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From heavy styling alterations to tuning modifications; trends have changed, but that means we can look back fondly

THERE'S A LOT TO BE SAID FOR TUNING CARS AND HOW IT'S CHANGED OVER THE YEARS. MUCH like the car industry, and the vehicles it puts out, this has developed through time to cater for an ever evolving market. From heavy styling alterations to engine tuning modifications, trends have changed; but that means we can still look back fondly on the past.

With that in mind, there's a theme to this month's issue, as we highlight modified creations from what could be considered as the glory days: the 1980s. It was a time when excess money for luxury items such as modified Mercs was popular, and because of that, plenty of tuning firms got on board. As a result, we saw a good many outlandish modifications, from large spoilers and wide-arch kits to full body conversions and big engine transplants. Looking back, some of those have certainly aged better than others, but it was all very much of the time, which is why we're seeing period modified cars become more popular with enthusiasts, as the carefully modified S124 on the cover shows. You can read about the Lorinser inspired car on page 58.

Elsewhere in the issue, we've got the full story of other tuned cars, both from the past and now,



with our SGS spotlight feature and test drive of the new Brabus tweaked A250 model. There's also a look back on a very rare model that we suspect many readers will not have known about; the CL63 AMG, plus the latest from the plug-in hybrids. Enjoy the issue.

Simon Holmes
Editor

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



Ian Kuah

The man who's still in touch with just about all of the big tuning names around the world reflected on a past master this month when he revisited the story of

German firm SGS, which was once famous for its bold 126-series conversions. But there was plenty of drama surrounding the firm's tale. "The SGS story is not a straightforward one and has the twists and turns that makes for a good cult status movie," writes Ian. You can find out why and see what it's up to now on page 30.



Kyle Fortune

On the very forefront of new technology, this month Kyle has been experiencing the latest A-Class plug-in hybrid model that can be driven on electricity and with

charging times that make it practical too. "A DC charger can charge the battery from 10 to 80 per cent in around 25 minutes," he says. "Enough time, in the EV world at least, to grab a coffee during a break on a longer drive." Sure enough, an afternoon with the car and its developer explained a lot. The full details are on page 22.



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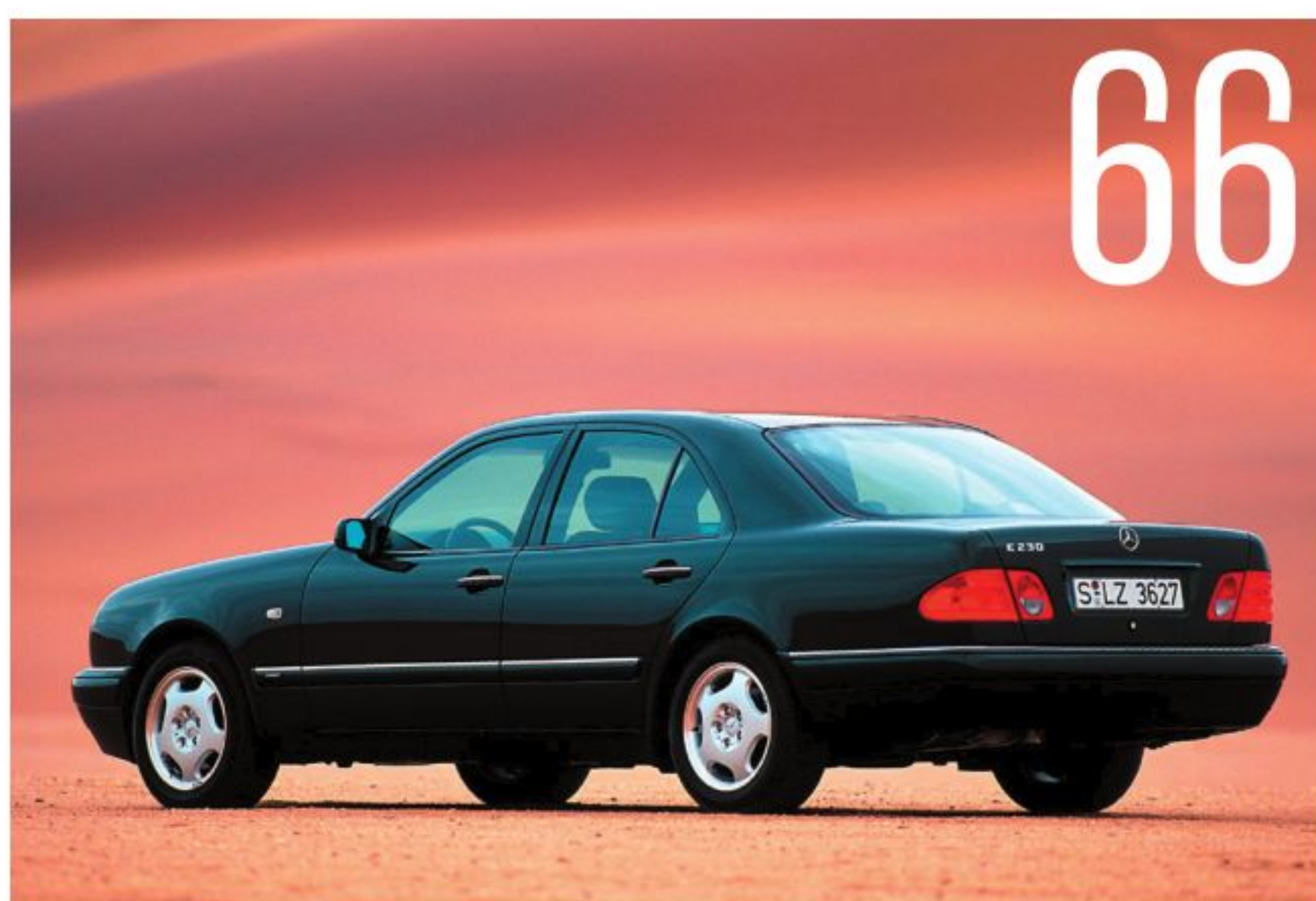


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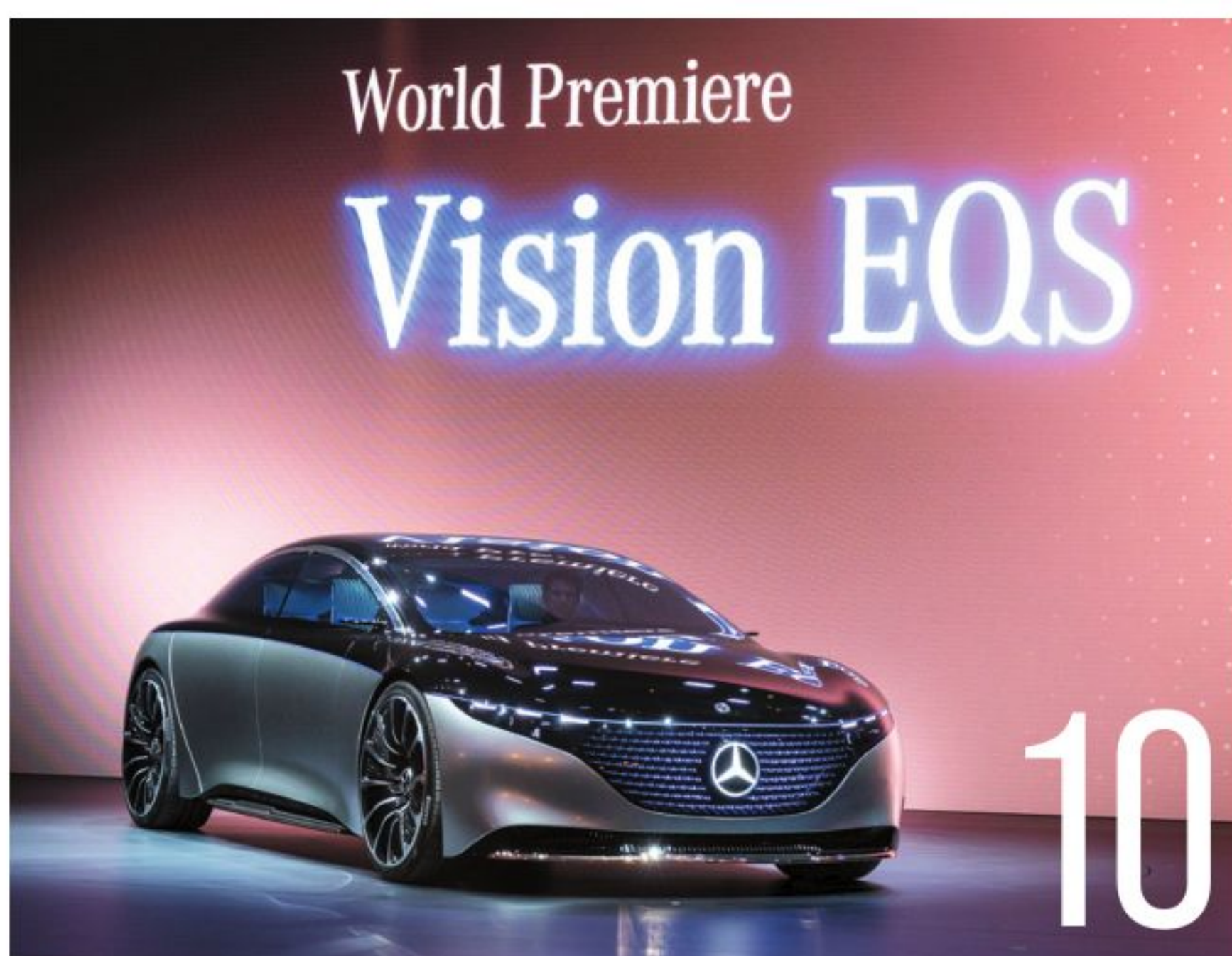


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World Premiere
Vision EQS

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The latest Mercedes launches, news and motorsport

NEWS

MERCEDES-BENZ VISION EQS

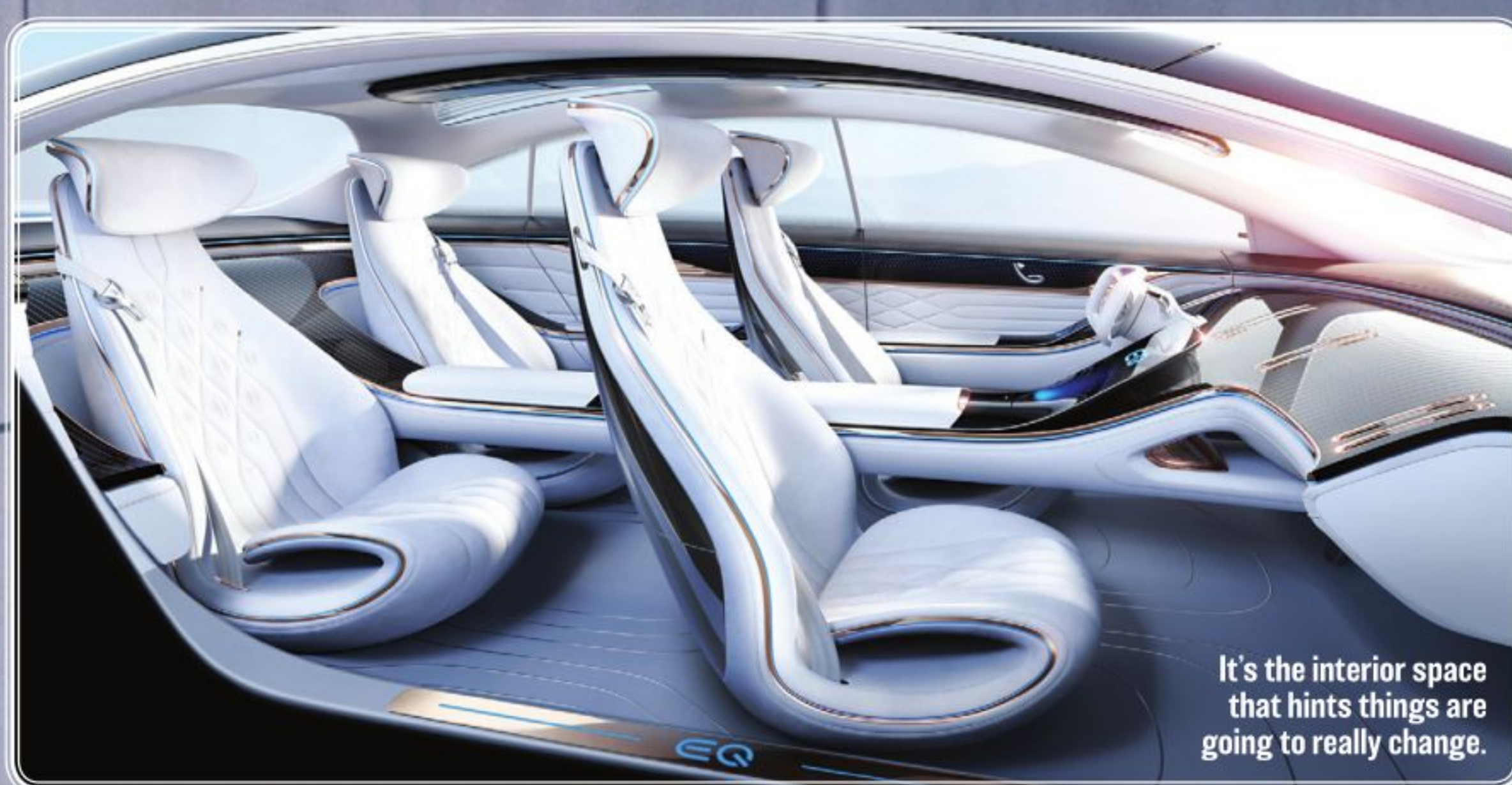
The latest concept car gives an insight of what to expect

The talking point of the Frankfurt Motor Show this year for Mercedes-Benz was undoubtedly its Vision EQS.

As you can read in our event show report on pages 10-13, the Vision EQS is a hugely important car and virtually a sure sign of what is to come from the larger E- and S-Class platforms. The technical specification (all electric, four-wheel drive, long range and potent performance) ensure the car impresses on paper, but what's really interesting about the Vision EQS is the insight it gives into how Mercedes-Benz will be styled in the future, both inside and out.

Take a look at the inside cabin space and you will notice a completely pillarless design, with a Maybach style luxury four-seat arrangement and a dashboard that is integrated into the whole structure of the car.

It certainly suggests there are some exciting times ahead for Mercedes-Benz and what the brand is aiming for, with its futuristic, sleek and stylish performer. We do hope this becomes closer to reality one day.



It's the interior space that hints things are going to really change.

“It certainly suggests there are some exciting times ahead for Mercedes-Benz and what the brand is aiming for”



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CLASSIC CALENDAR 2020

Automotive treasures in the Mercedes-Benz Museum and other collectors' vehicles in the 'Holy Halls' will be impressively showcased next year in the Mercedes-Benz Classic Calendar 2020. Titled 'One year of Classic

Dream Cars', the calendar includes 12 thrilling shots that range from stunning modern classics, such as the 190E to the earliest Mercedes road cars. The new Classic Calendar costs 29.90 euros (£26.50) and can now be

pre-ordered online from the Mercedes-Benz Classic Store website: www.mercedes-benz-classic-store.com. As of mid-October 2019, the calendar will also be available directly in the Mercedes-Benz Museum shop.

GLE PLUG-IN HYBRID MODELS

Details of the latest range of plug-in hybrid Mercedes-Benz models have been announced with the introduction of the GLE350de GLC300e. Both of the new cars use the third-generation plug-in technology, allowing them to be driven for over 60 miles on electric power only. The batteries can be charged from nothing to 80 per cent in as little as 20 minutes, and coupled with either a petrol or diesel engine, as well as four-wheel drive and a spacious SUV chassis and body, the latest hybrid models offer a package unlike any other. Full details of specifications on offer, prices and times are to set to follow for the UK market.



G-CLASS EXHIBITION

This year marks the 40th anniversary of the iconic G-Class and to celebrate its huge popularity through the ages, the Mercedes-Benz Museum is hosting an extensive *G-Schichten* (G-stories) special exhibition. It will be open from October 18 2019 until April 19 2020 and, with 11 vehicles and countless further exhibits, tells colourful stories associated with the brand's oldest serving model series. Amongst the exhibits is the 'flying' 240GD from the 1979 press photo, the 'Popemobile' of 1980, and a faithful reconstruction of the winning car from the 1983 Paris-Dakar Rally, as well as the last cabriolet from 2013: the stories are just as varied as the vehicle itself.

NEWS IN BRIEF



△ AMG DRIVING ACADEMY WINTER PROGRAMME

The AMG Driving Academy is now offering its 2020 winter sporting events in the far north of Sweden. These winter driver training events in Lapland have been revised and extended and will ensure even more variety. The training sessions are carried out by AMG Experiences, (www.amg-experiences.com) and all of the courses can be booked now.



△ 50 YEARS OF THE C111

A visionary design in form, drive system and materials, the C111 thrilled when it celebrated its debut at the International motorshow in Frankfurt 50 years ago. Coinciding with the anniversary, the book *Mercedes-Benz C111* by Hartmut Jundt and Wolfgang Kalbhenn will be published at the end of October 2019. Based on the extensive original documentation in the Mercedes-Benz Classic archives, it tells the story of the vehicle and rotary engine development.

▽ NEW EQ FORMULA E TEAM

The Mercedes-Benz EQ Formula E Team has released details of the new car and team that will help it compete at the opening round of the 2019/20 ABB FIA Formula E Championship in late November. The two all-electric Mercedes-Benz EQ Silver Arrow 01 race cars will be fielded by ex-Formula 1 driver Stoffel Vandoorne and current FIA Formula 2 championship leader Nyck de Vries, whilst Ian James is the team principal.



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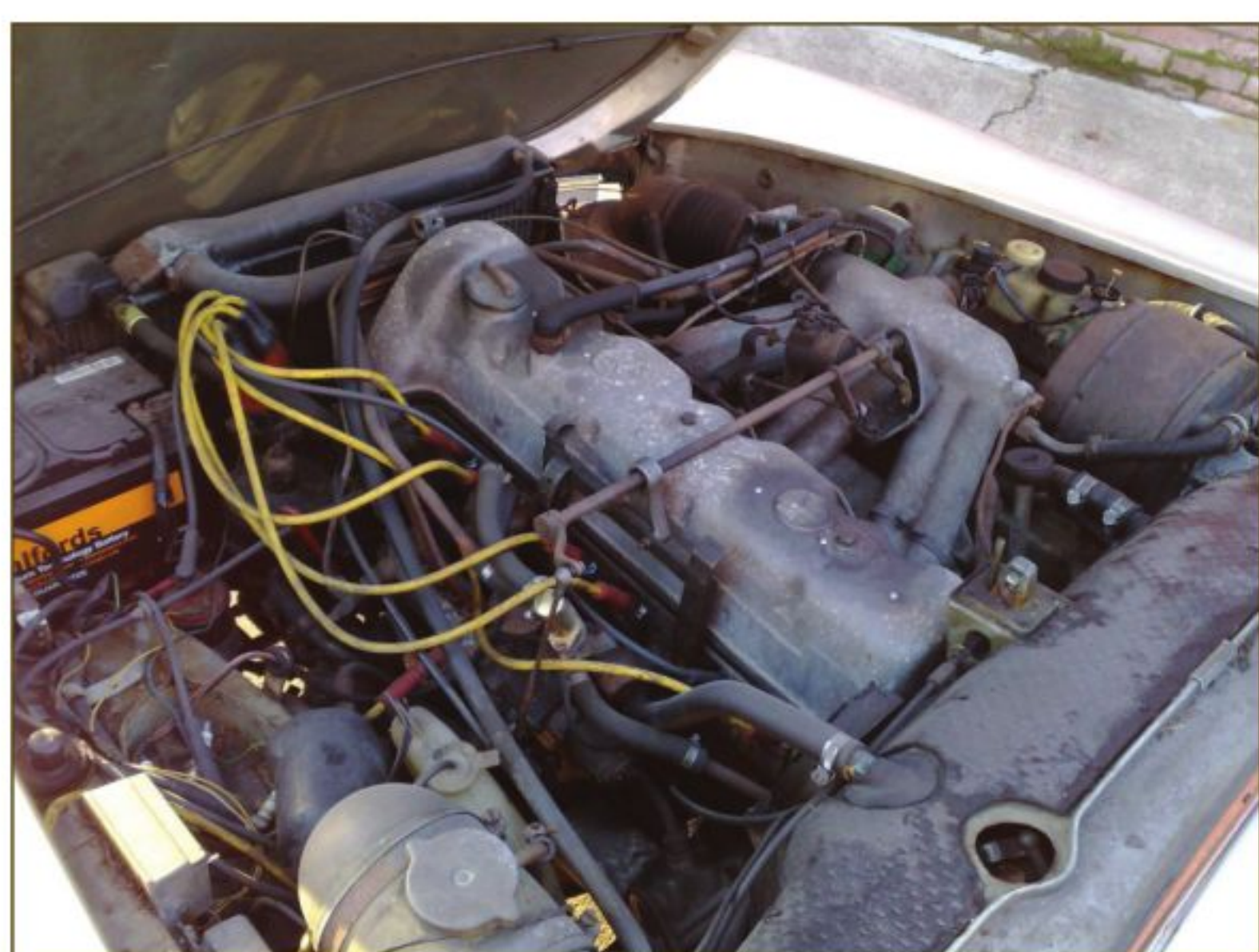
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1969 Mercedes-Benz 280SE RHD

Auto, Convertible, Fully restored, just about to complete all the work, not ready just yet.



1971 Mercedes-Benz 280SE LHD

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1971 Mercedes-Benz 280SE

Completed restored, including new interior, full paint job, and many new parts, etc.



2003 Mercedes-Benz SL500

Stunning car with just over 50K miles, fully serviced.



1966 Mercedes-Benz 230SL Manual

Fully restored, just like a new car, show winner several times.



1989 Mercedes-Benz 300SL

Beautiful colour combination, stunning condition.



1967 Mercedes-Benz 250SL LHD

Auto, soft top & hardtop. Now complete after restoration, stunning, and at reduced price. Engine fully rebuilt.

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Engineering to the fore for Mercedes-Benz in Frankfurt



Star show

Electrification stole most of the headlines at this year's Frankfurt motor show, and Mercedes-Benz led the way with its focus on engineering the future. We were there to find out

WORDS SHANE O'DONOGHUE IMAGES DAIMLER AG

As a company founded by engineers, we believe: technology is the key to engineering a sustainable future.' Those words were emblazoned across the screens as the Mercedes presentation at this year's IAA motor show in Frankfurt kicked off early on the first media day. Succinct, and the words were swiftly followed on stage by the showroom ready models engineered by Mercedes to lead it forward toward that sustainability. Plug-in hybrid

versions of the GLC and GLE were followed on stage by the all-electric EQC, then plug-in hybrid variants of the C-Class, E-Class and S-Class before it was the turn of the 'compacts' to get the PHEV (plug-in hybrid electric vehicle) treatment in the shapes of the new A250 e and B250e. A couple of Smart models crashed the party (both electric) before the EQV electric people carrier took centre stage.

A few seconds delay before Ola Källenius (the Chairman of the Board of Management of Daimler AG, and head of Mercedes-Benz

Cars) joined, the cars gave us time to realise the enormity of the step change in automotive propulsion that is taking place right now, at Mercedes and, seemingly, all around the hall shows in Frankfurt. Källenius said as much (translated from German): "The automotive industry is undergoing a fundamental transformation. That is a core message of Frankfurt Motor Show – and rightly so. I know that a lot of people are impatient. The transformation isn't happening fast enough for many. To all of those, I would like to say: We feel exactly the same.

We're impatient, too." Källenius gestured to the cars on stage and confirmed that they are only some of the 20 all-electric or plug-in hybrid vehicles coming from Mercedes before the end of 2019.

FOCUS POINT

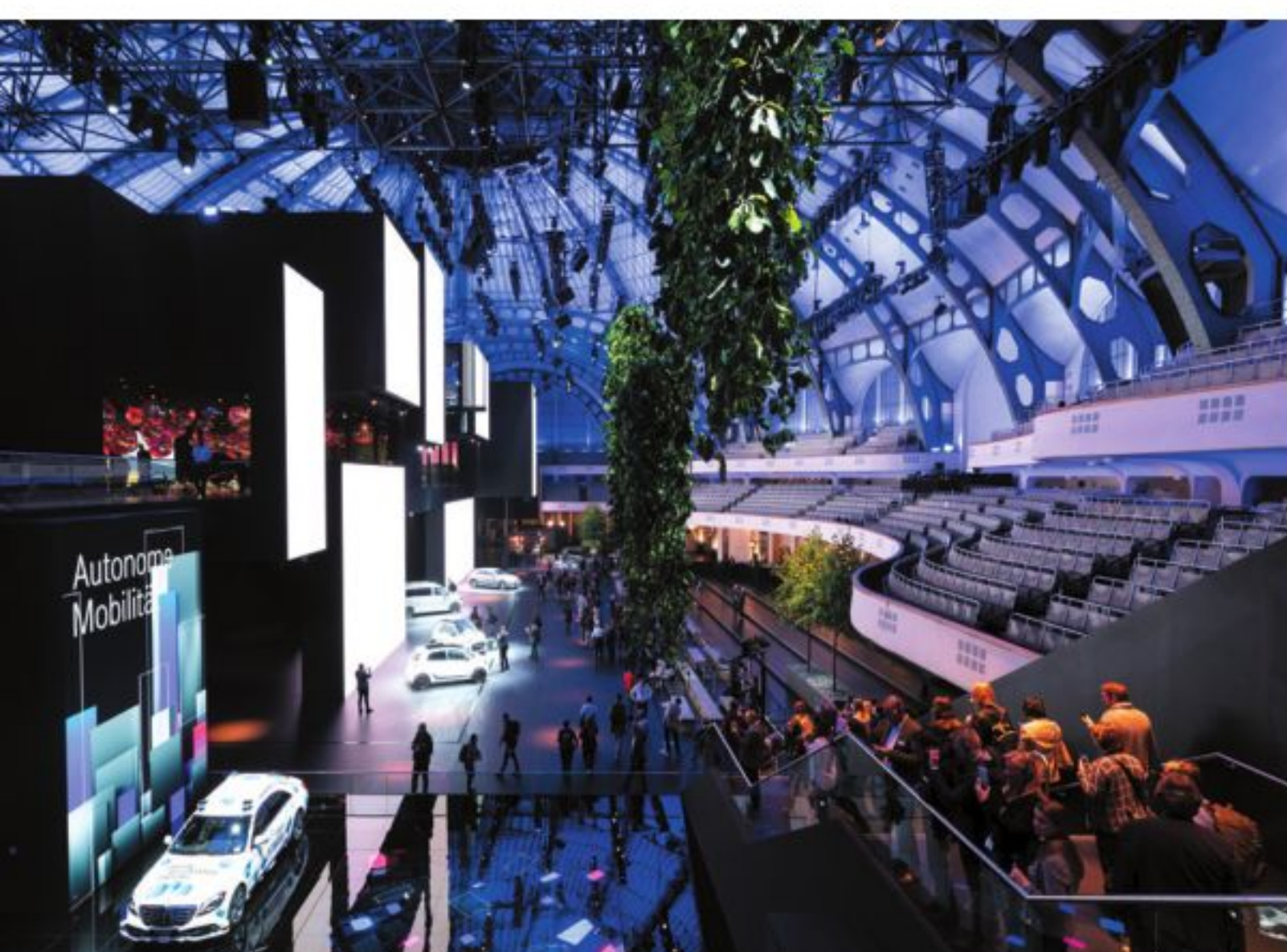
In a clever segue, Källenius pointed out that, while the industry and indeed Mercedes is in transformation, he'd like to focus on what stays the same. In contrast to the opinion of many start ups, he reckons personal mobility will continue to rise globally, with an increase in



◁ The auditorium was packed for the presentation.

▽ Electric and hybrid models were the stars.

△ Head of M-B Cars, Ola Källeius, gave a long talk.



△◁ In typical fashion, M-B put on a huge stage.

◁ The concept Vision EQS stole the show for us.



◁ Large displays highlighted key points of the car...

▷ ...and also showed other new models in detail.



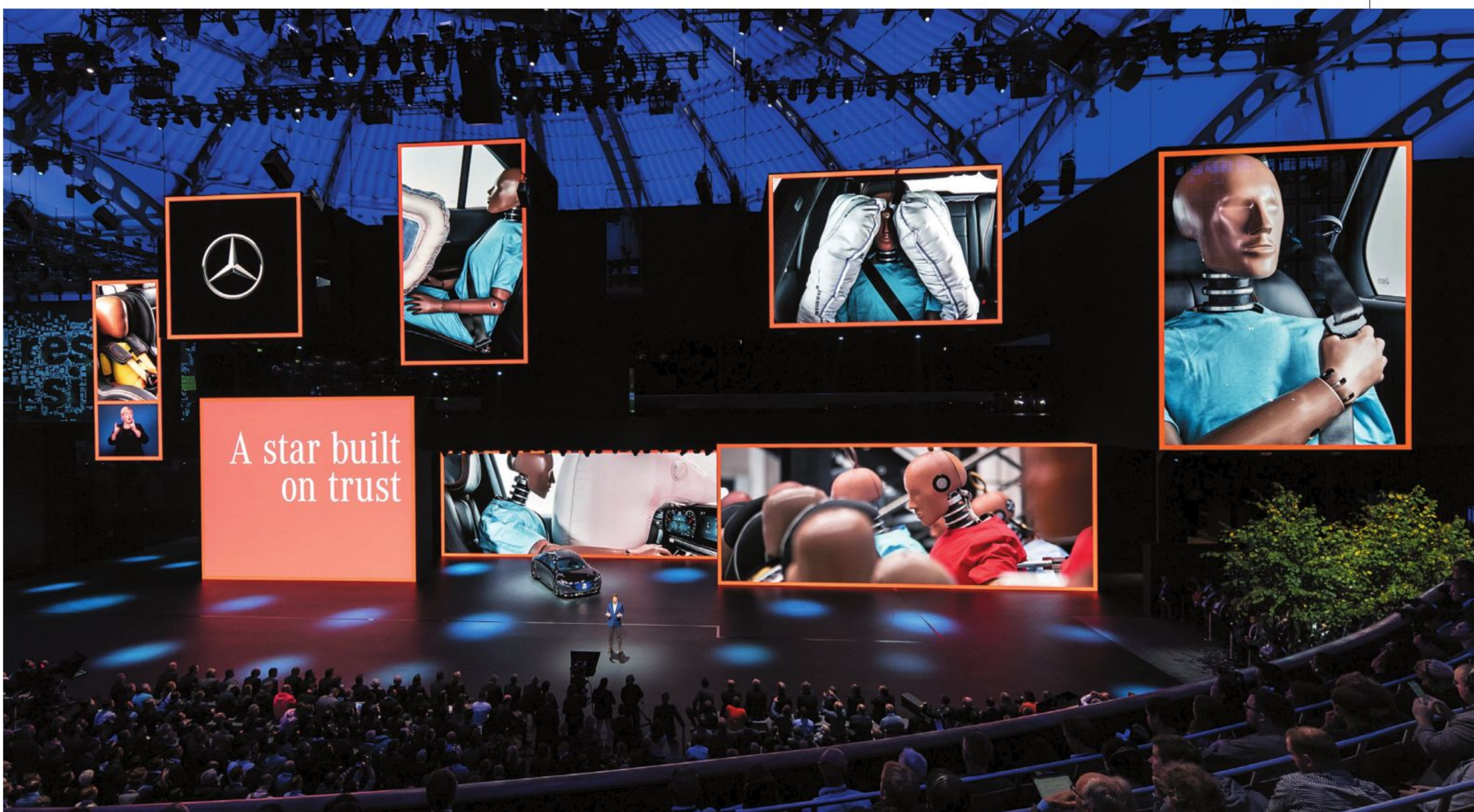


◁ Latest GLE Coupé model was also a headline.

△ The entire EQ range of Daimler AG represented.

▽ Safety was also a key topic for the talks.

Mercedes is celebrating a sales increase for August, helping it maintain its position as the world's best selling premium car brand



▷ population and the association of mobility with wealth. Mercedes is well-placed, celebrating a double-digit sales increase for August this year, helping it maintain its position as the world's best selling premium car brand. What's more, it reckons that there's an increase in demand around the world for "extraordinary products and experiences" – evidenced by a tripling in the market for luxury goods in general in the past two decades. So yes, Mercedes is taking on electrification in a big way, but

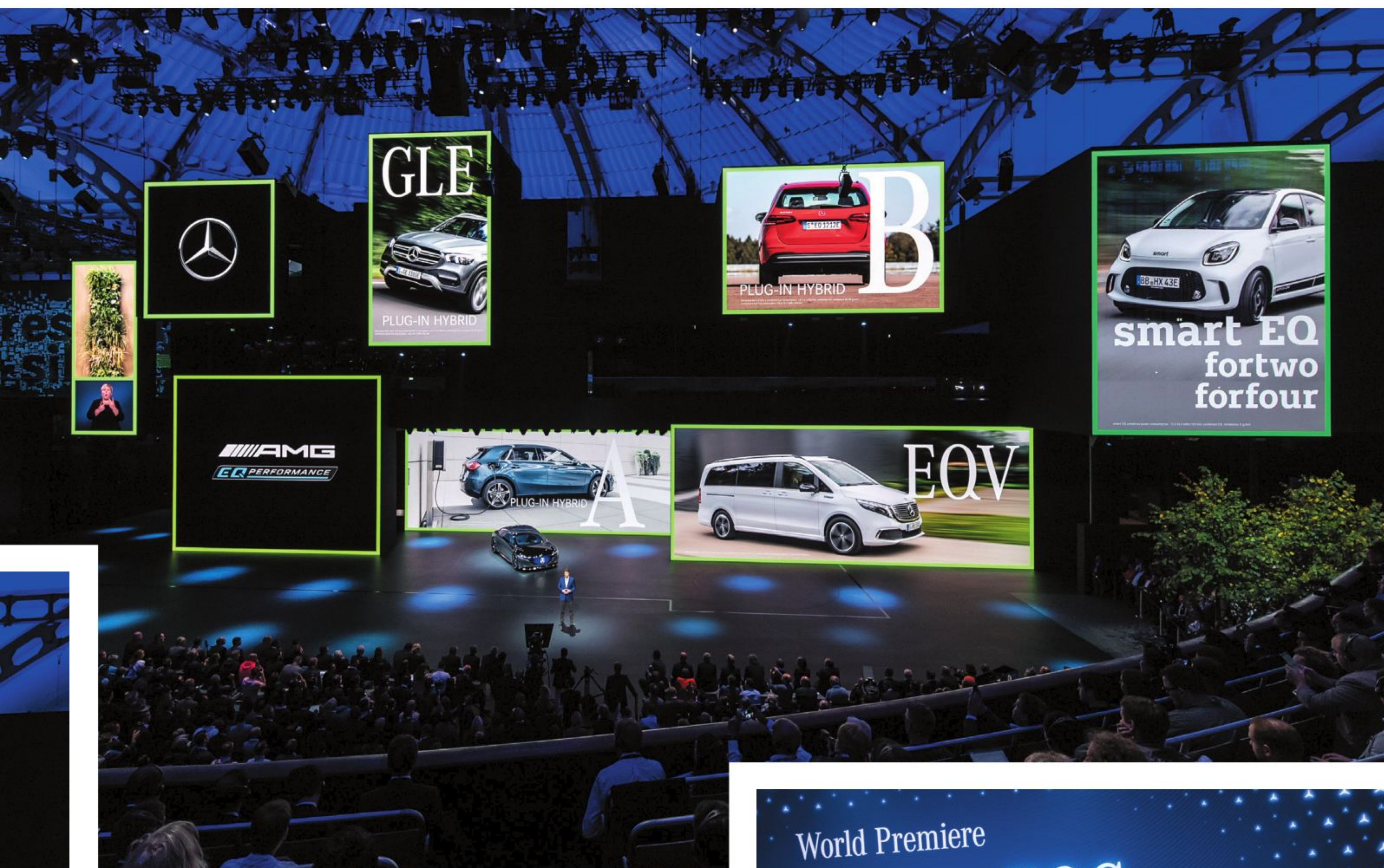
it's not turning its back on its luxury heritage. And which model says 'luxury' like no other? The S-Class of course. A perfect time then to take a glimpse at the next generation of the S-Class, in the shape of the sleeky Vision EQS. That name leaves us in no doubt that Mercedes is working on an all-electric version of its next S-Class, but there's a lot more to this show car than just that. And that's saying something when the EQS packs two electric motors, four-wheel drive, 469bhp and a battery pack large enough to

transport it and its four cosseted occupants for over 430 miles. Pay close attention to the design and detailing of this car, as we expect the new S-Class to follow its simplicity, if not quite its two-tone drama and mesmerising hologram light shows.

CONCEPTION

Källenius told us that the concept car will inform the direction of the new S-Class, but in fact, we can't see its most important aspect: a new 'e-platform'. This is a bespoke electric car platform developed for

mid- and full-size Mercedes models (think E-Class and up) and it is just part of the huge change taking place at the company. It's focusing more on recyclability of components and sustainability of its resources, while also ensuring that the whole life cycle of a vehicle is scrutinised. Interestingly, Källenius said "...around 45 per cent of the emissions in the lifecycle of an electric car are generated before it even makes it to the road. In certain circumstances, this means the carbon footprint of



an ICE [Internal Combustion Engine] is actually better in the first few years. And that's why we want to change those circumstances. There is still a lot to do in battery production in particular." Then, after mentioning the range of PHEVs that are coming, he let slip that Mercedes-AMG will be using the 'EQ Performance' label a lot more – on 'performance-hybrids' and fully electric cars.

The presentation finished with a focus on other technology coming very soon to Mercedes, including

a new 'Eco Score' game-like function to incentivise motorists to drive more economically. Safety remains a massive part of the company, as well, and it continues to develop its technology on that front, with an eye on even more driver assistance and autonomous vehicles in the distant future. There was certainly plenty of evidence on the Mercedes stand in Frankfurt that it's going to engineer a sizable part of that future for itself. Let's hope it looks half as good as the Vision EQS.



WHAT DOES THE MERCEDES VISION EQS TELL US ABOUT THE ELECTRIC S-CLASS OF TOMORROW?

Under the slippery bodywork of the Frankfurt show car lies a platform that is much closer to your local showroom than it might first appear. It has powerful electric motors on the front and rear axles, but that wheelbase, and indeed the track widths, is fully variable, allowing the platform to accommodate a wide variety of vehicle sizes. We're told that the structure and body will use a mix of steel, aluminium, carbon fibre and recyclable plastics. While Mercedes doesn't disclose all the data, it alludes to something special going on in those motors: 'highly-integrated power electronics and transmission ratios are a quantum leap in efficiency.' If a production car of this size can travel over 400 miles between charges and take on an 80 per cent charge in 20 minutes (as the show car can), while also putting on a 0-62mph time of 4.5 seconds, then we suspect it could be something very special indeed.

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

190E 2.6

The big straight-six version was the comfy car to look up to in the W201 range when launched but it came at a premium, so we've taken a look at the current prices

WORDS DAVID SUTHERLAND IMAGES CHARLES IRNSIDE, ARUN, CODY CARS, MARTYNS CAR SALES, THE CAR WAREHOUSE



Charles Ironside was asking £9,995 for this K-plate car with 68,800 miles.

It was a bit part player in the W201 range, accounting for a mere six per cent of the nearly 1.9m 190s built from 1982 until 1993. But that still meant over 100,000 of the 190E 2.6 were manufactured, so although relatively rare compared to the various four-cylinder models, they are to be found easily enough. And in recent years, as the celebrated 190E 2.3-16 and subsequent 190E 2.5-16 201s drift upwards in value and out of reach, the 2.6 is generating ever increasing appeal as the 'special' W201 and has largely avoided the throwaway banger fate that befell the lower order models. So what's out there and what will it cost you?

The 190E 2.6 was launched four years into the W201 life cycle, in 1986, the 2.6-litre M103 two-valve engine from the 124-series shoehorned, at some effort, into the engine bay. Its purpose was to allow the 190E to compete directly with BMW's highly successful 325i saloon. Cars built until the W201's facelift in autumn 1988 gave 164bhp and 168lb ft torque, those after it 158bhp/162lb ft, a choice of five-speed manual



or four-speed automatic gearbox offered throughout.

The W201, styled by Bruno Sacco and looking like a scaled down 126-series S-Class, has now all but disappeared from the mainstream car sales websites and

is usually seen only on classic sales sites. And it was no surprise to find one of the best, and most expensive, 190E 2.6s at long established classic Mercedes specialist Charles Ironside in Hampshire, asking price £9,995.

Charles' Almandine Red automatic example was from the last year of production, a K-registration, and had covered just 68,800 miles, with a complete service history. "You'd expect a 2.6 to go for perhaps 25 per cent more than a two-litre," he says. "But it has to be a really good example, otherwise its value will just be in with the rest of the two-litre cars."

Ideally you want the optional leather on a 2.6, which this lacked, but obviously with modern classics condition is far more important than spec. And we weren't keen on the non standard wheels seen here, but a set of standard '15-hole' rims would go on, Charles told us.

AT THE TOP

Ten grand has to be top whack for a non 16-valver, and a more normal price is £5,000 to £6,000. Independent performance car specialist Arun in Pulborough in West Sussex obliged at that level with a 1991 2.6 in Smoke Silver and with 104,000 miles. The description said it has the stiffer, Sportline suspension (lower-profile tyres, firmer springs and higher geared steering), and it had recently been serviced by nearby classic Mercedes-Benz specialist John Haynes; quite a lot must have been done because the bill had been £1,300.

Arun was asking £5,995, but this is not a rust-free car, as evidenced by a crumbling front wing. This was not Arun's normal fare, which is classic sports cars. "We took it in part exchange, and it's too good to send to auction," explained Arun's Dominic de Grouchy.

Cody Cars in Hampshire was offering an even cheaper alternative, a 1989 (and thus facelifted) car with 118,500 miles for £4,995. It had a fresh MOT but with a coil spring and a rusty inner sill triggering the accompanying



Arun had this 1991 example with 104,000 miles priced at £5,995.



1992 model with 168,000 miles was at Martyns Car Sales for £3,500.



test advisories, this was verging on a project. The cheapest 2.6 we saw offered by a trader was the 1992 auto at Martyns Car Sales in Chertsey in Surrey. It had leather, and, due to a speedo change, an estimated and heroic 168,000 miles, and did not look excessively priced at £3,500.

Mercedes-Benz cars sold in Japan during the 1990s have been coming back to Europe for some time, and among them was a 1993 190E with 54,000 on the clock offered by The Car Warehouse in Middlesbrough in Cleveland. It had the characteristic square registration plate mounts, although it was unusual for an import in that it was right-hand drive. Yes, Japan drives on the left, but for peculiarly Japanese prestige reasons, expensive

Its purpose was to allow the 190E to compete directly with BMW's highly successful 325i saloon

European cars tended to specified as left-hookers. The price of this car had recently been reduced by £2,000 to £9,995, which included all UK duties and paperwork, and a Clear Waxoyl underseal treatment to compensate for the lack of underseal on Japanese market cars.

You will see a few 2.6s offered privately. Some buyers are trying for classic dealer prices – £6,000 and above – but between £3,000 to £5,000 is fertile ground for this category of car. A quite rare 1990 manual car in London with 117,000 miles, dark blue with matching leather, and with recent new tyres and other bits was advertised for £3,250, while a 122,000-mile 1989 car, again with hide but automatic, was £3,500. A Kent seller hoped for £4,995 for a 1992 automatic.

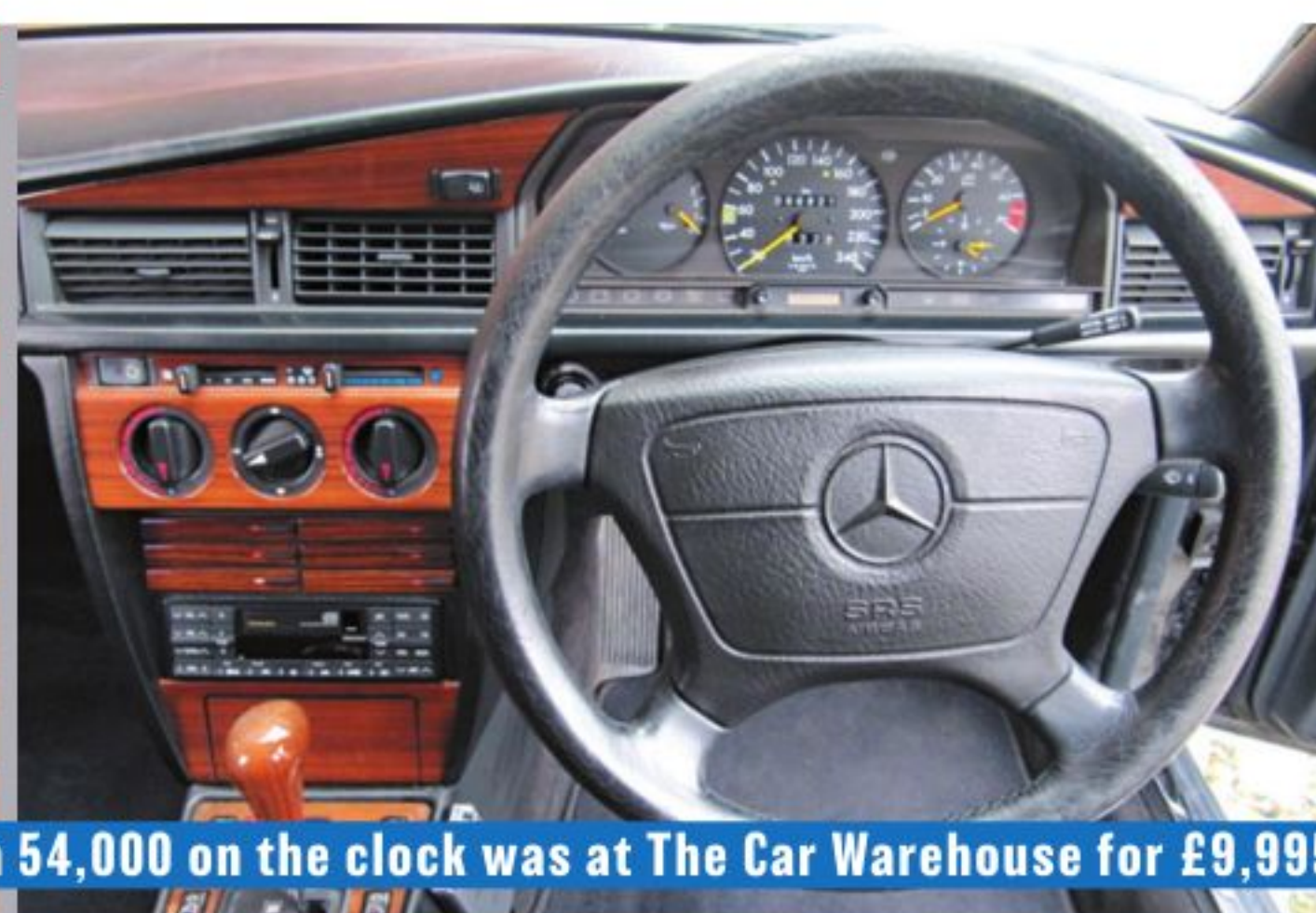
The 190E 2.6 has plenty of potential for price appreciation; indeed it's already seen as a 'young classic'. But for time being this only applies to the best examples – the scruffy, rusty ones are going nowhere yet, so don't pay big money for them.



Cody Car's 1989 facelifted example with 118,500 miles was £4,995.



1993 import with 54,000 on the clock was at The Car Warehouse for £9,995.



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1964 W110 190c Fintail

Light Blue with grey interior
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Webasto roof.
Three owners.
£18,950



1982 R107 500SL - SOLD



1984 Carat Cullinan

Metallic Black with cream leather. LHD. Based on a 500SEL. Only 56k KM from new. One Royal owner. Extremely rare and very luxurious. £39,950



1984 Mercedes-Benz 300D

Thistle Green with Olive Velour - One owner until 2012 and one since - 77k Miles with FSH - Immaculate throughout. £13,450



1998 Mercedes-Benz SL320

Brilliant Silver with Black Leather - Climate, heated/memory seats
82K Miles - FSH - Superb. £12,950



1999 Mercedes-Benz SL500

Brilliant Silver with Black Leather - Xenons, heated/ortho/memory seats & EVO II wheels.
64K Miles - FSH - Rare final facelift 500. £19,950



1986 Mercedes-Benz 420SL

Diamond Blue with Blue Cloth - A/C, Cruise - 98k Miles - FSH - Substantial recent expenditure. £27,950



1991 Mercedes-Benz 420SEL

Brilliant Silver with Black Leather - A/C - Only 40K Miles - FSH - Recent recommission - Excellent low mileage example. £13,950



1978 Mercedes-Benz 350SL

Icon Gold with Cream MB Tex - 82k Miles and One owner from new until 2017 - FSH - An excellent example. £27,950



1997 Mercedes-Benz SL320

'040' Black with Black Leather - Panoramic roof - 55K Miles and 2 Owners - FSH - Beautiful. £14,950



2003 Mercedes-Benz SL55 AMG

Telurium Silver with Anthracite Leather
43K Miles - FSH - High Spec - Immaculate. £22,950

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

Fine financing



With promising personal contract purchase deals becoming commonplace, **David Sutherland** takes a closer look at the current financing deals for a brand new car through a Mercedes dealer

You will probably be aware that 'personal contract purchase' (PCP) is a much favoured way of financing a new car of a price that could otherwise not be afforded. In very simple terms you pay

the depreciation of the car over the period you have it, hence monthly payments are reduced compared to financing the whole price. This is usually over a three- or four-year term, and while you can buy it outright at the end by making one big payment, most people hand the car back and take out another PCP deal – which of course is the car makers' preferred outcome.

So popular has PCP become that it is now affecting the used car market, according to one car locating service, CarGurus. It calculates that when UK new car sales peaked in 2016, 86 per cent of them were acquired using a finance package like PCP – and three years on most of these cars are arriving back at dealers.

That, says CarGurus, means an increased supply – a "stock surge" – on the used market, improving deals for customers. It also notes that

ex-finance cars are usually in good condition and with reasonable mileage, due to PCP contractual obligations. So I decided to conduct an unscientific survey of the 2016 Mercedes you can get out there in ex-PCP land, looking at the official Mercedes-Benz used car locator, where all ex-finance cars are identified.

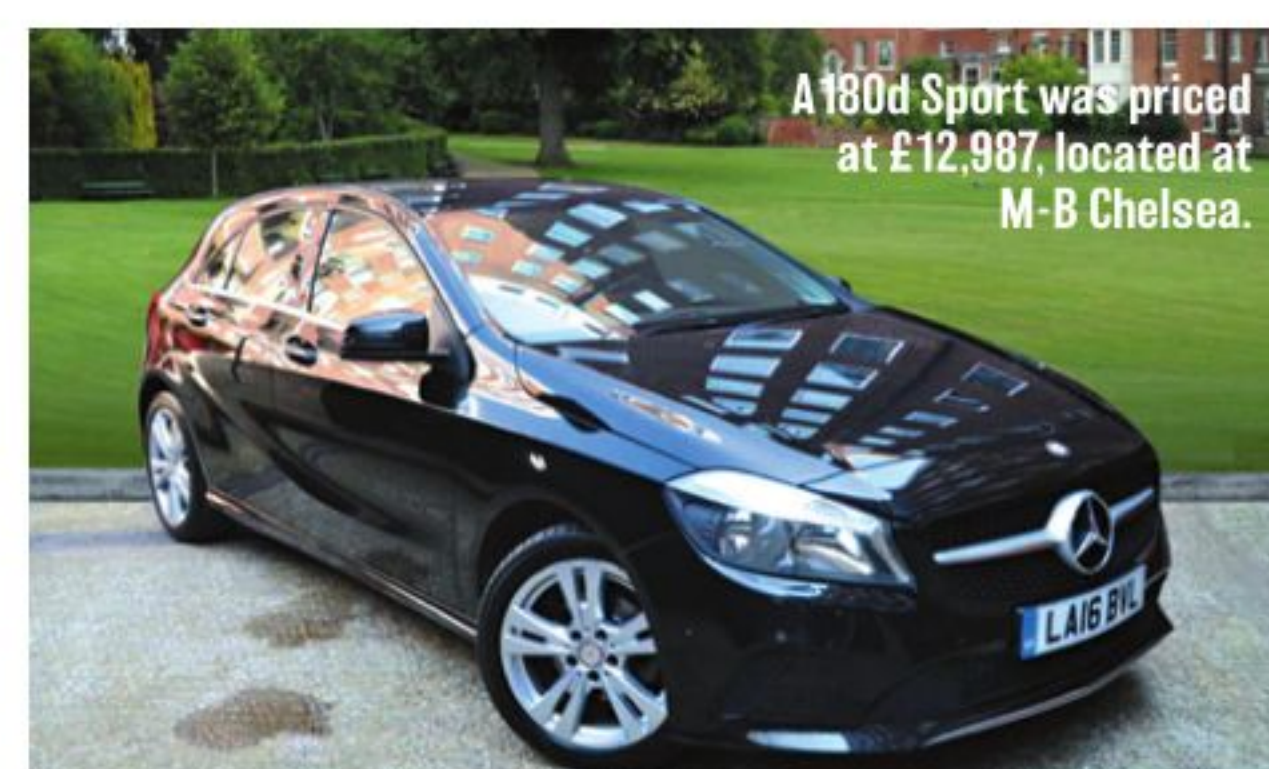
Taking the most humble form of Mercedes transport, the A-Class hatchback, the cheapest I saw at an official Mercedes dealer was an A180d Sport at Mercedes-Benz Chelsea priced at £12,987. Was that a good deal? I popped the registration number into price analyst *Glass*'s valuation service (this went online three years ago, and the app is excellent) which told me that this particular car with its 37,300 miles had a 'retail' or forecourt value of

£12,300. That was about half its nominal new price three years ago, but still not great value here, according to the *Glass* figure, unless the dealer knocked the price down.

Next stop in my tour of three-year old hardware was a Benz staple, the C-Class saloon. The lowest priced 'ex-lease' car



Lots of ex-PCP cars means bargains at M-B dealers, says CarGurus.



A180d Sport was priced at £12,987, located at M-B Chelsea.



△ This SL400 AMG Line was up for £39,500 at M-B Chichester.

It was time to look for something sportier, so I turned to SLCs, the current (and last) iteration of the SLK roadster. The cheapest was £17,000 but I had to go up £19,995 for an ex-leaser, a silver SLC250d Sport at Mercedes-Benz Exeter, barely used at 11,564 miles. *Glass* said £19,560, so we'd look at others first. This

SLC also showed the value enhancement of low mileage: had it covered the average 34,000 miles its retail value would have been £18,200, *Glass* said.

Twenty grand for an SLC is within real world budgets for most, so I decided to allow myself a visit to, for me at least, fantasy land and investigate the more exclusive SL range. Mercedes' luxury roadster isn't the coveted status symbol previous generations were, and the car maker has been heavily incentivising them, so what

impact would this have on their used price?

An SL400 AMG Line at Mercedes-Benz of Chichester in metallic blue and with just 20,500 miles bore a £39,500 price. In their dreams, was

the *Glass* verdict, its value being around £2,300 lower. The *Glass* price is, incidentally, almost exactly half the SL's new price three years ago.

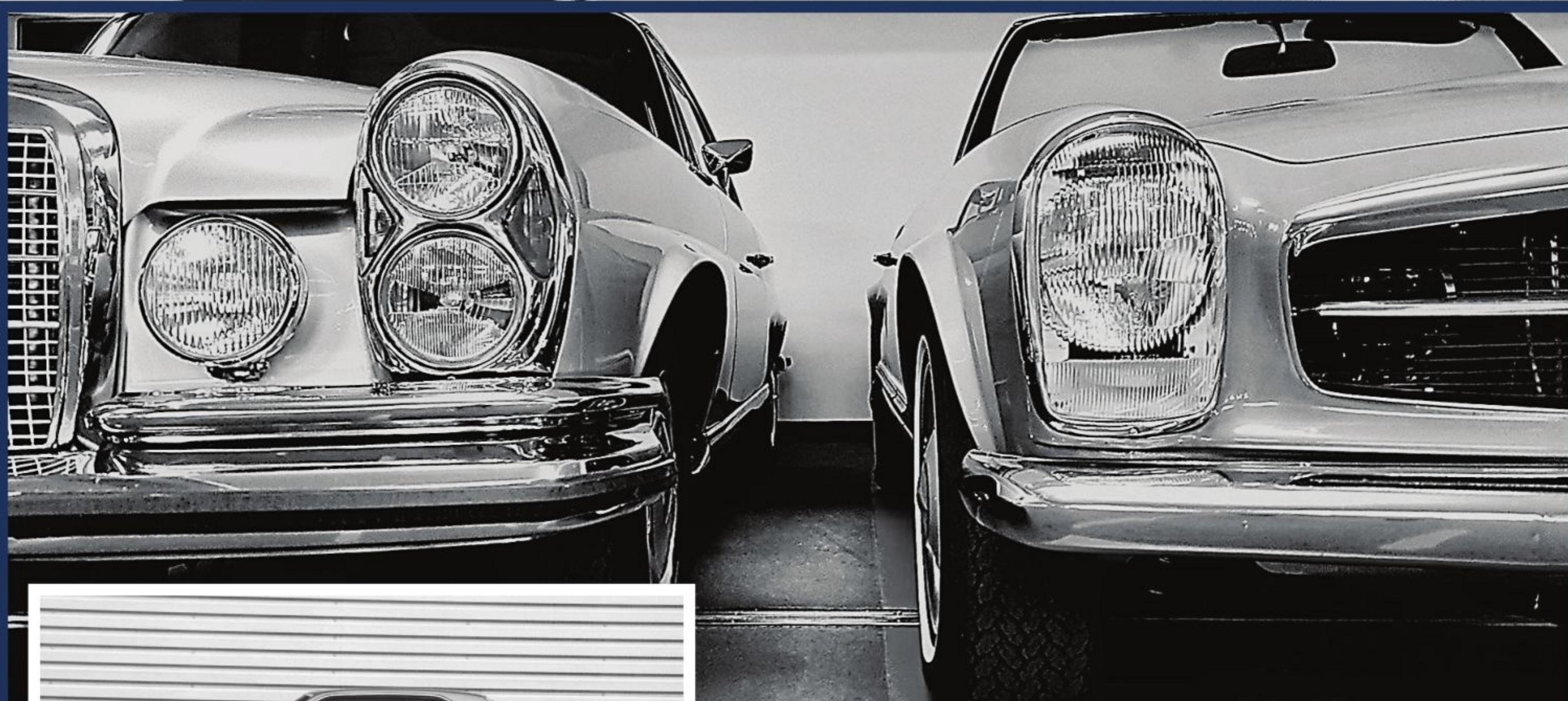
I ended with a look at what could be seen as the perfect combination of style and practicality, the CLS Shooting Brake, and the least expensive was a CLS220d at Mercedes-Benz Belfast priced at £20,895 (new price £48,600). *Glass* said it was worth £22,500, so it looked a decent buy.

Over the years car makers including Mercedes have tightened their hold on new car discounts and used car pricing, primarily to prevent dealers competing with each other and participating in a Dutch auction. So I think the chances of getting a huge amount off a used Benz at these outlets

are small, and my quick review of prices didn't uncover the big bargains CarGurus alluded to. But there are still deals to be done, and patience and continued contact with a dealer is a usually a good way of teasing them out.

So popular has PCP become that it is now affecting the used car market

was a manual C220d SE at Mercedes-Benz of Bedford, with 34,800 miles and with a £13,750 sticker. Its new price (not that anyone pays that) had been £30,200. This did look like a good deal, the *Glass* retail £900 higher.



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The spotlight on Mercedes from within the motoring industry - this month...

Missing the SL

With all the new models that Mercedes has been churning out, and the Frankfurt motor show highlighting that there are more to come, our man ponders what could become of the SL name

Frankfurt saw Mercedes-Benz show us a vision of what a new S-Class might be, an electric, lozenge-shaped lounge that I have to admit, looked pretty

sensational. A BEV, that's Battery Electric Vehicle, too, which is hardly surprising in these changing times. I get why Mercedes-Benz is showing such a concept, but I can't help but think, and hope, that somewhere in the company there's someone working on a future SL.

It's always been a car that's fascinated me, the SL. It hasn't been a proper sports car for a long time, indeed, the now sixth generation SL is something that's unique, distinct in the wider marketplace, mixing GT credentials with drop-top variability yet with some essence of sports car mixed in. Yes, the AMG models are indecently quick, but line them up against the firm's own GT models and the SL's dynamic shortcomings become evident as quickly as those turbocharged V8s rip around to their redline.

All of which has me pondering where the SL fits in the current, and future product line up. There is some chat around that the SL has no place anymore, especially given that it's being attacked everywhere by Mercedes-Benz and AMG's own products. There's the GT as a sporting proposition, and things like the S-Class cabriolet as a big, capable GT. That, I think, presents an opportunity for Mercedes-Benz, and not just because the idea of it without the SL is one that seems preposterous.

The SL has always carved its own, unique path, so why not use it as a technology pioneer? I'm thinking lightweight, innovative build materials, advanced propulsion technologies and all the latest electronic and safety innovations. It's a small volume model, that commands a high price, which makes it the perfect candidate for such an advanced engineering approach.

I'd like to see a future SL use a small capacity combustion engine with a hybrid system, electric turbochargers, 48-volt suspension to allow it supple, composed ride quality. Add a carbon fibre monocoque for weight loss and stiffness, and, indeed, a return to the true meaning of SL; it not having been Super/Sport Light for decades, now. A fully electric SL could work, too, even if it might struggle to be light, but the idea of an open top, quick, quiet SL with a



I can't help but think, and hope, that somewhere in the company there's someone working on a future SL

BEV drivetrain, is one that's got some real appeal.

AMG has built an electric SLS in the past, so the idea of an all-electric SL could take all the advances in battery and electric motor technology that has been gained since AMG's experimental machine. Speaking of that SLS does somewhat remind me that the SL was once a gullwing; wouldn't it be good if the SL could be so again? Obviously with a roadster for those who still prefer the wind in their hair. I do hope that there's someone else within Mercedes-Benz who's thinking along the same lines, because with all the focus on SUVs and compact cars it's important that the SL isn't ignored, which it feels like it has been for the last decade or so.

There's real opportunity with it, and I can't wait to see what Mercedes-Benz does with it. I'm certain the doomsayers will be wrong, the SL is too

△ Mercedes is flying high with the amount of new models it's pushing out.

▽ The latest concepts could lend themselves well to a new, lightweight SL model.



entrenched in Mercedes-Benz's history to not exist, and even today, sales remain at a level that are impressive enough to keep it going, EU in 2018 selling around 1,000, with the USA doubling that. Go back about four or five years and both those figures were around four times that, which wasn't bad for the oldest car in Mercedes-Benz's line up, and one that commands a high retail price. I'll be watching the SL over the next few years with increasing interest, and asking every Mercedes-Benz engineer and executive I meet what's happening with it, and maybe even suggesting to them a few ideas of my own...



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

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



LETTERS

STAR LETTER

START THEM YOUNG

■ We thought your readers would appreciate our young son Joshua enjoying a copy of the magazine. He seems to love cars, and Mercedes already!

Sam & Tim Homes, via email



HOME FACELIFT

■ I felt I had to share some pictures of my 2006 203-series C-Class estate. I've had the car about four years but wanted to upgrade it recently. But most are a touch out of reach on my price



Reader Dave gave his car a makeover with some well chosen mods.

range and with my car still pulling like a train (190,000 miles on the clock) I couldn't justify it. Instead, I went for a facelift.

So I've added a touch screen entertainment system, fitted new lights and grille at the front, refurbished and changed the colour of the wheels, tinted the windows and rear lights, had a couple of bits of bodywork sorted and added puddle lights and a private plate.

I hope like minded people appreciate what I've done with it. I've left the engine as stock, why fiddle with the mechanical when it's great as it is? Just regular maintenance and consumables from a local Mercedes specialist. It makes a very happy chappy.

David Holmes, via email

MOVING ON

■ I thought I would let you know I'm selling my C350 Blue Efficiency 125 Sport edition that was used in comparison feature in *Mercedes Enthusiast* (May 2016)! It is the best car I have owned to date by a mile, but it has to go and furthermore, for the first time in 23 years I'm leaving Mercedes!

What, you might ask, could



△ Andrew Gregg has owned plenty of Mercs but currently looks after these two fine specimens.

cause such a momentous change of direction? The answer is driving a Tesla 3. It moves the game on: Mercedes need to do something really quickly.

You have kindly featured my last two C350s in the magazine but I guess I'm now redundant, as a soon to be former Mercedes owner! Anyway, I thought you might be interested. If you ever need a Tesla 3 to review then I might be able to help!

Greg Davis, via email

AUSTRALIAN ENTHUSIAST

■ Here is a picture of my 1982 300D and my 1984 500SEC together. Both cars are daily drivers, and both have come from different backgrounds, although as I write this the pair are showing only 400km apart on the clocks. Both have 254,000km showing on them. The SEC I have had for seven years whilst the 300D has only just arrived in the collection. Mercedes cars from this era are my favourite and since 2002 I have had a 1978 280SEL, a 1984 280E, a 1989 300CE and a 1982 230E.

Andrew Gregg, Australia

MPC CORRECTIONS

■ In the August edition of your excellent magazine the contributor to the letters page, David Harrar, mentions the difference in mpg between your article and his experience. I do wonder if he has taken account of the fact that the US gallon is approximately 0.83 of the imperial gallon. If he hasn't taken this into account then his figure of 15.6mpg would be of the order of 18.8mpg in imperial gallons. This would be much closer to your figure of 20 to 21mpg.

David Greenshields, via Email

AMG FOLLOWER

■ I'm writing to say that I follow your magazine every month, and particularly enjoy the updates on your own C55 AMG estate. It's of interest to me because I myself own a W203 C43 AMG and I really enjoy the performance with the balance of fuel and servicing costs. But I have thought about what the larger V8 engine would be like. Perhaps I'll find out one day, but I'm not brave enough yet.

Alastair Johnson, London

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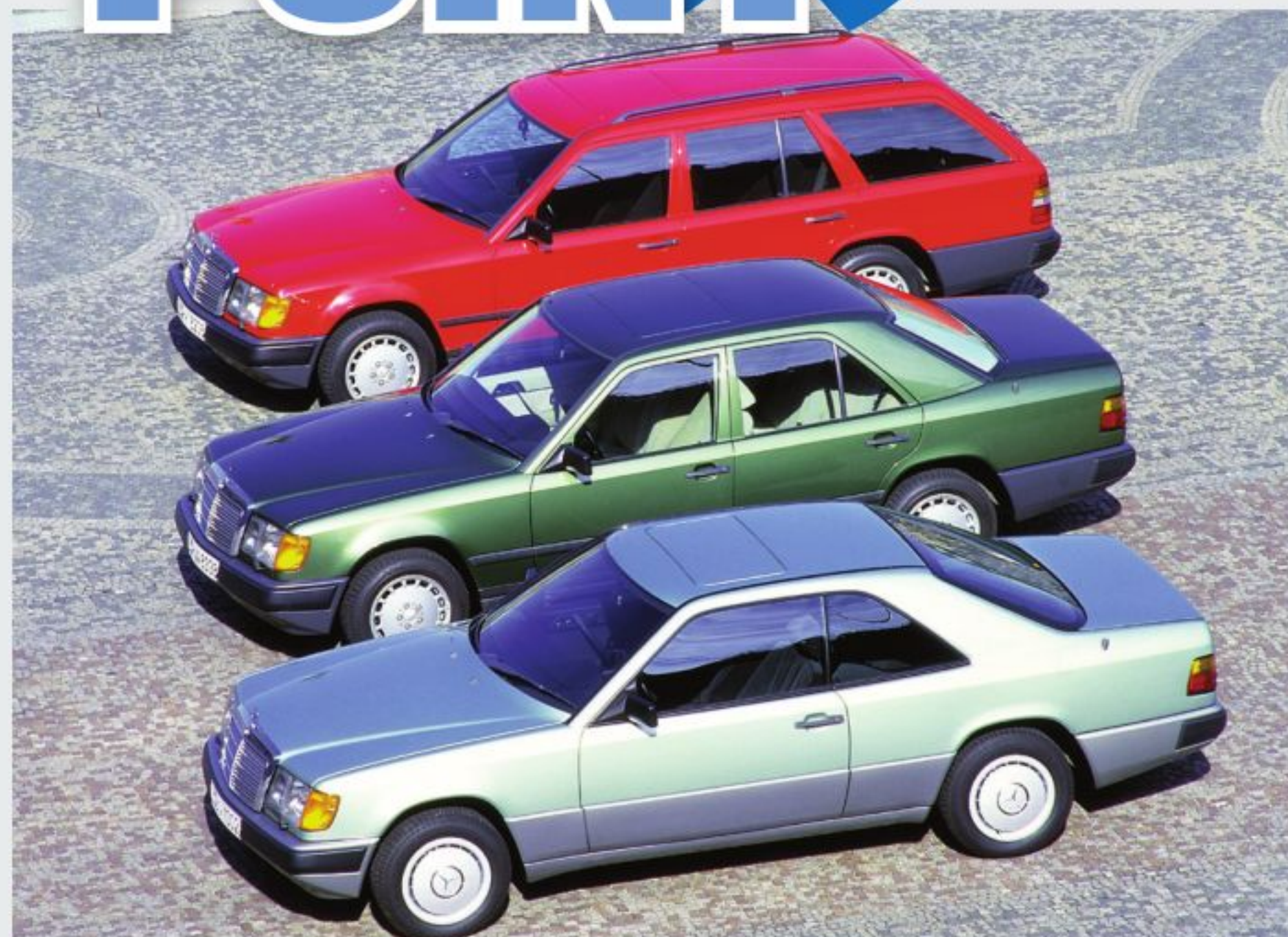
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TALKING POINT



This month's Talking Point...

What's been your favourite Mercedes-Benz colour, or colour combination, of the past?

"Burnt orange on a 1976 240D. Can a car be ugly and beautiful at the same time?"

Douglas Howland

"Dark blue solid exterior with light tan/beige interior."

Francois van Teijlingen

"Malachite Green metallic with a Palomino MB-Tex interior (mic drop)."

Scott Bleggi

"888 with Karo Black, 815 with Karo Mushroom, 568 with Mushroom leather or 149 with Karo Blue."

Marco Hof

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

MERCSPOTTER



This 124-series 230E looks like it's led a bit of a hard life, judging by the odd coloured boot lid. "It actually had the matching red doors on the other side as well," writes reader

Alex Stichbury. "So I'm guessing it had some damage in the past, but it was soldiering on and was still being used when I saw it parked up several times in South Africa's Cape Town waterfront." It's good to see old Mercedes are still being used as they should.

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

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“The A-Class
isn't new anymore,
but what's powering
this one is”



IT'S HOT. RIDICULOUSLY SO. GERMANY IS HAVING A heatwave, and the mercury is registering above 40 degrees Celsius. More usually Mercedes-Benz's engineers would have to go to Death Valley in California to test their cars in such extremes of heat. Not today, it's hotter here at home.

I'm sitting beside Jochen Eck, Senior Manager, Vehicle Testing Compact Cars, for Mercedes-Benz, and we're in an A-Class. The last time I did that the thermometer was at the other end of the scale, when we met at Sweden's Arctic Falls Proving Ground in December 2017, during the last winter tests of the current A-Class. The A-Class isn't new anymore, but what's powering this one is.

Mercedes-Benz's march to electrification just got downsized, as the EQ brand is added to the A-Class. Not a full electric vehicle, but a plug-in hybrid, A-Class

▷ Charging is
intergrated with
MercedesME...

▷▷ ...and the
process takes as
little as 25 mins.



As Mercedes-Benz continues on its mission to introduce electric power to more of its huge range, we meet a pre-production A-Class that offers a plug-in hybrid go between

WORDS **KYLE FORTUNE** IMAGES **DAIMLER AG**

NEW APPEAL



drivers getting the option of a compact Benz that can be driven on electricity alone, yet with the safety net, and familiarity of a combustion engine. And for how far it'll run on battery alone Eck says: "actual range we cannot say today, but it's more than 60km (37 miles), enough for most to do their daily drive 100 per cent electric."

In the weeks since our early ride, Mercedes-Benz has officially revealed some numbers, the headline electric-only range quoted as 74-76km (45.8-47.1 miles) for the A250e hatchback, the A250e saloon bettering that with 75-77km (46.5-47.7 miles) and the B250e B-Class quoted at 70-77km (43.4-47.7 miles). It is important to note that those range figures relate to the now outgoing, and more favourable, NEDC test cycle, though even on the new, tougher, more representative WLTP test cycle figures the A250e hatchback can cover 60-68km (37.2-42.1 miles), the A250e saloon 61-69km (37.8-42.8 miles) and the B250e 56-67km (34.7-41.5 miles). ▶

FIRST RIDE A-Class plug-in hybrid

▷ That range is something Eck admits to paying a lot of attention to. He's tested it extensively, revealing one of his, and customers', frustrations of Plug-in Hybrid Electric Vehicles (PHEVs) is the over optimistic range read outs, saying: "for people to truly accept PHEVs they need to trust the potential range figures, and be able to actually achieve the distances that are quoted." Obviously that range will depend on how it's driven, but that's true of an internal combustion car; the A-Class development team have worked rigorously on the algorithms that calculate the range, so it's as realistic a number as it can possibly be. "We did a lot of real world testing, even in bad conditions, not extreme, but bad, and we always exceed 50 to 55km, (31 to 34.1 miles)" says Eck, adding: "I'm a firm believer in accuracy."

COOLING DOWN

Even here, in the extreme heat, Eck is confident that the A-Class will achieve its potential, the engineer admitting that the thermal management through adding the hybrid system created some headaches for the team. Eck says: "one of the biggest issues was finding space for the cooling circuits." There are three of these placed under the bonnet, stacked in succession. "You want to close that under bonnet area as much as possible to reduce air drag, but then you need to keep bits of it open for cooling," Eck saying each problem, and solution, creates a knock-on effect that requires solving.

Fitting a hybrid drive to a larger car isn't so problematic, but the A-Class space is at a greater premium, creating packaging challenges. Eck admits a good deal of that isn't just finding the space to locate items like the battery, additional electronics and their cooling requirements, but making it all work in a crash situation.

The battery is placed under the rear seat, where the fuel tank would usually be situated, Eck pointing out that the hybrid model gets the less sophisticated twist beam, allowing not just the fitment of the battery pack, but the movement of the fuel tank into the boot area as well as the modules required for the plug-in capability of the hybrid. That fuel tank is now pressurised, to prevent fuel evaporation, it also being used for the M282 1.3-litre petrol engine, which is the internal combustion element of the A250e's hybrid powertrain.

The petrol engine is familiar to the A-Class line-up, it combined with a 75kW 'electric machine'. That might suggest a combined output of 254bhp but, Eck debunks that quickly, citing: "physics." Given I was told 'not to bother turning up' for my physics exam at school, I'll defer to the engineer's significantly greater brain power here.



△ Riding up front with Jochen Eck behind the wheel.

▽ Aside from the additional display, inside is the same.





“Fitting a hybrid drive to a larger car isn’t so problematic, with the A-Class space is at a greater premium, creating packaging challenges”

◁ Outlandish exterior wrap isn’t standard.

▽ Charging the batteries is simple and clean.



The actual combined output when the engine and electric motor are working together is 215bhp, the system torque being a sizeable 332lb ft, the electric machine contributing as much as 231lb ft.

That torque output has demanded the fitment of the beefy 8F-DCT dual-clutch eight-speed automatic usually reserved for performance models, the transmission also housing the electric motor. The motor itself is a permanently excited synchronous unit installed in the traction head mounting of the gearbox. Its fitment also removes the need for a 12-volt conventional starter motor, the electric motor taking care of that duty, as well as stop-start functionality when running the internal combustion

engine, which is a first on a Mercedes-Benz vehicle.

It’s not the motor that’s caused the packaging issues, indeed, it’s relatively small compared to the numerous systems required to support it. Most significantly is the battery, it a 150kg water-cooled lithium-ion high-voltage battery with a total capacity of 15.6kWh, though the charging and those cooling circuits all created headaches for the engineers trying to find space to locate it all.

WEIGHT AND SEE

All in, these add around 270kg of weight to the A-Class’s overall figure, although Mercedes-Benz is yet to reveal an exact kerbweight. Not that its mass should present any performance compromises, with the 0-62mph time quoted at a brisk 6.6 seconds for the hatchback, the saloon adding 0.1 seconds to that; likewise, the B250e requires another 0.1 seconds for a quoted 6.8 second time. Top speed, not that it matters, is 152mph for the A250e hatch and B250e, the saloon’s slipperier shape allowing a 149mph maximum. In EV mode it’ll run to in excess of 85mph, too. Brisk then, the immediacy and urge of the electric motor being instrumental in the good performance.

There have, inevitably, been some compromises elsewhere, the A250e requiring the simpler twist beam axle over the more sophisticated multi-link set up that ▷



◁ It took some clever packaging to fit the new tech.

▷ you'd expect on an A-Class at the price point the A250e will occupy. The battery position under the rear seats, and the resultant need to move the fuel tank to under the boot floor necessitates the more basic rear suspension. Eck suggests that customers won't be able to tell the difference, and that, as with all Mercedes-Benz models, there's been real focus on high-speed stability, saying: "most people don't notice if the rear axle gets light at high speed, you only notice when you need it, which is in an emergency manoeuvre. Therefore we put a lot of attention on the aerodynamic stability at high speed, it makes the car feel slightly less agile at high speed,

let's say above 125mph, some rivals feel more agile, more aggressive, but we feel like that is not a good solution for the average customer."

That re-positioning of the fuel tank does rob bootspace, too, though for most the 70-litre loss in the boot won't impact too much on the A-Class's usefulness. Packing all the tech in has required some innovative engineering, the exhaust pipe for the petrol engine doesn't exit at the rear as it would in a conventional A-Class, instead it exiting underneath the passenger seat. A mid-mounted exhaust, which necessitated plenty of testing, not least to ensure it didn't impact on noise vibration and harshness in the cabin, but also thermal management of both the cabin and the battery positioned directly behind it.

OPEN POLICY

Eck admits that during the testing process for the A250e the hybrid threw up some increasingly familiar challenges with electric vehicles: namely, noises that would more usually be masked by the sound of the internal combustion engine being more obvious when running in near silent electric only mode. He recalls one particular issue, centred on the air conditioning system that we're leaning so



△ Maximum charging time is under two hours.

▷ CLA offers the performance with more space too.

FIRST RIDE A-Class plug-in hybrid



△△ The A-Class models are best suited to PHEV.

heavily on today. During testing in 2018 he noticed a dripping sound when sitting idle in traffic. “It’s this tiny stuff that keeps us busy,” says Eck, he and his team locating the source of the noise as bubbles in the system’s condenser, and engineering a solution.

Even today, with the cars we’re in only lightly disguised and very near the end of their testing cycle, Eck and his team are still finessing the details. What’s apparent is how polished the hybrid integration is: Eck’s predominantly driving in electric only mode in the busy Stuttgart traffic, but switching to Comfort has that 1.33-litre petrol engine kick in almost imperceptibly. The drive mode choices include Electric, Comfort, ECO Sport, Individual and a Battery Level choice to ensure there’s plenty of battery life for any destination electric only driving in low emissions zones and city centres.

VARYING REGEN

There’s not the possibility to push charge back into the battery via the motor, though regeneration does occur during driving, the steering wheel paddles allowing the driver to pick between five differing regeneration modes. Choosing between these manually allows the hybrid system to operate with a one pedal set up and heavy regeneration, or with barely any regeneration at all, creating opportunities to ‘sail’ at speed. If that all sounds like hard work, then leave it to the car itself in auto mode, and the navigation system as well as the on board systems will monitor traffic conditions and maximise the drivetrain’s efficiency accordingly. Officially the A250e’s economy is rated between 188 and 201mpg, with combined emissions 34-33g/km, or as low as 32g/km with the saloon or B250e.

Technology is also instrumental in assisting with charging, be it locations or requirements. The A250e comes with AC or DC charging, which, depending on the status of charge allows a full charge from 10 per cent to 100 per cent via a typical 7.4kW AC wallbox, of the type many people fit at home, in about an hour and 45 minutes. A higher rate, DC public charger, can charge the battery for 10-80 per cent in around 25 minutes, enough time, in the EV world at least, to grab a coffee during a break on a longer drive.

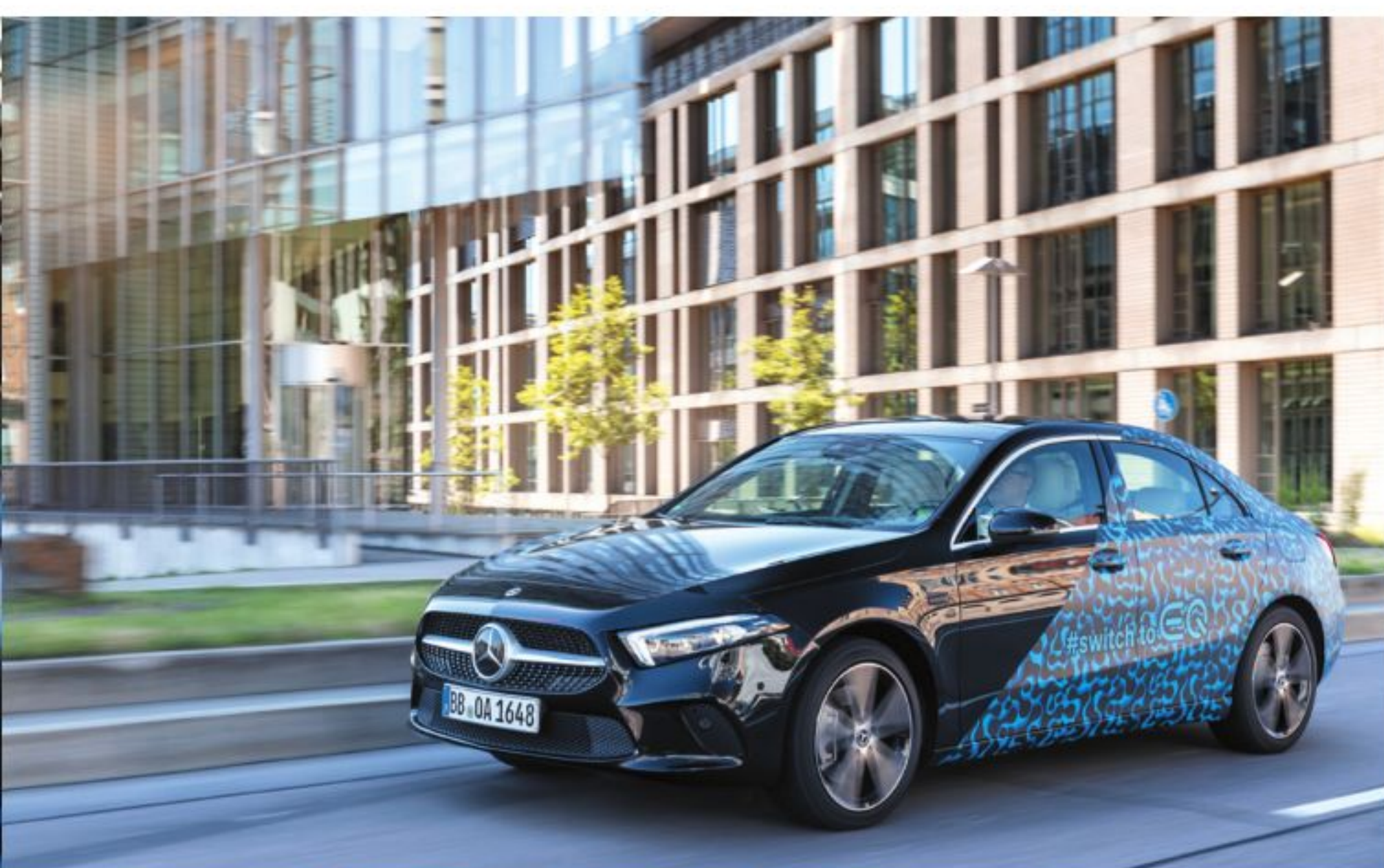
FILLING UP

That’s ‘lunch’ today, the A-Class taking us to a stop outside the city, MercedesME and MBUX locating a charger, and having the A250e charge while we dine and chat. Charging couldn’t be simpler, MercedesME allowing single billing, while smartphone monitoring allows you to check the status of the charge and pre-condition the climate control before you arrive back at the vehicle, ensuring you maximise the battery’s energy from motion rather than to counter the effects of a hot, or cold interior.

That is welcome today, as the A250e is beautifully chilled on arrival, the battery fully charged and ready to go. Scrolling through the MBUX from the passenger seat reveals a few more EV and hybrid specific screens and functionality within the smart large screen set up, but otherwise the A250e’s interior, exterior and the way it drives is all very conventional. Deliberately so, admit Mercedes-Benz’s people, who say that for electro mobility to be embraced it needs to be as easy and painless as possible. With the A250e the drive is exactly that, conventional, yet it’s undoubtedly the future.

Eck says he manages his daily commute on electric power alone, with the duality of the hybrid’s internal combustion engine giving the ability for longer trips when required. “It combines the best of two worlds in a compact car,” says the engineer, and having experienced it that’s a difficult point to argue against. We’ll know for sure when we drive it properly, soon, but the A250e and its eventual spin offs, are a compelling bridging technology between the current mobility models and those of the future, which might just go to help prevent the sort of freakish heat wave conditions which we experienced it in.

“ Even today, with the cars we’re in only lightly disguised and very near the end of their testing cycle, Eck and his team are still finessing the details ”



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Mercedes-Benz 280SL Sports Pagoda £129,500

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

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



Mercedes-Benz 420SL Sports £38,750



Mercedes-Benz 350SL Sports £35,750

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

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



Mercedes-Benz 380SL Sports £37,500



Mercedes-Benz 560SL Sports £39,750

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



Mercedes-Benz 280SL Sports Pagoda £135,750

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



Mercedes-Benz Sports 300 SL £55,750

1987, finished in gleaming Signal Red, with soft black hide interior, hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top never used. Garaged and stored for many years hence very low mileage of only 23,500, with service book and old MOTs. This Mercedes could easily be mistaken for new.



Mercedes-Benz 230SL Sports £89,750

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



Mercedes-Benz 560SL Sports £38,500

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



Mercedes-Benz E240 £4,750

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



Mercedes-Benz 560SL Sports £46,750

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



Mercedes-Benz 420SL Sports £39,750

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



Mercedes-Benz 560SL Sports £49,750

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

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Second coming

One of the most prolific custom coachbuilders from the past is back once again, and is rebuilding its reputation

WORDS & IMAGES IAN KUAH



“ The SGS story is not a straightforward one and has the twists and turns that makes for a good cult status movie ”



BACK IN THE MID-1970s THE TREMENDOUS WEALTH GENERATED BY OIL MONEY CREATED A BRANCH OF THE EUROPEAN AUTO INDUSTRY ALMOST OVERNIGHT, SIMULTANEOUSLY BREATHING NEW LIFE INTO THE BESPOKE COACH BUILDING TRADE THAT HAD BEEN PROLIFIC IN THE EARLY DAYS OF THE MOTOR CAR.

One of the most energetic companies of this era was Styling Garage (SGS), which quickly became a legend in its own time. The SGS story is not exactly a straightforward one and has the requisite twists and turns that makes for a good cult status movie. And as with all such stories there was an element of fate involved in the founding of this world famous company.

Styling Garage and its past and present owner, Christian Hahn, are both inseparable and the stuff of legends. But many will be surprised to learn that Chris was not the original founder. One day as luck would have it, Chris, a marine engineer with a great passion for racing motorcycles and off-roading, just happened to drive onto the forecourt of a small company called Styling Garage in his home city of Hamburg. Originally founded in 1978 and run by Ralph Engel, Styling Garage imported and sold CJ7 Jeeps and accessories, but could not service them because German regulations stipulate that a qualified engineer be the staff for a workshop licence to be issued.

When Ralph found out that Chris was an engineer and Masters degree mechanic he offered him a job on the spot and within a year he had become an equal partner in the business. By the end of the second year Chris had produced a few personalised luxury cars for their customers. "There is a limit to what you can do to cheaper cars because of what their owners can afford, so it was obvious from the start that would only work on Mercedes," he said.

By the end of 1982 Chris had bought out his partner and moved SGS to larger premises. By then, he and his growing team were not only producing elaborate conversions for new Mercedes models but were also carrying out restoration work on exotica Mercedes such as 600 limousines and 300SL Gullwing models for their clients. Thanks to their renowned coach-building skills, SGS was also commissioned to carry out contract work, such as the low volume production of bespoke BMW and VW models for local dealers and aftermarket tuners.

By the mid-1980s, the Arab market on which many of these



companies had been built was in decline and SGS turned its attention to the European home market. Attuned to European tastes, the new SGS house style showed a lot more visual restraint, with alloy wheels and subtle front and rear spoilers setting the SGS cars apart from factory models. But the real 'wow' factor was delivered by the powered convertible roof and gullwing door conversions that were to become the enduring SGS calling card over the world.

With the major manufacturers still in limbo after the rumoured US roll over safety legislation that threatened the

existence of open cars but never came to fruition, European customers were hungry for convertibles. And what better car to lose its roof in celebration of an al fresco future than Bruno Sacco's elegant SEC Coupe? The SGS Marbella Convertible, based on the 500SEC soon became a best seller, with over 300 cars sold in the first three years of production.

The steps in creating an SGS Marbella involve removal of the roof, and floorpan and bodywork reinforcement before the electro-hydraulic soft top was fitted. Finally, the client's special wishes, such as bespoke interior trim, high end audio system, and even a bar and drinks cooler were accommodated. Unlike today where prices only seem to rise with time, as SGS produced more cars and amortised its development and tooling costs, the per unit price of the conversion actually decreased.

▽ The Marbella model featured a reinforced floor.



“ The SGS Marbella Convertible, based on the 500SEC soon became a best seller ”



▽ High quality interior re-trims were a speciality.

▽▽△ Founder Christian Hahn in the driver's seat.

▽▽▽ Wide-arch bodykit was a very popular look.

Thus by 1984 this conversion would set you back £18,600 (equivalent to around £60,000 today) over and above the price of a 500SEC, which was around £40,000 then.

PAST INSPIRATION

Since its debut in 1954, the Mercedes 300SL Gullwing has been an iconic sportscar, and Mercedes even created its own homage with the SLS AMG of 2011. That apart, the gullwing door concept has been widely copied by the aftermarket with conversions applied to cars as lowly as the VW Golf. It was no surprise then that SGS created a gullwing door conversion for the Mercedes SEC using the original doors as a base. In fact, when the doors are closed the side view is nigh indistinguishable from standard.

To achieve this conversion, the roof was reinforced by an internal rollover bar and custom-built door hangers installed along with an electro-hydraulic lift mechanism, complete with manual override just in case the battery went flat. SGS said at the time that the structure was strong enough to withstand driving at 100mph with the doors open, if you so wished. ▷



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◁◁ Gullwing doors put SGS firmly on the map.

◁ There were plenty of interior additions too.

▷ PRACTICAL SOLUTION

Other S-Class based variants based were produced including the rare estate car conversion, seen here complete with body kit, US style headlamps and aftermarket alloys. The idea of an S-Class estate has always captured the imagination of a small group of enthusiasts, and the handful of W140-based 7.2-litre V12 cars made by AMG for the Brunei Royal family in the 1990s certainly endorsed this.

In the final tally, SGS made around 2,000 cars in its heyday between 1980 and 1995, with most going to the USA, Japan and the Middle East. In fact, if you saw a bespoke convertible at this time that was not made for a major manufacturer by the likes of Karmann, chances are it was an SGS creation. That said, it is known that Karmann even used SGS as a consultant on some of its more exotic projects.

While the current S-Class cabriolet is the first Mercedes production car of its kind, the car maker toyed with the idea of a CL convertible during the C140 era. It was no surprise that it reached out to SGS to do the prototyping work for it.

Chris Hahn's client list at the time was literally a who's who of some of the wealthiest people on the planet. For a while, he worked for Adnan Khashoggi as the resident engineer on board Nabila, the world's largest superyacht at the time. Khashoggi introduced Chris to Princes and Sheikhs from Saudi Arabia and Qatar. "If you want any car, just ask Chris," he told his super wealthy friends.

“The real ‘wow’ factor was delivered by the powered roof and gullwing doors that were to become the SGS calling card”

Once he was brought to London by one of these Sheikhs who said, "I want the latest Porsche 911 Turbo and you will get £10,000 extra if you can deliver the car to me by Friday," Chris recalled. Needless to say, a lot of calls were made and arms twisted so that the Sheikh could have his car on time, and he delivered. And then there was the late Kim Jong Il desperately wanted an American motorhome. "Can I pay you with a Mercedes-Benz?" he apparently asked Chris, who also supplied cars to the owner of the famous Kikkoman soy sauce family from Japan.

Unfortunately, some bad deals with broken promises from would be investors created a cascade failure situation and things finally went pear shaped for SGS.

I remember meeting Chris at Top Marques Monaco in 2005 where SGS had a small stand with a Mercedes CL600 (C215) featuring a revolutionary retractable hardtop on show. But the Russian investor for this project, who had the car built for billionaire Roman Abramovich, apparently did not perform as promised.

Even HSH Prince Albert II of Monaco showed the car to Abramovich, but nothing came of that either.

"The CL cabriolet prototype ended up in Moscow, where someone mishandled the roof and spiked the mechanism. The car sat unused for years until an SGS fan found it and it is now back with us in Hamburg being renovated," says Chris.

Because the Russian investor proved unreliable Chris had to pull the plug again and after the ensuing legal battle went to work as an engineer in Dubai for a couple of years. To make matters worse, during this time someone in Germany approached Chris ostensibly to catalogue everything that he had done over the



FOLLOWING ON

After the varied 126-series conversions that made SGS famous, Chris went on to create a range of other modified Merc models, but without the same success.

▷ years. Thinking nothing of it, Chris handed over photos and records only for the individual to pose as the one behind SGS. Chris took him to court and won his rights back, but the build sheets with chassis numbers and the photos weren't recovered.

SILVER LINING

But a bright side did come along later. Two years ago, Chris's boss at the time told him that he would officially be retiring. But he did state that he would continue to use Chris for what he described as 'special projects', so suggested Chris should form his own company once again and work as a sub-contractor. As it turned out, the timing was perfect for Chris, and he didn't need to form a new company either, as he decided to revive the Styling Garage GmbH name, which was still owned by him. SGS would be the vehicle for his contract work for his former boss, as well as anything else. That anything else turned out to be restoring the very SGS cars he had built in the 1980s. "There was a Facebook page with the old logo, and fans from all over the world found out about this very quickly," Chris explains. "One of them pointed out that 2018 was the 40th Anniversary of SGS, and with that in mind I began to plan a revival meeting in Hamburg for a weekend in October 2018."

The 50 people that came to the event that weekend were all proud owners and fans ecstatic to meet the legendary Chris Hahn in person. But as most of the SGS cars went far afield when they were new, the 14

cars that turned up, including eight SEC convertibles and two Gullwings, were all from neighbouring European countries and none were with the original owners. Far from being super wealthy individuals who use their cars as status symbols, which was mostly the case with the first owners, these were true enthusiasts whose SGS cars are now truly treasured possessions.

Chris has now assembled a small team of specialist mechanics and trimmers whose wealth of experience with cars from this era extends to crafting whatever they cannot find off the shelf replacements for. Bearing in mind that the original SGS engineers sometimes had to create bespoke parts anyway, nothing has changed in this respect.

An era when money and champagne flowed freely, the late 1970s and the crazy '80s spawned a lot of aftermarket tuners. However, just a handful of the better ones still exist today, the

rest falling by the wayside over the years. That means spare parts and service are hard to come by and some parts are unobtainable. However, if you are lucky enough to have a 126- or 124-series Styling Garage car you will be glad to know that it can now be fettled, or even restored to new thanks to the expertise and large inventory of spares and accessories held by Chris Hahn's team in Hamburg.

▽ Estate was functional and practical.

▽▽ The quality appeared almost factory like.



“The idea of an S-Class estate has always captured the imagination of a small group of enthusiasts”



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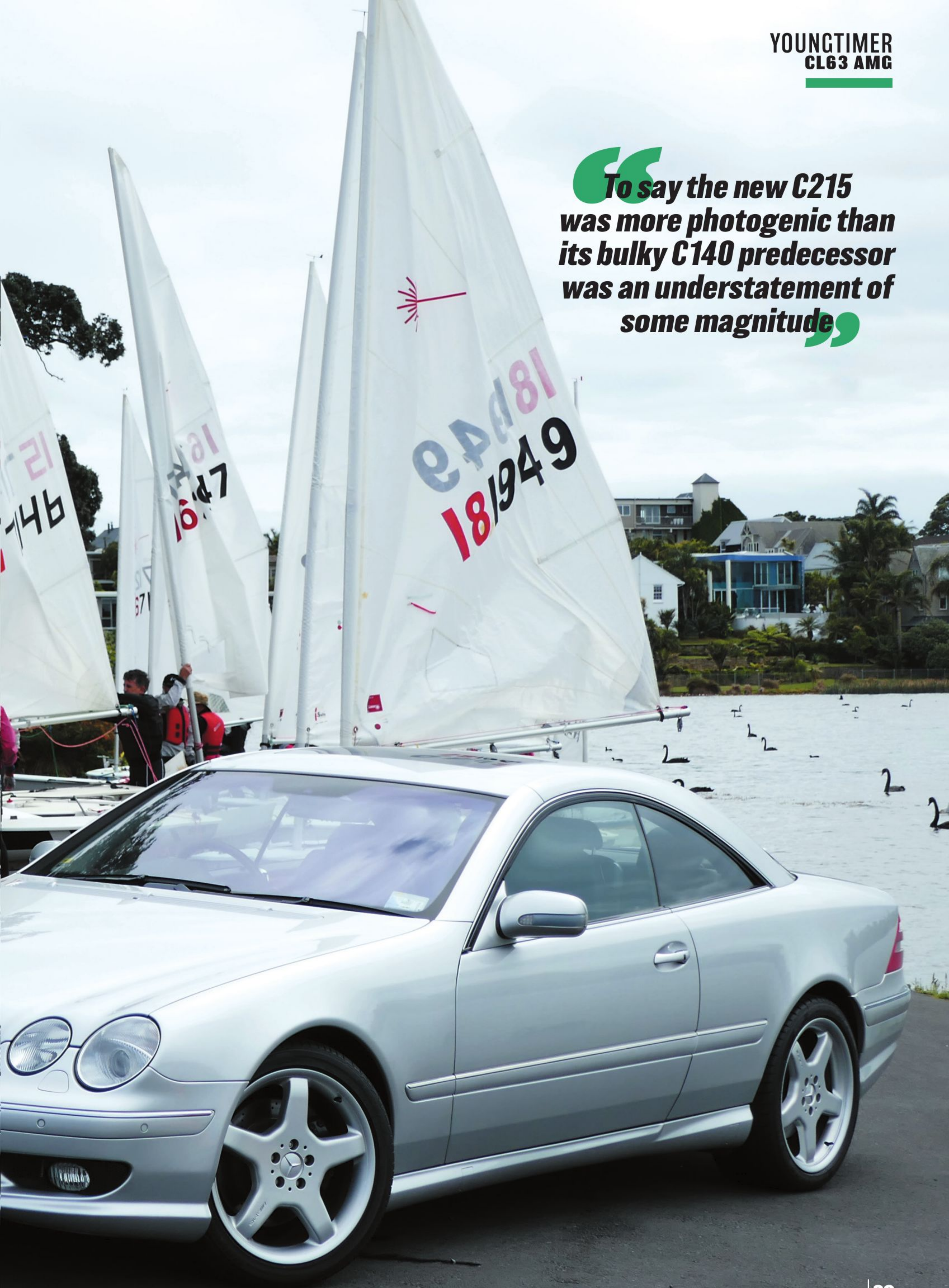
An air of authority

The very first CL63 AMG emerged during a resurgent era in Mercedes design that saw a flurry of activity for Mercedes' flagships

WORDS **ANDY KERR** IMAGES **ALAN SUTER**



***“To say the new C215
was more photogenic than
its bulky C140 predecessor
was an understatement of
some magnitude”***



There is talk of just 26 CL63 AMGs being manufactured in right-hand drive in November 2001



TWO DECADES AGO, AT VARIOUS PRESS reveals of the C215, the glossy prints distributed to media were as memorable as the car on the Mercedes stand. They depicted a raven-haired model in a flowing black dress posing beside a silver CL500 in a windswept coastal setting. The pillarless side windows were fully lowered to admit a sea breeze that buffeted the model's dress and flowing locks. It was a captivating scene of great beauty and freedom. Who wouldn't aspire to own such a car?

To say the new C215 was more photogenic than its bulky C140 predecessor was an understatement of some magnitude. Sleek, low and powerful in appearance, the new flagship's arching roofline, distinctive rear window shape and long rear deck hark back to those of the classic 111-series of the 1960s, while the pillarless design is a long standing Mercedes trademark. The resulting shape is as beguiling as it is enduring, and a far cry from the comparative awkwardness of the lumpy 140-series cars. They were too big and too bloated to ever be of interest to Mercedes' principal tuner,

▷ Curved roof line created an elegant shape.

AMG, but elegant new designs, disciplined weight loss programmes and a formal business tie up that brought AMG into the DaimlerChrysler fold meant the new S-Class and CL were suddenly in AMG's sights for the new millennium.

The CL500 kicked off the C215 range with a 302bhp five-litre V8. This was joined by the V12-engined CL600 with 312bhp. Each proved a remarkably elegant and comfortable way to travel but buying a V12 example meant joining an exclusive

club. This still applies to used examples today, particularly so for owners of the rare V12s tuned by AMG.

THE AMG EFFECT

AMG was integrated into the DaimlerChrysler concern on 1 January 1999. From then on, the top ranking AMG model was brought to market a matter of months after the Mercedes model on which it was based. The CL55 AMG of 1999 upped the ante with a 5.4-litre M113





◁ The 6.3-litre V12 was a snug fit even for a C215.

◁▽ Condition is due to the lowly 24,000 miles.

△ Bug-eyed styling has matured well.



for which AMG had recently completed development. There is talk of just 26 CL63 AMGs being manufactured, in right-hand drive, for Europe and Asia in November 2001, a date that tallies with this New Zealand car's March 2002 registration.

Ever costly to produce, the three-valve per cylinder 6,258cc V12 boasted reduced weight thanks to an aluminium crankcase, magnesium intake manifold and laser welded exhaust manifold but it still tipped the scales at nearly 2,000kg.

△ Wood finish and the sat nav were standard.

SHORT PRODUCTION RUN

Given its rarity and similar looks to the original CL55, most would mistake our CL63 AMG for the V8 CL55. Aside from the bootlid badge, identifiers include subtle V12 badging in the running strip behind the front wheels and two pairs of chrome-plated twin tailpipes. There's a staggered tyre arrangement for the 18-inch AMG

alloys, with 245/45ZR18s up front and 275/40s at the rear. The spacious, fully loaded cabin with its bountiful leather seats melds around you. There's acres of hand-stitched Nappa, including across the dash and door cards, blending with polished wood on door caps, console and even the steering wheel rim. Material quality is not in doubt but the passing years have been much kinder to the exterior than the interior, with the early Comand unit looking amusingly old hat compared with contemporary technology.

Turn the key and ignition provokes a gentle rocking before the engine settles and plays mute partner. AMG now subscribed exclusively to the 'one man, one engine' manufacturing philosophy that saw every AMG powertrain built by hand. So this car bears a plaque with the engraved signature of the technician responsible.

There are no suspension warning lights on the dash, which is reassuring. White suggests an issue has arisen; red signals serious problems are afoot. Once underway, ABC suspension and

V8 that was good for about 16 per cent more power than Mercedes' five-litre. Dual ignition and three-valve per cylinder technology resulted in peak outputs of 355bhp and 391lb ft of torque from 3,150rpm and a redesigned AMG sports exhaust system provided a strong, distinctive character. The five-speed auto was tweaked to exploit the increased torque and power output, and a high performance braking system was fitted. Nappa leather and wood trim were obligatory.

While the S55 and CL55 AMG were technically similar, extra attention was paid to the big coupe's chassis as AMG sought major weight reduction. The bonnet, door skins, rear guards, roof and structural components were made from aluminium, while the doors were made from magnesium. Plastic was used for the front guards and bootlid. Active Body Control was standard equipment on the coupe to reduce chassis movements and suppress body roll. Two engine operating maps – Sport and Comfort – influenced the body roll angle.

A rare CL55 AMG bearing the 'F1 Limited Edition' moniker appeared in mid-2000 and just 55 units were built for European markets. An even rarer C215, however, is the short lived AMG model featured here, the CL63. The M137 V12 found its way into the C215 in late 2001 and was soon to be superseded by the more potent (and hugely popular) M113 V8 Kompressor unit



JUST THE FACTS

CL63 AMG (C215)

ENGINE

M137 6,258cc V12

POWER

438bhp@5,500rpm

TORQUE

457lb ft@4,400rpm

0-62MPH 5.9secs

TOP SPEED 155mph

WEIGHT 1,955kg

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▷ fairly thickly weighted steering provide a driver orientated and sporty feel. Power is very satisfying for both its quantity and smoothness with the engine remaining unstressed regardless of your right foot's demands. The car settles into a flowing, languid stride. When the road opens up, the auto 'box kicks down smoothly one or even two gears to sweep past slow-moving traffic with a linear surge and the powerful brakes are up to the task of arresting this two-ton charger. But never free of a 62mph speed limit, the road never quite opens up enough for the CL63 to really get into its stride and one wonders whether this 24,000-mile example – forever hamstrung by Kiwi speed limits – has ever engaged in vigorous exercise.

Sport suspension based on Active Body Control provides an ideal compromise between high suspension comfort and bolstered driving dynamics, especially with active roll stabilisation. ABC adjusts the spring system of the chassis to each driving situation by means of high-pressure hydraulics, complex sensors, and microprocessors. Aside from more rigidly tuned suspension, it offers a reinforced rear differential and

a more strongly proportioned rear axle mount. When ABC is working properly, as in this case, it works a treat, but a faulty system will default to the hard, sporty setting and the cost of remedial work will taint an ownership experience.

POWER ON THE RISE

The V12 drew heavily on its ace card of creamy power delivery but for a flagship AMG coupe, it wasn't the last word in outright performance or instant throttle response. There was no disguising the significant performance deficit compared with its supercharged stablemate when the 493bhp V8 Kompressor muscled its way into the range. By comparison, the V12's peak power of 438bhp at 5,500rpm was down 55bhp and torque of 457lb ft was down 59lb ft and developed significantly higher in the rev range, at 4,400rpm. Extra weight meant the CL63 AMG managed the 0-62mph sprint in 5.9 seconds compared with the electric 4.8-second effort of the supercharged CL55. The latter also provided the sonic tonic many AMG buyers demanded.

The numbers didn't add up for V12 CL63. The premium priced pinnacle needed more poke if it was to continue to justify a premium price. Mercedes' solution came not in supercharging but in twin-turbocharging a 5.5-litre V12 (that was initially applied to the Maybach) with 493bhp at 5,000rpm and 590lb ft from 1,800rpm. AMG responded swiftly, increasing this engine's capacity to six litres for the Biturbo CL65 AMG, identifiable by its bixenon headlights behind clear-glass covers and LED brake lights in new rear clusters. Outputs of 603bhp and 738lb ft from just 2,000rpm translated into crushing ability that not only left the CL63 in its wake but still seems mighty impressive some 15 years later down the line.

So elegant are the C215 models that it's easy to forget that these cars debuted two decades ago. The march of time means average examples of these cars are now worth relatively little while some view the superior cars as being undervalued. It's partly due to fear of the unknown, with servicing costs and potential repair bills, the biggest culprit of the latter being that brilliant but expensive to fix ABC suspension system. Oil leaks have also been known to plague the V12s.

Values of the best cars are on the rise, however, especially those wearing the AMG badge. And that makes this rare V12 CL63 – one of just 26, remember – seem like a sound investment, even if it is outshone by the supercharged CL55 and cannot hold a candle to the significantly faster and more desirable CL65.

△▷ All V12 CLs are rare but this is one is exceptional.

▽ The car was marketed as a comfy cruiser.



▷ Little use and miles means the car is like new.

▷▷ Larger alloys were required to allow wider tyres.

▽ Even today, the CL63 provides a good package.



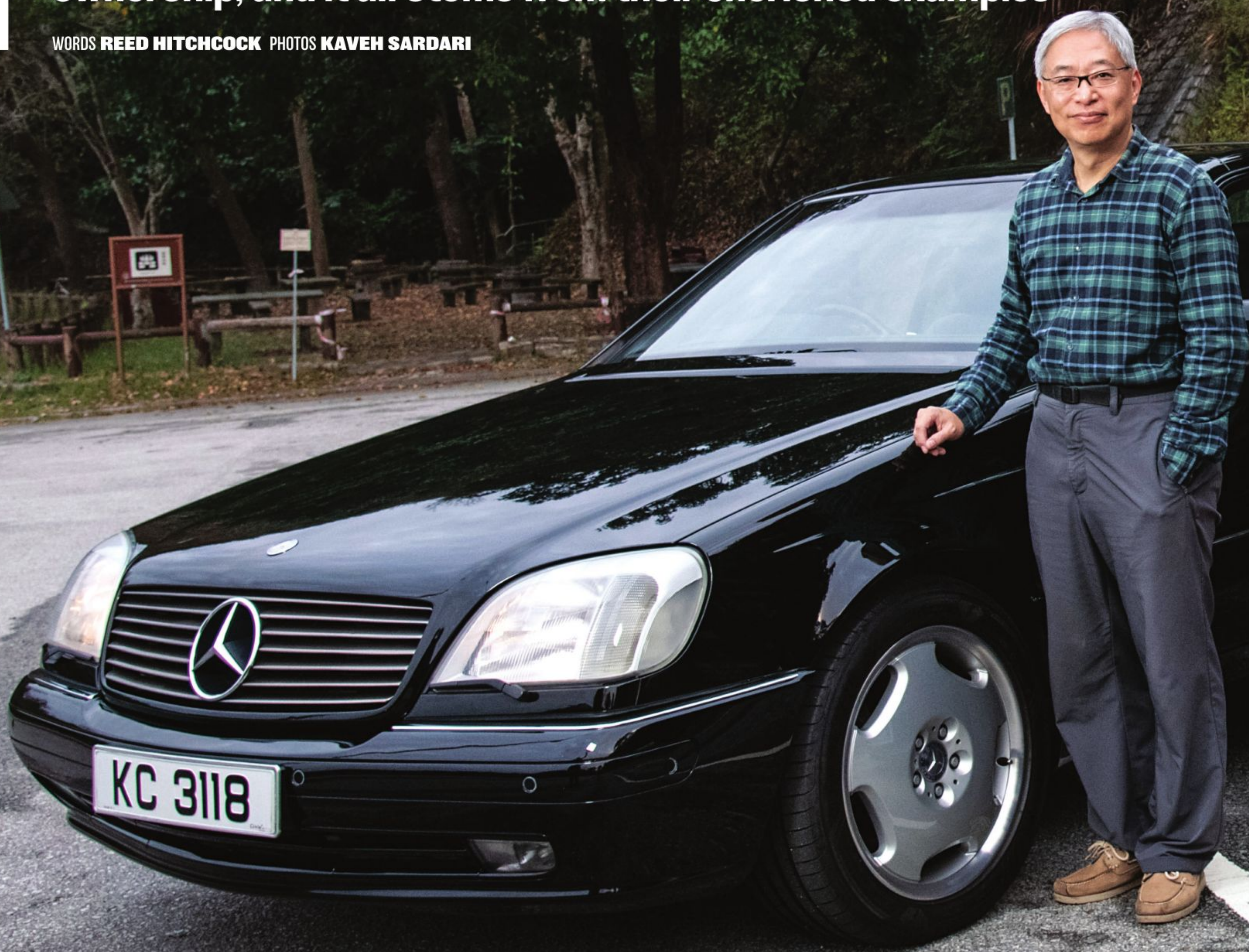
**“Turn the key and ignition
provokes a gentle rocking before
the engine settles and plays
mute partner”**



Generation

We meet a father and son duo based in Hong Kong who together represent everything that's great about Mercedes-Benz ownership, and it all stems from their cherished examples

WORDS REED HITCHCOCK PHOTOS KAVEH SARDARI



game



“Paul Wong and his son Isaac share with me and you the language of enthusiasm for the Mercedes-Benz marque”

LIKE LOVE, MUSIC AND FOOD, I firmly believe that cars are an international language. Take, for example, Paul Wong and his son Isaac: they live literally a half world away from me, but yet they share with me and you the language of enthusiasm for the Mercedes-Benz marque, and that enthusiasm is shared multi-generationally between them just as it was for me and my dad, and I suspect a lot of our other readers. Paul and Isaac's cultural experience may look nothing like ours, but I think we've got more in common than not.

As I have covered to some extent in these pages before, the former Crown Colony of Hong Kong has no shortage of Mercedes cars – old and new – and people who cherish them. On any given Sunday morning when someone calls for a group drive and get together, there are no less than about 30 cars that meet up in the city and drive out into Hong Kong's 'New Territories' area adjacent to the border with the mainland, have breakfast (Chinese or English style), talk cars and share photos and videos from the morning's sojourn. It was at one of those meet ups about a year and a half ago where I first met and immediately connected with Paul.

THE FATHER

Paul Wong drives his 1997 C140 CL600 daily. As a former 140-chassis V12 owner, I respect that profoundly, and admire Paul's courage. But this beautiful coupe displaying a scant 38,000

“Paul's awe-inspiring coupe is barely distinguishable from new, but that was not always the case”

miles has come a long way in the two years since he bought it, and it is in every single way a far better car than the fright pig I once owned. Today, Paul's awe-inspiring coupe is barely distinguishable from new, but that was not always the case.

When Paul first acquired the car, it was in dire need of substantial electrical work and exterior cosmetics. He had long been a fan of the 140-chassis Mercs, and in his 30s the V12 coupe had been his dream car. It's hard to fault him on that: a good S/CL600 in proper working order is a sublime car with performance that is still competitive by modern standards – even if the fuel economy is somewhat lower than your average Prius. They are smooth as silk in both how they run and how they drive, yet they have just enough of that old school, Germanic Bruno Sacco-ness that makes them look, feel, and smell like proper classic Mercedes. Despite being a coupe, it has a cavernous interior and I was quite comfortable biding my time in the back seat while our intrepid photographer rode shotgun.



△△ The car's interior still oozes luxury.

In total, the rehabilitation of Paul's CL600 took about 10 months. His first priority was the engine and electronics, after which he would tackle the cosmetics. Having studied up on the M120 V12, Paul's first major purchase after the car itself was the factory diagnostic equipment, knowing full well that there's nothing like having the right tools for a job – especially where 1990s Mercedes are concerned! With that equipment he was able to diagnose that the car was in need of new ignition coils for each cylinder and, more importantly, a new wiring harness. Interestingly, the original biodegradable harness had already been replaced once prior to Paul's ownership, but that replacement contained some broken wires so he had no choice but to replace it once again.

After getting the car running properly and quelling the symphony of warning lights, Paul had the car completely refinished in the original pearl black metallic. The original paint had been worn in a number of places due to poor



◁ A full respray ensures it looks like new again.

▽ Big M120 V12 power provides plenty of grunt.

△ Paul is proud that the CL600 is totally standard.



handling in the years that the car was put aside due to its various foibles. The paint job was top notch, but was not the bargain I'd have expected in South East Asia. According to Paul, "quality body work here isn't cheap like it used to be. An excellent paint job costs top dollar by any standard – probably more than in the UK or the US!" Still, whatever the cost, the job was first rate.

The CL's black leather interior, on the other hand, looked as if it had barely been touched, much less driven. In fact, it retains that glorious, unmistakably Mercedes leather smell to it. In a nutshell, the result of Paul's efforts is that he has achieved his dream of owning what amounts to an essentially new, bone stock 140-chassis CL600 – the car he lusted after when he lived next to Zung Fu Motors – Mercedes' exclusive

△ Piloting the big Mercedes is a relaxing affair.

▽ Automatic and V12 engine are a well suited match.

Hong Kong main dealer – in the 1990s. He takes great pride not only in the car, but also the fact that it has absolutely no modifications or aftermarket add ons like so many other examples of 140s tend to: "Not even a set of AMG wheels!"

THE SON

Isaac Wong is most definitely a product of his upbringing. One of Paul's two sons, Isaac was the one born with the car gene. It's no great surprise that Isaac's W201 190E 2.3-16 was Paul's car before his attention was firmly trained upon the CL600. With this car, however, Paul and Isaac started with a much tougher job than with the big CL.

Isaac and Paul first found their early-1985 build 190E sitting in a friend's warehouse basically awaiting the scrap heap. Originally a UK supplied car, it was rusty, the paint was faded, and the interior was tatty. Having owned two 'regular' 190s prior, they already knew they liked the



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300E, 1989G, 2 owners, 4-speed auto, 49,000 miles, FMBSH, diamond blue metallic, grey cloth, factory aircon, cruise, electric heated seats, electric sunroof, leather steering wheel & gear knob, headlamp wash/wipe. A rare find in lovely original condition £11,950



190E 2.6, 1992K, 2 owners, 4-speed auto, 68,000 miles, FMBSH, almandine red metallic, creme beige cloth, electric sunroof, rear headrests, leather steering wheel & gear knob, headlamp wash/wipe. Lovely example. £9,950.



420 SE, 1987E, 4-speed auto, 116,000 miles, FMBSH, pajett red metallic, grey cloth/velour, electric sunroof, rear headrests, otg, headlamp wash/wipe, illuminated vanity mirrors. Nice honest example.£5,950

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is limited local experience with knowledge in these cars and some of their more complex systems – such as Bosch fuel injection, self-levelling suspension and so forth – so it was incumbent on the duo to learn what they could do to get the car up to spec. Being an early 1985 production example, this car has the unusual earlier KE-Jetronic injection and no catalytic converter. Suffice it to say that restoring the car took tremendous amounts of research through a number of international sources, including Bosch’s classic department in Germany, which provided exceptional technical support for the project.

◁ The 190E was passed down to Isaac from Paul.

◁◁ Rebuilt engine means it's fun to drive.

◁◁◁ Interior has been lovingly restored to new.



THE CHALLENGE

After sorting the body (which took two different shops) and installing an Evo I body kit, Paul and Isaac turned their attention to the engine, which required a complete rebuild. They decided to build the engine with some

performance enhancements including high-compression race pistons, and they tuned the Bosch injection with assistance from the aforementioned Bosch Classic staff. Their challenge was that as analogue as these cars are, a minor adjustment on one system often results in completely throwing ▷

▷ cars and were familiar with the history of the Cosworth tuned engine and race history of the model – and saw this car as a tremendous, if daunting, opportunity for a solid father/son project the pair could use to bond with each other and the brand.

It took about three years for Isaac and his dad to get their 190E 2.3-16 sorted. They started by replacing rusty panels with new steel, and sourcing parts from all over the world. There

“It took about three years for Isaac and his dad to get their 190E 2.3-16 sorted, sourcing parts from all over”





▷ Paul and Isaac have both taken joy in the projects.

▷ another system out of spec. Further complicating things, internet research often yielded misinformation from a lot of ‘experts’ leading to a lot of trial and error to get things

just right. Now sorted, Isaac describes the glory of powering through the second to third gear range as “amazing.” From my perspective in the passenger seat I can hardly disagree.

On the inside, the 190 has an old-style AMG steering wheel, and the interior was thoroughly refurbished including brand new door

panels, visors, and even the ancillary gauges. Isaac proudly points to the fully functional LCD lap-timer – unusual even in some of the best 190 2.3-16 cars.


This car is not equipped with air-con, so in Hong Kong’s subtropical humid climate it doesn’t get used every day. Instead, Isaac (and occasionally Paul) takes it out nearly every Sunday. Still, the

Wongs have driven about 4,000 of the car’s 131,000 total miles. Isaac’s only complaint is that the OZ wheels are “very heavy, but they go with the whole DTM look and feel.” I suspect those may get replaced one of these days.

THE FUTURE

Isaac describes working with Paul on the cars as “fun to do, but we do sometimes argue.” Still, the results speak for themselves. I’d be proud to own either of these cars in a heartbeat, if they were left-hand drive, of course. The CL600 is complete, but it is clear Isaac still has a few ideas for the 190, stating that “the SLS is a little soft” with a sparkle in his eye.

Paul is more practical about the experience. Starting with a Fiat Punto GT Turbo, then a BMW 528i, and a Honda Civic, for him these father/son projects have all been a learning experience for Isaac (and Paul, to a lesser extent), who is now a technical advisor for Aston Martin locally in Hong Kong. In Paul’s words the enthusiasm, knowledge, and experience of these projects is

“the best thing I have passed to him” but the pair aren’t done quite yet. “A Porsche 911 will be our next project,” but it won’t replace the Mercs – it will supplement them. That’s not a bad progression. But again, it’s as much about the experience as the cars, and that reminds me of my own dad – in a good way. 

“Paul is more practical about the experience. For him these father/son projects have all been a learning experience”

▷ The lap timer is mounted between the aux gauges.

▽ Original engine is back to good health again.

▽▷▷ Larger spoiler is part of the Evo kit.



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As usual, Brabus was one of the first out of the starting blocks with its tuning programme for the new A-Class, with the B25S

WORDS & IMAGES IAN KUAH

The new A-Class hasn't been out long, but tuners have already got hold of the car and have begun turning things up, as we found out with the this Brabus A250

Extra spice



*Peak power goes up by 45bhp,
taking the original 221bhp at 5,500rpm
to 266bhp at a lower 5,200rpm*



▽ Extended gear
shift paddles are
easier to reach.

▷ Fettle M260
engine now gives
266bhp/317lb ft.



LOOKING BACK AT THE HISTORY OF BRABUS tuning for the original A-Class reveals a picture hardly different from the experience of AMG, or for that matter Carlsson and Lorinser, with the very first front-wheel drive production Mercedes. The W168 A-Class of 1997 and its W169 successor of 2004 were big non-events for the aftermarket tuning industry. The simple fact is that while it was a great piece of packaging that utilised space in a class leading way, the tall and relatively narrow A-Class was not born with a single sporting bone in its body. When did you last see an early A-Class with even a set of aftermarket wheels?

All that changed in 2013 with the debut of the third generation (W176) A-Class. Lower, wider and dynamic looking, this all new car steered and handled like a champion, and it came with the option of the basic 4Matic all-wheel drive system that underpinned the redoubtable 355bhp A45 AMG.

The change of tack with the W176 also did wonders for the image of the A-Class, the average age of its buyers tumbling rapidly, making it more appealing to younger audiences with a true interest in the driving dynamics of their car. And that opened the door wide open to AMG and the aftermarket tuners.

Fast forward to 2018, and the fourth generation (W177) bowed in, picking up the baton from its hugely successful predecessor. Sleeker, more elegant and blessed with a revised chassis and engines, the platform of the best A-Class ever takes the fight to all comers across a wide spectrum of compact cars, from the CLA saloon to the GLB-Class compact SUV.

As usual, Brabus was one of the first out of the starting blocks with its tuning programme for the new A-Class, with the B25S. The heart of the conversion for the (M260) 1,991cc turbocharged motor found in the A250 and A250 4Matic models is the Brabus PowerXtra CGI module that intercepts signals from the input sensors, modifies the data, and then outputs the revised fuel, spark and boost settings to facilitate the power and torque increases. A plug and play device, the module sits between the engine and



factory ECU and is supplied with a bespoke wiring harness.

The only hardware changes are the bespoke air intake pipe that directs a greater volume of ram air from the front grille to the factory air box, and the Brabus valve control sports exhaust at the business end. This joins the factory exhaust aft of the now mandatory particulate filter.

The ECU mapping takes the greater intake air volume and lower exhaust back pressure in its maximisation of the revised

power and torque curves. Peak power goes up by 45bhp, taking the original 221bhp at 5,500rpm to 266bhp at a lower 5,200rpm. This is underpinned by a 59lb ft increase in the twisting force from 258lb ft at 1,800rpm to 317lb ft at 3,500rpm. Although the improved peak torque figure arrives 1,700rpm higher up the rev band it is important to note that the tuned motor matches the standard peak number at 1,800rpm anyway. Unlike in the good old days when a naturally aspirated motor with high lift camshafts often traded off low end torque against top end horsepower, the turbocharged B25S CGI engine has more muscle all the way.

KEEP SHARP

One thing the B25S conversion has in common with all Brabus tuned engines is sharper throttle response. Thanks to the drive-by-wire electronic throttle used on modern cars it is possible to shorten the engine's response time to inputs from your right foot. OE manufacturers deliberately keep this reaction time to an average value that accommodates a wide spectrum of drivers, but someone who goes to Brabus to have the claws of their car sharpened is clearly going to be an enthusiast after better pickup.

The stopwatch shows a significant improvement in performance, with 0.3sec shaved from the benchmark 0-62mph sprint, which now falls in 5.9 seconds. Breaking the six-second mark is a big deal for a non-AMG A-Class when you consider that this puts it on par with the mighty 322bhp five-litre V8 powered 500E super saloon of 1991. In fact, the standard A250 is just 0.1 seconds behind the 500E's 0-62mph time, all three sharing the same electronically limited 155mph top speed. ▶

◀ Sports exhaust with valve control has been added.

△ Styling tweaks have been kept to a subtle level.





◁ Small splitter complements the AMG Line bumper. ▽ A few shiny additions, such as the pedal set. △ Cabin is space otherwise is as Merc intended it.



different finishes. The wheels on our test car had the Liquid Titanium finish on the right and Gloss Black on the left, in order to show off possible choices. Alternative wheel styles are the nine double-spoke Monoblock F in 18-, 19- and 20-inch sizes, and the 19-inch only five-spoke Monoblock T.

SUBTLE STYLING

The AMG Line package also features the more sporting front and rear bumper mouldings and side skirts to which the Brabus aerodynamic parts are attached. The tuner's front splitter and intake inserts attach directly to the factory bumper and spoiler, while the big three-pointed star on the grille is replaced with the distinctive double B motif. At the rear, the new lower valance insert consists of a small diffuser flanked by cut-outs for the Brabus sports exhaust's four outlet pipes. The aero kit is literally topped off by a roof spoiler for the rear hatch.

For all the additions, you still cannot see any of this when stuck in traffic, which is where the interior upgrades come into play. These include the alloy pedal set, and Brabus branded floor and boot mats in black with Nubuck edge and silver piping. The only interior offering that requires wiring in is the illuminated door entrance panels whose LED lights are linked to the car's 64-colour interior lighting. All current Mercedes models have a sporty, thick rimmed steering wheel, and paddle shifters if the car has two pedals on the floor. These long Brabus alloy paddle shifters with their skeletal design look great and help you select ratios more easily if you have to manually shift in a tight bend.

While buyers of the new A-Class are

▷ Long term reliability is a big deal, especially as Brabus offers a 100,000km (62,000-mile) warranty on its conversions. The factory engine protection systems remain untouched, so if the engine temperature reaches the factory limits when the car is fully loaded and being driven hard in the mountains in hot weather, the B25S module will revert to the factory engine mapping, which will engage its power limiting safety protocols.

The simpler, more elegant lines of the new A-Class have won over many customers from other brands as well as existing owners replacing their older versions. With less modelling lines on its flanks the new car might seem plainer to some eyes, but we think the new shape will age better because of this.

The A250 that Brabus used as the base car for its demonstrator already had the AMG Line package fitted, which included sports suspension. Importantly, the A250 gets the independent multi-link rear suspension that gives superior turn-in, handling, grip and comfort compared to the torsion beam axle on lesser models. The 10mm lower ride height of the AMG Line sport suspension is also a perfect match for the 8.5x20-inch Brabus Monoblock R alloy wheels shod with 235/30ZR20 Pirelli tyres that sit exactly in the middle of the wheel arches and give the car its more purposeful stance.

Brabus offers these five double-spoke wheels in 18-, 19- and 20-inch diameters and in a series of



◁ Ride height is standard but the car looks planted.

a very different kind of customer from the original model of 1997, they are still not so wealthy that they would sign up for the 20,000euro (£18,000) custom re-trim that is more common with owners of Brabus S-Class models.

In Germany, the complete B25S engine upgrade with wheels and aero kit as tested adds 19,000euro (£17,000) works to the cost of the basic A250 with AMG Line package. Frankly though, as the engine and wheel tyre package are the two elements that make the most difference to the A250's looks and performance they would seem to be the best value upgrade.

On the road, the difference in the Brabus tuned car's get up and go is immediately apparent. As lively as a A250 is, it simply would not see which way the B25S went, especially down a twisty road where the greater mechanical grip perfectly decants the extra torque on tap, helping you rocket out of bends and off down the straights with plenty of gusto.

As we have noted before, the A250 is the sweet spot of the new A-Class range, its well-judged balance between ride, handling, and straight line zing making it a great daily driver, albeit one that falls a bit short on sheer visceral thrill factor. Perhaps some of this is down to the dual-clutch paddle shift transmission being the standard partner for this most powerful front-drive A-Class. While it is a rapid and responsive gearbox the previous generation A250 came with a manual gearbox as standard. It was a good one too, with short and precise shifts and pedals perfectly set up for heel and toe action. In the absence of a manual gearbox for the new A250 the extra power, torque, crispness and grip conferred by the Brabus B25S conversion certainly adds some of the missing spunk.

FIRM RIDE

On the downside, the ultra low profile 20-inch rubber brings the ride just to the edge of firmness. That said, if you feel they are an inch too far for Britain's pothole strewn roads, you can always opt for 19s, or even 18s, if you wish to maximise ride comfort.

The Brabus B25S conversion turns the A250 from a warm hatch into a properly hot one, and adds an extra half star to the car's four star rating in our books. However, as with all tuner cars the danger is that ticking too many options boxes will bring you right up to or even beyond the price tag of the next factory model above. With its 4Matic equipped chassis, the A35 AMG is a whole different ball game, and Brabus has a B35S upgrade ready and waiting for that, which we're eager to try soon.

One thing the B25S conversion has in common with all Brabus tuned engines is sharper throttle response



Modern family

For a lot of buyers in 2019, a shiny new SUV is the logical answer to the family car question. But for Dash Cela, there's a whole weight of history behind his choice, and he's keen to push it into the future...

WORDS **DAN BEVIS**
IMAGES **TERRY OBORNE**



“It’s his bloodhound nose
for the appropriate parts
that makes the whole thing
look so correct”



HERITAGE PLAYS SUCH AN IMPORTANT PART IN THE PURSUIT AND ACQUISITION OF CLASSIC, YOUNGTIMER AND MODERN-CLASSIC CARS, AND THIS IS PARTICULARLY TRUE OF THE MERCEDES-BENZ OEUVRE. AFTER ALL, NO OTHER MANUFACTURER CAN BOAST SUCH A LONG HISTORY OF INNOVATION AND CRAFTSMANSHIP IN THE AUTOMOTIVE SPHERE; EVER SINCE KARL BENZ UNVEILED HIS PATENT-MOTORWAGEN BACK IN 1885, THE DIE FOR EXCELLENCE WAS CAST. BENZ IS WHERE IT ALL BEGAN.

This enthusiasm for provenance and authenticity is equally true of the world of tuning and modifying, and it may surprise a few to learn that the iconic Lorinser name has a longer and more distinguished history than many may give it credit for. While today's enthusiasts may associate the name most closely with hot rodded 1980s Mercedes, Lorinser was actually founded way back in 1930. Master mechanic Erwin Lorinser's independent garage ran a fine line in automotive engineering, its reputation such that Daimler-Benz AG made Lorinser 'an authorised reseller for private and commercial vehicles'. Fast forward to 1974 and Erwin passed the business down to his son, Manfred, and in 1976 Sportservice Lorinser GmbH was set up to offer a new string to the company's bow: Mercedes-Benz tuning.

By the time the Imperial Red estate car you see here was built in 1995, Lorinser was firmly established in the premium aftermarket firmament, although it's interesting to note that there are other nostalgic influences at play in this car's story. Its owner today, an affable fellow by the name of Dash Cela, has a

deep affinity with the 124-series E-Class thanks to the model playing a starring role in the scenery of his formative years.

"I was born in Albania, and grew up seeing Mercs on a daily basis," he explains, "So 124s were special cars from my childhood." This is unsurprising, as this model always played well

in the Balkans (and, for that matter, across much of Africa and the Middle East too) thanks to its robust and rugged nature, seemingly hewn from granite and impossible to kill. It's the norm to see these cars with a quarter-million on the odometer, eagerly lumbering on between airports and stations and shrugging off potholes with casual aplomb. It was ingrained within Dash's subconscious from day one that a 124 was a car to rely upon.

WHAT'S PARTICULARLY NOTEWORTHY ABOUT THIS CHOICE OF VEHICLE IS THAT IT'S AN EVOLUTION OF SOMETHING ELSE DASH ALREADY HAD IN HIS POSSESSION. "I had the perfect coupe in the same colour, Imperial Red," he explains, "but as the family grew, the coupe wasn't very useful with the child seats. So the hunt for an Imperial Red estate started." This, as you might imagine, wasn't an easy task, particularly given the fact that Dash is a thorough and meticulous man and he wasn't going to settle for just any old station wagon. "This





< Owner Dash bought the S124 to join his coupe.

▽ Exhaust is the only power enhancing mod...

▽▽ ...otherwise, the 3.2-litre has been left alone.

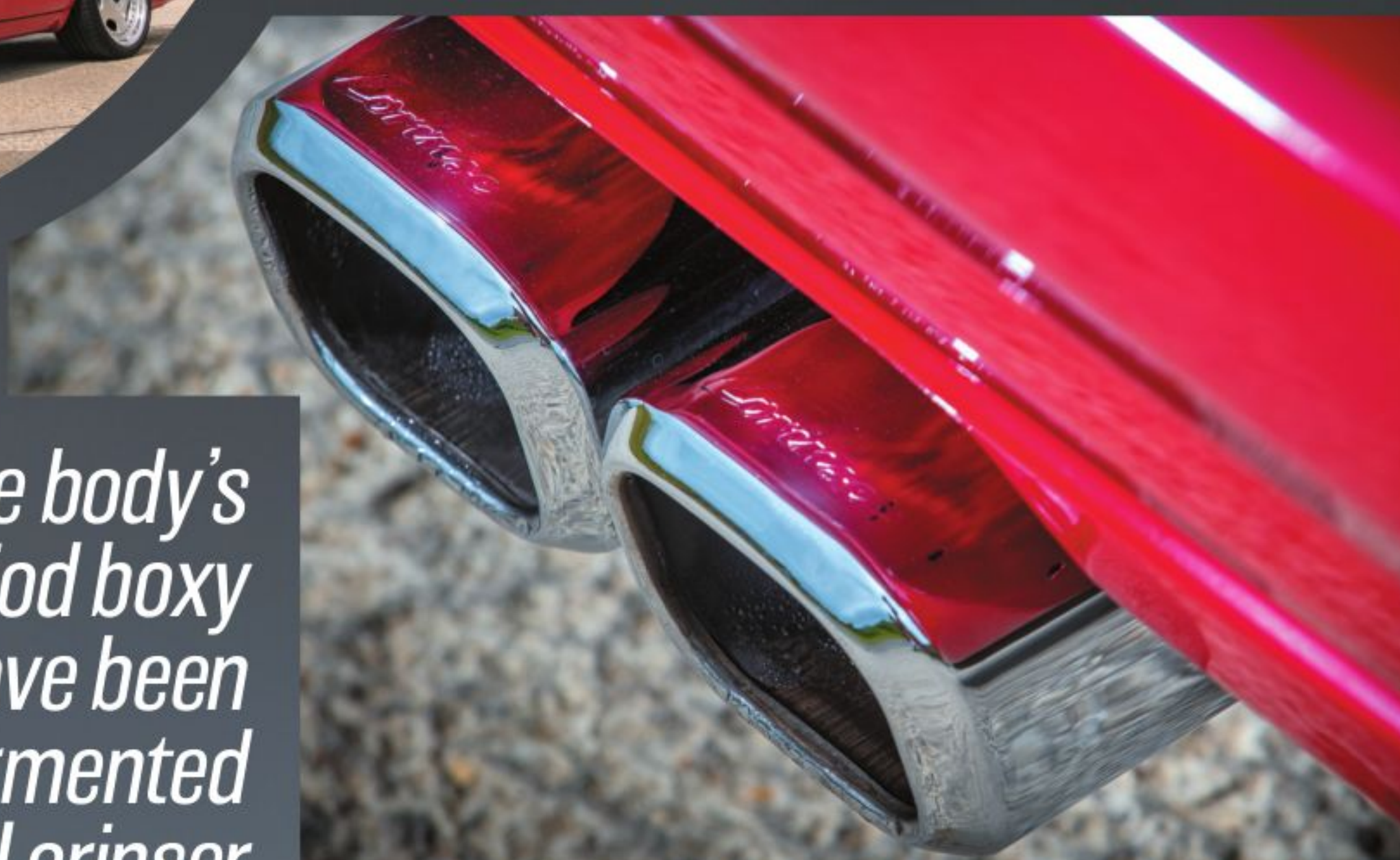
isn't a very common colour, and the fact that I wasn't interested in low-spec cars didn't help," he laughs. "Just when I started thinking I had no hope, the perfect car appeared on eBay. Perfect? Yeah, right, that's what I thought!"

It's worth noting that Dash's history, uniquely flavoured as it is with this particular generation of E-Class, isn't strictly one of modification and embellishment with the aim of turning heads and winning pats on the back; it's more a case of identifying which elements of the car fit in with his lifestyle, mapping out what he'd like to change, and then scouring the globe for the requisite parts to achieve his dream. He also has a long-running project in the garage, a highly modified W124 with a 3.6-litre AMG motor, but that's a story for another day.

So, after a whole lot of searching, he'd found himself an E320 estate in the correct colour, and it seemed to tick every aspirational box. That was a stroke of luck, so then it was a case of job done, then?

"Not quite," he grins. "A lot has been changed on the car since I bought it – and I mean a lot. The deal was done sight unseen and a deposit paid straight away, but as with

👄 The body's oh-so-period boxy lines have been artfully augmented by genuine Lorinser bumpers at either end 👄



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“ You may also have spotted that the interior exudes a sublime mid-1990s vibe, not least due to that achingly retro car phone ”

◁ Lorinser alloy wheels are one of two sets Dash has.

△△◁ A period clothes hanger accessory!

△ Car phone is the ideal finishing touch inside.

▷ anything, the pictures can hide a lot! However, in all honesty I didn't care, as I knew I would never find another with that spec and in that colour.” The running gear was solid, and indeed that all remains as bought – the 3.2-litre straight-six is deemed sufficient for daily driving duties and as such doesn't need monstrous tuning, and its five-speed auto 'box is the perfect accompaniment. Instead, Dash's focus has been on the aesthetics and the underpinnings. The body's oh-so-period boxy lines have been artfully augmented by genuine Lorinser bumpers at either end, as well as the Lorinser boot spoiler and side mouldings with the wing vent details, which does much to beef up the profile – particularly in this striking shade of lipstick red. “This was all added by me, sourcing the parts from all over the world,” he explains. “And probably the biggest job was to replace the whole suspension front and rear, along with the entire rear subframe, which was done using all original parts. It's genuine Lorinser uprated suspension that I've used throughout, which

was an absolute pig to find!”

It's his bloodhound nose for the appropriate parts that makes the whole thing look so correct, coupled with an impeccable sense of attention to detail. And of course you can't go to all this trouble without sourcing the right wheels, after all, as a wise man once said, wheels maketh the car, and impressively Dash has found himself not one but two period perfect sets to give him some options.

“THE WHEELS ON THE CAR NOW ARE STAGGERED 18-INCH LORINSER RSK5S, 8-INCHES WIDE AT THE FRONT AND 9-INCHES AT THE REAR,” HE SAYS. “I also have a set of 17-inch Lorinsers that I use for the winter.” You may also have spotted that the interior exudes a sublime mid-1990s vibe, not least due to that achingly retro carphone hanging off the passenger side of the centre console, ready for Dash to yell ‘Buy! Sell! Time is money!’ as he cruises to the shops. The combination of leather, wood and airy sunroof is very nineties-executive too, and one of the tasks he's carried out to augment the factory specs has been to add a brand ▷





◁ Interior has been wonderfully maintained.

▽ The car has proven to be a practical daily.

“An obsessive knowledge of period upgrades has created a retro perfect Lorinser special”



▷ new wood and leather steering wheel. It really is like a time capsule in there, boasting an alluring combination of excellent options and simply having been nicely looked after. “I’ve done a few other retrofits in the interior,” he says. “Most of the little jobs on the car I do myself, and occasionally friends step in to help on things I can’t do.” The satisfaction is in getting the job done, and as with many things it’s far more pleasing to do it oneself if at all possible; naturally there’s a community spirit around such cars too, and the fact that Dash is able to draw other enthusiasts into the car’s story makes it all the more personal and pleasing. It’s not just a family runabout, it’s a matter of pride and passion.

“IT HAS BEEN RECOGNISED OVER THE YEARS, WINNING BEST ESTATE IN A 124-SERIES ONLY EVENT HELD THROUGH THE MERCEDES OFFICIAL CLUB,” HE CONTINUES, “AS WELL AS BEST IN SHOW AT BENZ ON THE GREEN. The car gets a lot of positive comments from passers by as well. It’s in daily use in London, so obviously it’s not always easy to keep it in this condition, and having been damaged more than once while parked on the road outside work, I now ensure it gets parked on the forecourt!”

It’s this commitment to the heritage and history that makes the project all the more endearing. In the modern era of the ubiquitous SUV, it would be so easy just to go out and get an anonymous new family runabout on finance, but Dash has applied a little more lateral thinking. His decision harks back to a pre-SUV age when the answer to the question ‘Which car should I buy to accommodate my growing family and all the paraphernalia they insist on bringing with them?’ was always an estate car, and it

neatly continues the thread of his own automotive passions. It was the childhood respect for the 124-series that led him into his Imperial Red coupe, and shifting priorities drew him toward another pair of doors and a bigger rear glasshouse. It’s a family motivated project, and that’s a trend which is set to continue: “The car has been promised to my son, when he’s grown up,” says Dash, “so it’s not going anywhere. It would be great to attend a show one day where both of us turn up in our own different 124s.” That’s the hook that pulls this uniquely personal project through history. An obsessive knowledge of period upgrades, coupled with the tenacity to track them down, has created a retro perfect Lorinser special. But that’s not where this story ends. Give it a decade, or maybe two, and perhaps we’ll see this car in these pages again with the next generation behind the wheel?

► Thanks: “I want to thank the guys at **MBClub.UK**, and of course the **W124Enthusiasts** group on Facebook for the huge help and support over the years.”



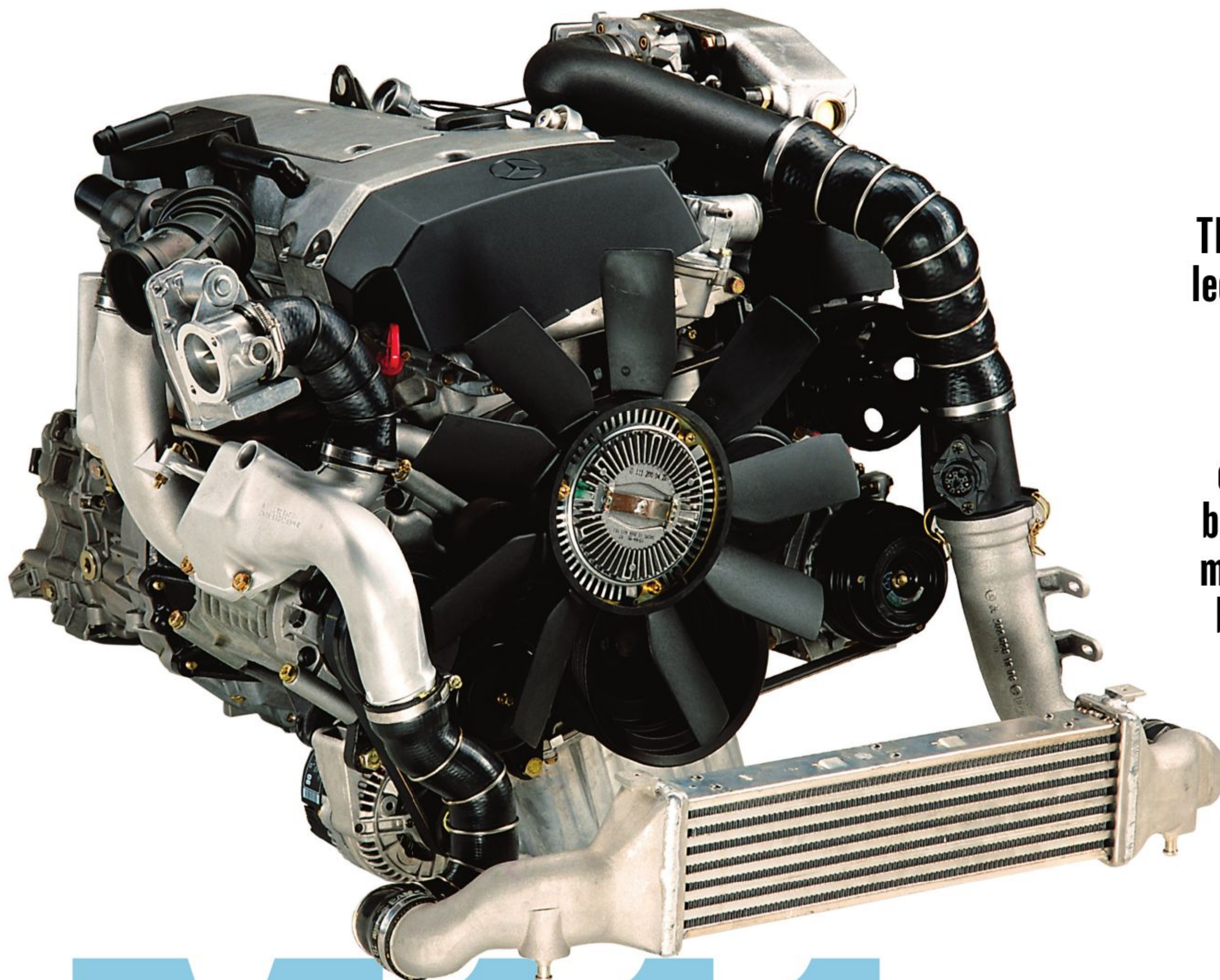
OH LORD WON'T YOU FIND ME A...



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“
The engineering
led attitude that
had produced
virtually
indestructible
cars was set to
be replaced by a
more marketing
based strategy
”

M111

WORDS **MARTIN BUCKLEY** IMAGES **DAIMLER AG**

The early 1990s reflected a real shift for Mercedes-Benz as it began changing its dynamic to cater for a wider spectrum of buyers, which is why this clever four-pot engine was introduced

THE YEAR 1992 WAS AN IMPORTANT ONE for Mercedes-Benz as it transitioned between its old style of building passenger cars and the company it is today. At boardroom level it had been decided that if Mercedes was to prosper and grow in the years ahead it could no longer remain the somewhat aloof manufacturer of a restricted range of highly priced, beautifully engineered vehicles; cars that were expected to last a long time and were, to a certain extent, immune to changing whims and fashions. In a world of increasingly tough competition it had to offer more variety with a broader range of products aimed at individual buyers' requirements, thus attracting younger customers and offering better value for money. The engineering led 'we know best' attitude that had produced virtually indestructible cars like the 123-series was set to be replaced by a more marketing based strategy.

While the boardroom plotted this 'Strategic Product Initiative' a new four-cylinder engine coded M111 was announced in October 1992. It was the time of the American market only V8 400E, the two millionth 124-series built, the last of 126-series coupes, the year airbags and ABS became standard on all Mercedes-Benz passenger cars and the launch of a V12 SL. If the new six-litre flagship version of the SL sports car had a

▽ The M111 unit powered the entry level 124 models.





FACT SHEET

Engine

M111

Configuration

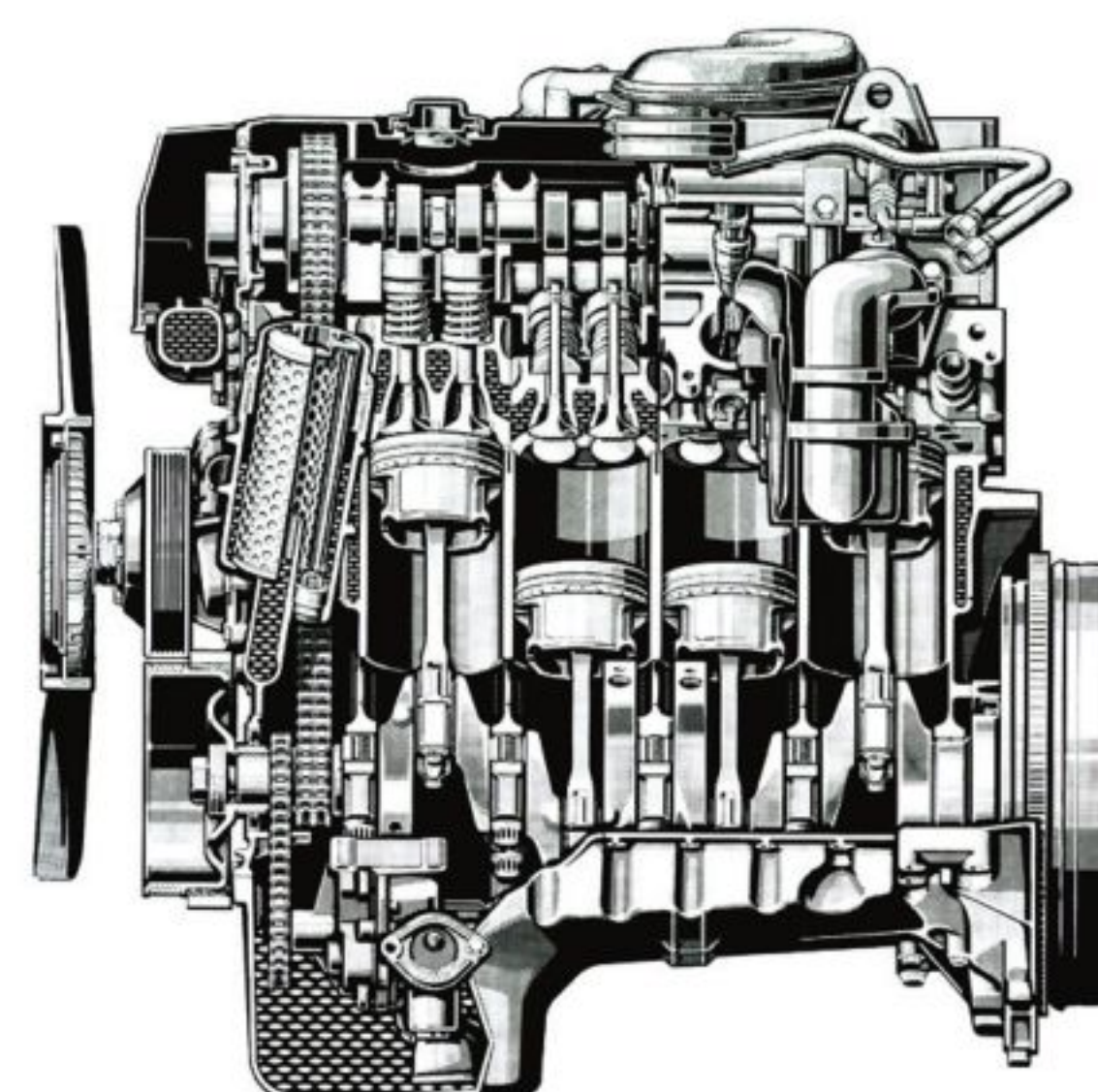
**Four-cylinder,
double overhead
camshaft**

Capacity

1,799-2,295cc

Years produced

1992 to 2003



whiff of overkill about it then the M111 promised to be as much as anybody really needed: a four-cylinder sister engine to the four-valve per cylinder 2.8- and 3.2-litre M104 in-line six. Mercedes would go on to complete the family with the world's first four-valve per cylinder diesel within a year.

Traditionally, the gasoline in-line fours fitted to its compact and mid-size cars had been the faithful plodders of the range, the specialist engines in the 201-series models being the exception that proved the rule. Born into a world where customers expected strong performance even in the most basic models, the M111 positively sparkled, soon finding its way into the SLK (Mercedes' first four-cylinder sports car since the 190SL) and ending its days in 2002 in the 203-series C-Class.

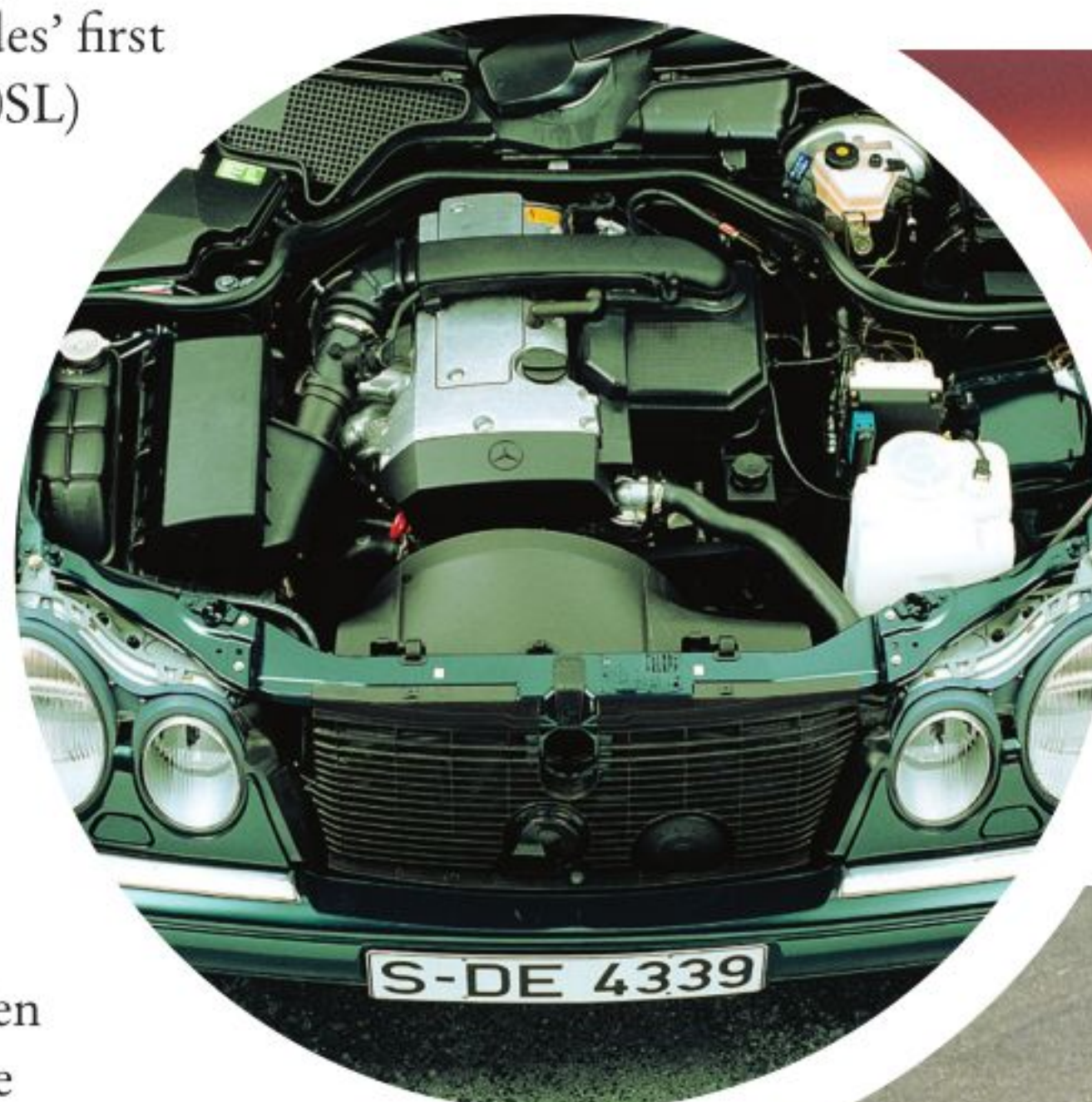
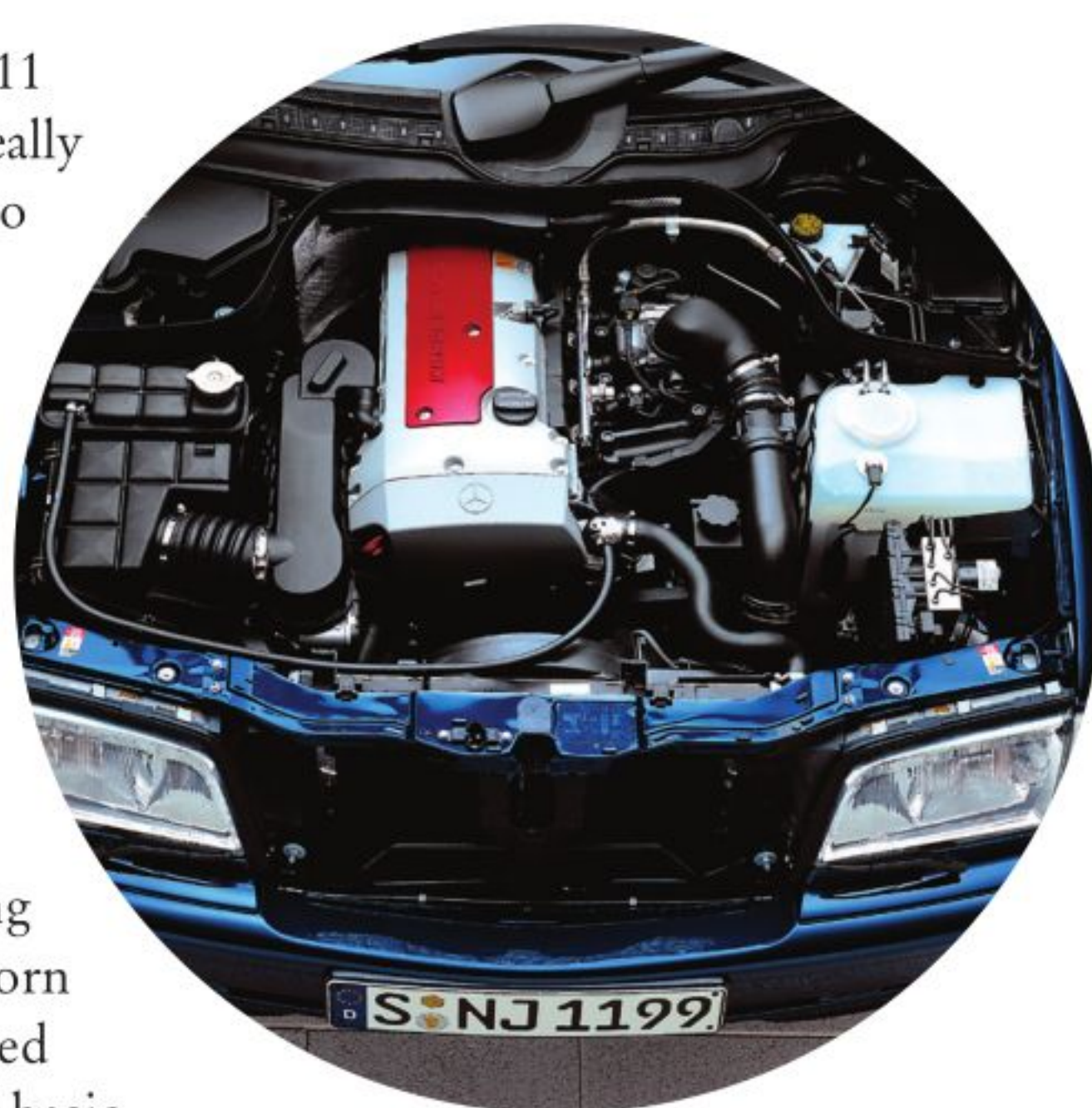
BUILT TO WORK

Under the bonnet, the M111 even looked more purposeful, its handsome satin aluminum finish cam cover and neat induction manifolds appearing distinctly sporty after the somewhat commercial, utilitarian look of its M102 predecessor. It was one of the last Mercedes engines not to be hidden under plastic shrouding, although the increasing use of electronics meant there was less for the DIY owner to tamper with. The Siemens management system used on some versions integrated fuel, spark and manifold pressure for optimum efficiency, smoothness and power. There were two coils, and no distributor, a sensor on the crank firing the injectors in pairs (1 with 4 and 2 with 3) or altogether depending on the load.

Nicely over square in its cylinder dimensions, the free breathing, four-valve per cylinder technology improved both torque and economy across the board.

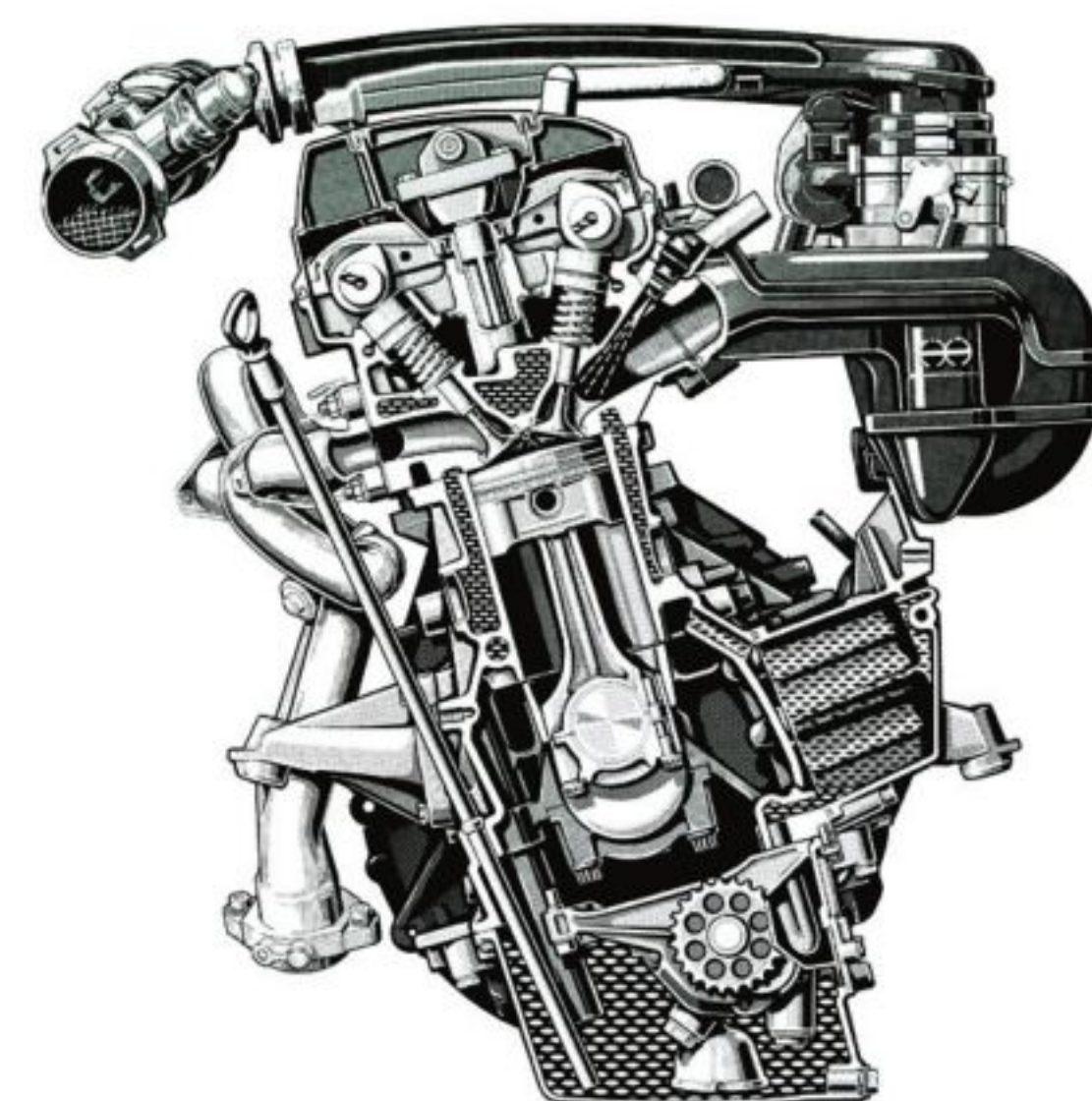
Even in the hefty 124-series E-Class body the two-litre engine no longer had to work so hard, its ample 134bhp taking a couple of seconds from the 0-60 time and allowing a top speed of 124mph even in its entry level model, with 33mpg consumption comparable with the three-litre diesel variant.

The M111 four-cylinder petrol engine soon became the workhorse of the Mercedes petrol range, a fuel injected, 16-valve unit with twin overhead camshafts, driven by



◁△ It first made its way into the 202 engine bay.

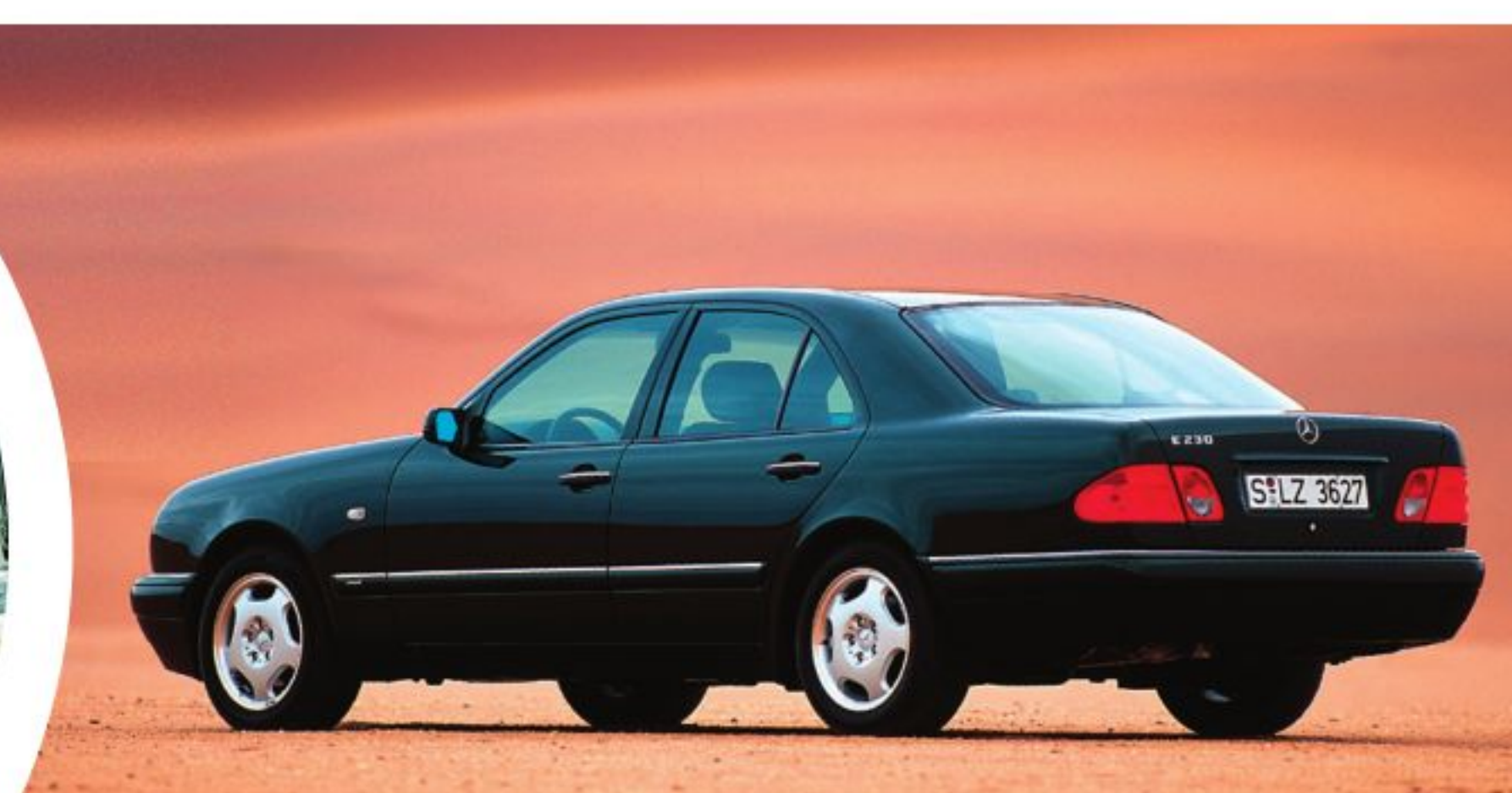
◁ In Kompressor form with added supercharger.



◁▽ Early versions looked more simplistic.

▽ The four-pot had ample grunt to power the E-Class.

△ Twin-camshafts and 16 valves aided the performance.



ENGINE MASTERS M111

▷ double chains, and hydraulic tappets. It was produced in four sizes, from 1.8- to 2.3-litre with outputs peaking at 191bhp in its largest Kompressor form. Using a belt-driven, double worm Eaton supercharger, it worked on a magnetic clutch similar to what you might find on an air-conditioning unit with a throttle valve to govern air flow. The ECU decided when the compressor engaged: you didn't need it on the over run or when idling for instance. In the little SLK and the C-Class models, this engine gave straight line urge in the slingshot league with an instant, lag free kick and the ability to rev well beyond 6,000rpm smoothly, with an accompanied overlay of a feint high pitched whine from the supercharger.

There were revisions and additions during the engine's career and variable valve timing on the inlet camshaft was introduced in the mid 1990s, working on oil pressure with a solenoid used to advance the cam for better low down torque. Individual coil packs for each cylinder came in the 2000 update, giving more control over knock sensors and the ability to advance timing on individual cylinders. Other changes for that year included a re-designed cylinder head as well as connecting rods and pistons, which led to an overall higher compression ratio.

TRUE TO FORM

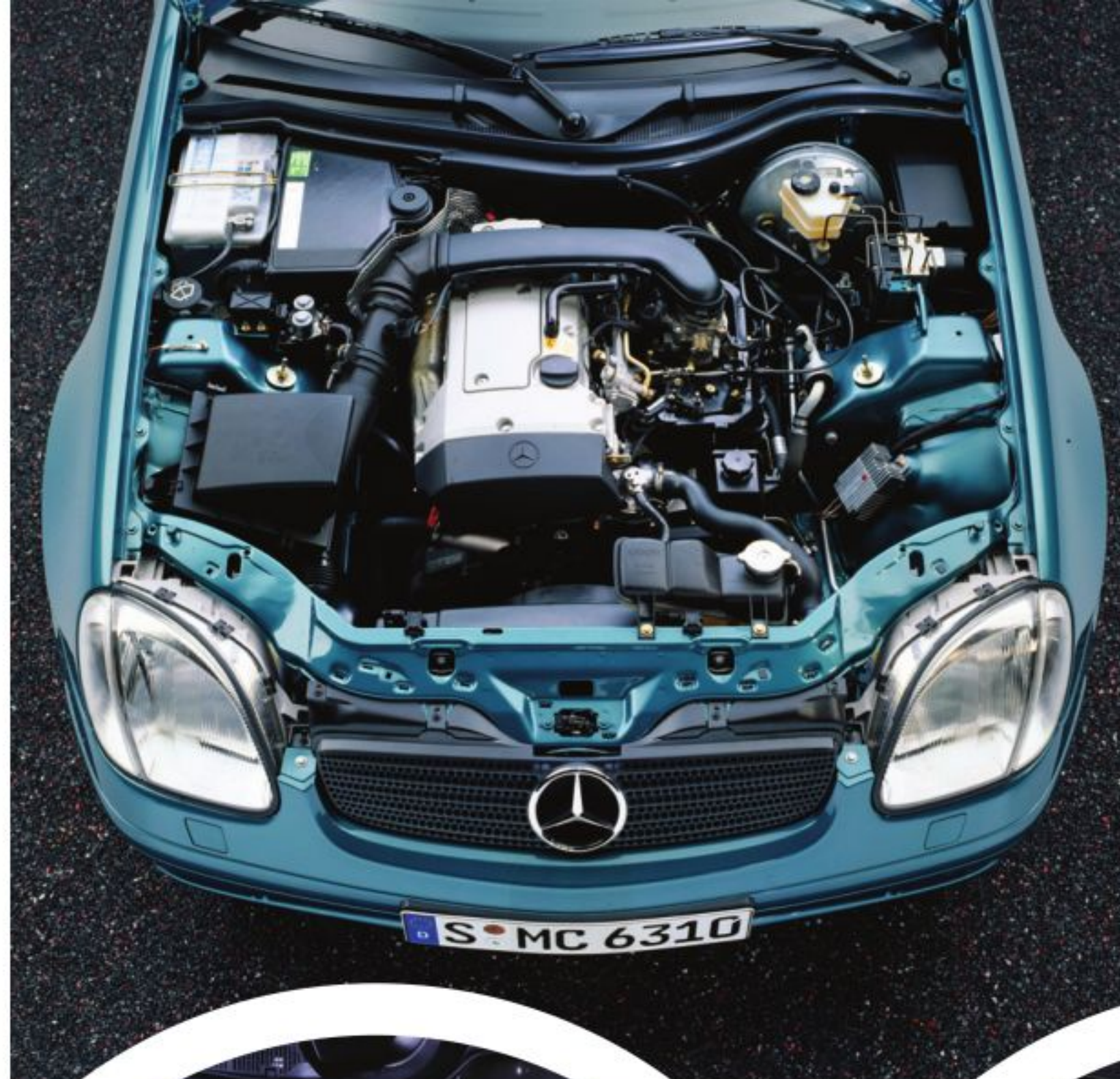
Staying true to its policy of never launching an all new engine in an all new car, the M111 started life in the last of the 124-series E200 and E220s and ended its working days with Mercedes in the 2006 Sprinter van, although it made an appearance in 2014 when used to power the Ssangyong Kyran. It was most widely recognised for its use in the 202-series C- Class and 210-series E-Class models of the 1990s and early 2000s, being common to both cars throughout their production runs.

The M111 proved to be an extremely durable engine, especially if its 10,000-mile oil change schedules were adhered to, and it is still possible to maintain one yourself. The superchargers are also very reliable and the only real issue concerns the wiring harness: a connector on the camshaft solenoid can leak allowing oil to seep up the wiring harness by capillary action, depositing itself in the control module which then puts out bogus error messages. Mercedes produced a 'sacrificial' harness section as a modification.

The engine's replacement, the M271, was to a certain extent an all-alloy version of the M111 but went back to a stretch prone single timing chain and had variable valve timing on both camshafts, plus an additional balancer shaft.

In total, 18 different versions of the M111 were built during the 11-year lifespan, if we include special tax beating two-litre supercharged variants for Greece, Italy, Portugal and the Netherlands.

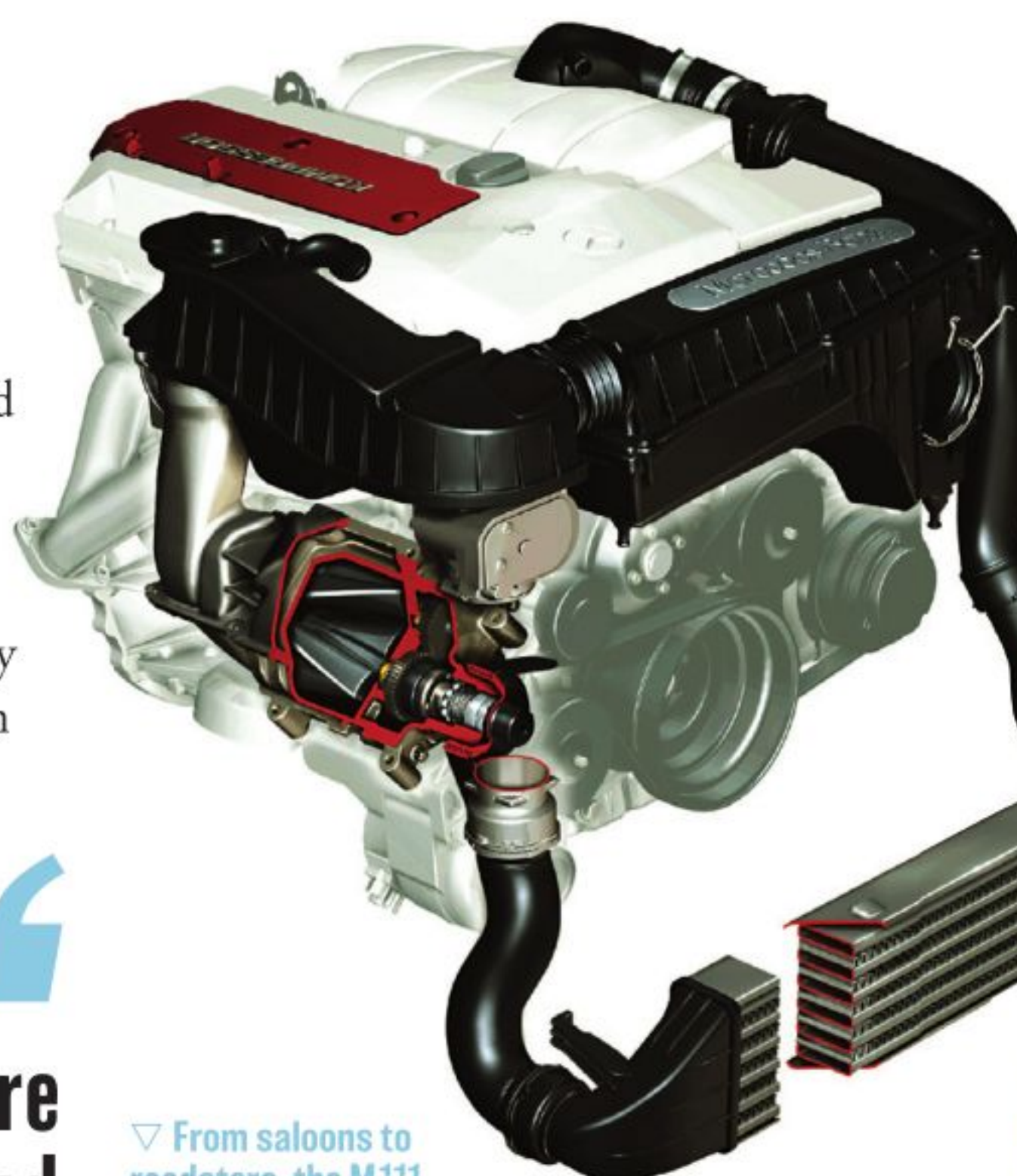
The 1992 'Strategic Product Initiative' soon gave us the A-Class and an American factory to build the M-Class SUV, vehicles far removed from the solid values that maintained Mercedes' reputation in the 1980s. If, within all this drama and change, the new M111 engine did not warrant many column inches then it did a lot help improve the image of Mercedes four-cylinder petrol engines.



◁ The unit was also used to power M-B's sports SLK models.

▽◁ Last of the early cam cover design added colour.

▽ Revised engine from 2000 included several big changes.



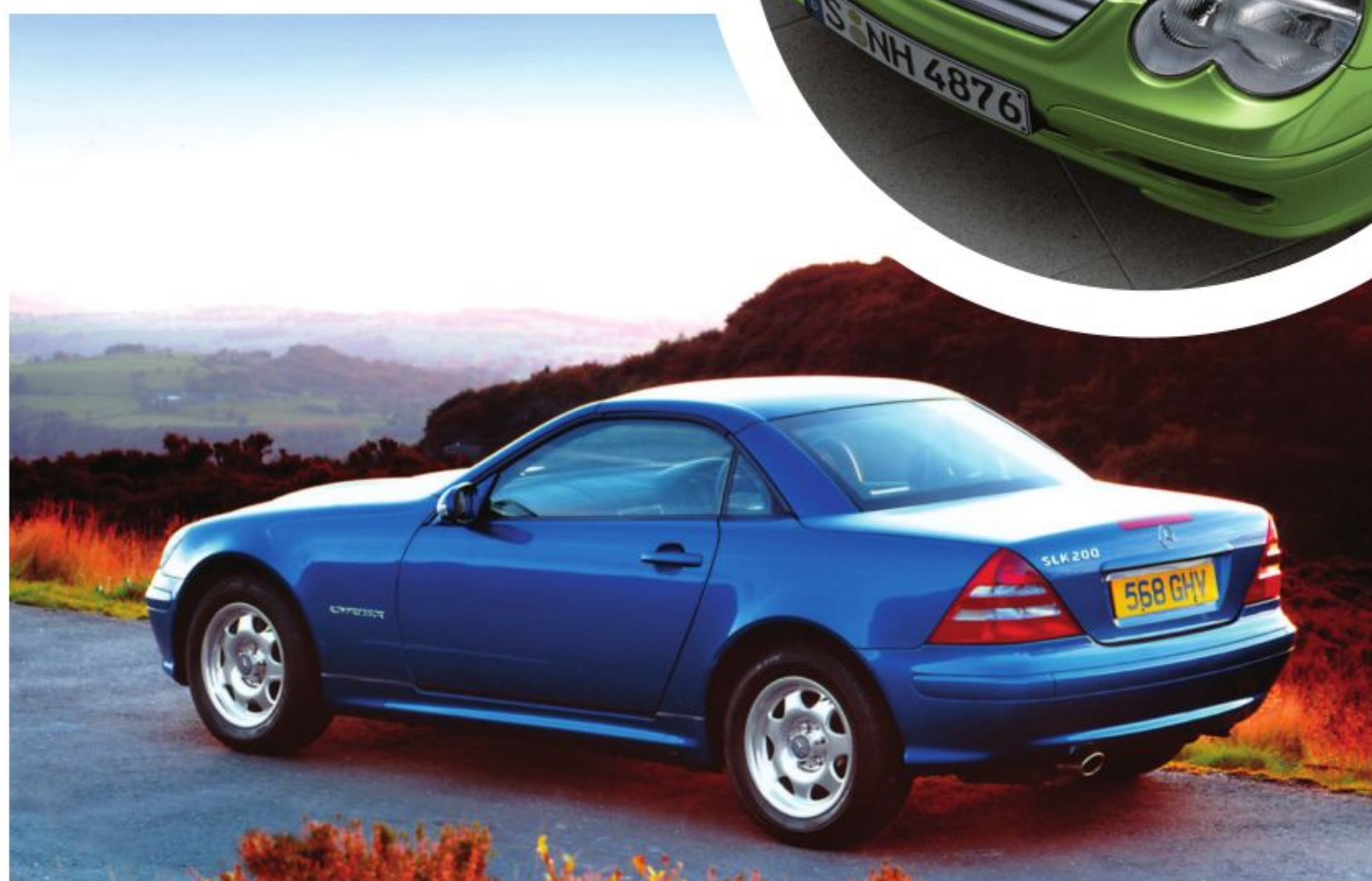
◁ Clutch allowed the supercharger to disengage.

▽ The very last of the engines made it into the 203-series.



▽ From saloons to roadsters, the M111 powered them all.

Born into a world where customers expected strong performance even in the most basic models, the M111 positively sparkled





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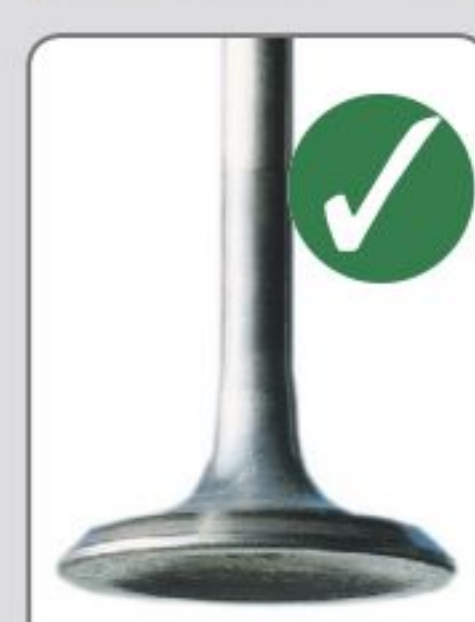
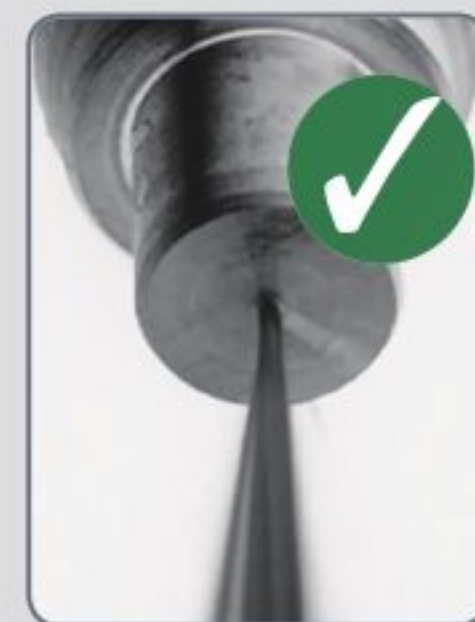
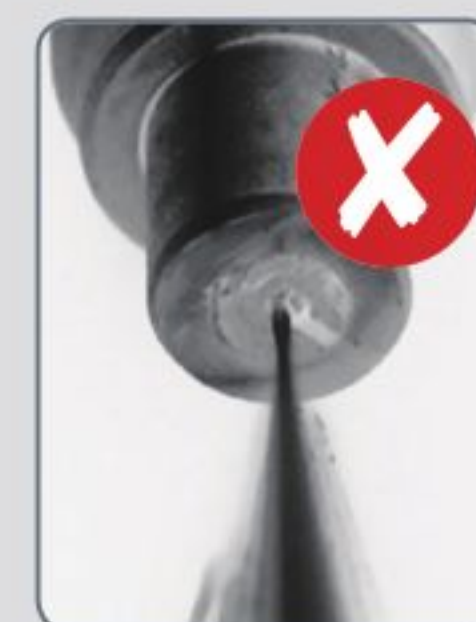
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JOHN COOPER FITCH

The American racing driver that drove with Mercedes-Benz during the 1950s isn't widely known as being hugely successful, but he was different to anyone else and for the better

WORDS **DAVID SUTHERLAND**
IMAGES **DAIMLER AG**

IF YOU WANT TO NAME A FIGURE from Mercedes-Benz history who personifies the 'boy's own hero', John Cooper Fitch, who died in 2012 is the obvious choice. This larger than life character – physically as well as figuratively, given his super tall, slim stance – was a fighter pilot, prisoner-of-war, sailor, racing driver, car maker, film producer, race track director and road safety expert. Although living to 95, he never really grew old: in 2005, aged 88, he attempted to set a new class speed record on the Bonneville Salt Flats in Utah in a 300SL Gullwing, success elusive due a faulty fuel pump and rain rather than any human failing on his part.

On his passing, Mercedes-Benz paid tribute, saying "The immediate points of contact between Fitch and Mercedes-Benz over the course of his career were comparatively brief – but highly significant." Certainly when he and the car maker did work together, the results were most fruitful.

In 1952 at Le Mans,



△ Fitch, cigarette in hand, photographed in during his 1955 season.

▽ At the 1952 Carrera Panamericana Mexico with Alfred Neubauer.

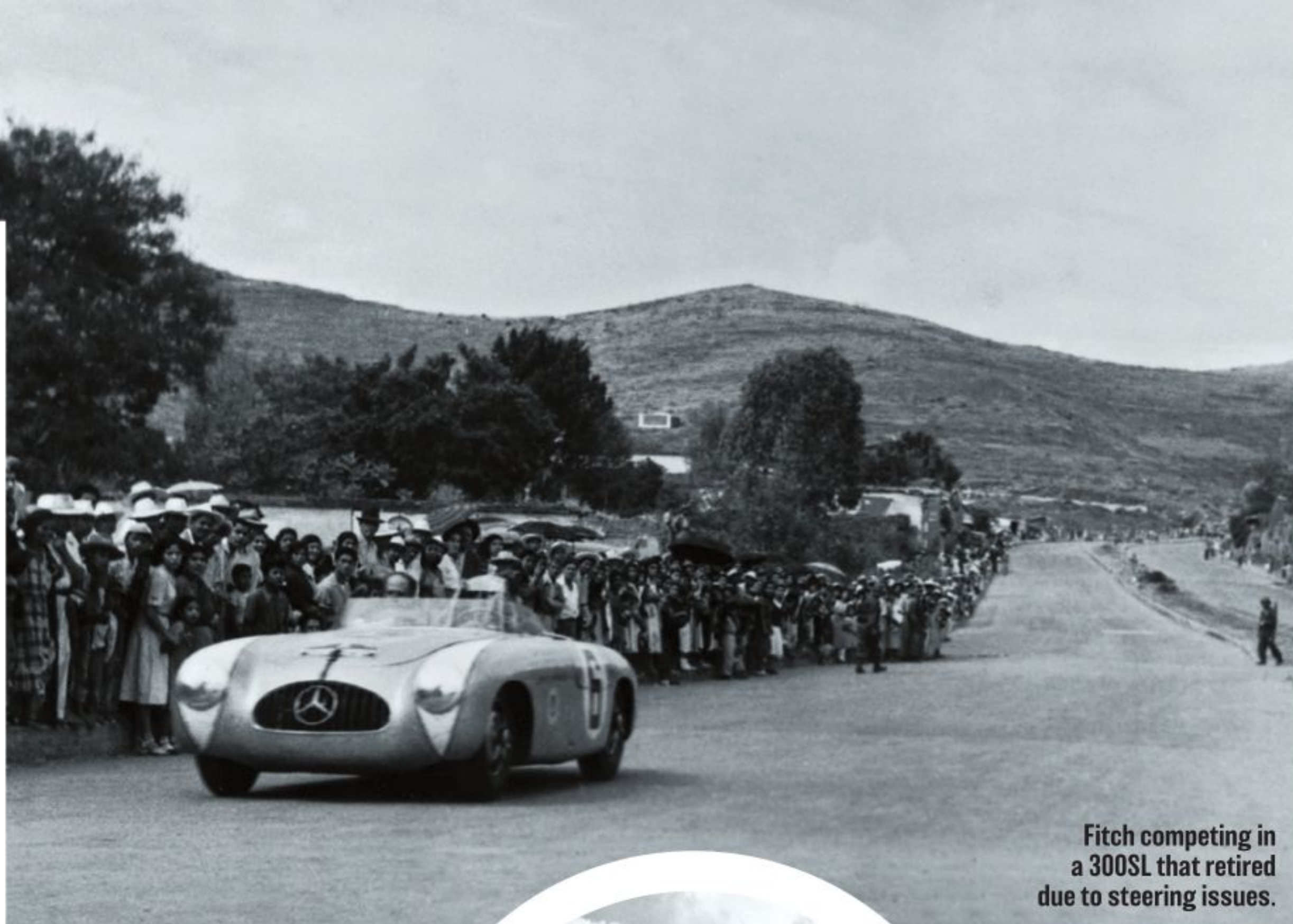
by which time Fitch was the Sports Car Club of America champion, and competing in a Chrysler-powered Cunningham C2R (built by famous, wealthy racing driver Briggs Cunningham) at the French 24-hour race, he was invited by Mercedes-Benz chief engineer Rudolf Uhlenhaut to attend a forthcoming test day at the Nürburgring track in Germany. It was at that event Fitch not only impressed Uhlenhaut and Mercedes team manager Alfred Neubauer with his lap times in the 300SL sports racing car, but sought to persuade Neubauer to enter that November's Carrera Panamericana, in which Fitch had participated in 1951, the challenging and dangerous 2,000-mile road race from the bottom to the top of Mexico.

PERFECT PITCH

"I put in a pitch to Neubauer that Mercedes should do the Panamericana," Fitch recalled in an interview with *Motorsport* magazine in 2010. "Unmöglich," he said.

'Impossible. We don't have the budget, we don't have the time to organise it, it's too big, too far away.' But the following week I sent him a dossier about the race, road conditions, altitude, temperature, rainfall. I heard nothing more until the end of October,





Fitch competing in a 300SL that retired due to steering issues.

▷ Ready to race with the Mercedes-Benz team in the 1952 Mexican race.

▽ Fitch third from left, with the winning Carrera Panamericana team.



“Fitch impressed Uhlenhaut and Mercedes team manager Alfred Neubauer with his lap times in the 300SL sports racing car”

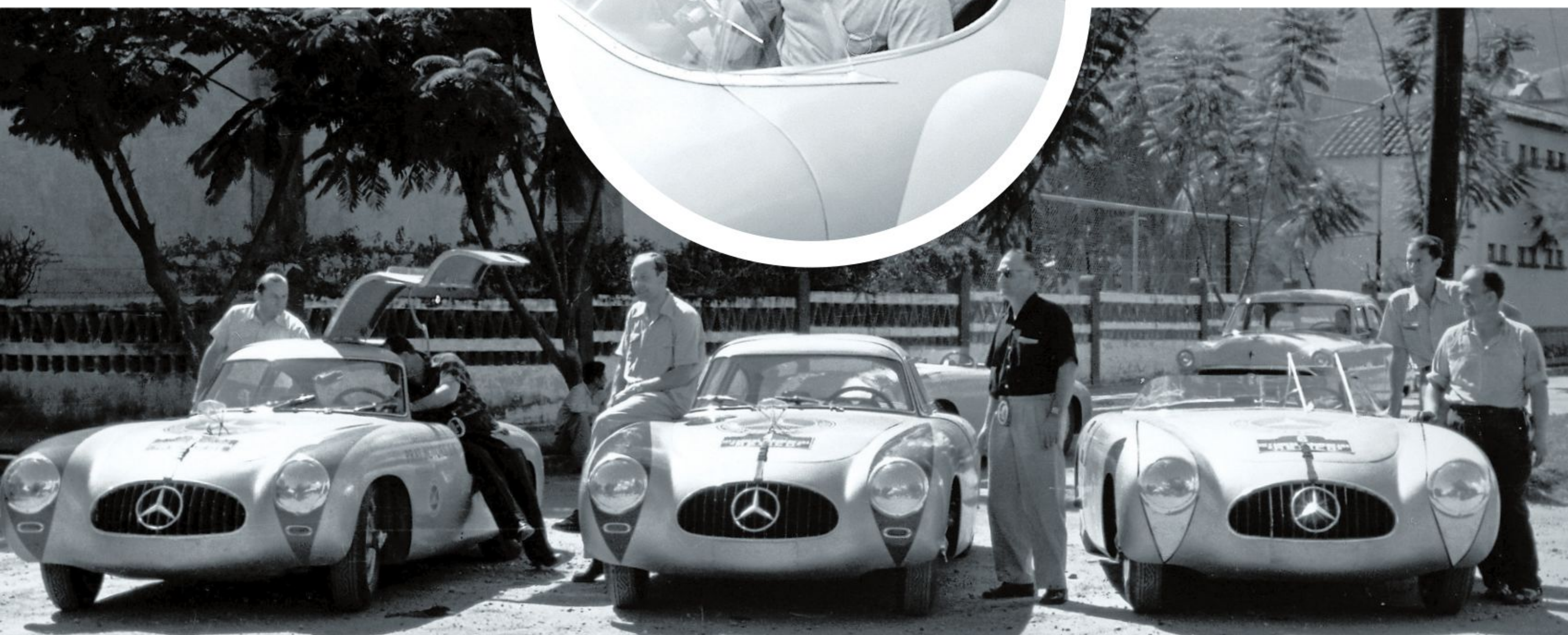
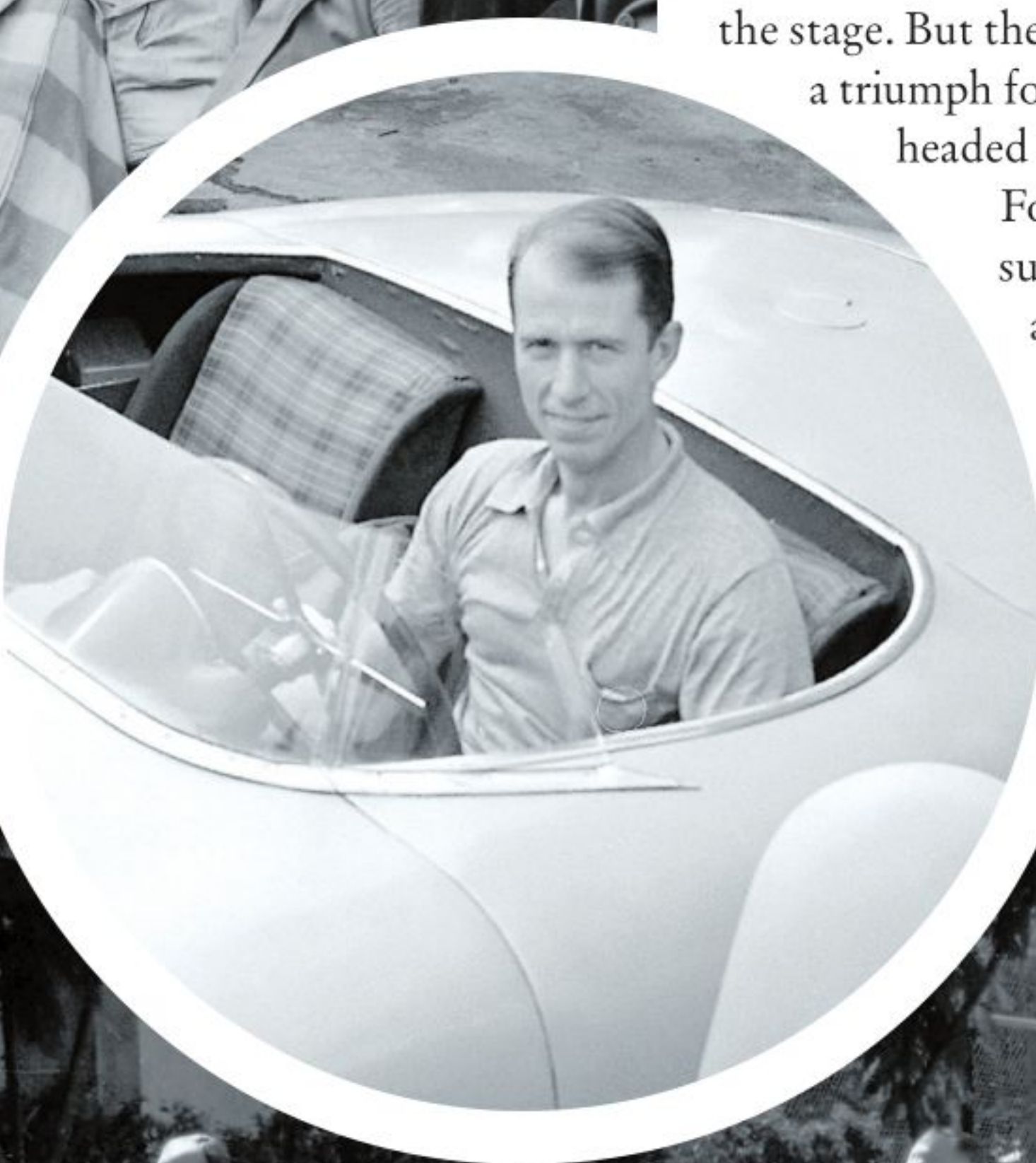
barely three weeks before the race, when I had a telegram asking me to go to Mexico City at once.”

Fitch found himself part of a three-car team, 300SL coupes for Hermann Lang and Erwin Grupp, and Karl Kling and Hans Klenk, and an open roadster version for himself and navigator Eugen Geiger. Fitch's race did not go well because although positioned second at one point in the race, he suffered steering problems and was eventually disqualified after he returned to the service garage for repairs and restarted the stage. But the race he persuaded Mercedes to enter was a triumph for Stuttgart otherwise, yielding a 1-2 victory headed by Kling/Klenk.

Following the 1952 season, in which the 300SL surpassed all expectations by winning an armful of international races, the Mercedes team sat out 1953 and half of 1954 while ▷

◁ His 300SL for the 1952 Carrera Panamericana was a roadster version.

▽ Far right, John Fitch and Eugen Geiger in their 300SL Roadster in 1952.



▷ preparing its F1 comeback, to race in championship grands prix for the first time since 1939. In 1955, as well as contesting grands prix with the W196 in open wheeler and closed bodywork form, the Silver Arrows team also entered the Mille Miglia of that year (part of the World Sport Car Championship), fielding the 300SLR, effectively a more powerful, two-seat adaptation of the 196R.

Stirling Moss with navigator Denis Jenkinson famously won this challenging 1,000-mile dash across Italy at an astounding average speed of 99mph. There were smaller headlines for Fitch, who drove a standard 300SL Gullwing in the event's GT class, although his was an impressive achievement, finishing fifth overall and first in class, knocking an hour off the class record.

However Fitch's contribution was more than just his piloting the Gullwing, it was later revealed. Originally 'Jenks' was to have been his co-driver, and some time before the race Fitch had suggested to Jenks that rather than using a pad of paper for pace notes, every corner and hazard should be written on a continuous roll of paper that

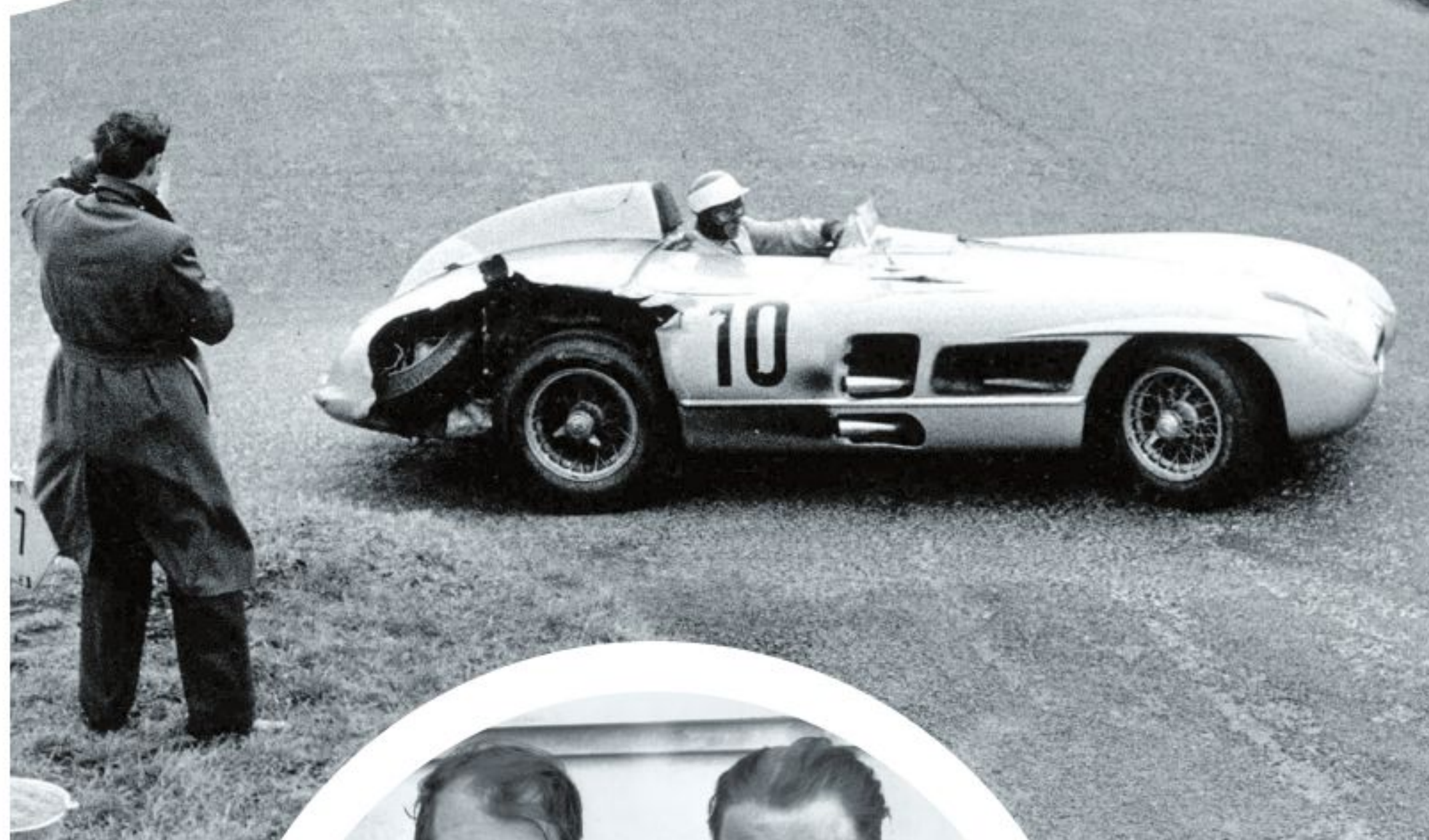
▽ Behind the wheel during a race in the 1952 season he competed in.



could be mounted in a box and rolled out continuously during the race. "Then Stirling asked Jenks to go with him, and of course I agreed, and Jenks took the roller idea with him," Fitch told *Motorsport*. "History tells how well it worked!"

THE BIG TIME

Fitch's faultless Mille Miglia drive led to an invitation from Neubauer to drive one of three 300SLRs at Le Mans six weeks later. Sadly this provided Fitch with a ringside seat to motorsport's worst tragedy, due to him being partnered with Pierre Levegh, whose car was launched into the spectator terrace after making contact with an Austin Healey that had swerved to avoid hitting another, slowing car. Levegh, along with over 80 spectators died, Fitch witnessing the mayhem and confusion from the nearby



“Fitch was also believed to be the first pilot to shoot down a Messerschmitt 262, the early German jet fighter”

The Mercedes team was dominant in 1952, but sat out the '53 season.



▽◁◁ The very first Gullwings were tested and raced by Fitch.

◁ Fitch with 1955 Mille Miglia successful co-driver Kurt Gessel.

▽ Team picture in Monza, 1955 with wives and girlfriends.



pits, in the company of Levegh's wife as the race continued, for seven hours after the accident.

But Fitch had been far closer to danger a decade earlier, when as a US Army Air Force pilot he was based at Debden in Cambridgeshire and flying P-51 Mustangs escorting USAAF bombers on raids over Germany. Fitch was also believed to be the first pilot to shoot down a Messerschmitt 262, the early German jet fighter.

He was based in North Africa for a spell, but on February 20, 1946 his circumstances changed dramatically when he was shot down in the course of a low level attack on a train in Germany. He was lucky to bale out in time, breaking his arm on the tail fin in the process, and even



△ With Pierre Levegh (middle) and Neubauer at Le Mans in 1952.

luckier to avoid being found by enraged, pick-axe bearing locals bearing down on the wreckage intent on finishing off the pilot, he reckoned. Fitch spent the last three months of the war as a prisoner of war, although for a short period after WW2 ended he went on to fly places as a test pilot based in Ohio.

Fitch was not destined to lead a mundane life. He came from a wealthy, established family in Connecticut, his interest in racing passed down from his stepfather George Spindler, a director at the Stutz Motor Company and who raced at Daytona and also in the Indianapolis 500. However he recalled that visiting Europe in the immediate pre-WW2 years and being impressed by European racing with its far more frequent cornering and gearchanges than in the US was what had truly ignited his passion.

RACING FORWARD

His racing began after WW2, when having set up a car dealership in the New York suburb White Plains, he competed in an MG TC in sports car events. One of his pit crew, Elizabeth became his wife, their 60-year marriage producing three sons.

After his first stint with Mercedes-Benz in 1952, and by the following year the Fitch family living in Paris, John entered a variety of international races, winning the Sebring 12 Hours in Florida, but experiencing his worst accident at a 12-hour race in Reims in France while driving a Cunningham C5R. Due to what he believed was untimely gust of wind, the car

John Cooper Fitch A RACING LIFE

Born August 1917, Indianapolis, Indiana, USA

Died October 31, 2012, aged 95, Lime Rock, Connecticut

World War Two US Airforce pilot flying Mustangs in combat duty

Early racing career MG TF in sports car racing; home-built Ford V8 powered Fiat; Jaguar XK120 at Sebring; cars built by Briggs Cunningham at Le Mans. Mercedes-Benz races: 1952 Carrera Panamericana (300SL); 1955 Mille Miglia (300SL), Le Mans (300SLR), Tourist Trophy at Dundrod (300SLR), Targa Floria (300SLR)

Final race 1966 Sebring 12 Hours in a Porsche 904 (retired)

Other activities Helped produce the 1954 film *The Racers*, assisted with development of the original Chevrolet Corvette; invented the impact absorbing Fitch Barrier; designed cars including the Fitch Sprint and Fitch Phoenix; director Lime Rock Park race circuit, Connecticut

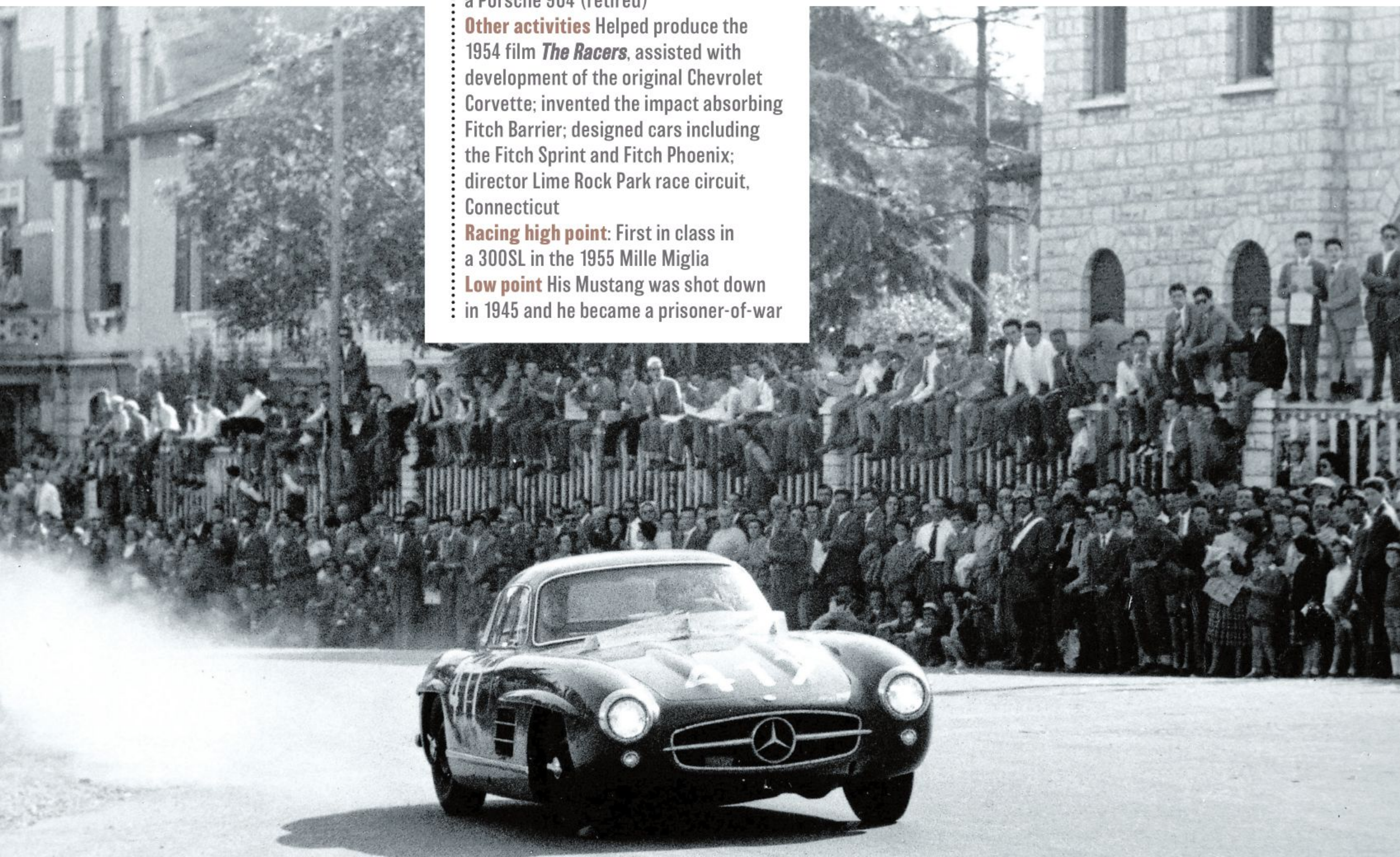
Racing high point: First in class in a 300SL in the 1955 Mille Miglia

Low point His Mustang was shot down in 1945 and he became a prisoner-of-war



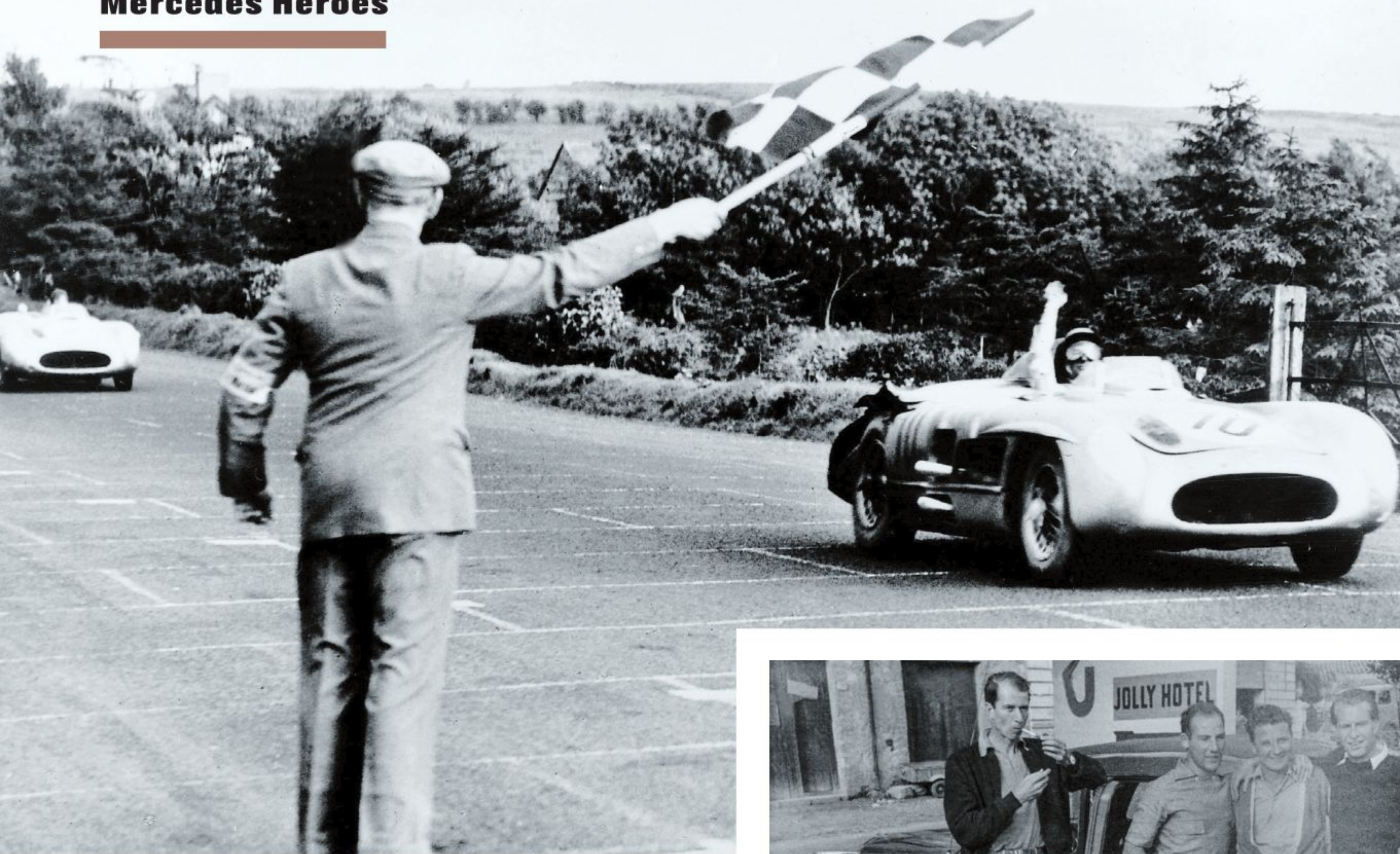
◁ In a 300SLR on the Tourist Trophy Race with damaged bodywork.

▽ Fitch and co-driver Gessel take a class win in the 1955 Mille Miglia.



HISTORY

Mercedes Heroes



◁ Fitch with Stirling Moss won the 1955 Tourist Trophy Race.

▽ Fitch, left, during the Targa Florio, with Moss, Herrmann and Collins.

▽▽ At the Nürburgring, in 1986, with racers Bhringer, Kling, Fangio, Schock, Herrmann, Lang and Fitch.

“After his first stint with Mercedes in 1952, John entered a variety of international races, winning the Sebring 12 Hours in Florida”

▷ took off but fortunately ended up on the ground the right way up and not on fire. Fitch was hurt, but not seriously, and attributed his survival to the five-point safety harness – unheard of in a racing car at the time – he was wearing. This would shape a further aspect of his career.

Fitch continued racing Briggs Cunningham’s car into 1954 but that year saw him take an entirely different view of motorsport – as a film producer. For Hollywood’s *The Racers*, released in 1955 and based on the life of pre-war Silver Arrows ace Rudolph Caracciola, Fitch helped mock up the race circuit in Monaco (as there was no race that year), organise the crash scenes, and even serve as a stand in driver for the star Kirk Douglas, who never came to Europe for the filming. His contacts in the principality’s high society helped get access to the necessary locations.

RIVAL CONTRACT

Fitch never drove in a grand prix for Mercedes-Benz, the second of his two F1 entries the Italian Grand Prix at Monza in September 1955, in which he finished ninth in a Maserati. The last of his five races for Mercedes was the open road Targa Florio in Sicily in a 300SLR the following month with co-driver Desmond Titteringham, yielding a fourth place. Fitch then returned to live in the US, racing for a further 11 years, his drives including Chevrolet Corvettes (General Motors hired him to develop it as a race car), Jaguars, Maseratis and Porsches.

His last race was at the age of 48, in 1966, in a Porsche 904 at Sebring, which he shared with his long-standing friend and racing car supplier Briggs Cunningham, then 11 years his senior. However in 2010 the 92-year-old Fitch came to Le Mans for



▽ In 2002, in an event to celebrate the 1952 Carrera Panamericana.

lap of honour at the wheel of the same Corvette that had given him a class win there back in 1960.

Retirement, if that was the appropriate term, saw him develop the Fitch Barrier, which is now in use on American highways, a project that was inspired by the Le Mans catastrophe. Ever since then he had sought to work out a way of containing high speeds car accidents. Fitch also had a long-term association with the Lime Rock Park race circuit near his ancestral Connecticut home.

John Cooper Fitch does not rate among the fastest and most successful racing drivers.

Yet if the mould that produced this extraordinarily versatile, free-thinking individual still exists, it has yet to be re-used. 🏁

► Our thanks to **Simon Taylor and Motorsport magazine** for some source material



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HIGH AND MIGHTY

A high-mileage Mercedes can still offer magnificent value, as our used car market expert reveals this month

WORDS GUY BAKER IMAGES QUALITY PART EX LTD, HOLLYBROOK CAR CENTRE, CAMBERLEY MOTORHOUSE



I'M LOOKING AT TWO identical cars in the classified ads. Both are 2015 vintage C200d Sport saloons, in silver, but one of them is over four grand cheaper than the other. There's no difference between the two specs, both are in immaculate condition and advertised by reputable Mercedes-Benz specialists. So why the huge difference in price? Mileage – that's why. One has 100,000 miles on the clock, the other a more typical 50,000. But is it really worth paying more than four grand extra for the car with fewer miles?

A lack of demand for higher mileage Mercedes models leads to substantially lower prices, because most buyers automatically equate mileage with overall condition, assuming that anything on the wrong side of 70-80,000 miles will have a ruinously expensive repair bill lurking just around the corner. But the reality is, in many cases at least, that any concern is unfounded.

And in blindly jumping to the conclusion that all high-mile Mercs could be problem cars, many buyers are depriving themselves not only of saving thousands of pounds, but also of owning a potentially great used motor. Of course there's an art to buying a good high-mileage car, and no one would pretend that every leggy example will make a Stuttgart star. But if you stick to a few golden rules then you could save yourself a small fortune and still drive around in the car that you

All Mercedes are so well engineered, with components tested to destruction and beyond that an extra 50,000 miles of predominantly motorway driving will have had little effect at



△ CLS350 CDI for sale at Camberley Motorhouse for £16,495.



△ £8,980 for this high-mile A200 CDI at Quality Part Ex Ltd.

all on longevity. So canny buyers should focus on models with around 100,000 miles which are no more than five years old, as high-mile examples of these cars will offer the greatest savings. Secondly, you must stick religiously to cherished vehicles boasting a full Mercedes-Benz history and be prepared to spend a few hundred quid on a top notch vehicle inspection and history check, which will reveal any hidden problems. But don't be put off by minor issues like stone chips or worn brake pads.

Something like this striking blue 2014 A200 CDI AMG Sport that was at Quality Part Ex Ltd in Edmonton (www.qualitypartxltd.co.uk),

for example offered great value. Boasting an impressive spec that included sat nav, leather, 18-inch AMG alloys, Bluetooth and Speedtronic cruise control, it was capable of 60mpg on motorway journeys, packed a full service history and was advertised for just £8,980 – purely because it had covered 122,000 miles.

MORE IN STORE

Seeking a Mercedes with a bit more panache? Then perhaps this 114,000-mile grey 2014 CLA220 CDI Sport at Hollybrook Car Centre Southampton (www.m-hollybrookcarcentre.co.uk) would have fitted the bill. Stickered at just £10,990, it had a full M-B service history and was similarly frugal. It also claimed a good spec with Comand sat nav, the extended leather pack, exterior aluminium pack, 18-inch carbon grey alloys, Active Park Assist front and rear and full Bluetooth connectivity.

Need greater capacity? Then take a close look at this silver 64-plate CLS350 CDI BlueTec AMG Line Premium Plus that was for sale at Berkshire dealer Camberley Motorhouse (www.camberleymotorhouse.co.uk). It looked like a brand new car, carried an unbeatable luxury spec and possessed a full M-B service history, but because it had covered 115,000 miles it could have been yours for just £16,495.

These are just three three of the best high-mile models we came across this month, but there are plenty of others out there too. Just stick to our advice closely so you can avoid the problems that are often rumoured and see how much you save!

► **Fancy an affordable V8 instead? Then check out our top three £8,000 Mercedes V8 bargains on page 78.**

FORECOURT FIND

Mercedes-Benz E63 AMG saloon (W212)

Mercedes' 550bhp twin-turbo E63 AMG is a beast of saloon, with epic performance and a deluxe spec to match. But a new one would have set you back as much as a one-bed flat in Leicester. Fortunately however, depreciation has worked its magic over the last few years, to the extent that you can now pick up a mint 60,000-mile, 63-plate car, like this stunning silver example we spotted at NK Sports and Prestige (www.nksportsandprestige.co.uk) in Derby, for less than £25,000. Packing a full M-B service history, it's up for £24,999 and comes with almost everything Mercedes could find in their options cupboard, plus a savage 531lb ft torque from just 1,750rpm.

► **NK Sports and Prestige Centre**

Tel 01332 388905

Web www.nksportsandprestige.co.uk



△ Aggressive E63 has looks to match the savage power.

▷ This 63-plate car with 60,000 miles looked in great nick.

▽ Inside, there are as many optional extras as you can imagine.



TOP TIPS

BRAKE UPGRADES

A brake upgrade can enhance your car's potential, but check our tips before deciding which option is best for you.

- ⌚ Make sure you consider how the pads, brake lines, calipers and fluid will all work together. Owner forums can be a great source of model specific advice.
- ⌚ Replacing your car's discs with cross-drilled items will allow for better cooling by allowing more air into the internal vanes. They also clean the pad surface and can improve wet weather braking. However, they can be prone to cracking.
- ⌚ Grooved discs are usually a more robust option and can increase initial bite, but if they're larger than the factory discs you'll need oversize brackets or new calipers too, which may add to the car's unsprung weight.
- ⌚ If you replace the brake lines with braided metal items it can improve your car's overall braking, as many OEM lines are made from rubber which can swell under pressure, reducing feel and performance.
- ⌚ Changing the factory brake fluid to one with a higher boiling point, like DOT 5 or DOT 5.1, will enhance your car's braking. Bleeding your brakes more regularly also helps, at least once a year for fast road use.
- ⌚ Ceramic pads can remove heat more rapidly and thus improve braking, but do they take time to warm up properly to optimum operating temperature, so they're not usually recommended for road use.
- ⌚ It's essential new pads are bedded in properly with repeated gentle application of the pedal, at increasingly high speeds.



AUCTION SPOTLIGHT

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

● **ML270 CDI Tiptronic**

2.7-litre, 2002/52-plate, 175,000 miles, **£925**

● **CLK320 Avantgarde**

3.2-litre, 2003/03-plate, 96,000 miles, **£1,900**

● **C180K Avantgarde SE**

1.8-litre, auto, 2004/54-plate, 65,000 miles, **£1,950**

● **E320 CDI Avantgarde**

3.2-litre, 2005/55-plate, 152,000 miles, **£1,950**

● **E320 CDI Avantgarde Estate,**

3.2-litre, 2005/05-plate, 144,000 miles, **£2,100**

● **B200 CDI SE**

Two-litre, auto, 2006/06-plate, 60,000 miles, **£2,600**

● **ML320 CDI SE**

Three-litre, 2007/07-plate, 145,000 miles, **£4,350**

● **S320 CDI**

Three-litre, 2007/07-plate, 49,000 miles, **£7,900**

● **CLS250 CDI Sport AMG**

2.1-litre, 2013/13-plate, 81,000 miles, **£11,100**

● **A250 AMG 4MATIC DCT**

Two-litre petrol, 2015/66-plate, 35,000 miles, **£15,500**

● **C300 Hybrid 2.1 BlueTec**

2.1-litre diesel/electric, 2014/64-plate, 56,000 miles, **£15,600**

● **CLA45 AMG 4MATIC DCT**

Two-litre petrol, auto, 2015/15-plate, 117,000 miles, **£19,600**

● **C63 AMG**

6.2-litre petrol, 2014/14-plate, 43,000 miles, **£22,600**

● **S350**

3.5-litre, 2007/07-plate, 65,000 miles, **£7,400**

● **SLK 280**

Three-litre, 2007/57-plate, 84,000 miles, **£4,900**

AUCTION ADVICE

Arrive early and examine the vehicle you're interested in before bidding starts. Should your bid be successful, you will have to pay a buyer's fee in addition to the hammer price, and you must pay a deposit, typically of around £500 or 20 per cent of the vehicle's value (whichever is greater) in cash, or by Maestro or Visa Debit card. The balance of the purchase price and the buyer's fee can be paid by banker's draft, cash, cheque, telegraphic transfer, credit or debit card. Find your nearest auction at www.british-car-auctions.co.uk and learn more about UK car auction companies at www.nama-uk.com



TOP THREE

£8,000 V8 MERCEDES BARGAINS

Sadly, V8s aren't what they used to be. We're not bemoaning the seemingly mandatory use of turbochargers on contemporary eight-cylinder motors, but the once ultra desirable pinnacle of real world powerplants seems to be heading inexorably towards the automotive exit door. But there was a time – not that long ago – when the petrol V8 was

still king of the road. And if said engine powered a plush Mercedes top end coupe or roadster, then so much the better.

Fortunately, for now, you can still enjoy Mercedes V8 heyday, with a number of affordable but luxurious models from the last couple of decades hiding in the classified ads. These are three of our favourites.

OUR
PICK**CLK55 AMG (C208)**

A rare beast, the CLK55 AMG packs plenty of old-school V8 punch with 342bhp and 376lb ft of torque. As a result, 62mph wizzes by in around five seconds on the way to a 155mph limited top speed, all to the snarling tune of its M113 5,439cc V8. The cabin design does show its age of course, but it's still wonderfully appointed and most examples boast plenty of tasty options to. Our £8,000 budget will put you behind the wheel of a 100,000-mile 2003 example with a reasonable £325 a year road tax.

**CL500 (C216)**

Almost as rare, Mercedes' C216 CL500 arguably possesses even more car park kudos and can match the CLK55's performance, courtesy of a growling 32-valve 5,461cc 382bhp V8. Acceleration is bordering on the brutal, with 391lb ft from 2,800rpm and the seven-speed auto suits the car perfectly, whisking you effortlessly and in supreme comfort. The default 0-62mph dash takes just 5.4 seconds and almost all examples are royally kitted out. You could land a 100,000-mile 2007 car for just under £8,000.

**SL500 (R230)**

Prefer to feel the wind in your hair whenever the chance arises? Then look no further than an R230 SL500. £8,000 bags a 100,000-mile 2003 car with a full service history plus a spec that will leave you wanting for nothing. And you can really savour the sound of a 306bhp V8 at full chat with that roof down. A sumptuous leather interior, sat nav, Bluetooth, climate control, heated and cooled memory seats and cruise control are all included and, if you buy right, your prime asset will start to appreciate over the next few years.

LATEST PRODUCTS AND ACCESSORIES

TAROX BESPOKE BRAKE DISCS FOR AMG MERCEDES

If you're an AMG owner who would like even more in the way of braking performance and durability, then Tarox could provide a realistic alternative. Its bespoke high performance drilled and grooved discs are now available for most AMG models, including the 176 A-Class, 204 C-Class, 209 CLK, C218 CLS, 212 E-Class, 166 ML, R230 SL, R171 SLK and even the C197 SLS AMG. Prices range from £669 to £945 per pair so for further details contact Tarox on 01706 222872 or visit its website at www.tarox.com.

**ROAD ANGEL HALO PRO DASHCAM**

The Road Angel Halo Pro is a standalone front and rear dash camera system that works both statically, in the event of any movement detection, and whilst you're driving. It will record any movement or impact it senses whilst your car is parked with the ignition off and record the footage to both internal and micro SD memory cards. With advanced telematics and GPS location, this all round £199 dash cam solution can be integrated into every cabin with ease. Click to www.roadangelgroup.com for more information.

**POWERFLEX BUSHES FOR MERCEDES 201 & 124**

Any 124 or 201 still running rubber factory fitted bushes will be suffering from a degree of excess suspension movement, which can cause imprecise handling, steering and braking. Fortunately, Powerflex has announced a quartet of new polyurethane bushes for Mercedes 201 and 124 models, including front arm bushes, front anti-roll bar bushes and front anti-roll bar to link arm bushes. Powerflex can also supply all of these bushes in its Black Series range, with a stiffer construction that's ideal for track day and competition cars. Prices for individual bushes start at £20.00. Check out www.powerflex.co.uk for full details.

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FINE FORM

After some uncertainty with its compact coupe models, Mercedes managed to come up trumps with its C204 and it proved to be extremely popular. Here's what you need to know when buying one now.

WORDS **DAVID SUTHERLAND** IMAGES **TERRY OBORNE**

DURING THE 2000s there appeared to be a certain amount of indecision over 'small' coupes within Mercedes-Benz. In 2001 the Sports Coupe was introduced, a cross between a VW Scirocco type three-door and a hot hatch, and which later evolved into a tidied up model called the CLC, while in 2002 the second generation CLK arrived, a sleek pillarless two-door. Both model families, based on the 203-series chassis, drifted into obscurity towards the end of the 2000s.

But come 2011 and Mercedes renewed its interest and reset the parameters for its smallest coupe. The replacement for the CLC and CLK was called the C-Class Coupe, and built on the 204 platform. If you liked a pillarless design, too bad, go for the E-Class

coupe instead; this was a modern looking shape for the customer who wanted a pronounced, performance-suggesting fastback rather than the saloon, but with a high proportion of the four-door's practicality and rear seat space.

It went on sale in June 2011, coinciding with the mid-term revamp of the 204 C-Class, with the usual promises of it being more youthful, stylish and dynamic than what went before, and although you'd need over £30,000 to buy even the cheapest one, Mercedes-Benz finance ensured there was something affordable monthly on a PCP contract. Hence there is no shortage of these coupes, made for the four remaining years of the 204-series, on the used market, with prices starting at around £7,000. So how do they rate as a used purchase?

DESIGN, ENGINEERING

Built on the same wheelbase as the W204 but with the alloy bonnet the sole shared body panel, the coupe is slightly lower and also a little longer. The cabin extended beyond the rear axle in order to maximise rear seat space.

There were two four-cylinder petrol models, both with the 1.8-litre M271 turbocharged unit: 152bhp/184lb ft for the C180, and 201bhp/229lb ft in the C250. Initially the flagship was the C350, using the M276 3.5-litre V6 giving 302bhp and 273lb ft torque. The OM651 2.1-litre four-pot turbodiesel was quoted at 168bhp/295lb ft for the C220 CDI and at 201bhp/369lb ft for the C250.

All models were badged Blue Efficiency, this environmental focus including a standard-fit eco stop/start system. The C180 and the two diesels came with a

six-speed manual as standard, but were typically delivered with Mercedes' optional seven-speed automatic, the upgraded, 7G-Tronic Plus, which was standard on the C250 and C350.

Shortly after launch, the C63 AMG arrived with its mighty M156 6.2-litre V8 producing 451bhp. But as that is such a specialist car with its particular set of considerations, we'll save it for its own Buyer's Guide, concentrating here on the four- and six-cylinder cars.

All models feature the usual raft of electronic driver aids, Adaptive Highbeam Assist, Attention Assist, and Parktronic with Parking Guidance to name just three fitted as standard.

Every car delivered in the UK was equipped with the AMG Sport Package as standard. This added AMG body styling (front and

SPOTTED
FOR SALEPRIVATE SELLER
C220 CDI

BlueEfficiency

2013/13, automatic, silver,
black Artico/cloth, 94,000
miles, £7,000, Surrey

**“As for ride quality,
the 204-series
C-Class
chassis does
not disappoint”**

rear aprons, side skirts and boot spoiler), 18-inch seven-spoke alloy wheels, sports suspension and speed-sensitive power-steering.

Two new option packs were introduced for the coupe. The AMG Sport Plus model cost an extra £1,000 and comprised special trimmings, including 18-inch two-colour alloy wheels, body-coloured boot spoiler, AMG sports seats, black Artico/Dynamica upholstery with contrasting red stitching on the seats and door panels, red seat belts, AMG floor mats with red edging and a silver finish on the auto gearshift paddles. For £530 the AMG handling Pack was available, which uprated the steering, engine and exhaust response, plus it added a few more trim extras. Premium and Premium Plus packs were subsequently made available, which added spec, the Plus for example including a panoramic glass sunroof.

A year after launch, in July 2012 a series of upgrades was announced for the C-Class in general. The C180's 1.8-litre engine was replaced by a turbocharged unit of 1.6 litres, its 152bhp slightly less but its 184lb ft torque unchanged. It featured

electric power-steering to aid fuel economy. Updates to the telematics meant Comand could, via GPS, report the car's position to a Mercedes-Benz call centre. The 204-series C-Class range was replaced in early 2014.

DRIVING THE C-CLASS COUPE

We road tested it in our December 2011 issue so let's look back at what we thought then. Driving the C350, we said, "Go for the redline and the V6 really comes into its own above 3,500rpm, each upshift keeping the revs high, in the meat of the power curve. Acceleration from motorway speeds is similarly mighty and no doubt helped by closely stacked gear ratios." But we found the car refined as well as fun: "As for ride quality, the 204-series C-Class chassis does not disappoint. Even on 18-inch alloys, only the very worst bumps and potholes are felt in the cabin."

"The C350 Coupe can do quiet too, and makes light work of high mile trips," we continued. "The two-door C-Class's sleek shape produces very little wind noise, which when teamed with a near silent V6 on part throttle allows you to better appreciate the £650 Harman Kardon sound system." We summed up by saying, "If

sharp handling and more youthful looks are your bag, then the coupe is definitely one to have."

WHAT YOU'LL PAY

The C-Class Coupe is one more Mercedes whose time was before 'Dieselgate' and which was bought mainly in oil-burning form. We reckon about 80 per cent for sale are diesels, and there's a wide choice at independent dealers, and as these cars are still new enough for official Mercedes dealers to handle, these outlets offer plenty.

The lowest price you'll find is £6,500 to £7,000, which gets you an early, 2012 C220 CDI, but you can expect that to have over 100,000 miles. If you want a more comfortable 75,000 miles then budget £8,000. C250 CDIs might fetch a little more than the C220 CDI, but the minimal extra value reflects how similar the two are.

However, diesel's bad reputation appears have boosted values of the petrol C180 in relation to the C220 CDI, the cheapest we saw being a 1.6-litre C180 with 67,000 miles for £8,450. The C350 is the least common, and also the most expensive, these rarely seen below £10,000.

Seeking the added warranty cover and assurance that a

JUST THE FACTS

Mercedes-Benz C180 BlueEfficiency Coupe AMG Sport (C204)

ENGINE 1,595cc 4-cyl

POWER 152bhp bhp@5,000rpm

TORQUE 184lb ft@1,250-4,000rpm

TRANSMISSION 6-speed manual

WEIGHT 1,490kg

0-62MPH 8.5sec

TOP SPEED 140mph

FUEL CONSUMPTION 44.1mpg

CO2 EMISSIONS 149g/km

YEARS PRODUCED 2012-2014

Mercedes-Benz C250 BlueEfficiency Coupe AMG Sport (C204)

ENGINE 1,796cc 4-cyl

POWER 201bhp@5,500rpm

TORQUE 229lb ft@2,300-4,300rpm

TRANSMISSION 7-speed auto

WEIGHT 1,550kg

0-62MPH 7.2sec

TOP SPEED 149mph

FUEL CONSUMPTION 40.4mpg

CO2 EMISSIONS 163g/km

YEARS PRODUCED 2011-2014

Mercedes-Benz C350 BlueEfficiency Coupe AMG Sport (C204)

ENGINE M276 3,498cc V6

POWER 302bhp@6,500rpm

TORQUE 273lb ft@3,500-5,250rpm

TRANSMISSION 7-speed auto

WEIGHT 1,615kg

0-62MPH 6.0sec

TOP SPEED 155mph

FUEL CONSUMPTION 40.4mpg

CO2 EMISSIONS 164g/km

YEARS PRODUCED 2011-2014

Mercedes-Benz C220/250 CDI BlueEfficiency Coupe AMG Sport (C204)

ENGINE 2,143cc 4-cyl

POWER 168/201bhp@4,200rpm

TORQUE 295lb ft@1,400-2,800rpm/369lb
ft@1,600-1,800rpmTRANSMISSION 6-speed manual/7-speed
automatic

WEIGHT 1,615/1,655kg

0-62MPH 8.4/7.0sec

TOP SPEED 144/149mph

FUEL CONSUMPTION 55.4/52.3mpg

CO2 EMISSIONS 133/143g/km

YEARS PRODUCED 2011-2014

*Fuel consumption according to NEDC combined;
C180 figures are for an August 2012-on, 1.6-litre
model*

Mercedes main dealer offers means paying more. The cheapest we came across was just under £11,000 for a 64,500-mile 220 CDI from 2013. However the most expensive we saw was not at a Mercedes dealer, but at a Surrey independent outlet asking £16,750 for a 2013 C350 with 17,000 miles. The most expensive Mercedes dealer car was a 29,300-mile C220 CDI at £15,100. ▶

C204 coupe INSIDE AND OUT



Mercedes Specialist

Steve Dickens of Autoclass MK in Milton Keynes is our technical consultant for this month's Buyer's Guide

POWERTRAIN

The M271 turbo petrol engine in the C180 and C250 is reliable but it can suffer timing chain and timing gear failure, according to Steve Dickens of Mercedes specialist Autoclass MK in Milton Keynes. "It will rattle on start up and sometimes an engine light will illuminate," he says.

The C350's M276 V6 is equally dependable but can also rattle on start-up. "This is often not the chain, and check valves can be fitted to the tensioners to cure the issue," Steve explains. "Mercedes technical documents state that this is purely a noise and does not affect the running of the engine."

A start-up rattle is once again to be heard on the M651 turbodiesel, which Steve believes is partly due to skimped

servicing or the wrong type of oil being used. "If this issue is left without repair the chain guides will snap, and the repair requires the engine to be removed." The common Mercedes diesel issue may be encountered: "Injectors fail, as do the sealing washers, resulting in carbon build up on the top of the injector," Steve warns.

The 722.9 seven-speed automatic transmission, fitted across most Mercedes models of that period is prone to the usual electronic plate failure. "Check the service history of the gearbox," is Steve's advice. "It's due every five years or 75,000 miles, and this problem is likely to occur if this is not followed."



Engines are generally reliable but listen for odd rattles on start-up, whilst automatic gearboxes need servicing.

SUSPENSION, STEERING AND BRAKING SYSTEM

The suspension is the same set up as on the 204-series saloons and estates and is afflicted by the same issues. "Front arm bushes wear on high mileage cars, causing thumping noises," Steve reports. "Road springs break front and rear, and I have known front shock absorbers to cause a light knock from the suspension." Steve knows of no significant problems in the steering system, simply advising that the wheel alignment needs to be set up correctly; the steering-wheel at the wrong position when the steering is at straight ahead is one sign that adjustment is needed.

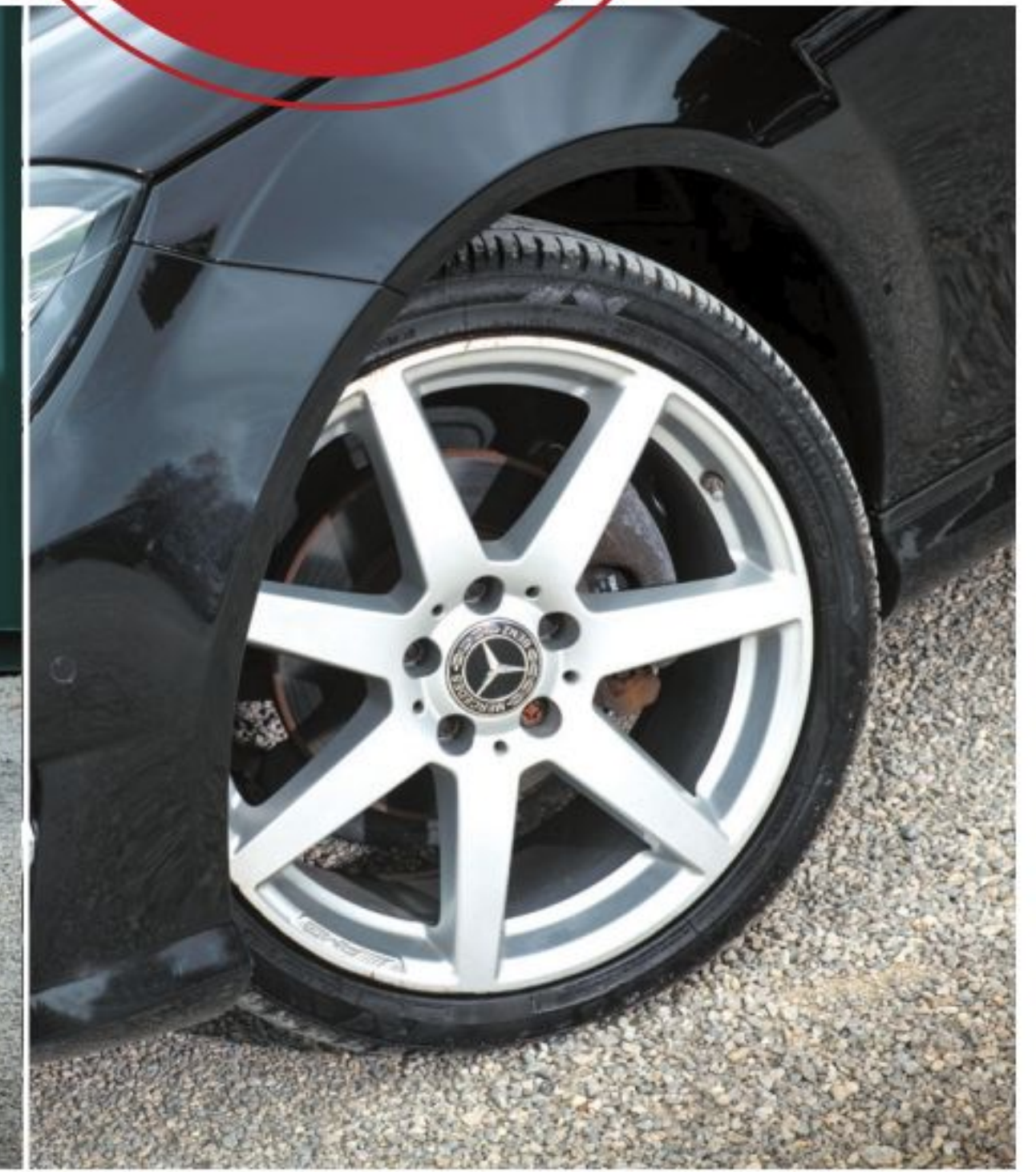
It's not uncommon for the anti-locking braking sensors to fail - you'll know this has happened because the brake warning light will be on. Make the usual check on brake discs to determine remaining life, by looking for a lip on the



outside edge of the disc, and look out for non-Mercedes brake pads. "Cheap non genuine brakes often cause brake squeals," Steve comments. "It's much better to fit genuine items."

Listen out for knocking noises, and ensure dash lights aren't illuminated.

**SPOTTED
FOR SALE**
USED CAR DEALER
C180 BlueEfficiency
2013/63, 1.6-litre, manual,
black, black Artico/cloth,
54,500 miles, £10,000,
Glasgow



Rust and corrosion shouldn't be an issue
so steer clear if the car shows signs of it.
Check the large alloys for damage though.

BODYWORK AND WHEELS

The galvanised body panels of the C204 should not rust, or at least should not be rusting just yet, even though early cars are now seven years old. The presence of corrosion, or any paintwork issues, points to a poor quality accident repair.

With all UK C-Class coupes having the AMG Sports Package, that means every car has 18-inch alloy wheels, and these are vulnerable. "These alloy wheels with low profile tyres do crack through pot holes often on the inside edge, so check them carefully," Steve says.

**"The C350 Coupe can
do quiet too, and
makes light work of
high mile trips"**



INTERIOR AND ELECTRICS

As on all modern Mercedes there is a lot of interior equipment that can go wrong, so all functions need checked out to ensure they're working correctly. In particular, Steve says, "Check the Comand unit and audio operation, as fixing issues is expensive. Also inspect the heated seats, as I have known the elements to fail.

"Check the air-conditioning coldness - if the system is low on gas or empty of it could highlight a leak from the condenser radiator." Examine the seats for rips and tears, as repair or replacement of this type of fitment is invariably expensive." ▷

There's plenty of electronics in these modern cars, so do your best to check each and every one of them is working as it should. Also, check the seats for signs of wear, as repairs can be expensive.



C204 C-Class Coupe INSIDE AND OUT

VERDICT

Some may feel that the 204-series C-Class Coupe is short on Mercedes character, lacking the elegant pillarless style of the CLK and coming across as little more than a two-door C-Class saloon. However if fewer doors and a fastback body are your prime requirement, the C204 delivers all you need in terms of driver appeal, practicality and reliability. It's now low enough in value to be affordable, and there's plenty of choice – all in all, we'd rate it, regardless of which engine it has, as a terrific, modern sporty Merc that will be as fun to drive as it is practical.

C63 AMG:
worth the risk?

We'll cover this particular model in a future Buyer's Guide, but here's a brief preview if you fancy a 6.2-litre C-Class Coupe and are willing to pay the £20,000 needed to get one. The car is a spectacular performer and its M156 V8 – the first engine designed and built from scratch by AMG – is a high revving unit that feels much more racy than the M113 V8s used in Affalterbach models before this.

However the C63 AMG demands much more maintenance than the four- and six-cylinder units. It is known for cylinder-head gasket failure (they must be renewed in pairs), and AMG model components are typically much more expensive than normal parts. And because the engine is so big, working under the bonnet is tricky, necessitating more dismantling and a higher labour cost. The C63 AMG is not just a motorcar, it's a wonderful experience even on the shortest journeys. Just don't buy one unless you're prepared to spend a lot keeping it good.



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MERCEDES-BENZ DEALER
C350 BlueEfficiency
2012/12, silver, black leather,
37,000 miles, £13,995,
Mercedes-Benz of
Plymouth

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

MODEL	OIL SERVICE	MAJOR SERVICE
All models	£165	£265

Quotes from Autoclass MK

Recalls and non routine servicing costs

There have been six recalls, concerning a possible fuel leak, the loss of power-steering assistance, and passenger airbag malfunction (Numbers R/2013/031, R/2017/073, R/2015/120, R/2017/073, R/2016/190, R/2015/121)

- ★ Replace the camshaft chain and tensioner on the four-cylinder petrol engine **£495**
- ★ Fit new fuel injectors (exchange basis) to the 220CDI engine **£1,395**
- ★ Replace the front brake discs and pads **£285**
- ★ Fit a replacement automatic transmission electronic plate **£495**
- ★ Fit two new front suspension springs **£440**
- ★ Four premium brand tyres (front 225/40 R18, rear 255/35 R18) **£500**

Buyer's checks

- ✓ Listen for top end engine rattling on start-up, which can be due to a worn camshaft chain or tensioners
- ✓ Diesel fuel injectors and their seals fail, causing a leak of diesel which can carbon up the injectors
- ✓ The electronic plates on the seven-speed automatic gearbox can fail, especially if a gearbox oil change hasn't been carried out
- ✓ A thumping from the front suspension means the front suspension arm bushes are worn
- ✓ As on many modern cars, suspension springs can snap at virtually any mileage
- ✓ An illuminated brake warning light usually means one or more of the ABS sensors has failed.

What you'll pay

£6,500-£7,000 2012 C220 CDI with over 100,000 miles
£7,000-£9,000 price range for sub-100K miles C180, C250 and C220/250 CDI
£9,000-£11,000 2013 cars and C350s
£11,000-£14,000 Usually the starting price at official Mercedes dealers
£14,000-£16,000 For this money has to be a 2014 car with under 20,000 miles

► Thank you to **Beck Evans** in Sidcup, Kent for the loan of the C180 Sport Tel +44 (0)208 302 0860, Web www.beckevans.co.uk, and to Autoclass MK in Milton Keynes for technical advice and parts and servicing prices Tel +44 (0)1908 222244 Web www.auto-class.co.uk

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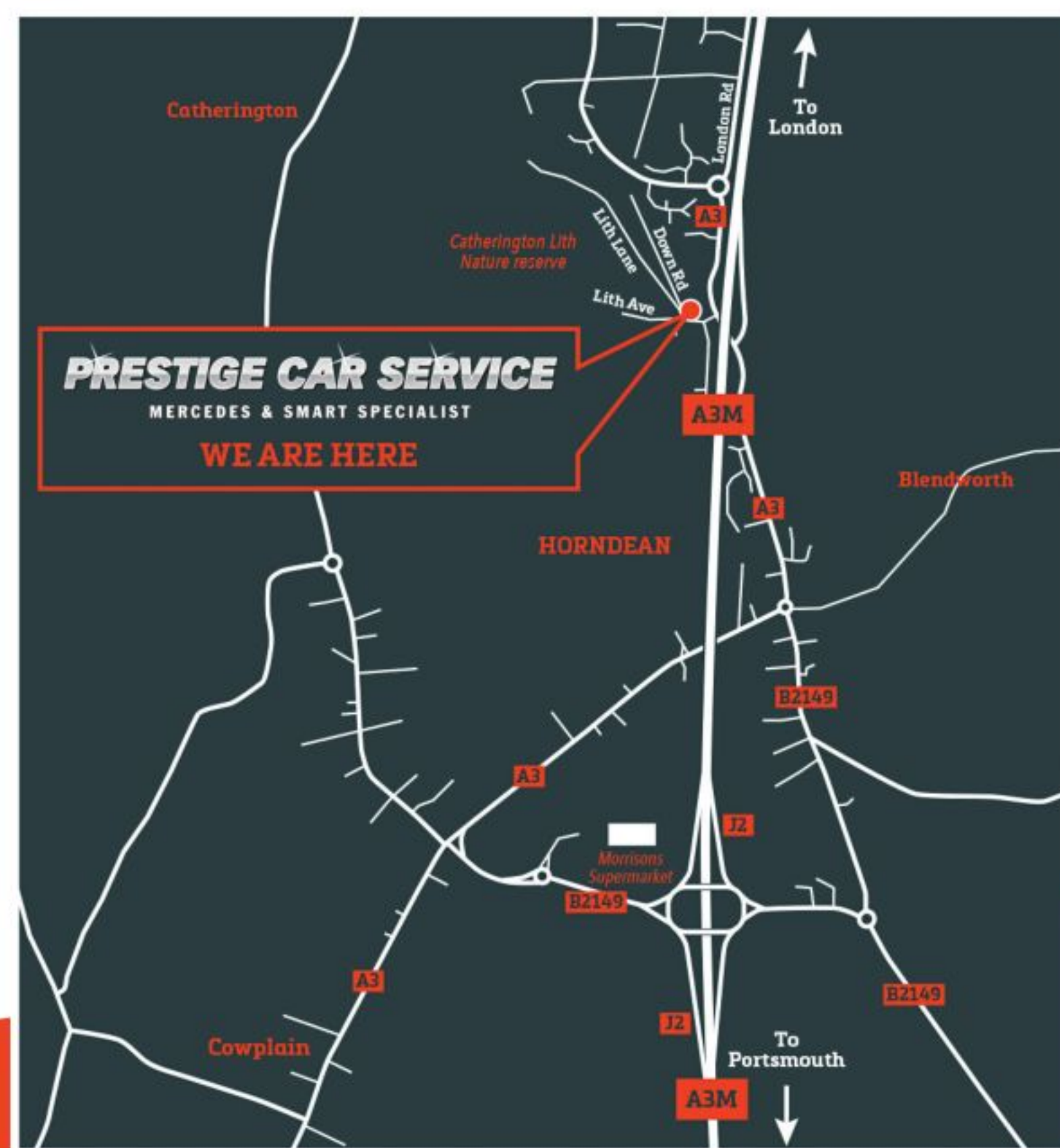
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DRIVING LESSONS

It's time for the trusty ML to be passed down to another member of the family to enjoy, as driving lessons beckon for the youngest daughter

WORDS & IMAGES REED HITCHCOCK

FACT SHEET

CARS 2011 S212 E350 4Matic Estate/2002 ML320

OWNER Reed Hitchcock

LOCATION Virginia, USA

PURCHASED July 2017/September 2018

UPDATES SINCE LAST REPORT Survived a massive road trip, so is now being treated to new tyres in order to serve faithful for the next family member



WE ORIGINALLY purchased our 2003 W163 ML320 for our older daughter as a replacement for King Joffe, her black 560SEL which, in turn, replaced Franz the green S124 E320 estate. She named it 'Arthur' after the dim-witted character from BBC 4's *Cabin Pressure* and drove it for a year. She never really bonded with it, though. She preferred the long bonnet and visibility of the older cars, and never really got comfortable with the whole SUV thing. So, as she started preparing to head to university, we happened upon a boxy old car of Swedish origin which she found more to her liking (and her image).

But we have two daughters in the family and the second is about three days away from taking the test to obtain her learner driver's permit. Unlike her sister, she loves SUVs and has coveted the ML320 since we first bought it. I've already taken her out a few times in car parks and private roads, and she took to the commanding driving position and truck-like ride

immediately. A car must be suited to its driver, and a driver to its car – and this appears to be a perfect match.

ROAD TRIP

I have to admit, I had some difficulty bonding with the ML as well. That is, until we used it to haul number one daughter's most prized possessions on a 1,300-mile round trip to university. Not only can it swallow a lot more cargo than appearances suggest, but the highway ride was far less choppy than

I'd expected over all but the most pronounced expansion joints, and it gobbled up the miles with ease. I was also pleasantly surprised that we experienced zero issues with the car for the entire drive.

Fuel economy is not the best – we averaged about 19 miles per gallon – but we also averaged 70 and 80 miles per hour for the majority of the trip.

With driving lessons officially starting in the next week or so, there are a couple of things I need to do to prepare. Firstly, we have extracted all the life out of the tyres that we possibly can. After

debating between touring tyres and more truck-like rubber, I decided ultimately to go with the newer version of the truck-ish Pirelli Scorpions on the car now. I bought them through a big warehouse store and have an appointment to have them installed next weekend, hopeful they will also eliminate the rhythmic thumping that I presently attribute to the old, worn out tyres. Fingers crossed!

I also had to find some sort of external indicator to the fact that the driver is a learner. Unlike the UK, US states do not require an 'L' placard or anything indicating the driver's learner status, but given the way other drivers harassed my older daughter for driving cautiously (read: slow), I think it's a good idea. The fluorescent yellow is likely to garner some attention and hopefully some space, too.

△ The ML has been a star lately, and with a set of tyres will be good to go.

▽ Indication of a new driver isn't required in the US, but it does help.

A car must be suited to its driver, and a driver to its car – and this appears to be a perfect match



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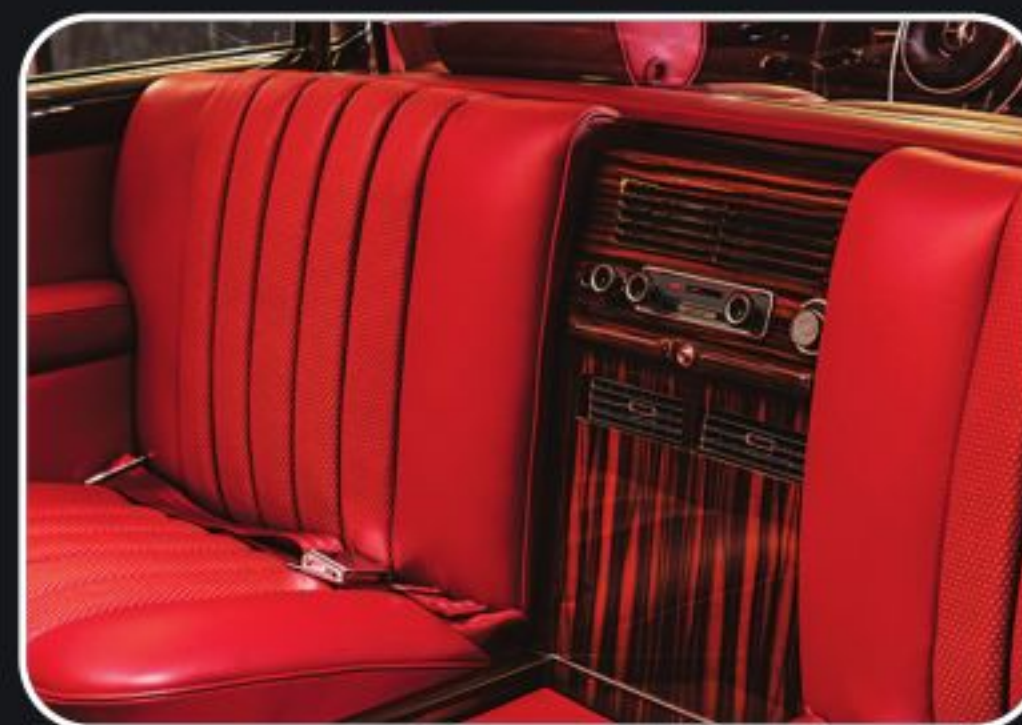
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LIGHTING THE WAY

It's small steps for the rescued W123 as progress trickles through the fitment of rear lights, while investigations into the lack of running proves harder to tackle

WORDS & IMAGES MATT RICHARDSON

FACTSHEET

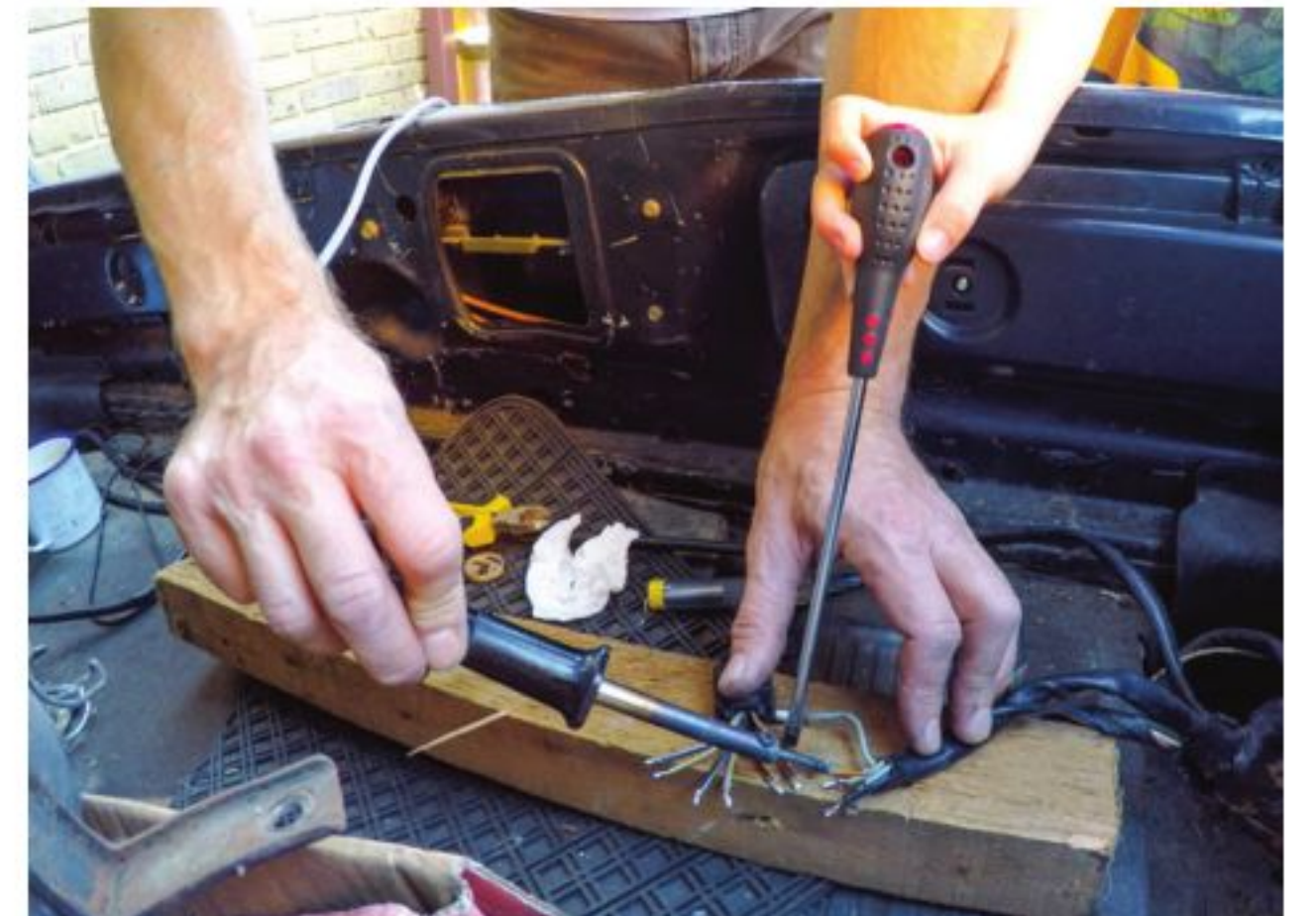
CAR 1983 W123 230E

OWNER Matt Richardson

LOCATION Kent, UK

PURCHASED May 2018

UPDATES SINCE LAST REPORT Made the car feel more complete with lights and a wiring loom, but still work to be done



IN MY LAST UPDATE, I had replaced all of the locks and ignition barrel, which allowed me to get the engine to turn over for the first time, only it didn't fire. That perhaps should have been the most important thing on the to do list but with a project like this, most evenings have been spent browsing W123 parts on eBay. As a result, I was soon diverted from working out why the car wouldn't start, to fitting the new taillights that I had sourced. These were worth getting excited over though, as I'd had some good luck when I came

across a new-old-stock item for sale, which was missing packaging but had never been fitted to a car. The pristine cluster was something of a bargain at only £30 plus postage. Then, just days later, I found someone breaking a W123 and was able to source a good alternator and the other light cluster I still needed, this one for just £25 as it was used. Weirdly, as I mentioned previously, when these parts were stolen they weren't just unbolted, the thief or

vandal also cut off the long lengths of wiring loom, so the breaker was good enough to cut me the loom with connectors along with a length of wire and connector for the alternator too.

Partly getting carried away with wanting to see something else achieved on the car, and partly to keep the rain and small animals out of the boot,


“Partly getting carried away with wanting to see something achieved, I decided to get the new lights fitted immediately”

I decided to get the new lights fitted immediately. The lamps themselves slotted straight into the holes and screwed in easily enough, giving the rear of the car a complete look at last. Then

I dug out my soldering iron and flux and laid out the new section of wiring in the boot to route it correctly and match up the two lengths of loom. Fortunately, cars of this era are fairly simple so it was just a matter of stripping the wires, soldering and adding some insulation before plugging the connectors in. Oh, and digging some bulbs out of my odds and ends light bulb box. I reconnected the £20 bargain scrapyards battery and tried the lights. Indicators: check.

Reverse lights: check. Tail lights: check. Brake lights: check, and feeling brave I checked the other end and the front indicators were working too. Progress!

GOOD AND BAD

But the joy was short lived, as it was time to get back to the non-starting issue. I'd already checked there was a spark and pulled the air filter off to check the inlet manifold wasn't full of a squirrel's hoard of nuts: all clear. So that meant it was either the fuelling or the timing. I decided to cancel out the latter, so with plug number one removed and a long rod pushed into the cylinder so I could find top dead centre, I turned the engine until the piston reached the top of its stroke and checked the timing marks: it looked all OK. It's time to investigate the dreaded fuel system. 

△◁ The car still looks a little sorry for itself but is making slow progress.

△ With all lights working once again the car felt a lot more complete.

△△ Rear light looms need to re-attached and soldered in place.

▽ It almost looks like a fully working car now, only it isn't just yet.









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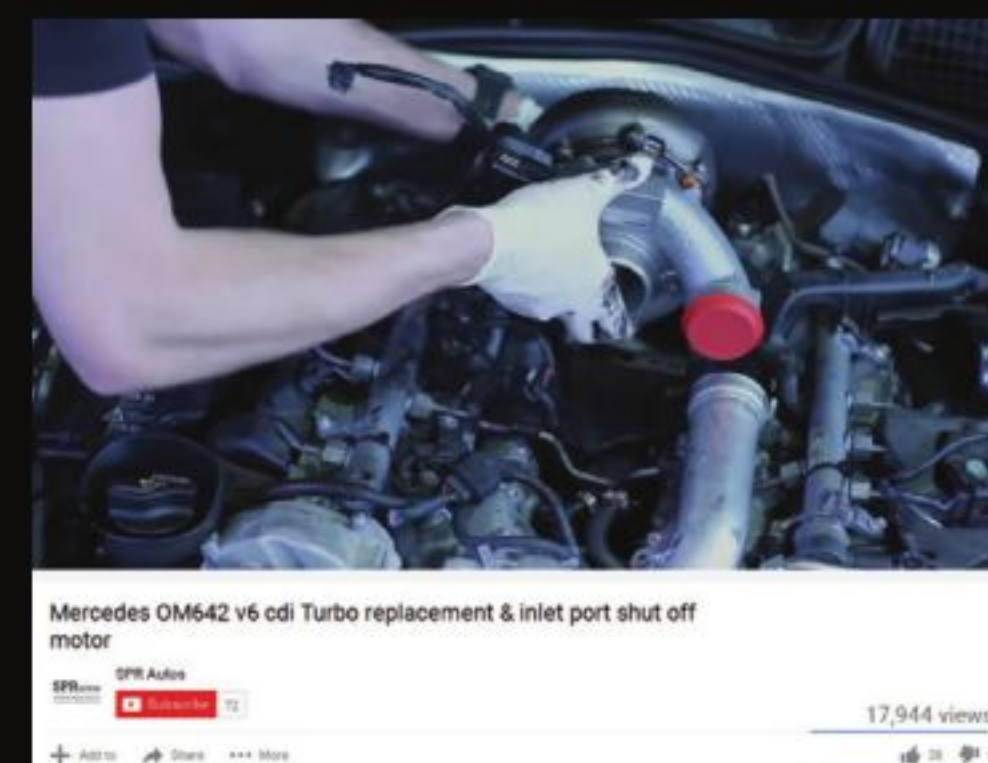


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NEW ROAD AHEAD

The C55 will soon be off to a new buyer so we're taking a look back on the time we've owned it and what we have, and haven't, managed to accomplish with it

WORDS & IMAGES SIMON HOLMES, KYLE MOLYNEUX, CARIG PUSEY

FACTSHEET

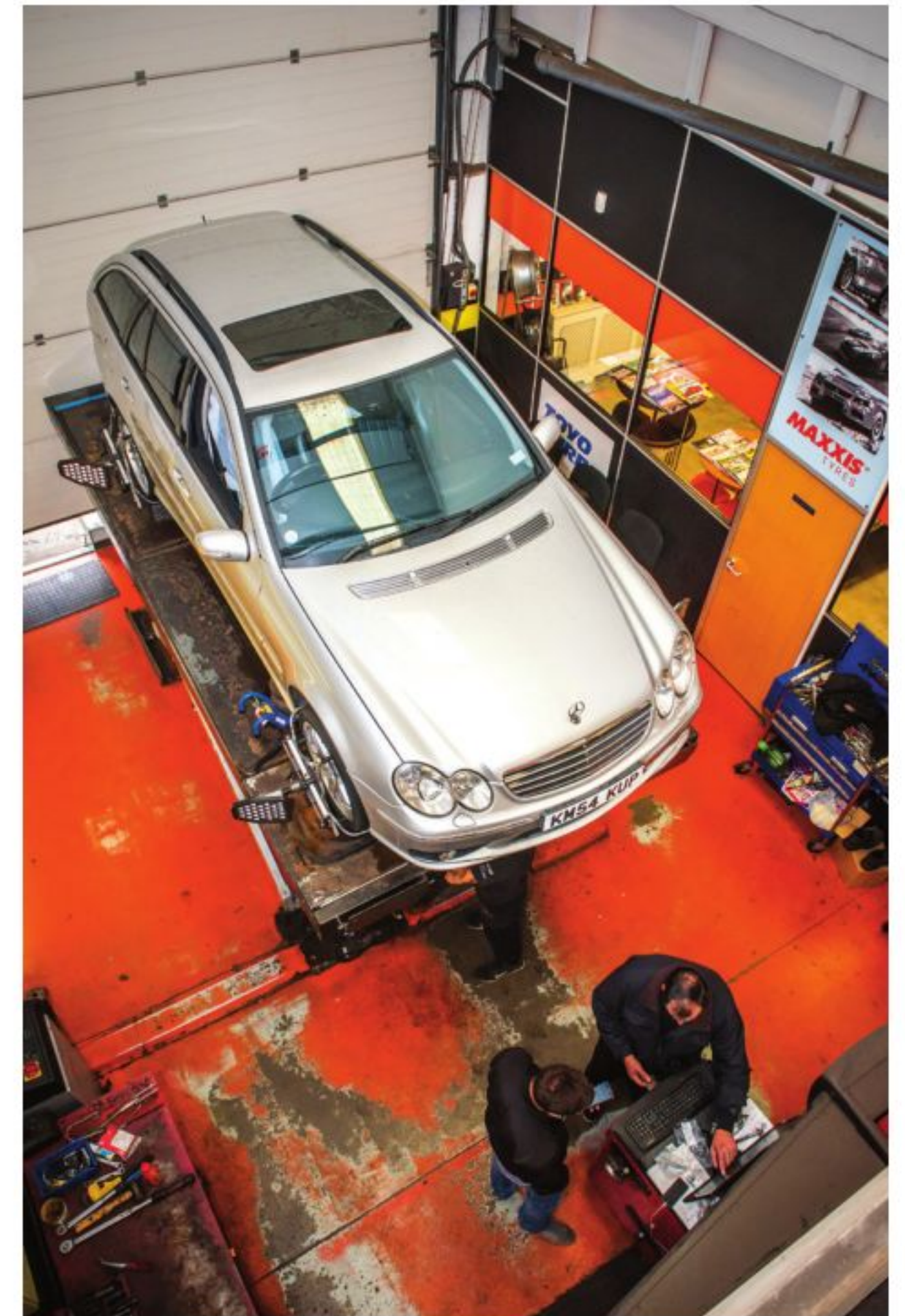
CAR 2004 S203 C55 AMG Estate

OWNER Mercedes Enthusiast

LOCATION London, UK

PURCHASED July 2014

UPDATES SINCE LAST REPORT Getting the car ready to put on the market and reflecting on what we've achieved



WELL, THAT'S GOING to be it for the faithful C55. By the time you read this, the car will likely have been sold, as although we didn't get round to advertising it properly, several interested parties have already come forward with offers to purchase the car. It has been helpful, as selling a car is never a nice process (at least in my experience), which is why we did consider at one point putting the car into an auction, on the advice of a colleague here. However, although it's a relatively stress-free process from our side (and would have made a good content in a feature for the magazine) we felt it was perhaps better going to someone that knew the car and would take care of it as an enthusiast.

That hasn't stopped us using the car, as a recent photoshoot mean it was on the road again across London and, as always, it performed impeccably. Well, almost so: the car did require a new stop light bulb, which reminded me that it

also needed a front fog light bulb.

Quickly restored and back to order once again it reminded me that the different shades and colours of front side, head and fog light had always annoyed me and I'd meant to address that at one point by changing, or

upgrading the bulbs, as I felt it aged the car. That got me thinking about all of the other plans we had for the car at one time or another. Indeed, when I took over the role, previous Editor Kyle left me a list of things that he wanted to do with the car in the future,

including a remap for more power, exhaust modification for more noise and the fitment of an aftermarket LSD,

for more grip to go with it. Whilst the former suggestions are fun, the last was genuinely something I felt the car needed at times. Alas, it seems a shame these never got done, but then we did manage to do plenty with the car in the five years we've had it. In that time, we tweaked the suspension with Bilstein dampers, treated it to everything it could want for on the maintenance side of things and also put around 50,000 miles on it, some of which were on track days and other plodding through London traffic. The C55 never failed to soak it all up without issue.

NEXT UP

So, with only the bumper damage left to attend to, although that doesn't seem to put the new potential buyers off, the next thing to consider is what car we shall replace it with, as the C55 has big boots left to fill. We'll see what we can find to step into them...

△◁ The C55 AMG still looks good even in today's modern world.

△ Suspension was fully uprated and professionally set up.

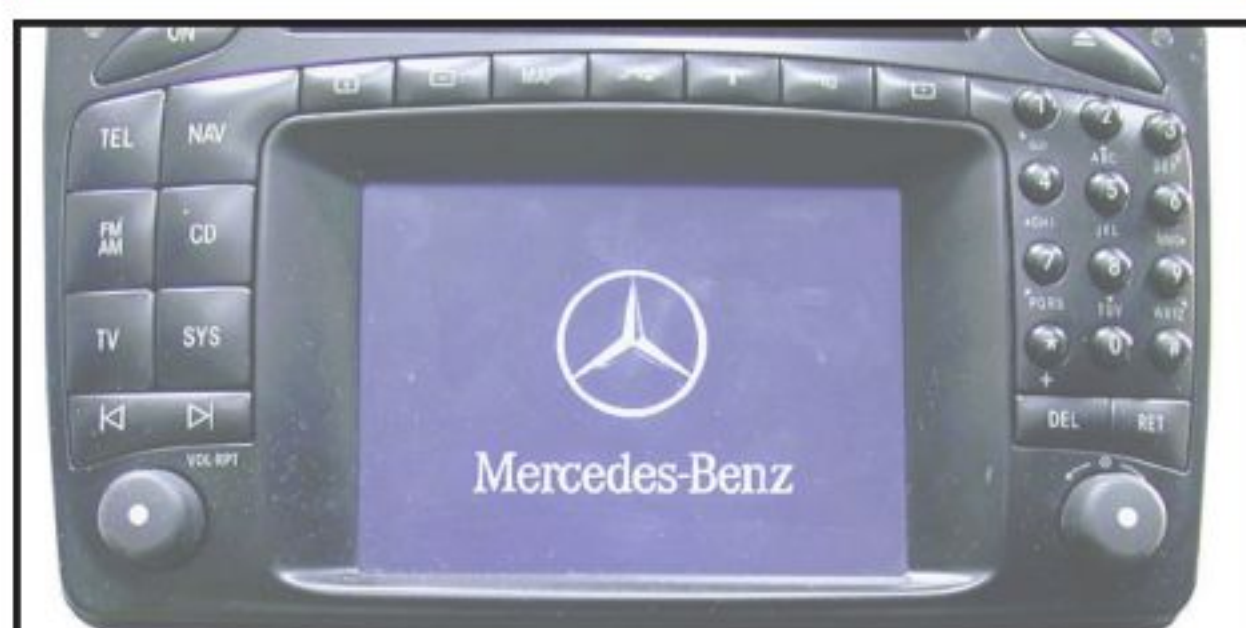
▽ Previous Editor Kyle enjoyed the car for a good few years as well.

We put around 50,000 miles on it, some of which were on track days and other plodding through London traffic



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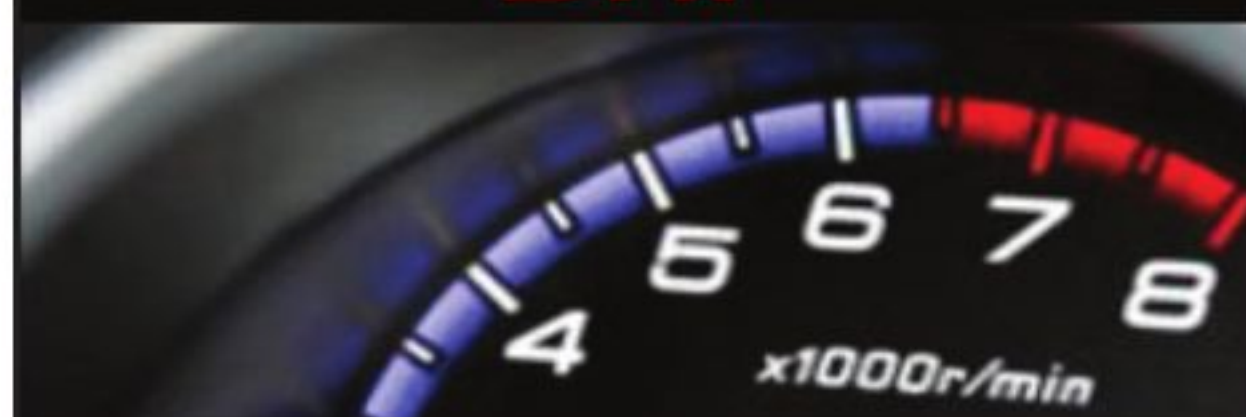


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CLK 280, convertible, 2008, silver, blue hood, auto, petrol, only 29,000 miles, detailed service history (A4 file), full spec, heated memory seats, cruise control, Sat Nav, etc. excellent condition, £7,995 OVNO. Tel: 07932 525418. Derbyshire [KLW1]



200E, 1992, white, saloon, automatic, blue cloth interior. approximately 98,500 miles, sole joint owners from new, new MOT, service record, owner's manual, tool kit, very nice condition, £750. Tel: 07809 904390. Email: voller100@btinternet.com. Surrey [KLW2]



CLK 220, 2006, sport, silver, coupe, 150,000 miles, fully serviced, MOT, AMG pack, heated leathers, AMG body kit, alloys with matching set of Continental tyres, CD, alarm, RCL, PAS, air conditioning, EW, tinted glass, spoilers, reliable & economical 2.2 Diesel engine, grab a bargain, £2,980 OVNO. Tel: 07989 961039. Leicester [KLW6]



CL600, V12, Bi-Turbo, 2003, 46,000 miles, M-B Club Member, full M-B service history, every extra, phone, TV, Sat Nav, fridge, Bose, Xenons and much more, 12 months MOT, new tyres all round, spare unused, number plate included, simply stunning, £10,495 or may swap for Land Rover 110. Tel: 07831 481442. Cheshire [KLW4]



230CLK, very rare 6-speed manual, very low mileage for year, only used in summer months, owned by me for many years, 84,000 miles, 1 years MOT, everything works as it should, hood in very good condition, does not leak, forced sale as have lost its winter storage, £1,200 or near offers. Tel: 07851 777757. Sunderland [KLW5]



190E, auto, 1991, only 92,000 miles from new, desirable Diamond Blue finish, blue textile interior, electric sunroof and windows, 5 previous owners (3 from same family), full service history with Mercedes specialist, affordable sound classic at £3,000 ONO. Tel: 07957 459973. London [KLW7]



SL450, fully restored, 1978, 112,000 miles, brand new 12 months MOT, the car was restored by Erik Gorter, this included new suspension, new brakes, new tyres, complete engine overhaul and service, full respray, brand new tan hood, £24,500. Tel: 07795 285283. Bedford [KLW8]



ML55 AMG, super rare car, comes with loads of new parts, serviced in July, 127,000 miles, full service history, MOT until April 2020, fairly rust free example, Sat Nav, Bluetooth, wheels refurbed, new power steering pump, great car, £4,250. Tel: 07795 285283. Bedford [KLW9]



230E W123, saloon, 1985, immaculate throughout, been maintained by a well known Mercedes specialist for 30 years, completed work on brakes, suspension etc. in the last 18 months, rear wheel arches replaced recently, call for any more information, £3,950 ONO. Tel: 01604 407769. Northampton [KLW12]



280, E-Class, petrol, very clean, someone has sprayed bonnet but not a brilliant job, 18 year old car, 2001 Y Reg, MOT until May 2020, £POA. Tel: 07450 825060. Chelmsford [KLW10]



500SE W126, 1989, 114,200 miles, comprehensive service history, every MOT since 1994, MOT until Feb 2020, electric roof, windows, front seats and headrests, 6 CD autochanger, two sets of alloys (including originals), Metal Blue, dark blue interior, £3,495 ONO. Tel: 07979 808763. London [KLW11]



CLK, V8, convertible, two previous owners, 64,000 miles, just serviced, MOT until Sep 2020, dark metallic blue, unmarked cream leather, cruise control, electric memory seats, powerfold mirrors, electric steering column, CD etc. drives beautifully, two keys, all books, full service history, offers around £4,950. Tel: 07770 765554. Gerrards Cross [KLW14]



W211 E320 CDI, 3226cc, saloon, 162,000 miles, good condition, Avantgarde, Airmatic, audio 50 aps, sunroof, rear sunblind, private plate not included, £2,000. Tel: 07975 822643. Bedfordshire [KLW16]



W124 220 CE, 1995, 124,000 miles, 3 owners, metallic bronze, mushroom leather, immaculate, entirely original, excellent condition, MOT 2020, extensive history file, £7,500. Tel: 01244 881682. Chester [KLW19]



E320 W211 CDI, 2003, Tiptronic, auto, 160,000 miles, MOT until December 2019, metallic silver, grey interior cloth, excellent condition, been under seat covers whole life, 2 owners, one a dealer principle, after that it's been in our family for over 12 years, regularly achieves 50+ MPG on long runs, excellent motorway car, has usual issues of an old car but very drivable, new tyres, £1,150. Tel: 07415 272105. Swansea [KLW20]



C180, 1994, brown, auto, petrol, 85,000 miles, one owner last 18 years, 11 months MOT, £1,000. Tel: 0118 9428363. Reading [KLW21]



C55 AMG, one of only 106 registered on the DVLA, only 56,500 miles on the clock at its last MOT, MOT until September 2020, no advisories, full Mercedes Benz service history, Metallic Tansanite Blue with Alpaca Grey leather, every single AMG extra including Command, Electric Sunroof, Auto Climate Control, Linguatronic, Memory Heated Seats, Folding Mirrors, Parktronic, Electronic Steering Column Adjust, Bi Xenon Headlamps and even the Rear and Rear Side Window Curtains, etc. brake discs & pads upgraded to Tarox, Braided Brake hoses instead of the original rubber ones, new Mercedes battery, walnut wood interior, tracker fitted, recently detailed to a polished finish, bodywork and alloys coated with Ceramic Carbon Collective Oracle, no rust, £17,500. Tel: 07305 372976. Email: derekjamesgage@gmail.com. Hampton Court [KLW22]



W210 E200, elegance, automatic, saloon, wonderful condition, totally rust free, been in our family from brand new, always been a garaged, cherished & loved example, museum quality, wonderful service history, no expense spared over the years, low miles for the year, only 4,700 per annum, please telephone for more information on this truly wonderful example, £5,990. Tel: 01353 482011. Cambridgeshire [KLW23]



W208 CLK55 AMG, V8, very rare, 2001, 69,000 miles, MOT until 27.04.2020, only 37 RHD still on the road today (Ref. www.howmanyleft.com), no ordinary CLK, last service 08.04.19 at 67,432 miles, 4 previous owners, black exterior, black leather, original bill of sale, 2 keys, Pioneer radio, Bluetooth connectivity (original COMAND system supplied), orthopaedic heated memory seats, £11,950. Email: sylvain.haman@gmail.com. Kent [KLW25]



280SL, 1996, 12 months MOT, exceptional condition, correct replacement hood recently fitted, 77,000 miles, used in dry weather only, hardtop, stand and hardtop cover included, owned this SL for the last 12 years, only covered 10,000 miles, £8,995. Tel: 07919 912698. Newton Abbot [KLW24]



E240, Elegance, first Reg 10th December 2002, full service history, 1 previous owner, my ownership from 11th October 2003, 50,188 miles, about 1,000 miles per year in the last few years, garaged between MOT and service, excellent condition, petrol, auto, speed limiter, air con, 6 CD changer, electric adjustment on front seats, MOT until May 2020, £6,000. Tel: 01384 443005. Stourbridge [KLP6]

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123, 200, saloon, five-speed manual gearbox, concours car, Cypress Green, matching interior, Becker radio/CD, lots of history, MOT till March 2020, Mercedes-Benz Club member, £POA. Tel: 07970 872765. Lancashire [JKW1]



E240, 2003, new MOT, good condition, £POA. Tel: 07961 495155. London [JKW2]



CLK 230, red top, Kompressor, very low miles, 50,000 original miles from new, original documented miles from new, has recently been fully serviced to include automatic transmission & air con service, been a member of the Mercedes-Benz Owners Club for a number of years, always been a garaged kept car, £4,490. Tel: 01353 482011. Buckinghamshire [JKW7]



R129 SL500, 1995, immaculate condition, FSH included, all books/codes, dark blue, grey leather interior, 5 previous careful owners, barely run in, 100,500 miles, hard Top, Stand & Wind Deflector. Recently overhauled Soft Top with new windows. Runs beautifully. Ice cold a/c. £10450. Tel: 07790 016214. Cambridge [JKW4]



CLK AMG, 55-plate, convertible, silver, black interior, very good condition, been garaged for most of its life, second owner, 2004 model, folding mirrors, parking sensors front and rear, Xenon lights, Bose sound system, 6 CD auto changer, heated and electric seats, auto wipers, auto head lights, £POA. Tel: 07971 573707. Hertfordshire **[JKW5]**



450SL, 1973, convertible, auto, 54,000 miles, hard top, must see to fully appreciate, £12,500 ONO. Tel: 07860 292923. Bexhill-on-Sea **[JKW3]**



E280E W124, 1995, estate, LHD, Sportline edition, leather, manual, FMBSH, 150,000 miles, 3 owners, same owner since 2004, all original including alloys and Becker radio, on SORN since 2015, MOT until July 2020, £4,500. Tel: 07702 230563. Bristol **[JKW6]**



E320 Sportline, a much loved elegant example, rare genuine Mercedes-Benz, 5 speed auto, 4 seater, convertible, '94 Facelift model, the best combination of blue-black metallic, cream leather interior, extensive service history, current owner for the past 13 years, garaged, £POA. Tel: 07770 640620. Bristol **[JKW17]**



SL350, 3.7-litre V6, stunning metallic black, convertible, full service history, MOT until June 2020, fully loaded, great condition, much loved, super smooth drive, the V6 will not let you down, £8,200. Tel: 07807 026515. London **[JKW11]**



W126 500SE, 1984, B-reg, just 45,000 miles, full service history, every conceivable extra except sunroof, fully functioning air conditioning and cruise control, beautiful unspoilt leather interior, offers invited in excess of £10,000. Tel: 07867 500132. London **[JKW10]**



230CE W124, pillarless coupe, silver, rare grey leather, air-con, electric sunroof & windows, period stereo, cruise and flat face 15 hole wheels, one 92 year old owner, total Mercedes service history, every receipt and paper neatly filed, 18 stamps in the book, stunning car, only 90,600 miles, you won't find another like this especially at, £5,995. Tel: 07961 808069. London **[JKW30]**



E220, 1996, N-reg, E-Class, 2.2, 5-door, British Racing Green, cream interior, good condition inside and out, MOT until December 2019, 104,000 miles, 5+ owners, £3,495. Tel: 01516 773470. Wirral **[JKW22]**



E350 CDI, Blue Efficiency Sport, estate, diesel, 7G-Tronic, Mercedes-Benz main dealer service history, MOT, 88,500 miles, 2010, one previous owner from new, (private plate not included), £9,495 ONO. Tel: 07946 548054 or 01425 650840. Fordingbridge **[JKW16]**



S600 L, first registered in 2000, 106,000 miles, keyless start/stop, Bose sound system, soft closure doors, parking sensors front and rear, two tone painted gold over black, tyres in good condition, Alcantara suede interior roof lining, full Nappa grey leather interior, heated/chilled pulsating seats, owned this car for 14 years and under my custodianship it has been pampered, with no expenses spared to keep it maintained, recent MOT test (no advisories) until September 2020, FSH back to March 2003 from independent specialist, original owner manual with a dust cover, £2,900 ONO. Tel: 07860 633081. Ramsbottom **[JKW13]**



W123 280CE, 1986 registration, 185,000 miles, automatic, electric sunroof, windows and passenger mirror, central locking, in fair unrestored condition, my daily drive for 4 years, a lot of money spent in that time. MOT until March 2020, exhaust is blowing, £4,250 for a quick sale. Tel: 01244 880958. Email: rck991@aol.com. Chester **[JKW20]**



E320D, 2003, damage to front end, engine runs, approximately 100,000 miles, leather interior, open to offers. Tel: 07977 629478. N. Yorkshire **[JKW15]**



C36, 68,000 miles, owned for 10 years, covering approximately 3,000 miles per year, very good condition, has been featured in this magazine twice (I have both editions), an outstanding example of the model, serviced annually by Mercedes-Benz specialists, on the anniversary of the MOT which will occur prior to the sale, has an AMG number plate which will accompany the car, £7,750 ONO. Tel: 07786 344909. Tyne & Wear **[JKW12]**



CL500, 2007, black, cream interior, FSH, immaculate condition, Distronic Plus cruise control, Linguatronic voice control, stamped service book, all manuals, 3 former owners, 2 sets of keys, HPI clear, 113,000 miles, glass electric sunroof, £7,750. Tel: 07866 345345. Motherwell **[JKW24]**



E200, Azurite Blue, beige cloth, 1995, 78,000 miles, full service history both Mercedes and specialist, owned this car from new, been garaged all its life, no rust, hardly used in recent years, was going to keep it but need the space, £2,495. Tel: 07570 278925. London **[JKW23]**



E280, 4-door, saloon, silver, automatic, M-registration, 176,000 miles, full service history, MOT until August 2020, excellent condition mechanically, inside and out, £3,750 ONO. Tel: 07887 634088. Northampton [JKW19]



CL63 AMG, 2007, Graphite Grey, 2-door, coupe, black leather interior, extra low mileage 35,400, only 5,000 within the past 4 years, superb condition, only one previous owner, excellent spec including Harman Kardon sound system, Offers over £20,000. Tel: 01519 293676. Liverpool [JKW25]



190E Zender, 170,000 miles, MOT February, a lot of money spent on the vehicle, receipts to show all works carried out including new battery, full major service, distributor, rotor arm, spark plugs, rocker cover gasket, thermostat, gear stick, HT leads, major welding underneath the car as per MOT Advisory, £3750. Email: amin.7388@yahoo.co.uk. London [JKW26]



300 SE W126, saloon, Pearl Blue, blue cloth, 1988, auto, only 52,000 miles from new, two owners, first retired owner mainly used on weekends hence low miles, electric sunroof and windows, flat faced alloys, recent £4,000 spent, total service history by main dealer until 9 years ago, then a specialist after that, bargain at £8,995. Tel: 07961 808069. London [JKW32]



E220 CDI Avantgarde 2004, automatic, seven seater estate, silver, grey black half leather interior, Xenon lights, rear air susp, pre wired integrated telephone kit, converts to Bluetooth, tow bar, two owners present from 2006, FMBSH, all records, only 108,000 miles, £5,995 ONO. Tel: 028 66341 988 or 00353 86255 3232. Enniskillen, N Ireland [JKW8]



300 SL W107, classic, 1988, red, cream cloth, only 81,000 miles, rear seats, Bluetooth stereo, DAB radio, total service history, stunning condition, had over £11,000 spent at SL shop (expensive outfit), eye watering receipts, new roof, heater, radiator, battery and the list goes on, full service record from new, sold by Bentley main dealer 12 years ago, receipt attached, all keys and books, stunning car, best value you will see, £24,995, also have another identical car done 133,000, stunning one, couple owner till two years ago, £21,995. Tel: 07961 808069. London [JKW31]



420 SEL, 1995, long-wheel base, only done 47,300 miles, FMBSH and MOT's, very good condition inside and out, only 2 previous owners, metallic blue, navy blue leather, full specification, electric heated rear seats, electric front memory seats and heated, cruise control, climate control aircon, electric sunroof and windows, just had full major service, MOT September 2019, ex-chairman's car, has been very well maintained, runs smooth, £5,690. Tel: 07711 358218. Email: alkhaja11@googlemail.com. Croydon [JKW28]



SL55 AMG Komp, last of the proper ones, only 37,000 miles, full MB service record, massive spec, panoramic glass roof, extended leather, alcantara roof lining, very luxurious indeed, Sat Nav, TV, Bose, electric memory foam heated seats with cooling, massage and heating, just had a health check at Mercedes, ball joints replaced, stunning collectable car, FMBSH, all keys, complete book packs, £24,995. Tel: 07961 808069. London [JKW29]



W211 E55, E-Class, 2004, immaculate, FMBSH, 43,500 miles, last serviced in May 2019, MOT until May 2020, no dents, rust, scratches or material marks anywhere, 2 previous owners, owned for 4 years, £16,500. Tel: 07958 311550. Beaconsfield [JKW27]



420 SEL, 1995, long wheel base, only done 47,300 miles, full Mercedes service history and MOT, in very good condition inside and out, only 2 previous owners, metallic blue, navy blue leather interior, every conceivable extra, electric heated rear seats, electric front memory seats, front heated seats, cruise control, climate control A/C, electric sunroof and windows, full spec, double glazing windows, just had full Major Service, MOT until September 2019, chauffeured driven ex-chairman's car, very well maintained, runs smooth, only asking £5,690. Tel: 07958 431991. Email: alkhaja11@googlemail.com. Croydon [I JW2]



W124 230E, 1992, automatic, 59,000 miles, only 2 owners since new, Signal Red, cloth interior, electric sunroof, windows, aerial, immobiliser, Sony stereo, power assisted steering, original first aid kit, manuals etc. MOT pending (August 2020), £2,495. Tel: 07801 099299. South Yorkshire. [I JW8]



SL320, 105,000 miles, stainless steel exhaust, leather re-coloured, excellent paint, body, wheels, just spent £1,000s, new fabric hood, comes with hard top, £8,750 ONO. Tel: 07836 321353. Basildon [EFW12]



W123, estate, 2,000cc, manual, transmission, one owner, full service history from main dealer & specialist, 120,000 miles, factory sun roof, £2,500. Tel: 07802 793000. Cheltenham [I JW3]



S500, long AMG body styling, AMG wheels, one owner from new, 54,000 miles, full Mercedes-Benz main dealer service, dry stored for over 5 years, just been recommissioned, drives lovely, sun roof, coms pack, electric rear seats, £POA. Tel: 07802 793000. Cheltenham [I JW4]



C32 AMG W203, V6 supercharged, 53-plate, beautiful car in original unmolested condition, 133,000 miles, drives like new, full service history (main dealer history up to 100,000 miles), this car is featured in *Mercedes Enthusiast* magazine in January 2019 in the buyer's guide feature, Xenon lights, Sat Nav, Etc., phone for further details and ask for Peter, £7,500 ONO. Tel: 07885 078338. Rustington [IJW9]



SL320, 1996, auto, I've owned and cherished this car since April 2007, during this time less than 27,000 miles has been added to the clock, just 85,712 miles to date, great service history, first serviced by Mercedes main dealers up to 2004, after by Bosch Auto Service Centre a German car specialist, last service June 2019, black / green metallic (looks blue), excellent condition externally (including the soft-top), as well as the internal cabin, comes with all the usual Mercedes refinements, automatic climate control, an absolute bargain at £7,800. Tel: 01462 442676. Hertfordshire [IJW6]



300TE, 1989, in beautiful condition throughout, total mileage 305,000, regular servicing with full history from new, £2,950 or reasonable offer. Tel: 07876 500527. Email: tonymotture@icloud.com. West Somerset [IJW7]



190, diesel, 2.5-litre, 1991, saloon, ESR, EW x 4, ABS, 330,000 miles, full history, 2 previous owners, Pearl Blue metallic, DK blue cloth, superb engine, MOT until March 2020, no faults, bargain at £950. Tel: 01516 390149. Wirral [IJP2]

G Wagon 230 GE 1985, manual, 103,000 miles, excellent original condition, well cared for by motor mechanic owner, owned since 1988, Light Ivory, £7,500. Tel: 01727 840214. St. Albans, Hertfordshire [AB]



SLK320, V6, auto, 2004, only 62,000 miles on the clock, lovingly cared for by present lady owner since 2011, 2 previous owners, final edition of this model, all extras, air-con, wooden steering wheel, 2 tone leather seats, never smoked in, all electric seats, front & rear park sensors, AMG wheels, £5,000. Tel: 07958 677410. Hornchurch [IJW10]



W123 280CE, right-hand drive, 1984, a rare opportunity to acquire a fine example of this appreciating coupe, owned from nearly new by the late Mayfair hairstylist Raymond Stylianou, lovingly maintained, 163,000 miles, completely original (including recent factory replacement exhaust!), mountains of paperwork, old MOT's etc., private sale available through Polesworth Garage Ltd, just £13,999. Tel: 01827 895125. Staffs [IJW13]



300SL, 1992, 93,000 miles, substantial history files MOT history, book pack, fully stamped maintenance book with 23 stamped vouchers, MOT until October 2019, no advisories, hard and soft top, £7,500 ONO. Tel: 07950 436272. West Yorkshire [IJP1]



SL500, 2006, 35,000 miles, silver, grey leather, panoramic roof, memory seats, heated seats, phone prep, new tyres all round, long MOT, ready to go, seller is Mercedes-Benz club member, £15,495. Tel: 07760 470588. Suffolk [IJW11]



190E, 1990, white, sold as seen, over 200,000 miles, no longer suitable for the distances I need, sensible offers considered. Tel: 07505 139328 or Email: carolinecook@blueyonder.co.uk. Cardiff [IJW12]



C180, petrol, manual, 5-speed, MOT March 2020, 1993, original perfect alloy wheels, sunroof, owned for 7 years, Signal Red, drives as Mercedes-Benz would expect, real head turner, immaculate inside and out, £4,200. Tel: 07933 108280. Bourne [IJP3]



E220, convertible, auto, 1997, 127,426 genuine miles, one of the last in this sought after series and one of the nicest too, on a P registration, in rust free Azurite Blue metallic, Mushroom leather upholstery, full Mercedes-Benz service history, meticulously maintained, drives perfectly, ABS, air conditioning, heated seats, electric memory driver's seat, Kenwood radio CD stereo, electric aerial, Parrot Bluetooth hands free, multi-point central locking, infrared remote alarm/ immobiliser, power steering, original MB 8-hole alloys, MB leather steering wheel & gear knob, electric heated door mirrors, electric seat belts, electric blue soft top, electric windows, electric rear headrests, MB first aid kit, original MB tool kit, four speed switchable automatic transmission, stylish Remus rear exhaust, MOT until July 2020, £8,750. Tel: 07971 842195. Broadstairs [HIW17]



280SL, VGC red & black, 1984, auto, 87,000 miles, immaculate Penta alloys, 12 months MOT, some history, new tyres & battery, rear seat, hard top, tools, nice paintwork, £9,995 ONO. Tel: 07966 603549. Wakefield [IJW18]



S63, S-Class, breath taking, mint condition, rare 2 tone, tan interior, private plate, 40,000 miles from new, F.S.H, any inspection welcome, £46,000. Tel: 01483 283830. Surrey [IJP4]



420SE W126, auto, 1989, silver, cloth interior, excellent all round, year MOT, £4,250. Tel: 01483 283830. Surrey **[IJP5]**



SLK230 Kompressor, automatic, 2004, 45,700 miles, MOT until February 2020 (no advisories), brilliant silver, black leather electric and heated seats, full Mercedes-Benz or specialist service history, very recent gearbox and assist B service, full spec, £4,750. Tel: 07850 482953. Central Scotland **[DEW4]**



S320 CDI W220, LWB model (extra legroom), 2004, fully loaded, electric heated seats front and rear, mirrors, windows, sunroof, cruise, park assist, air suspension, FSR, MOT July 2020, 121,000 miles, unmarked interior and paintwork, top of the range model, beautiful drive, 4 x recent tyres, spare unused, well looked after, £3,250. Tel: 02086 604538 or



E270, Avantgarde, saloon, 2003, automatic, dark silver, service history, 11 months MOT, grey leather seats, Mercedes-Benz over mats, 16-inch Continental tyres all round, all the usual Mercedes-Benz refinements, £2,950. Tel: 07554 361397. Suffolk **[IJW15]**



206D, 1978, a completely refurbished, unique head turner finished to a very high standard. Only 16,264 miles on the clock and has been serviced regularly whilst been kept in an indoor garage. The interior has red leather seating and door panels with high quality upholstery on side seating with the original yellow hammock to give it character. A 7-seater van, 4 doors, VUV 4025 registration, kept in its own garage, 2 axle rigid body, FSH, manual, 2,200cc engine, roughly 6m in length, Pale Sage Green, bought five years ago. It has a built in toilet and shower cubicle and is a 4 berth van. Hundreds of hours working on this project. A real head turner at events such as: Goodwood, Revival, L'erotica Britannia and other festivals. No other in the country to compare, £42,000. Tel: 07546473995. Email: t.moody66@talktalk.net. Lincolnshire **[IJW14]**

190E, 1991, 2.0, red, sunroof, manual, beige interior, 38,000 miles from new, originally a 'barn find', possibly off road for 20 years plus (condition reflects this), bodywork and interior mint condition, original wheels and trims available, £3,850. Tel: 07956 615457. London **[DE]**



C180K, not yet 18,000 miles since 2008, bright silver metallic, light grey Artico interior, MOT tested 08.10.18 at 17,329 miles, no advisories, full specification upon request, £8,485. Email: thecanon0941@gmail (preferred). Tel: 07473 984243. Croydon **[EFW5]**



G-Wagen 1991, ex-demonstrator, 463 series, nine seater, diesel, automatic, sunroof, silver grey, MOT until April 2019, exceptional condition with polished chassis then clear waxoyl, engine rebuilt, new springs, shocks, brakes, stainless exhaust and radiator, on steel wheels, also with full set of alloys, service history at Mercedes-Benz main dealer, all invoices with folder and original tools, £19,950. Tel: 07710 819200. Shropshire **[IJW6]**



W124 250d, 1993, MOT till July, 107,000 miles, full service history, gearbox problem but still drives well, lovely condition inside and out, sensible offers only. Tel: 07539 863965. Worcestershire **[FGW3]**



C63 AMG 125 special edition, black, 2011, fully loaded with too many options to list, email for details, low mileage 37,300 miles, 3 very careful owners, this car has led a very easy life, well cared for, full Mercedes AMG service, brand new front discs, pads and new front tyres, £22,500. Tel: 07484 771646. Hemel Hempstead **[EFW7]**



SL500 AMG, 2002, convertible, automatic, factory AMG, 77,000 miles, full service history from Mercedes-Benz plus two Porsche Hartech, MOT until January 2019, AMG badges, AMG wheels, AMS exhaust, AMG kit, AMG small fin on boot, still looks immaculate inside and out with no rust, scratches, dents, electric roof, electric roll over bar, wind deflector, heated leather interior, sat nav, in superb condition, £7,995 ONO. Tel: 01612 929763 or 07940 083830. Manchester **[LAW3]**



CL500 Brilliant Silver, Orion Grey Nappa leather, satnav, heated electric memory massage seats, power folding mirrors, Parktronic front and rear, electric sunroof and all the usual refinements, 18-inch five spoke alloy wheels, has a FSH, 101,000 miles, mainly Mercedes dealer history, recent work includes full service, pads, discs, ABC pump, electric fan and air conditioning service and re-gas, £3,995. Tel: 07968 512298. Ashford, Kent **[JKW27]**

300 SL W107, Signal red, beige trim, 1989, bought new and kept till 2 years ago, full Mercedes main dealer service history, kept the car till 2017 when it was bought by myself as it needed some restoration work, they gradually stopped using it as the mileage has hardly moved since, after a big spend this wonderful car is now in top condition, drives like new, 134,255 miles, rear seats, electric aerial, flat face alloys, ABS Brakes, central locking, stamped book and receipts later on by a small garage when it was laid up, 2 factory keys, MOT till 2020, £22,995. Tel: 07961 808069. Wimbledon **[EW]**

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OTHER VEHICLES



Mercedes-Benz Sprinter, van, LWB, 10-plate, plywood lined, can fit 2 quadbikes, 108,000 miles, nice and clean, £6,000 + VAT. Tel: 01502 561657. Suffolk [JKP6]

INTERNATIONAL MERCEDES



190 W201, 2.3-16v, historic Mercedes-Benz driven by John Watson in the 1984 Nürburgring race, the car is the prototype #10 built by hand ordered by Mercedes-Benz in October 1983, registered in January 1984, model went for sale in September 1984, after the race the car went back to road trim, 1 of 20, £POA. Tel: +49 15111 130018. Barcelona, Spain [IJW5]



600 Grosser, 1972, LHD, silver, sunroof, new leather trim, recent front end overhaul, invoices for works done over the last few years, well maintained, shipping arranged to UK, Europe or USA, car located in Australia, call or email for more information, £POA. Tel: 61397 001770. Email: email-heinz@schendz.com. Melbourne. Australia [HIW12]



E200K, estate, 2002, Avantgarde, last of W210 model, fantastic colour, full leather, automatic, soft close tail gate, tow bar, 170,000 miles, 2 key, national car test January 2020, complete service history, all switches operational, Tel: +00 353871 785355. Donal. Dublin [IJW1]



280SE, 1969, coupe, hard top, grey, Black Interior, automatic, 6 cylinder, currently under Restoration, \$90,000 when complete. Tel: +001 56149 85600 or +001 56143 63131. Email: swolf@brooksiderealty.com. Florida [HIW4]



W124 AMG, cabriolet, auto, 1995, 1 of 14 right-hand drive AMG built car, immaculate condition, UK registered car, £61,000. Tel: +0065 65683 66817. Email: grace_nlb@yahoo.com. Singapore [HIW14]



220 Fintail, 1963, engine from 230S, around 70,000 miles after overhaul, disk brakes all around, long final drive ratio, needs suspension overhaul, paintjob in very good condition, minor paintwork needed, £POA. Tel: +0030 69772 08559. Email: kpapaioa@yahoo.gr. Athens. Greece [HIW13]



280SL, 1976, orange, black interior, \$22,000. Tel: +001 56149 85600 or +001 56143 63131. Email: swolf@brooksiderealty.com. Florida [HIW5]



560SEC AMG, 1989, 6.0 quad cam hammer engine, approx. 60,000 miles, C126 Smoke Silver, rare original, black leather, electric sliding roof with tilting device, airbag in steering wheel, Japan version, automatic climate control, radio MB exquisite, seat heater left and right, real and original AMG wide body, AMG spoilers - front, rear and side skirts, AMG suspension, AMG exhaust, AMG Penta wheels, AMG original shift knob, AMG wood accents on the door panels with all original factory black leather interior, AMG steering wheel, AMG gauges, AMG fiberglass hood, 373 is the sequential serial # of the engine, a truly amazing find and extremely rare, \$139,000. Tel: +001 63056 70066. New York [HIW10]



220 S, 1957, 64,000 miles, cabriolet, white, original red leather interior, black top, stored in climate controlled garage, purchased in Germany, shipped to the US in the 80s, all original paperwork, freight and other documentation, a truly beautiful example, drives very well, \$100,000 USD (serious offers only). Tel: +001 30387 71578. Email: Danbu208@gmail.com. Colorado, USA [GHW18]



280SE AMG, 1983, Classicweiss (737), anthracite cloth (051), saloon, 64,949 miles, beautifully preserved Pre-Merger AMG, documented back to new delivery at the Werk Sindelfingen Mercedes-Benz plant on August 5th of 1983, never sold in the USA with factory 5-speed manual transmission, unused Oris tow package with original built sheet (included), performance and convenience AMG modifications done when new, mechanically perfect with no accidents and zero rust, \$25,850 OBO. Tel: +001 23920 47434. Florida, USA [GHW8]



220SE, 1961, cabriolet, yellow (DB608), dark brown leather interior, tan canvas top, 68,000 miles, excellent condition, owned the car for over 40 years, always garaged, stored during winter months, POA. Tel: 51947 27863. Canada [GHW9]



190E, 1989, in mint condition, garage stored for all 30 years, no rust, 77,000 miles, new tires, retractable sunroof, \$4,000. Tel: +001 60980 41105. New Jersey, United States [GHW12]



220 CB, 1952, black, tan leather, restored, original overhauled engine (3,000 miles), correct top material, leather carpeted boot, original Telefunken radio, new SS exhaust, showroom condition, \$115,000. Email: mailto:syuber@gmail.com. United States [GHW7]



280SL, 1984, convertible, auto, gold, 80,000 miles, hard/soft top new, very well maintained, MOT, two keys, some service history, runs smoothly, €25,000. Tel: 00353 4296 67632. Ireland **[EFP2]**



C43, 1998, 24,000 miles, investment grade, full history, all AMG (excluding SLs), collector grade and showroom condition, the first true AMG will certainly appreciate quickly, a rare low mileage example, excellent condition, clean Carfax, two owners, last owner had it in AZ since 2000 and 10,000 miles, all service records, new Michelin tyres have 500 miles on them, no paintwork or chips in the front, clean excellent unmarked leather, scratch free wood, clean headliner, this C43 is the best balanced car in terms of overall handling, power and torque. Compare the 10,000+ 500E's built to under 1,500 for the C43 and see 150,000 mile 500Es still selling for \$25,000, this car is surely undervalued, \$30,000. Tel: +001 86065 72424. CT, USA **[GHW6]**



320E, 1994, cabriolet, last hand-made E Class Mercedes, 102,000 miles, wonderful condition, no scratches or dents, starts right up & runs smoothly, garage-kept, new roof runs smoothly, new radio (Mercedes radio included too), upholstery in perfect condition, \$17,300. Tel: +001 72087 85018. Email: ma_brown@me.com. Colorado, United States **[GHW23]**



280SE, 1971, 3.5, dark blue exterior, blue interior, coupe, 38,000 miles, show condition US model, DOT-mandated side marker lights removed when car repainted several years ago, originally 903 blue, now 904 dark (Midnight) blue, original blue leather & French walnut, original 38,000 miles, everything works, a truly stunning example, \$125,000 OBO. Tel: +001 41551 70573. California, USA **[GHW10]**



W108 280S 1971, 33,614 carefully driven original miles, no accidents, dents or scratches, car starts and runs perfectly, automatic transmission, aircon, original unrestored condition, has a few rust spots which are typical for this year, \$9,000 ONO. Tel: +1 404 435 3004 or Email: mns0613@gmail.com. Hialeah, Miami **[EFW3]**



190SL 1959, great colour combination, older restoration, matching numbers, original Solex carburetors, Becker Europa radio, with a hardtop and soft top, \$92,500. Tel: +1 561 637 2333. Florida **[EFW12]**

SLK320, 2001, black exterior, black interior, 66,000 miles, auto trans, garage kept, two sets of tires & wheels included, Nokian Hakkapeliittas snow tyres, clear bra, fitted cover, \$7,500 firm. Tel: 303-903-5058. Email: chris032197@gmail.com. Colorado. United States **[GH]**



E55 AMG, 2004, 40,000 miles, silver, 2 owners, LHD, full Mercedes-Benz history, immaculate, sunroof, black interior, in Storage at Sarasota Florida, USA, \$ 20,000. Email: paul@trxedinburgh.co.uk. Tel: (+44) 77206 02656. Florida, USA **[FGW11]**



280 SL 180 G, 1970, red leather, black soft top with hard top, Air Con, manual transmission, original Becker radio, approx. 2,500 sorting miles since restoration by marque expert in 2013, build date "8/1969" titled as 1970, 150 photos available upon request, before during and after restoration. Please contact: Dave Tobin at Tobin Motor Works NY USA call +1 607-215-0707 or dave@tobinmotorworks.com New York, USA **[CM27W19]**



420SEL, 1987, very good condition, beautiful car, garaged, only 120,000 miles, \$6,600. Tel: 001 8182 486315. California, USA **[DEW15]**



R107, made for USA, imported to Milwaukee, looks and drives great, 93,000 original miles, original looking paint is 100 per cent rust and corrosion free, front end recall work performed by Umansky Mercedes in December 2017, all have open safety recall for front frame support from 1973-1989, EPOA. Tel: +001 4143 973133. Milwaukee. USA **[JKW21]**



280CE W123, rally model, 1979, 16 cyls, double overhead camshafts, fuel injection, M110 engine, 182hp, automatic, c123, coupe, racing label #789, vehicle designed by Friedrich Geiger and Bruno Sacco, 2-rear wheel drive, 2-doors, MFD by Daimler-Benz ag Stuttgart, 6-cylinders inline, double overhead camshafts, torque 235 nm (173lbft) @ 4,500 rpm, all-wheel disk brakes, MB SLK r17 alloy wheels 8j front, 9j rear, staggered, new Sumitomo rally tires 235x50r17 tyres front and 275x45r17 rear, 4x Hella rally 500 lights special series 500w, CB radio, new front 2 x 5-point 3" red racing belts, wheelbase 106.7 inch, engine and transmission glacial protective plate, 4-speed automatic transmission 722.1, radio, cv band, a/c installed, the Mercedes-Benzes rally Paris-Dakar 1980, Acropolis rally, Greece, 1980, up to 238 km/h, tested 120 km/h, \$19,950. Tel: +001 95477 88543. Florida. United States **[GHW16]**

SL350, 2004-reg, 73,500 miles, first class original condition, all the usual Mercedes refinements, wheels have been refurbished, new tyres fitted last year, serviced in March, all filters, spark plugs, O2 sensor, front pads, and gearbox fully serviced, MOT March 2020, £7,000. Tel: 07943 941322 or 01506 239098. West Lothian. Scotland **[IJ]**

450 SL, 1977, yellow/tan, 151,000 miles, wooden Nardi wheel, wood shift knob, built-in radar detector, both tops pristine, all maintenance records, garage kept, non-smoking female owner, \$15,000. Tel: +001 8569835457 **[GHW]**

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250S W108.012, race prepared, 1967, welded steel full race/roll cage, 2 race seats, 3" x 5-points racing seat belts, racing removable steering Longacre, Hoosier racing tyres h2o, 245x45xr16, Ronax-Penta alloy staggered, rim16: 8j front, 9j rear & racing studs, 4 x Bilstein racing shocks and coils, power brakes + 4 x 7" 12v racing led lights, original 1971 colour red furry (Ferrari red type), special engine tuning to 150hp (premium fuel), 175 hp with special 100 octane fuel, torque: 240nmxm (177 lbxft) @ 4250 rpm, w / dual Zenith carburetors, electric fuel pump (dual pump mechanical and electrical), prepared by eng group racing Werke #red71-000305, MFD by Daimler-Benz ag. Stuttgart, West Germany, MB 250s special tuned-race prepared, up to 182 km/h | tested 110 km/h, \$42,950. Tel: +001 95477 88543. Florida. United States **[GHW15]**

PARTS, MISC & ACCESSORIES



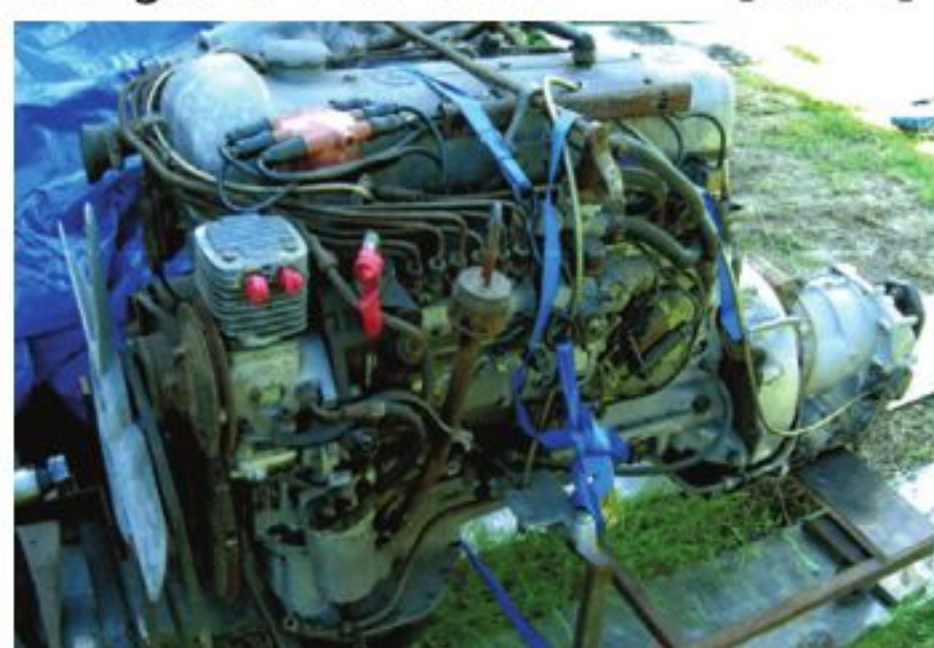
4 x 16-inch alloy wheels, 7 1/2 Jx16 H2, part number 140401102, suits W140 S-Class, comes with tyres 2 of which are good winter/snow tyres, £140. Tel: 07711 327852. Saint Margaret's at Cliffe **[KLP1]**



5 x Mexican hat alloys, Intra 6.5 Jx14, £200. Tel: 07711 327852. Saint Margaret's at Cliffe **[KLP2]**



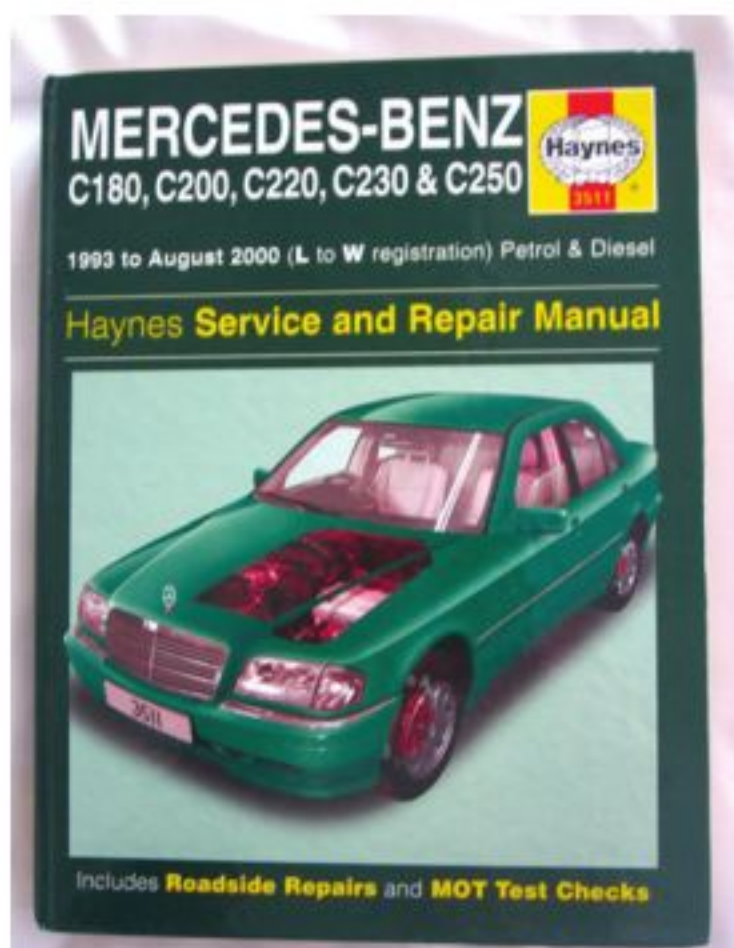
Set of Mercedes-Benz roof bars, to fit W140 S-Class, £50. Tel: 07711 327852. Saint Margaret's at Cliffe **[KLP3]**



Complete engine/gearbox and front and back axles, from a 1966 SEL Fintail, £1,500 Tel: 07711 327852. Saint Margaret's at Cliffe **[KLP4 & KLP5]**



W211, E-Class, sports grill (black & chrome), fits pre-facelift cars from 2002-2006, brand new, with original fittings, £60 ONO. Tel: 07721 999642. Nottingham. **[KLW3]**



Haynes workshop manual, C-Class, 1993 to 2000, petrol & diesel, hardback, unmarked pages, like new condition, £3.95 post UK only. Tel: 07399 359072. Canterbury **[KLW13]**

W211 floor Mats, brand new, unlabelled, black. £85 Tel: 07975 822643. Bedfordshire **[KL]**



W211 E320 differential, original, estate. £250. Tel: 07975 822643. Bedfordshire **[KLW17]**



Mercedes baseball cap, leather. £10 Tel: 07975 822643. Bedfordshire **[KLW18]**

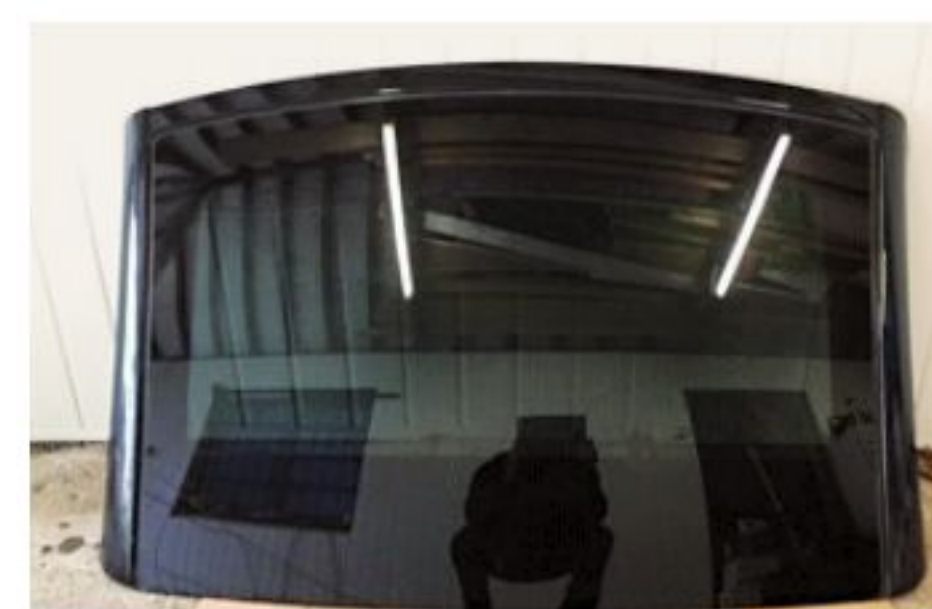


Mexican hat alloys, 280SL R107, 1982, excellent condition, including long bolts, £60 each or £250 for 5. Tel: 07818 420620. West Sussex **[JKW9]**



W205 wood centre console, complete with all switch gears & analogue clock, matching door cards to replace the standard gloss black & silver, all in excellent condition, easy to install, £450 + P&P or collection. Tel: 01455 289854. Leicestershire **[JKW18]**

Roof bars, genuine Mercedes part, for an A-Class W/C196 and the B-Class W245, used twice as new, buyers to collect from Eastbourne, no charge but donation to Cancer Research £20. Tel: 01323 487278. Eastbourne **[KL]**



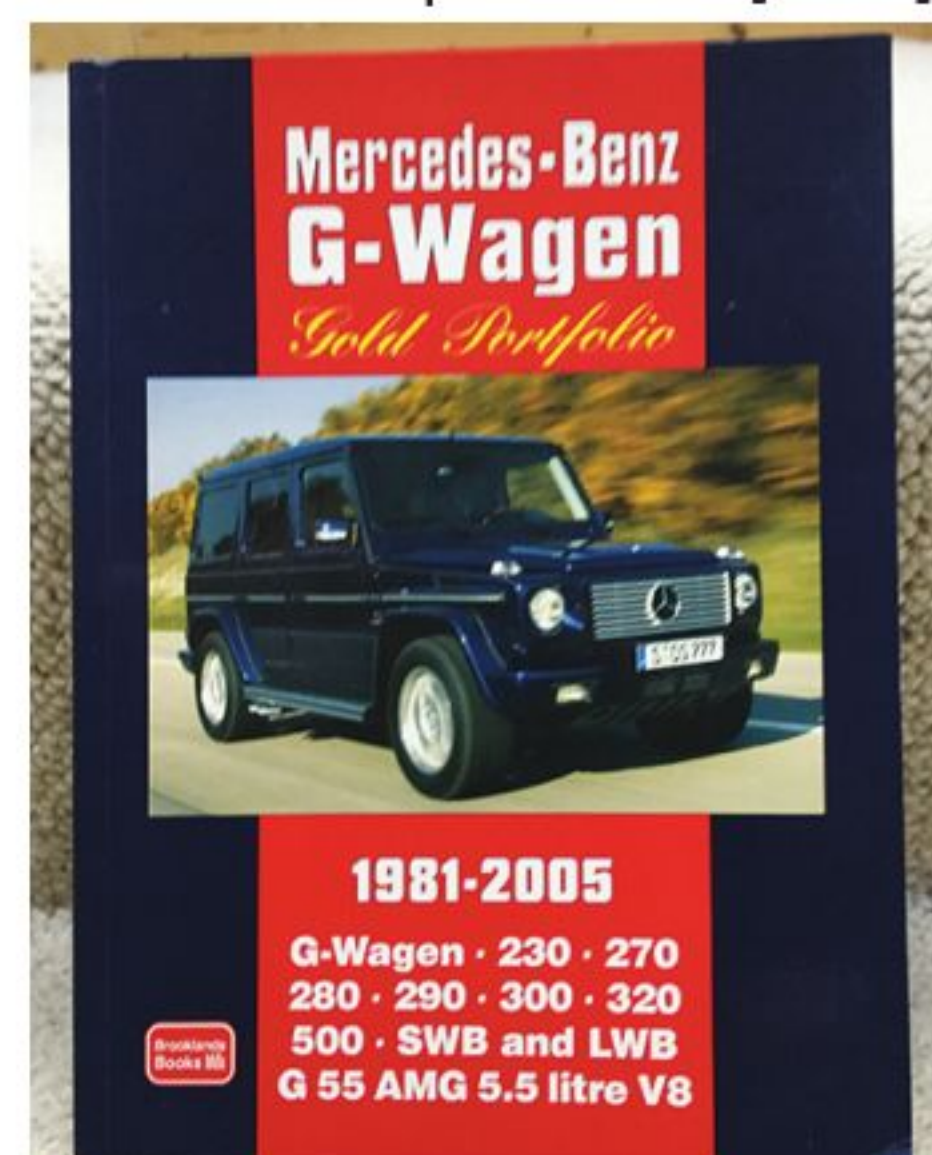
R230 panoramic roof, removed from a SL 2004 Mercedes, very good condition, black, 03 - 09 models, £500 ONO. Tel: 07828 279875. West Yorkshire **[FGW9]**



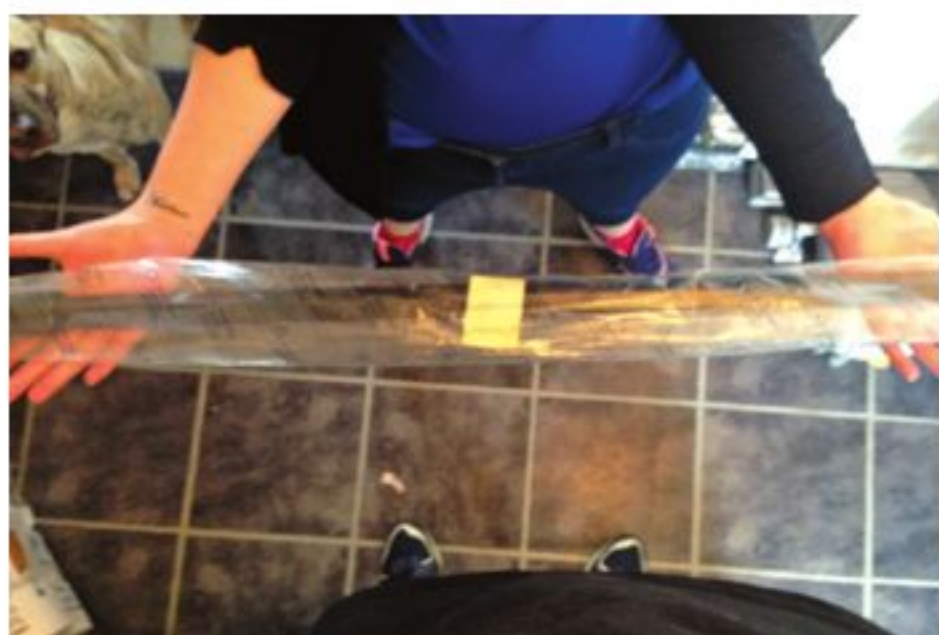
E-Class alloys, genuine Mercedes, excellent condition, full matching set of Continental winter contact tyres, fitted with 6mm tread, 235/40/r 18 95v, centre caps included, £650 OVNO. Tel: 07989 961039. Leicester **[IJW17]**



17" Homan wheels with tyres, set of 4, wheels in very good order, no kerbing, tyres good, plenty of tread, 1 nearly new, removed from my 2005 R230 SL350, no centre caps, buyer collect, £295 ONO. Tel: 07708 481776. Hampshire **[HIW8]**



G-Wagen Gold Portfolio, 1981 - 2005, 160 unmarked pages, great photos, excellent condition, only £6. Tel: 0739 9359072. Canterbury **[GHW11]**



W125 estate roof bars, genuine Mercedes Brand new (old stock), in original packaging, part number (124 840 0218), two sets available, bargain £100 per set. Tel: 07930 009666. Stoke On Trent **[HIW18]**



Wooden steering wheel, without airbag, with centre insert horn connection and Mercedes badge, will fit 190E /124 models, £150 ono. Tel: 07936 151814. Merseyside **[GHW3]**



18" inch alloys with brand new tyres, set of 4, 100 miles use for 2007 onwards, Mercedes S-class W221, great condition tyre, size 255 x 45 x 18, buyer collect, £POA. Tel: 07787 507295. Manchester **[HIW23]**

Mercedes-Benz accessories, 4 x Velour mats (light grey), roof bars, 2 keys, new deep boot tub for L compartment (black), £200. Tel: 01256 328735. Basingstoke **[HI]**



Blaupunkt radio, with cassette player, key card, instruction hand book, £35. Email: Kenneth.waddy@btinternet.com. Kidderminster **[GHP6]**



R230 SL500 rear window, good condition, removed from a 2004 SL 500, fits 03 - 09 model, black framework, £280 ONO. Tel: 07828 279875. West Yorkshire **[FGW10]**

SLK 250 2012 AMG alloy wheels, x2, have been professionally diamond cut, look wonderful, no cracks, no buckles, so much so I don't know why I am selling, collection preferred, carriage can be arranged at cost, £425 for the pair. Tel: 07970 213842. Surrey **[GH]**

New timing chain still in box, £POA. Tel: 07775 210178. Torquay **[DE]**



300SL parts manual, English, fair condition, £50 ONO including postage. Tel: 01262 409289. East Yorkshire **[GHP4]**



Mercedes-Benz cufflinks, enamel finish, free postage and packaging £30. Tel: 0208 3997541. Surrey **[ABP3]**



SL500 hard top, 1997, don't believe that it has ever been fitted, excellent paintwork but very dirty, it's been stored in a garage since the car was new, subsequently the headlining will require attention, £395 cash on collection. Tel: 07986 651634. North Kent **[FGW2]**

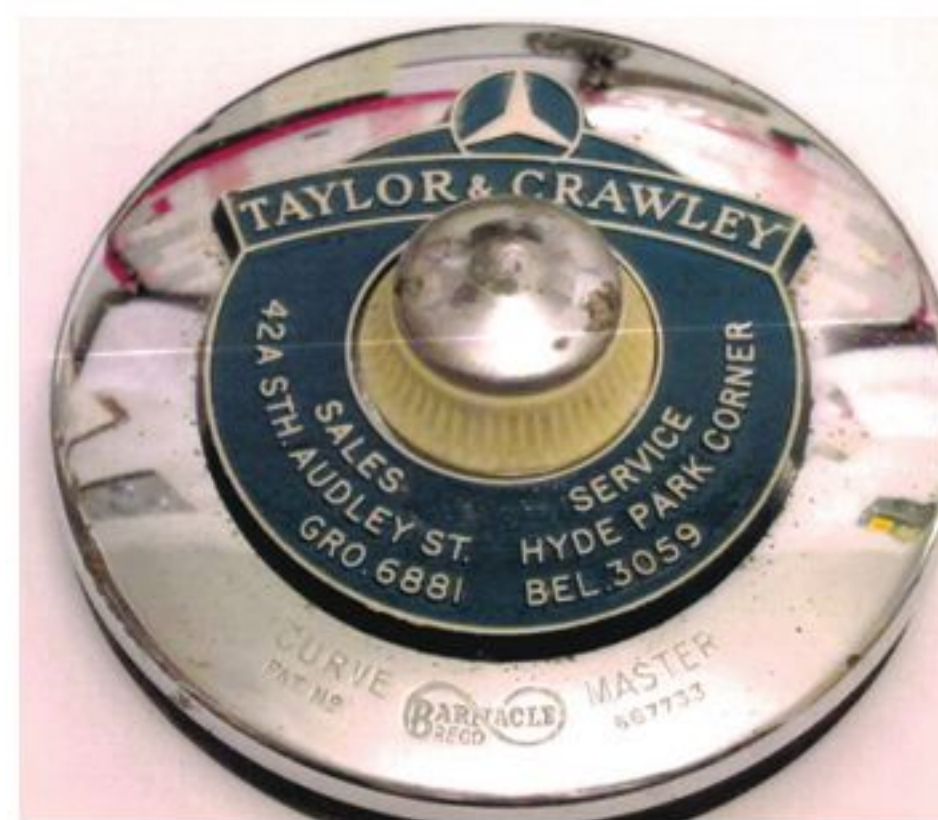


CL55 AMG leather steering wheel, Never used price, £750 Ono. Tel: 07925 551590. Basingstoke **[EFW6]**

Badges Two German badges, Veritas Nurburgring self-adhesive type, grill fixing Nurburgring including fixings, free postage, £45. Tel: 02083 997541. Surbiton **[JK]**



Winter Alloys & Tyres, four, main dealer-supplied SP Dunlop Winter Sport 3D, 225/45R17 from Mercedes CD250CDi Sport (registered 9/11), 5mm tread on all four, excellent condition, minor alloy scuffing, £400 ono. Tel: 01142 303055. Sheffield **[EFW1]**



Service tax disc holder, 1940 - 1960, vintage, Taylor & Crawley, Sales 42A Sth Audley St Gro 6881, Service Hyde Park Corner Bel 3059, post free, £48. Tel: 07716 607984. Buckinghamshire **[EFP4]**



W201 190E, Gen 2 AMG body kit, complete body kit, nothing missing, genuine AMG, very good condition, no damage or previous repairs, £2,249. Tel: 07907 797890. Email: sgurdere@hotmail.co.uk Kent **[CDW23]**

NO. PLATES

J11 SLK

J11 SLK number plate for sale, registration on retention, £1,500. Tel: 07850 012366. Surrey **[JK]**

JA 07 MES

JA 07 MES private number plate for sale, James or "Bond" fan, purchased from DVLA auction, on retention, £8,000. Tel: 01224 725528. Aberdeen **[HIW24]**

WANTED

W111, coupe, 1968-1972, 2.8 and or W114, coupe, 1968-1972 2.5, will buy both for my collection, private buyer, will consider classic or project examples, will travel, cash waiting. Tel: 01516 390149. Cheshire **[KL]**

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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: 07808 366076. East Sussex [JKW24]



123-series 230TE 1985, seven seater, automatic, Thistle Green metallic, this is a one off, collectors car with many extras and in superb condition, current recorded mileage is 7,519, top specification, heavily loaded with many extras, steel sliding sunroof, air conditioning, all electric windows, sun dim glass, graduated tinted front shield, electric mirrors, self levelling suspension, recommissioned at the beginning of the year, pristine condition, £23,800. Email: geminternational@ntworld.com Hampshire [JKW40]



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 661436. Glasgow [JKW44]



230E 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, she drives really well, 113,000 miles, serviced regularly and runs well, MOT until October 2017, new battery in June 2017, xenon conversion, Bose base boost system for music, really nice, honest, tidy, 124 [JKW44]



E240 Estate 1994, great low mileage wagon, all MOT's, 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, tidy, 124 [JKW44]



G500 2002, factory original, LHD, imported from Germany in 2002, 47,000 miles from new, finished in rare, Tektitte Grey metallic, full black nappa leather interior, complete service history, original fully stamped service book, every MOT certificate since 2005, air conditioning, Comand sat nav, electric sunroof, a truly outstanding example, unmolested and still [JKW44]



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, new [JKW44]

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STAR ON ICE

When it comes to enjoying an afternoon of drifting on a frozen lake, then the first choice of car might not be a long-wheelbase Maybach 62, but for one contributor it proved to be unexpectedly suitable

WORDS PIOTR R FRANKOWSKI IMAGES DIETER REBMANN

It was still dark when I plodded down the imposing central staircase of the Kempinski Hotel in St. Moritz. I'd had almost no sleep and what had seemed like a good idea at the time now looked like a mistake. Directly in front of me was the frozen surface of the famous lake of St. Moritz, the location of the annual, very posh, polo tournament. I don't know much about polo, except that it's played on horseback and that usually Argentinians win. However, a frozen lake looks very inviting to someone who really likes to go sideways.

It all started when I was invited as a guest of Maybach (when the brand was resurrected for the first time) to the said tournament. Not entirely my kind of vibe. I felt out of place, and slightly bored. Then a photographer friend came up with an idea. He suggested we take out a Maybach and that I drift it on the frozen lake at first light, and that we return before anyone has really had a chance to spot us. That sounded promising, so I agreed. I failed to take into account the evening entertainment planned by our hosts which led me to enjoy sleep for just an hour.

Promises must be kept, however, so I slid behind the wheel of the long-wheelbase Maybach 62. The photographer

followed with another driver in a silver G500, with a stout steel rope stowed in the back. The citizens of St. Moritz were still asleep when my Maybach purred around the lake on the way to a sort of slipway which made it possible for cars to descend to the icy surface. I was just about to gingerly drive down the slope, when a uniformed Swiss policeman appeared out of nowhere and signalled me to halt. Despite the comfortable warmth in the cabin, I involuntarily shivered. Visions of a sinister Swiss jail flitted through my mind.

I opened the window and the tall Swiss cop leaned towards me. "Do you have a permit to drive on the lake?" he asked in heavily accented Swiss German. "Of course", I replied with as much confidence as I could muster. "Where is it?" he asked. "I must have left it in my hotel room,

△ The Maybach wasn't at home on the snow but that's where the press launch was.

▽ It turned out that drifting the huge long-wheelbase car was relatively easy on the ice.

at the Kempinski", I replied, being quite economical with the truth. But the image of the luxury hotel and the presence of the car I was driving must have combined to convince him, and he waved me forward.

We proceeded to shoot the images and I really enjoyed chucking the big Maybach around. With its long-wheelbase it docilely segued from one drift to another, and the recirculating ball steering, which so many journos criticised (without understanding the engineering reasons for it) was feelsome and beautifully dampened. Several times I ventured too deep into the unplowed sections, and got stuck, but the G500 came to my rescue and I could return to my elephant dance. Having waved to the policeman when leaving the frozen lake, I returned the Maybach to the hotel, unscathed. I was dead tired, but the images were definitely worth it. This episode remains one of my favourite professional exploits in a 36-year career in journalism.

“With its long wheelbase it docilely segued from one drift to another”



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text & design
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