

Mercedes-Benz Club of NSW

Star Torque

EDITION 251 | Summer 2018/19



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About Mercedes-Benz Club of NSW



Dear Readers,

As custodians of the Mercedes-Benz brand in NSW, our Club is a not for profit organisation run by enthusiasts for enthusiasts of Mercedes-Benz vehicles, with support from dealerships.

The Mercedes-Benz Club of NSW was founded on January 29th, 1972 at East Linfield by a group of nine enthusiasts sharing a common interest in this wonderful marque, and was incorporated under the NSW Associations Act in 1990.

The first Club event was a picnic held on a Sunday, 6th February, 1972. Our Club is a member of the Mercedes-Benz Club Management, established to promote and assist Mercedes-Benz Clubs globally.

Today, our members and the Club have grown to include drive days, social events, tours, technical workshops, cocktail functions, dealer events and

our prestigious annual Concours d'Elegance in September.

Our Club members are owners and admirers of all types of Mercedes-Benz vehicles, from vintage models circa 1915, through all the classic vehicles in the 1940s, 50's and 60's right up to today's high performance Mercedes-AMG cars.

As well as running our own NSW based events, we are involved with other Mercedes-Benz Clubs across Australia, holding exciting interstate tours and events for members.

The Mercedes-Benz Club National Rally is held in a host capital city every two years, where interstate Club members gather for a week of Mercedes-Benz social, car events, tours and car displays. This year it was our turn to host it in Sydney, which turned out to be a very successful and enjoyable event.

Our website mbcnsw.org.au is being upgraded to include modern Mercedes-Benz and Mercedes-AMG information and events. If you own a Mercedes-AMG, please come forward and provide support for the Club with these vehicles, as we need to connect with new members with these cars through digital media.

We post to:
facebook.com/mercedes.nswclub.

Our Club is a fun, friendly, knowledgeable and entertaining place to enjoy together with your modern or classic Mercedes-Benz.

We welcome new members and look forward to seeing you and our existing members throughout the year at various fun events and social functions. Please join us and enjoy.

Yours sincerely,

Mercedes-Benz Club of NSW



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Mercedes-Benz Club (NSW) Inc. is a not-for-profit organisation & member of the Mercedes-Benz Club Management.
STAR TORQUE is our Club magazine published quarterly for members, enthusiasts, local & overseas Clubs, Mercedes-Benz dealers & interested customers & associated businesses. "Mercedes-Benz" & three-pointed star in a circle authorised for use by Mercedes-Benz Club (NSW) Inc. All copyright and trademarks & tradenames are the property of their respective owners, including sourced media from Daimler AG. Please visit www.mercedes-benz.com.au to find your nearest passenger vehicle dealership.

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The Executive positions of the Club are elected by the common vote of the members at the Annual General Meeting, held at the end of each calendar year, unless advertised otherwise.

The Executive members are elected to control and manage the affairs of the Club.

The Public Officer and the Auditor are appointed by the Executive.

The responsibilities for each of the Club Executives, and those of both the Public Officer and the Auditor, can be found in the Club Constitution.

Any questions you might have for any position not listed on this page should be directed to an Executive member who shall pass the question on to the appropriate person.

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Raffle Coordinators

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From the President's Desk

Welcome to this Bonus Edition of Star Torque.

2018 was a fantastic year for our Club. We have had many new members join the Club in what is now a very vibrant and progressive club.

I had had the opportunity to represent the Club at the Presidents Meeting in Stuttgart last September. Nearly 100 Club Presidents from around the world were present and it was good to meet so many people with the same drive and passion. We were also fortunate to attend the launch for the first all electric Mercedes, the EQC400 which was featured in the last magazine.

We have held the most successful Sydney German Auto-Fest since its inception over ten years ago, with in excess of 440 fine German cars on display. The Mercedes Club contingent made up more than 40% of that number. The event was even featured by FLETCH on Shannons TV (Episode 39) and will be shown on channel 7Mate early in 2019. Gough Whitlam Park has again been booked for next Year's event. Greg Vains, VP, made

many improvements to this event and it ran like Clockwork.

We hope to see many of you book and attend our massive RETURN TO DUBBO RALLY event in early May 2019. The booking forms can be found on our website. Please contact me should you require more information and details. This event will certainly be a very special trip down memory lane. It already has 100 interstate participants from the Victoria and ACT clubs and I urge you all to book the accommodation ASAP as Dubbo motels will soon be full.

2018 events in general have been extremely popular. Mark Hertz did a great job with that portfolio and is also the "go to guy" regrading all events and the Dubbo Rally.

You should have now received your new Mercedes official Club Cards which already affords you some online benefits with hopefully some local benefits to follow as well.

We have a dynamic Executive Committee and will work hard again to deliver again in 2019.



I wish to personally welcome all new members that may have joined since the last meeting, and I look forward to meeting each of you in person. And on that note I wish you and your families a very safe and happy New Year and look forward to seeing each and everyone of you at a Club Event or monthly meeting soon.

I am always available to chat with any of you at anytime about any car or club issue, so don't hesitate to contact me. In the meantime

Happy Benzing....

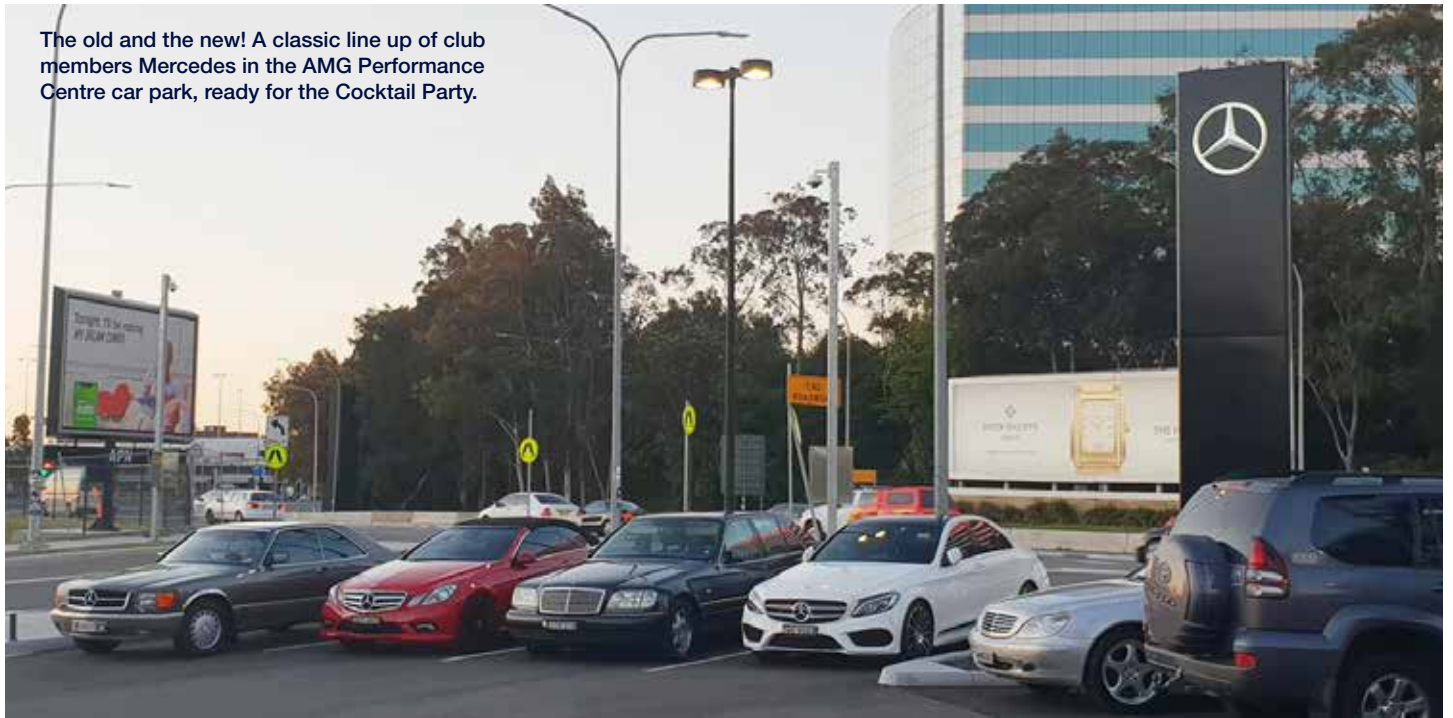
John Assarapin

President Mercedes Benz Club NSW

Cocktail Party AMG Centre

Photos: John Assarapin

The old and the new! A classic line up of club members Mercedes in the AMG Performance Centre car park, ready for the Cocktail Party.





The old and the new again! John Tawadros and his beautiful wife Monica are relatively new members, Matt & Anissa Kean and Joe and Margaret Simon are long term members and supporters of the club!



The Mercedes Ladies gather to discuss the latest news.



Chief SGA Marshall
Jim Kofinas tells
Colin where to park
his Mercedes!



Scott Robinson, Bill Dawes and
Greg Vains, deep in discussion.





The Presidents wife Kathy and Anna Harris seem right at home with this beautiful cabriolet.

World premiere in 1978 in the Mercedes-Benz S-Class

Anti-lock braking system 40 years old

By: Peter Rowe and John Assarapin



From 22 to 25 August 1978, Mercedes-Benz and Bosch presented the anti-lock braking system in Untertürkheim. A world first, this digital driver assistance system redefined the partnership between driver and car. ABS was available in the S-Class (model series 116) from the end of 1978. Forty years ago, this development was also the starting signal for a unique story of innovation in digital assistance systems,

culminating in today's Mercedes-Benz Intelligent Drive Next Generation.

Maintaining full control over the car's steering even under emergency braking, because the wheels do not lock: that is exactly what the anti-lock braking system (ABS) can do. Mercedes-Benz and its development partner Bosch unveiled the world innovation from 22 to 25 August 1978 on the test track at the Daimler-Benz plant in Untertürkheim.

Another reason why ABS was such a sensation was that it ushered in the age of digital technology in the automobile. It redefined the role of the vehicle, which, in future, was to become a partner on four wheels – a partner that increasingly provided active assistance to the human behind the wheel.

Mercedes-Benz explained the principle of the anti-lock braking system like this in a brochure forty

years ago: “The anti-lock braking system uses a computer to monitor the change in rotational speed of each wheel during braking. If the speed slows too quickly (such as when braking on a slippery surface) and the wheel risks locking, the computer automatically reduces the brake pressure. The wheel accelerates again and the brake pressure is increased again, thereby braking the wheel. This process is repeated several times in a matter of seconds”.

What might have sounded complicated in an age of analogue electrics and electronics was simply convincing in practice: even in wet, icy, snowy or challenging conditions, ABS enabled the automobile to deliver the maximum physically possible braking force, without the wheels locking, while the vehicle remained steerable even under emergency braking.

Following its premiere 40 years ago, it was only a small step before the anti-lock braking system entered series production: ABS made its debut as an optional extra in the Mercedes-Benz S-Class (model series 116) in late 1978. At that time, it cost an extra DM 2,217.60. Two years later, it was optionally available in every passenger car manufactured by the Stuttgart

brand. In 1981, Mercedes-Benz introduced the anti-lock braking system for commercial vehicles. And from October 1992, ABS was to be installed as standard in all passenger cars from the brand with the star. Today, this assistance system in cars is a matter of course for virtually every manufacturer worldwide – thanks to the innovation culture at Mercedes-Benz.

Magical moment in a unique history of innovation

The premiere of the anti-lock braking system 40 years ago was a magical moment in the unique innovation history of digital assistance systems from Mercedes-Benz. Yet the history of ABS at Mercedes-Benz dates back to the 1950s. In 1953, Hans Scherenberg, then head of design at Mercedes-Benz, applied for a patent on a system to stop a vehicle's wheels locking under braking. Although similar solutions already existed in aviation (anti-skid) and on the railways (Knorr anti-slip protection), the automobile was a highly complex system with especially high demands on sensors, signal processing and control. For example, the components needed to register the rotational deceleration and acceleration of the wheels without error,

including when cornering, on irregular surfaces and in very dirty conditions.

An intensive, continuous exchange of knowledge between the Group's own Research & Development and industrial partners ultimately led to success, with 1963 seeing the start of concrete work on an electronic-hydraulic brake control system in the Advance Development department of what was then Daimler-Benz AG. In 1966, the company began collaborating with the Heidelberg electronics specialist Teldix, which was later taken over by Bosch. The result premiered in 1970, when Hans Scherenberg, now head of development at Daimler-Benz, presented the analogue-electronic “Mercedes-Benz/Teldix Anti-Bloc System” to the media at the test track in Untertürkheim.

The launch in 1970 delivered the proof that the system worked. Yet the developers realised that a digital controller was the right approach for a mass-produced ABS – more reliable, less complex while also much more powerful than analogue electronics. Together with Bosch, which was responsible for the digital control unit, this led to the digital, second-generation

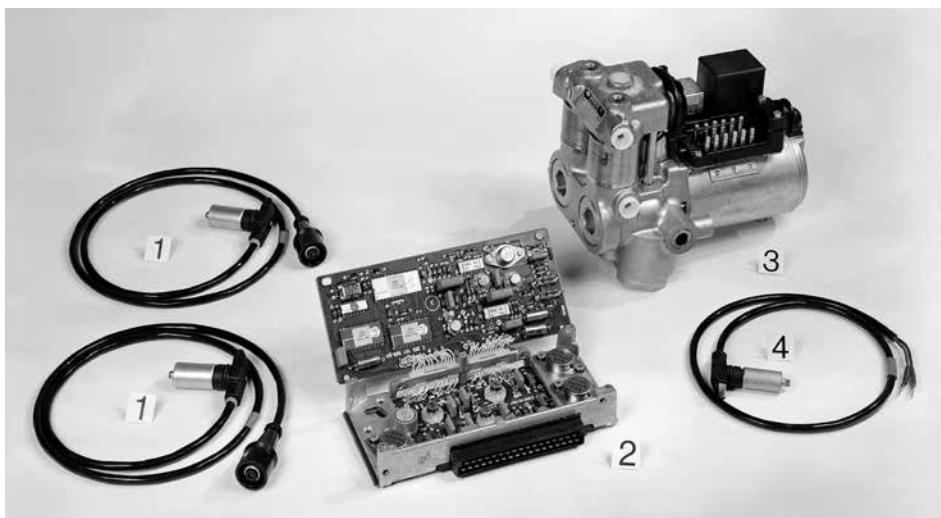




ABS. Engineer Jürgen Paul, head of the ABS project at Mercedes-Benz, later described the decision in favour of digital microelectronics as the breakthrough moment in the development of ABS.

The birth of Intelligent Drive from the spirit of 1978

The all-embracing victory march of digital assistance systems in Mercedes-Benz automobiles began with the anti-lock braking system. ABS sensors, among other components, were used also by new systems such as Acceleration Skid Control (1985), Electronic Stability Program ESP® (1995), Brake Assist System BAS (1996) and adaptive cruise control DISTRONIC (1998). Added to these were increasingly powerful sensors, such as the yaw rate sensor of ESP®, the radar of DISTRONIC as well as, at a later date, camera systems, ultrasound and GPS.



Ever since 1978, Mercedes-Benz has regularly set the benchmark for the entire industry with individual digital driver assistance systems. The same applies to the intelligent linking of the systems to produce higher-level solutions. What began as an integrated approach to safety at the turn of the millennium continued

with the preventive safety system PRE-SAFE® through to today's Intelligent Drive Next Level. Never has the automobile been as intelligent as it is today – thanks to a history of innovation at Mercedes-Benz that began 40 years ago with the premiere of the digital anti-lock braking system.



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When two world's collide!

By: Vince Thompson

Growing up in London, as a 12-year-old in the early 70's, was a great place to be, Led Zeppelin were killing them, Frank was doing it his way and Spurs won the UEFA Cup! Nevertheless, money makes the world go around and what I really needed was to earn some pocket money, so I thought I would wash a few cars, I grabbed a bucket and sponge and walked 2 miles to a beautiful, huge Tudor mansion on Chase Side (so named because King Henry V111 used to hunt there).

I had high hopes as my shoes crunched up the manicured driveway one sunny Sunday morning, especially as I passed a stunning RR Silver Shadow and an impressive dark blue Mercedes on the way to the front door. I was expecting the butler to answer as I tried to tap lightly on the front door with the huge brass knocker, but to my surprise the owner (John) opened the door.

After a brief negotiation, John was quite happy for me to clean both his cars and I was quite happy to accept the brand new one pound note he gave me when I had finished, about 3 hours later! Hence, a long relationship was born, I cleaned his cars for many years (you'll find out why later) and I still visit him when I return to London.



We've never had a crossed word in nearly 50 years of friendship, which tells you volumes about John, especially because after about 3 years of cleaning his cars, I was putting them away in his 2 car (nose to tail) garage when one day I noticed I had put the Roller in too far and the front bumper bar was touching the lawnmower. I had already put the Merc in behind the RR, it was a long garage and I had about a yard to spare between each vehicle, so all I needed to do was back the RR up about 6 inches and all would be well. (can you see where this is heading?...)

Let's just pause here for a second and recap, I'm about 15 years old, I know nothing about automatic choke and I am sitting on the wonderfully soft, Connolly cream leather driver's seat and I have my left foot on the RR brake pedal and my right leg and foot sticking out of the driver's door in a classic casual pose, as I fire up the RR, ease it into gear and attempt to reverse it back just a few inches.

But as I quietly clicked the column shift into reverse, to my absolute horror, the rear of the RR rear end seemed to lurch up a foot, as she shot backwards, into the front of the beautiful Mercedes, parked behind!

I panicked when I heard the noise, so I slipped her into drive to ease her forward and whack, I hit the open driver's door on the L shaped wall to my right, nearly crushing my right leg!

I turned everything off and sat there in shock for a while, not able to move or speak. After a few minutes the enormity of my actions began to sink in and I began to feel, I suppose 'quite unwell' is as polite as I can write here.

I got out of the vehicle to survey the damage, I was amazed that there were only a few small cracks in the radiator grill of the Mercedes and only some minor scratches to the rear end of the RR but up front, oh dear, a badly dented drivers' door on the



brand new Silver Shadow. My right leg was throbbing from being pinned by the door, but I paced up and down for ages, hobbling and sobbing as I plucked up courage, practiced my apology and working out how many years I would have to clean the cars for nothing, in order to pay off the enormous debt!

As I limped from the garage to the house, I pictured myself being secretly buried in the far corner of the huge garden, never to be seen again (fair enough!) or worse still, being thrown out of the house in disgrace and told never to darken John's doorway again!

As I stood at the servant's entrance, John could see there was something very wrong, I was disheveled, white as a ghost and trying to mumble an apology, so he took me to the scene of the crime and walked me up and down the cars as he surveyed the damage. I tried to explain to him what had happened and really, who could have blamed him if he had taken a monkey wrench to my empty head, but no, he put his arm around my shoulder and told me something I've never forgotten to this day, he said 'its only metal, Vince, its only metal'!

Fast forward more than 40 years and the only other time I've felt quite as bad as that, was when I wrote off the 1st 'Delilah' (my gorgeous Signal Red 380SL) on the Putty Road one Sunday morning in 2011, but that's another story.....



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Cars and coffee at Vaucluse House

By Kevin Sommerville | Photos John Assarapin



Living in Sydney has many benefits... the most beautiful harbour in the world, an easy going lifestyle, great food, great people, easy access to unlimited recreation, and, our wonderful architectural history.

Part of that history is Vaucluse House, where many of us attended our club breakfast last Sunday the 19th of August.

The Vaucluse House tea rooms provided great coffee (I needed it) and very good food at surprisingly good values.

I don't know what everyone else had, but my poached eggs & bacon were perfect...and I'm a total egg snob!

The early start ensured the parking lot was ablaze with the gleam of more different Benz models than I've seen in while, from the classic to brand new.

A perfect Sydney day with crystal blue sky, a light, cool breeze (a perfect top down day for my own CLK) and the promise of a glorious day out for our members.

The members in attendance far too many to list, so please forgive my lack of inclusion for those we missed. Those we saw included Mark & Maria Hertz, our President John Assarapin, VP Greg Vains, Richard Lee, Peter Hoycard, Michael Parsons, Peter Arnold, Matt Barker, Bill & Linda Daws, David Bridger, Peter Nazarenko, Ken & Gail Conroy, Peter & Barbara Rowe, Lee Arasu, Ian Gardiner, Bryan Shayeb, Jim Burroughs, Andrew & Janelle Khouri, Robert Harrison, Mick Murray, Scott Robertson, Joe Quagliata and many others...it was quite a wonderful turnout, helped by the short distance to the event for Sydney members.

After breakfast, a lot of our members

took advantage to look through Vaucluse House itself. The beautifully restored mansion was originally the home of William Wentworth, (1793 -1872), a leading advocate for self-government for the Australian colonies.

The mansion is quite breathtaking and the National Trust have gone to great lengths to restore it to it's original condition, including re-acquiring much of the original furnishings, especially the superbly restored Broadwood concert grand piano in the drawing room, which the Trust purchased from me!

I'm sure all in attendance had a thoroughly enjoyable time, and look forward to the next such event.





The Generation Game:

Six eras of the Mercedes S-class driven

Sourced by Peter Rowe

Seldom are there opportunities for motoring journalists to drive two consecutive generations of car back-to-back, so the prospect of piloting all six iterations of the Mercedes S-class on the same Bavarian roads on the same rainy autumnal day was too tempting to resist.

Hang on, hasn't the S-class has been around for more than six generations?

Well, yes... and no. Before Mercedes swapped to prefixing its model nomenclature with the Class designation in 1993, there'd been an illustrious back-catalogue of Sonderklasse Benzes with an S suffix.

While models such as the 1954 W180 (Ponton) and 1959 W111 (Fintail) are retrospectively regarded as part of that contemporary lineage, it wasn't until the W116 series debuted in 1972 that the S-class title was applied to the range, hence our starting point.



Thanks for the Germanic luxury car history lesson...

Woah! There's more, yet.

Including those 1950s-to-70s-not-really-S-classes, over four million four-door saloon versions have found homes, with the W126 generation proving the most popular: 818,000 were sold globally between 1979 and 1991.



Today, it's the Chinese market that laps up the greatest proportion of S-class production, accounting for 10% of sales, with an average customer age of just 35.

Two-door S-class Coupes arrived with the 126-series, with the soft-top Cabriolet only arriving in 2016 with the current 222-series generation.

1972-79 W116: Where it (officially) began



Embodying many of Mercedes' safety concepts, the first S-class was a paragon of forward-thinking luxury when it arrived on the eve of the Oil Crisis – perhaps explaining why the entry-level 280SE was the most popular variant.

An enormous four-spoke steering wheel with a padded central boss, Cinemascope headlamps, ribbed tail lights (for visibility rather than pleasure) and recessed side windows to minimise muck collection were the most obvious manifestations of these safety measures, but more was to come.

Although Mercedes didn't invent anti-lock brakes, S-classes built from 1978 became the first series production cars with an electronic ABS system – supplied by Bosch – that's akin to what's commonplace today.

Benz aficionados go weak-kneed at mention of the 450SEL 6.9 edition of the W116 (we'll gloss over that it was really



only a 6.8), but that imperious V8 rumble was available for a more modest sum in the guise of the 350SE, as per this 1979 model.

With 202bhp on tap, it's more than able to keep modern turbodiesel hatchbacks honest, although its body roll encourages you to ease off in bends, embracing the comfort instead.

Sure, the soft, slightly bouncy ride dates this S-class, but its controls and general handling traits don't feel archaic today. It must have felt like driving a car from the future back in the days of flairs and Fablon.

1979-91 W126: Global domination unlocked



Slippery bodywork courtesy of honed aerodynamics and a comprehensive weight reduction, including the introduction of light-alloy V8s, enhanced the Mk II S-class's performance and efficiency.

Metal bumpers were still commonplace in the late-1970s, so the decision to fit the W126 with deformable plastic ones increased its apparent modernity. Plus, in that pre-parking sensor era, minor dings were dealt with far easier.

Perhaps remarkably, even with this late-model 300SE from 1990, the W126 feels like a careful, subtle evolution of its predecessor, both to be in and to drive.

Well-assembled plastics frame suspiciously shiny wood appliques, punctuated by easy-to-operate switchgear and a multitude of analogue dials. Try and forget that blue velour – the majority of the remaining W126s in Australia have hidden

It's tauter, less wallowy and more predictable as you press on, but as the 3.0-litre straight-six only musters 185bhp it struggles to delight with its pace.



Still supremely comfortable, a tangible degree of firmness has entered the ride equilibrium, but nothing that will trouble your sense of wellbeing as you glide along.

1991-98 W140: too much of a good thing



Driving the slab-sided W140 S-Class immediately after the car it replaced is astonishing, so much so that it felt as though we'd missed a generation or two out, such is the leap forward it represents.

Mercedes' aim was to showcase its corporate might and while it arguably succeeded, it was simply too much, particularly as it also debuted in recession-hit times.

Wherever you imperiously waft around you feel as though you're sticking two fingers up to the proles outside. Not that you can hear their jeering terribly well thanks to the double-glazed windows (although BMW pipped Merc to that post with its contemporary 7-series).

Encapsulating the W140's excess is the flagship, 600SEL (later S600L), with 402bhp – modest by today's standards – of might being channelled to the rear wheels. Discretion was waived with the gauche V12 badges on the rear wings.

Yet driving this generation of S-class makes all of that seem unimportant. While comfort was paramount, it's remarkably lithe in bends, only feeling cumbersome at slower speeds.

Yes, glossy timber still adorns the cabin, the wheel's larger than what you'd expect to find on a yacht, but it's soothingly delightful. Expensive, yes, but excessive no...

But wait, what's this? Is that an electrical adjustment for the rear-view mirror..? Case dismissed.



1998-05 W220: the slinky S-class

Hindsight's a wonderful thing, but Mercedes' reaction to the over-the-top W140 appears to have been to rein-in the parameters so much that the resultant W220 doesn't look much like an S-class at all.

It's long, naturally, but the slender grille is almost apologetically small, while the low-slung lines are bordering on it being a half-hearted prequel to the four-door coupe genre.

More weight was saved – goodbye double-glazing – but adjustable air suspension and adaptive cruise control under Mercedes' Distronic branding made their S-class appearance.

While you could still specify a twelve-cylinder powerplant if your pockets were deep enough, more significant was the 2002 arrival of 4Matic four-wheel drive in the S-class. Not that Australians enjoyed the traction benefits as engineering the system for right-hand drive was deemed impossible. But these shores did see this 3.7-litre S350 variant in rear-



wheel drive format, mustering a modest 241bhp. Although outright pace is lacking, it feels rewardingly agile for such a large limousine, a further hint that while it's undeniable comfortable, it was a toe in the water for exploring what else Mercedes could offer its well-healed clientele.

2005-13 W221: a return to form



After seven years of discretion, the W221 heralded a return of a prouder S-class, with a more imposing prow, heavier-set lines and bold wheelarches evoking notions of pre-war Benzes with their separate wings.

Material quality jumped leaps and bounds, too, the luxurious leather-lined cabin showcasing all manner of technological advances which were either devised or significantly honed by Mercedes. Semi-autonomous braking, lane-keeping assistance and a night vision display were among the highlights, but they pale into insignificance compared with how it drives.

There's no chasm like there was between W126 and W140, but more of a clearer focus on being a comfortable, refined saloon in which to be chauffeured. Those seeking a sportier alternative needn't explore BMW or Jaguar showrooms any more, for the E-class-based CLS had slotted into the gap vacated by the W220.

Diesel-engined S-classes were now available with RHD – but those who craved a V8 soundtrack could still plump for the 429bhp, 4.7-litre S500.

Perhaps the greatest compliment to the W221 S-class is that even now it's been out of production for several years, it still makes for a better luxury saloon than some rivals. Hunt out a well-loved used one.



2013-date W222: the best just got better



It barely seems five minutes since the current S-class was unveiled, but such is the march of time here we are sampling the inevitable mid-life facelift.

Sensibly, Mercedes' designers have opted not to tinker with the overall rightness of its silhouette, instead making detail changes to the LED lighting graphics (note the cascading trio of day-running lights up front) as well as ramping up the feel-good factor inside. There's more leather, quilted of course, touch-sensitive pads in lieu of conventional buttons on the steering wheel and a single pane of glass for the double-width instrument binnacle and multimedia display.

Luxuriating in the S560 4Matic – you guessed right, not for the UK where 90-odd percent go for an S350d – it's easy to see why the S-class remains the default luxury car



choice around the world. When something does what it's supposed to so damn well, why on earth would you risk being brand disloyal?

So, what have we learned?

What lies at the heart of the S-class's DNA is decades-worth of engineering talent in automotive form, representing the very best at what the Three-Pointed Star does.

Whether it's the best car in the world full stop is arguably an irrelevant cul-de-sac of a question: it's not as bespoke as anything from Rolls-Royce's Goodwood facility, for instance, but then you can have one for the comparatively modest sum of £70,000.

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Christmas Picnic

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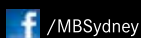
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Sydney German Autofest and Concours

By: Greg Vains



This year's Sydney German Autofest ("SGA") and Concours was described by many as the "best ever" that the Club has hosted since its inception 10 year ago. This event has also been described by one of our key sponsors as one of the premier car events currently held in NSW. Notably, the event has gone from strength to strength each year and its success can be put down to a core group of dedicated and professional Mercedes-Benz Club NSW ("MBCNSW") volunteers who strive to improve on the previous year's event.

There was a record 57 Concours cars which had registered for the

day, which was primarily a result of the excellent work our new concours Director, Nick Blay, undertook. This year's Concours also had a broad range of immaculate original older classics from the 1950's and 1960's as well as a superb selection of more modern and exotic cars from the 1970's onwards. Interestingly there were also quite a few cars which either hadn't been displayed previously or at least for many years, making the Concours even more interesting for the judges and spectators alike.

Including the 57 Concours cars, the SGA attracted a record 440 stunning German manufactured motor vehicles

and featured vintage, classic, exotic and motorsport cars. Based on observation, there also appeared to be many more spectators including more families with kids. This year we also had an impressive eight Sponsors and nine predominantly new vendors support the event, selling and marketing everything from engine oil, car hoists, car storage, tyres & rims, exhausts, insurance, brakes, model cars etc. We were very blessed on the day to have no rain, despite a weather forecast for drizzle early in the morning. Indeed the weather on the day was perfect, not too hot and with a slight breeze.



Naturally, cars from the MBCNSW dominated the event with around 180, followed by an impressive 115 vehicles from the BMW Drivers Club. The Porsche Club NSW as usual had many interesting classic and motor sport vehicles including five of Ken Goodmans grey racing Porsches. Paul Muras also trailed in his vintage Porsche tractor. Each year, Club VeeDub members arrive with a beautiful line-up of "beetles" and "combies" which always attract the crowds including the kids. The younger Audi Club NSW also offered up a good mix of more modern vehicles plus a few older ones such as a "Fox". And the micro cars were there as well and are popular.



SGA & Concours Report *cont...*

There were just so many gorgeous and rare cars on display from the true classics right through to the more exotic and modern vehicles, it certainly kept most of us busy browsing and chatting with other car enthusiasts throughout the day. Up on AMG Hill (as it is now called) we had 4 x 600 pristine Mercedes-Benz Grossers on display which had been arranged by Ben and Michael de Boer. It would be hard to see anywhere in the world, let alone in Australia, four of these vehicles lined up together given their rarity.

We were fortunate to entice Mark Fletcher (known as "Fletch") of the TV series "Classic Restos" to come along on the day to film an episode of our event. Fletch, as always, gets out onto the field to uncover some very special cars and interview the owners. First up Fletch interviewed Stephen De Bono, with his prestigious 1958 300D Adenauer that has been



part of his family for 40 years and considered a family heirloom. Then came Simon Strauss, with his elegant red 1962 190SL Roadster and thirdly, Eros Lazzaro, with his very collectable

blue 1968 280SL Pagoda. Lastly, Michael de Boer proudly displayed not one but four 600 Grossers from the 1960's, each 6 metres long with 6.3 litre V8 engines. This was when





SGA & Concours Report *cont...*

Mercedes-Benz was taking on the big American and Rolls Royce vehicles of the time as he explained to Fletch.

Motor racing celebrities Jim Richards (who had flown in to Sydney for the day) and Spencer Martin were in attendance and impressed with the quantity and quality of the cars on display at the Sydney German Austofest. Jim reflected with Fletch on his racing career behind German sports car marquees BMW and Porsche and Spencer relived some of his racing action of the 1960's in his Holden FX against Norm Beechy.

In summary, it was a great day and everyone in attendance appeared to enjoy the event, the sponsors, members of the five German car clubs, vendors, spectators and their families as well the German Consulate General and his deputy who officially opened the day's proceedings.

A very special thank you goes to MBCNSW President, John Assarapin, and Executive Committee member, Vince Thompson, for their very hard work and commitment at all times to assist whenever and wherever they could to ensure the SGA was a success.









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Official Concours Winners for 2018

Class 1

1st Simon Strauss 190SL W121

2nd Erotocils Nicola 190B W121

Class 2

1st Ray Wheeler 300d W189

2nd Stephen De Bono 300d W189

Class 3

1st Rod Barrett 250SE Coupe W111

2nd Michael Eagleton 220SE Finntale W111

Class 4

1st Nick Harris 450SL R107

2nd Ian Farquharson 560SL R107

Class 5

1st Joe Simon 280SEL W116

2nd Andrew Yiaemides 300SEL W126

Class 6

1st Graham Hawkes SL500 R129

2ND Peter Arnold 300E W124

Class 9

1st Harley Ramien SL500 R230

2nd Bob Salisbury SL500 R230

Class 11

1st Peter Nazarenko E63 W211

2nd Chris Papadolias CL65 W215

Best Restored

Rod Barrett 250SE Coupe W111

Concours Directors Award

Jeff Bertucen 600 Grosser W100

Best Engine Bay

Graham Hawkes SL500 R129

Outright Winner

Rod Barrett 250SE Coupe W111





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Gala Dinner Report

By: Greg Vains



With sweeping views across Sydney Harbour, the Royal Sydney Yacht Squadron was the venue which was chosen this year to celebrate our annual Gala Presentation Dinner. Located in Kirribilli on Sydney Harbour and less than 400 metres from Admiralty House, the Squadron was a fitting facility for the Mercedes Benz Club NSW to celebrate with the 2018 Concours trophy winners and to acknowledge the other achievements the Club has made throughout this year.

As we sipped Champagne and savoured Sydney Rock Oysters and other tasty canapes, out on the lawn adjacent to the Clubhouse was an impressive line-up of Mercedes Benz SL models which had been assembled. Naturally they were there to capture our attention but these cars also caught the attention of a number of the yachties who were finishing up for the day. The line-up commenced with Simons Strauss' award winning 1962 red 190SL, a

real crowd pleaser whenever Simon brings her out of his shed, followed by Charles Hughes' very elegant light blue Pagoda 280SL. Nick Harris' 107 model, a white 450 SL was next and is a stunning example of this popular model. Next in line we had two immaculate R129 models, Graham Hawkes with his beautiful white SL 500 and Jason Moses' powerful V12 blue 600 SL. To finish off, Steven Hatch parked his stylish R230 light blue SL 350 close to the water and



Gala Dinner report *cont...*

new member, Harley Ramien received the prize spot, underneath the whale bone, for his award winning Diamond Silver SL 500. The line-up was certainly a sight to be seen.

Just under 100 Club members attended the Gala Dinner and it was good to see the event attract a broad group from our membership base, from older Club members through to some of youngest members as well as quite a few new members. The

band played the right sort of dancing music which ensured everybody got up on the dance floor. In addition, the food was exquisite, particularly for those who chose the beef as a main course. There was good energy in the room on the evening which ensured the dinner was a success. It was also apparent that all of the members who attended the dinner were in good spirits, which made for a very enjoyable, friendly and entertaining evening.





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2018 Mercedes-AMG S63 Coupe

Grand touring at its finest

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Civility meets brutality in the Mercedes-AMG S63 coupe. It is both Bruce Banner and the Incredible Hulk. Serene and savage, restrained and raucous, technologically adept and primitive in its ferocity, the S63 coupe is uncompromising. The titanic two-door successfully combines the decadence of a grand-touring car with the rascalion heart of a sports car. And thanks to the arrival of AMG's twin-turbocharged 4.0-liter V-8, the S63's 603-hp ticker is 26 horsepower stronger than the twin-turbocharged 5.5-liter V-8 it replaces.

HIGHS

Sumptuous interior, devilishly delightful powertrain, cushy ride.

LOWS

Heavyweight mass, heavyweight price.

Hand-built in Affalterbach, Germany, the new eight-cylinder is a sweetheart that packs a 900 Nm punch from 2750 to 4500 rpm and eagerly revs to its 7000-rpm redline. Its bark is coequal to its bite, and the combination of the two twin-scroll turbochargers' legato spool mixed with the variable exhaust system's baritone notes produces a dulcet symphony that proclaims the potency of the S63 with every tap of the accelerator. Switching the exhaust from the default Comfort mode to Sport+ reveals an even more ferocious crescendo that snaps,

crackles, and pops like the devil's own Rice Krispies.

The all-wheel-drive S63's puissant powertrain is further improved by the addition of a new nine-speed automatic transmission. Like the prior seven-speed unit, the nine-speed gearbox does without a torque converter. Instead, a multiplate clutch serves as the coupling between the engine and the transmission. Whereas the previous transmission was prone to imprecise clutch engagement and occasional clunky, lurching low-speed behavior, the new nine-speed transmission engages with near torque-converter fluidity time and time again. It made no difference if we were sitting in stop-and-go traffic or using the launch-control system to rocket to 100 km/h in 3.0 seconds—a full second ahead of the standard S560 coupe (which uses a version of the S63's 4.0-liter) and 0.7 second quicker than the S63 coupe with the previous 5.5-liter V-8. This 2169kg coupe also beats the 500 -kilo -lighter rear-drive Mercedes-AMG GT R to the mile-a-minute mark by 0.2 second.

Firmly planting the right pedal against the firewall resulted in a quarter-mile time of 11.2 seconds and a trap speed of 202 km/h. The colossal coupe proved eager to accelerate at speed as well and managed to shave 0.3 second from the 30-to-50-mph and 50-to-70-mph times recorded

by the more pedestrian S560 4Matic coupe.

The S63 also impressed at the pump, where the EPA estimates the model at 7.2 L in the city and 27 mpg on the highway; we observed an average of 18 mpg. The previous S63 coupe managed less remarkable EPA figures of 15 mpg city and 23 mpg highway. Along with its smaller displacement, the new engine includes a cylinder-deactivation system that can cut fuel to half of the engine's cylinders when conditions permit. Cylinder deactivation is available when the S63 is in the default Comfort driving mode and can be initiated between 1000 and 3250 rpm.

One-Trick Pony

Despite its sports-car-like acceleration figures, the S63 was less adept when it came time to apply the brakes or tackle turns. Fitted with \$2200 worth of 20-inch wheels wrapped in staggered-width Michelin Pilot Sport 3 rubber, it ate up 165 feet of tarmac on its way to a stop from 70 mph. Although a set of sizable 15.4-inch





front and 14.2-inch rear rotors with six-piston front and single-piston rear calipers successfully warded off brake fade, the distance required to bring the coupe to a halt barely bettered the 50 METERS stopping performance of a 488 kg -heavier Mercedes-AMG GLS63 SUV.

Circling our 300-foot skidpad, the prodigious coupe managed to claw its way to a respectable 0.94 g, but it also exhibited noticeable understeer. The S63's air springs and adaptive dampers offer Comfort, Sport, and Sport+ modes. In short order, we settled on Sport mode for most of our driving, finding the ride too floaty and busy in Comfort and too harsh in Sport+. Regardless of mode, the S63's handling falls short of engaging. The car's mass and syrupy variable-ratio steering aren't conducive to convey confidence at the limit.

While these traits would be an albatross around the neck of a car such as the Mercedes-AMG GT, such characteristics actually befit the three-pointed star's flagship coupe. In fact, the combination of raw power and cossetting controls make for a surprisingly engrossing driving experience when barreling down back roads at less than a breakneck pace, as the all-wheel-drive system seamlessly sends torque forward as needed and the nine-speed automatic transmission responds quickly to taps of the chunky steering-wheel-mounted paddle shifters. In short, tackling tight two-lane roads in an S63 coupe is a lot like carving a turkey with a power saw—it may be the wrong tool for the job, but it sure is fun to slice with.

Comfort In

As in the S560 coupe, the S63's cabin pampers those within it, and standard features include a pair of supportive 12-way power front seats with heating and cooling functions, a surround-view camera, automatic high-beam headlights, lane-departure warning, blind-spot assist, and a navigation system. Mercedes' latest COMAND infotainment system is standard fare. The setup includes a pair of 12.3-inch screens, both of which rest under a single piece of glass. One screen is positioned in the driver's line of sight and combines a digital gauge cluster with infotainment functions; the other sits in the middle of the dashboard and is strictly limited to infotainment functions. Both screens can be controlled by way of a pair of touch-sensitive switches located on the spokes of the thick flat-bottom steering wheel. Alternately, the central screen can be operated by twisting, tapping, and pushing at the center-console-mounted COMAND control knob and associated touchpad.

Rear-seat passengers are appropriately coddled as well, with the lack of B-pillars aiding the view out and a sizable center console offering plenty of stowage. The large door openings make it fairly easy for passengers to get in and out of the snug back seat. Those planning to ferry two or more passengers regularly will be better served by the slightly more prosaic S63 sedan, however.

Predictably, the cabin is rich in detail and made with high-quality materials that look and feel appropriately opulent. Of course, purchasing an option-free S63 coupe is a bit like

having just one Oreo cookie: It's damn near impossible to do. This example came equipped with a number of lavish luxury options, including a \$6400 Burmester premium audio system with 26 speakers, \$3700 worth of carbon-fiber and piano-black interior trim, \$3250 for deep red and black leather seats and trim, a \$2500 glass roof panel that uses electric current to alter the panel's transparency from deeply tinted to completely clear, a \$2260 night-vision camera, the \$2250 Driver Assistance package (adaptive cruise control, lane-keeping assist, and more), and the \$1990 Warmth and Comfort package (heated rear seats, front armrests, and steering wheel). The only notable item missing from this S63's interior was the available \$1100 rear-cabin refrigerator.

The S63 benefits from a refreshed exterior for 2018, which now sports AMG's Panamericana grille design as well as revised bumpers, headlights, and taillights. Our test car was further dressed up with the \$6500 Carbon Fiber package (carbon-fiber front splitter, rocker panels, mirror covers, rear diffuser, and more), \$3950 in matte-gray paint, \$700 for red-painted brake calipers, and \$1750 in Swarovski crystal headlamp accents for the daytime running lamps and turn signals.

The 2018 Mercedes-AMG S63 is a palatial performance coupe that combines the elegance of the Mercedes-Benz S560 with the rowdy accelerative aptitude of the Mercedes-AMG GT R. It's a delightful idiosyncrasy.

All Prices in \$US.

Events calendar

FEBRUARY 2019

Sunday 10th New Members Drive (All members welcome)

Brunch/lunch at the Bulli Beach Cafe, meet 08.30am Hazlehurst Gallery for 9 am departure, drive through Royal National Park, stopping at Bald Hill for coffee, then follow the scenic coast road over Sea Cliff Bridge to Bulli Beach Cafe for lunch which has stunning coastal views.

Saturday 16th Gerringong Motor-Fest, great display day on the coast

Meet 7.30am Hazlehurst gallery for 8am departure travel directly to Michael Cronin Oval for car display, cars in place by 9am or earlier. Discover the many interesting shops, bring a picnic or have lunch in town.

MARCH 2019

Sunday 3rd Cars n Coffee St Ives Showground. Meet at the venue 8am onwards.

Saturday 9th MBCCC - All German Day, Foreshore Park, Newcastle. Meet at DEMP 1 at 7.30 for 8 am departure, or drive direct to venue.

Wednesday 20th Mid-week drive. Sam's pie shop at Bilpin Meet at McDonald, Groves Rd, Rouse Hill, drive the Windsor/Richmond areas.

Saturday 23rd Tech day at Astor Chemicals (TBC)

Sunday 24th MBC Victoria Concourse.

Sunday 31st Sunday morning drive Wilberforce area, Ebenezer Church morning tea. Lunch near Webs Creek Ferry at The Tractor.

APRIL 2019

Saturday 6th Tech day Pro Stitch, Carlton.

Saturday 13th AMG Marulan track Day

Wednesday 17th Mid-week drive

Sunday 14th Drive to Magenta Shores Resort

MAY 2019

Dubbo Rally 2/3/4/5/6

Wednesday 15th Mid-week drive.

In all cases, events will continue regardless of weather (if its raining, bring another car!)

Always check with Events Director Mark Hertz, m 0410 679 268 for details.

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Peter Overton

Mark Lindfield

Ayoub Ayoub

Darren Myers

Marcus Barrale

Darko Djeri

Natalie Ilievska

Christopher Macpherson

Colin O'Connor

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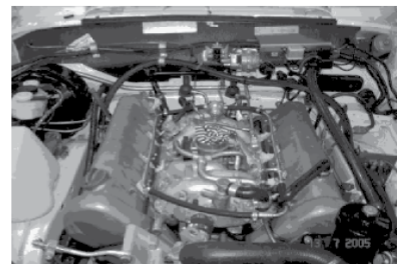
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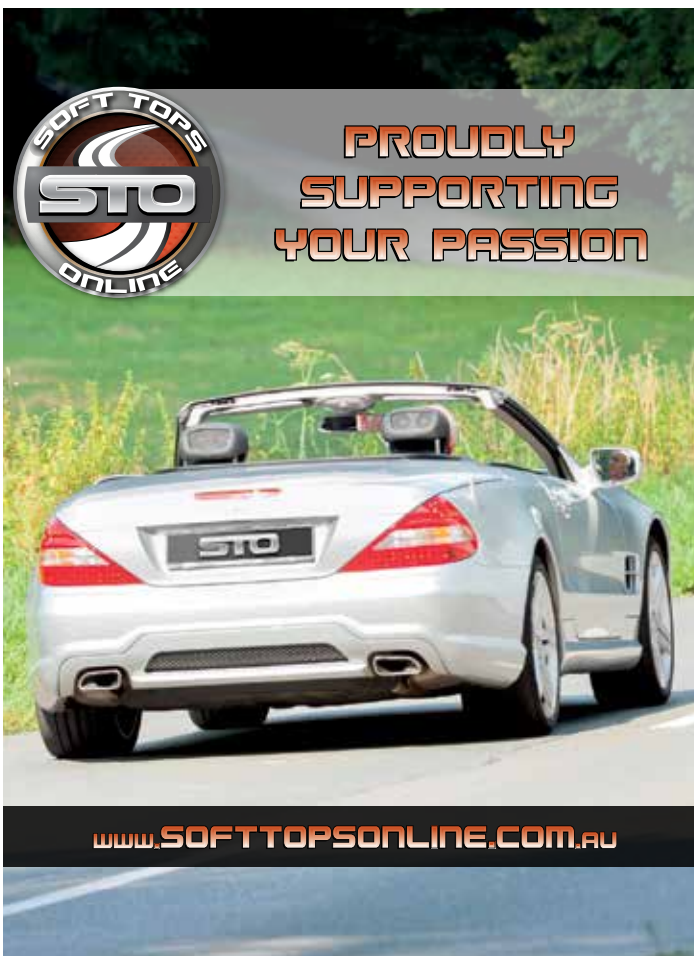
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- 2/ Your car must be at least 30 years old.
- 3/ Your car must be in original condition, if modified a different Registration scheme called the Classic Scheme is used, refer to the link below.
- 4/ Send a photograph of the outside and engine bay to the Historic Plate Registrar.
- 5/ Obtain an RMS 1259 Historic Registration Declaration form, refer link below, fill out the left side with your licence number, full name, address, vin number, engine number, year of manufacture and full model description.
- 6/ Obtain a Safety Certificate (pink slip), fill the number and date on the declaration form.
- 7/ Send the form and a copy of your pink slip to a Historic Plate Registrar with a self stamped and addressed envelope. The Registrar will stamp and sign the form.
- 8/ Attend a Service NSW office with the 1259 form. You must also complete a 4 page registration form 1246 and request to opt-in for the 60 day log book trial.
- 9/ When complete CONTACT the Club REGISTRAR with the new registration plate number for our Club Records.

If renewing your registration or transferring from full registration please allow sufficient time for the above processes to occur. Our registrars are volunteers and will attend to your requests expediently but do not promise same day turnaround.

Further information and the applicable forms for original vehicles to be registered under Historic Registration may be found at:

<http://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/index.html>

and the logbook scheme at:

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Further information and the applicable forms for Modified Vehicles to be registered under the Classic Vehicle Scheme can be found at:

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The Club Historic Registration Registrars are:	Name	e-mail address	Location	Phone
	Ben De Boer	ben.deboer@bigpond.com.au	Daleys Point	0418-471-637
	Gregory Drakopoulos	Gregory.drakopoulos@gmail.com	Blackalls Park	0407-626-640
	Bill Daws	bill.daws@bigpond.com	Picton	0419-431-531
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Number _____ Street address _____

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Phone: Home _____ Mobile _____ Additional _____

Email: Primary _____ Secondary _____

Associate: Title _____ First name _____ Last name _____ Relationship (optional) _____

Occupation: Member (optional) _____ Associate (optional) _____

Compliance with Club constitution
I/we agree to comply with all Club rules under the current constitution. I/we understand that failure to comply may lead to membership being cancelled.

Member signature: _____ Date: ____/____/____
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Membership Fees

Mercedes-Benz Club of NSW Membership fee schedule

The Mercedes-Benz Club of NSW has an annual membership renewal date of July 1.

Club fees are based on the financial year from June 30 to July 1. Part year new memberships are calculated from the schedule of pro-rata rates shown.

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Pro rata annual membership fee schedule for new members

July 1:	\$95.00	October:	\$71.25	January:	\$47.50	* April:	\$118.75
August:	\$87.10	November:	\$63.35	February:	\$39.60	* May:	\$110.85
September:	\$79.20	December:	\$55.40	March:	\$31.60	* June:	\$102.30

* New membership applicants joining in the remaining three months of the financial year (April, May, June) are required to pay to June 30 of the following financial year by the Club administration.

New membership payment schedule

Joining fee SPECIAL PRICE
(if applicable): \$25.00

Pro rata membership fee:
\$95.00

Total payable
\$ _____

Club payments

Membership payments can be made:

1. ONLINE at www.mbcnsw.org.au

2. By direct deposit (EFT) to the Club account:

Mercedes-Benz Club (NSW) Inc.

BSB: 012 006 Account Number: 2081 54818

Ref: MUST include Name & Membership

number.

3. At a General Club meeting to the treasurer with cash, credit card, or cheque.

4. Via mail with credit card or cheque, NO cash to the address on the membership form.

Payment type: Cheque ☐ Visa ☐ Mastercard ☐ EFT ☐ Cash ☐ Money order ☐

Card number: ____/____/____/____ Expiry date: ____/____

☐

Please check this box to automatically renew your membership and you agree to allow the MBCNSW Inc to debit your credit card with the membership fee on July 1 each year until you instruct us to stop.

Cardholder name: _____ Amount payable: \$ _____ Date: _____

Cardholder signature: _____ OR CCV (for web payments) _____

Please do not send cash via mail. Return this fee schedule & membership form with any payments to:
Membership Secretary, Mercedes-Benz Club (NSW) Inc,
PO Box 4647 Sylvania Waters 2224

NEW ONLINE MEMBERSHIP FORM with Secure EFT payments (and pdf forms) at:

www.mbcnsw.org.au

Email enquiries to: membership@mbcnsw.org.au

Star Torque Magazine

Publication:

Quarterly in March, June, September & December

Editorial deadlines:

5th January, 15th April, 15th July & 15th October

Advertising deadline:

Booked and artwork supplied by 1st of month preceding publication

Editor: John Assarapin

Editorial Team: Rena Nicolau, Shane Steele, Vince Thompson, Greg Vains

Submissions:

Articles & contributions welcome from all for the magazine. The MBCNSW has the right to edit & publish any submitted material.

Text files:

Plain text only with NO images.

Image files:

Hi-res only above 3000 x 2000 pixels.

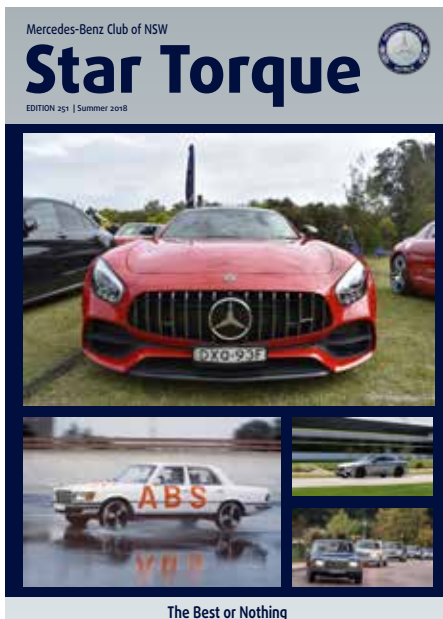
Technical articles:

Should be reviewed by an informed source for any errors or omissions.

Contributions:

All text documents to the Editor by e-mail.

Images emailed OR uploaded to Dropbox and the download link or folder shared.



Star Torque magazine circulation
& demographics available
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Mercedes-Benz Club of NSW site:
www.mbcnsw.org.au averages
over 37,200 hits per month.

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