed history, £7,250. Tel: 07850 012794. North Yorks [JKW47]



**190D 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 651436. Glasgow [JKW46]



**280E 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, £15,000. Tel: 01225 425096. Bath [JKW43]



**CLK430 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, the driver 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.



**T24 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, coil packs renewed, a really nice, honest car.



**G500 2002**, factory original, LHD, imported from Germany in 2002, 47,000 miles from new, finished in rare, Tektile Grey metallic, full black nappa leather interior, complete service history, original fully stamped service book, every MOT certificate since 2005, air electric sunroof, a truly outstanding example, unmolested and extra.



**R129 280SL 1994**, Brilliant Silver metallic, black leather trim, 58,322 genuine miles, MOT until July 2018, completely original, exceptional condition throughout, eight-hole alloy wheels, original hardtop, still has original driver's door lock barrel blanking grommet fitted, Blaupunkt Casablanca stereo, wind breaker, tool roll, original document pack, service history, two keys, old MOT's, receipts for work completed.

## 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**

.....

.....

.....

Tel .....

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.

### 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 .....



# Finders keepers

Locating old Mercedes in good original condition is never easy, but this Australian collector has done pretty well for himself so far

WORDS EWAN KENNEDY IMAGES PETER BRENNAN



**M**artin Kass' father owned and operated a well-known Mercedes-Benz workshop called Stan Kass Motors in Sydney for over 40 years, so it's no surprise Martin has developed a life-long love for the iconic marque.

Martin takes the point of view that, "If a car doesn't need restoring then don't restore it. I personally cannot go past the patina of an original car. They are only original once, and their patina is made up of the marks of their life, such as stone chips, and gentle wear on the leather seating."

Though trained as a chartered accountant, these days Martin is a prestige car wholesaler, a profession that brings him into contact with many interesting machines on a daily basis. He loves to use his cars, and drives at least one of his classics most weekends. Undoubtedly, the pride of his collection is the 280SE 3.5 Cabriolet, one of just 68 right-hand drive cars built. Even better, this particular 280SE 3.5 Cabriolet has a fascinating history: it was delivered new to the President of Nigeria! The car was later sold to a German man who was working in Nigeria. He took it back to Germany and kept it until Martin bought it in 2004, after seeing it advertised in a German car magazine while on a trip to Stuttgart.

"The enthusiastic V8, cold air conditioning and power steering make it clear why these 3.5 Cabriolets are among the most coveted Mercedes-Benz classics," he said. "They are made to a quality that no car manufacturer could afford to match today."

**The 280SE 3.5 Saloon is stunningly original.** Martin found it living under his nose in a house just 500 metres from his home. With one owner from new and only 60,000 miles on the clock, Martin was told the Mercedes had never spent a night out of its garage. Today it looks solid and remains rattle-free.

The 1966 230S Universal in Martin's collection is believed to be one of only three right-hand drive cars manufactured. These were the first Mercedes wagons sold through the main dealer network, and as such came with a full factory warranty. This Universal was imported by a wealthy lady who had migrated to Australia. After she passed away, it

△ L to R: 280SE 3.5, Universal, 280SE 3.5 Cabriolet and the 124-series E-Class Cabriolet.

went into a small car museum. "This Fintail has so much character and I enjoy the fact that it's far from perfect. Of all the Mercedes I drive, this vehicle easily gets the most thumbs-up from passers-by," Martin confirmed.

## Martin describes his 124-series Cabriolet as "my future classic."

Real wood and soft, plush hide on beautifully sculpted seats make this convertible a joy to behold and to drive. Dropheads can lead a hard life with the roof often down and the interior exposed to the elements, but this Mercedes-Benz is so original that Martin says he could not resist it, describing it as the finest he has seen for many years.

So, what else would Martin love to own? "I am currently on the hunt for a 123-series 280TE seven-seater that has had a pampered life. When I find it, I will not let it out of my grasp!"

**They are made to a quality that no car manufacturer could afford to match today**

▽ Usable, original condition Mercedes are particularly appealing to Martin Kass.





# 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)**



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

**NEXT DAY  
COURIER SERVICE  
AVAILABLE**



**Email: [sales@partsformercedes-benz.com](mailto:sales@partsformercedes-benz.com) Tel: 0333 577 9961**

**PFS Parts Ltd, Unit 8, Saxon Court, Bradfield Close, Finedon Rd. Ind. Estate, Wellingborough, Northants, NN8 4RQ**





## 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  
FOTO & ARTLER

# K I E N L E

## Automobiltechnik GmbH

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 almost four 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 for € 10,-  
Hours of business: Weekdays 8 am - 5 pm and Saturdays 9 am - 12 pm

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