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MBCA BCStars

BRITISH COLUMBIA SECTION



INSIDE:

Mercedes-Benz "Electric First" Future

A Short History of A Distinguished Motor Car

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EDITORIAL

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The weather is finally starting to turn; the days are perceptibly warmer and the sun is shining more than it has been. I hope that you, like me, are starting to see a little glimmer of possibility on the horizon. With the roll-out of the vaccination programs in BC, and with the belief that everyone who wants to be vaccinated should be able to before too many more months go by, perhaps there is a chance we might manage to get together for a motoring event or two this summer. I certainly hope so. It has felt like such a long, cold, dark winter.

In this issue we read about Mercedes-Benz plans for an electric future, and the remarkable story of David Godwin's 1913 22/50. I hope you enjoy reading the story as much as I did.

Joseph Anthony
Editor

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Mercedes-Benz Drive Systems Campus: Stuttgart-Untertürkheim gears up for “Electric First” future

Untertürkheim to become a technology competence centre with a campus focusing clearly on electric drive and battery technology, including the production of lithium-ion cells.

Stuttgart. Mercedes-Benz is transforming its Mercedes-Benz Drive Systems unit and its Stuttgart-Untertürkheim site for an “Electric First” future in the context of Ambition 2039 – the company’s path toward carbon neutrality. Mercedes-Benz is thus underpinning its new strategy, which was presented in October 2020. After intensive negotiations, the management and works council of the Mercedes-Benz Untertürkheim plant in Germany reached an agreement to invest a three-digit

million euro amount to transform Untertürkheim, the largest site in the company’s global powertrain production network which will in future be known as the “Mercedes-Benz Drive Systems Campus”. The site will focus on research, development and production ramp-ups of drive systems. The agreement strengthens Untertürkheim’s role as a development and qualification hub for drive technologies and further expands its already broad expertise in the field of e-mobility - through a campus for electric and electrified drive systems. A new factory for the small-series production of future battery cells, and a dedicated battery safety lab, will complement Mercedes-Benz’s existing research and development activities in the field of battery technology. The company strives for a holistic approach which ranges from basic research and development to manufacturing of battery systems. In terms of series production, the site will focus increasingly on electric drive components - battery and electric drive systems, while conventional engine, transmission and component production will

gradually be phased out, which will effect employment profiles and scopes.

Markus Schäfer, Member of the Board of Management of Daimler AG and Mercedes-Benz AG; responsible for Daimler Group Research and Mercedes-Benz Cars COO:

"Mercedes-Benz stringently moves forward on the path to CO₂-neutrality. Taking a leading role in electric vehicles means further boosting our own research and development and achieving maximum progress with global tech partners. I am totally convinced that in development and production, optimal access to new technologies and global expertise as well as redirecting the use of capital to carbon neutral investments will be more crucial than ever in the future. This requires maximum flexibility and the consistent scrutiny of existing structures. The transformational phase toward CO₂-neutrality also means far-reaching changes in particular to our drive system division. Targeting our Untertürkheim site on 'Electric First' with a dedicated campus for electric drive technologies means an important cornerstone for our Mercedes-EQ product initiative. A clear focus of our activities lies on research and process engineering of battery and cell technology, taking into account the entire value chain."

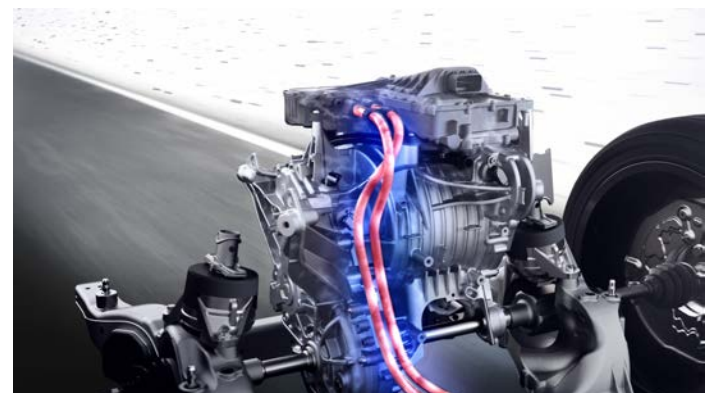
The Mercedes-Benz Drive Systems Campus is a crucial development step regarding the sustainable transformation of the Untertürkheim site. At the same time, this requires substantial adjustments in its production program and processes. In this context, the existing competence centres will be restructured or systematically expanded. The close link of research, development and production at the same location will create important preconditions for synergies and unique know-how strengthening the vertical integration in house as a key pillar.

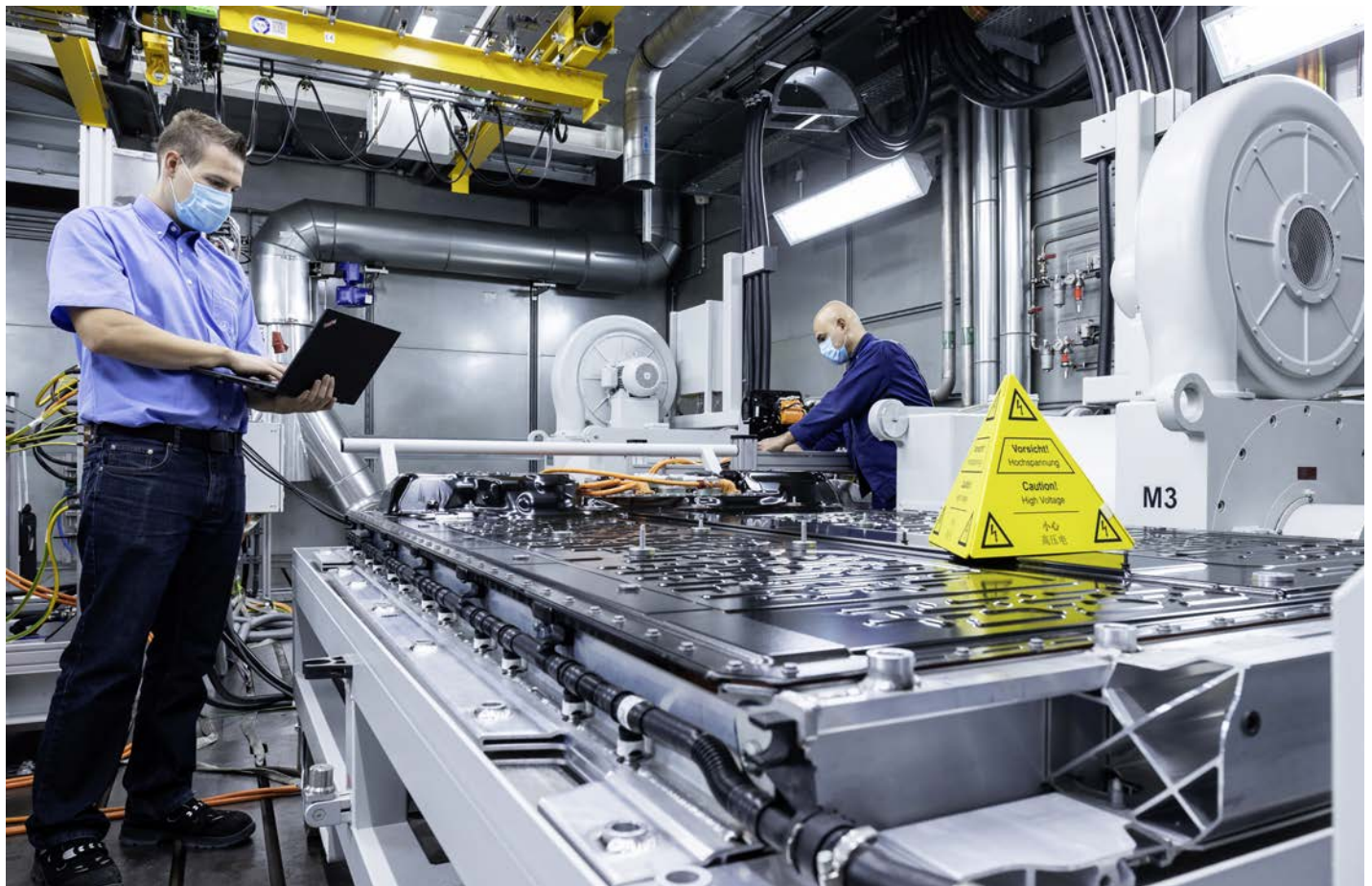
Jörg Burzer, Member of the Board of Management of Mercedes-Benz AG, Production and Supply Chain: "The Untertürkheim site has always been an integral part of the Mercedes-Benz powertrain production network – as an innovation centre and as a hub of Mercedes-Benz powertrain expertise.

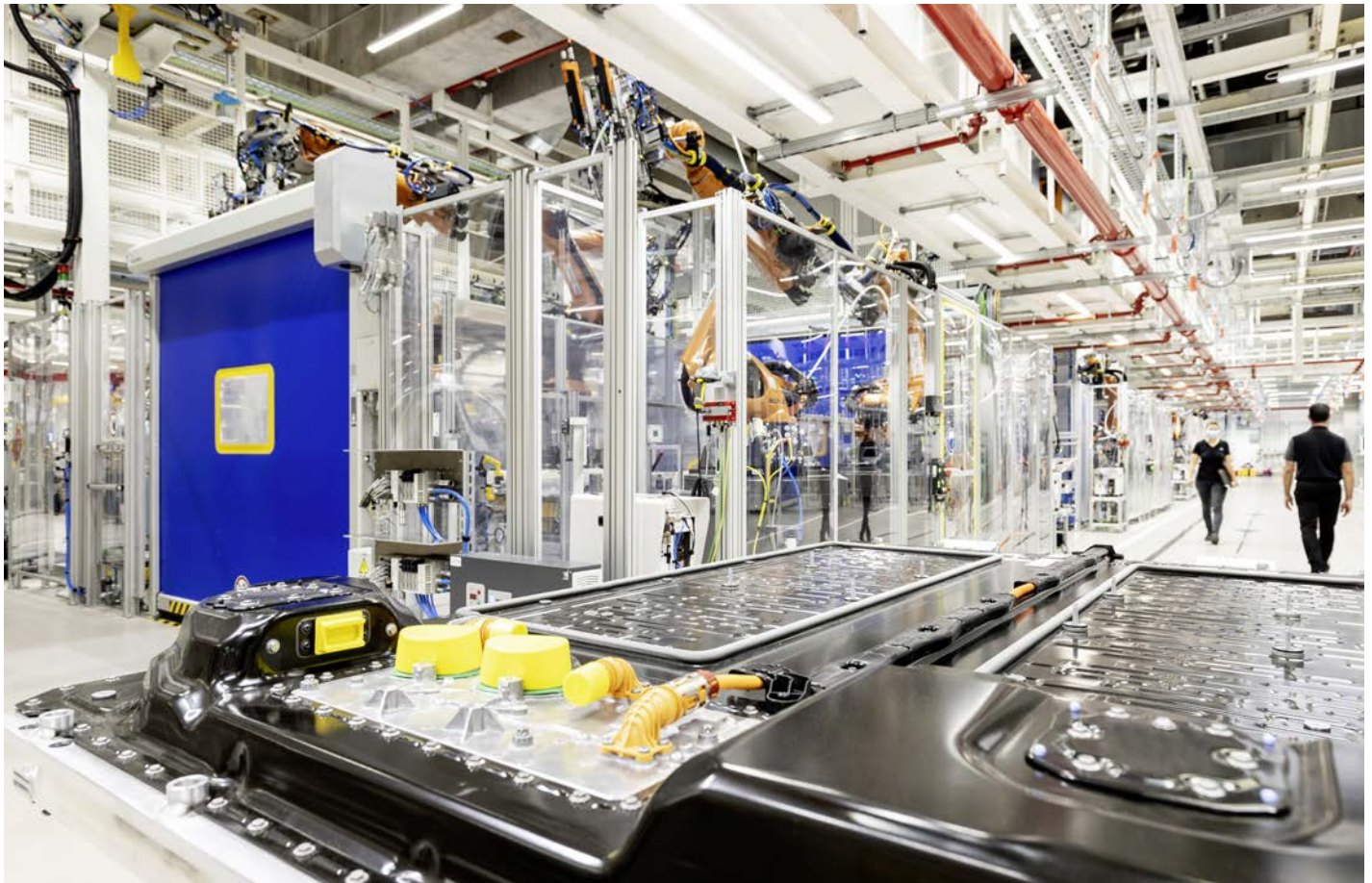
Mercedes-Benz takes its responsibility for this long-established location very seriously - towards employees, politics, science and partners. Bearing responsibility also means adapting and modernizing the structure to ensure competitiveness and future viability. By implementing the new vision at the Untertürkheim site, we want to set the course for a sustainable transformation of Mercedes-Benz with a clear focus on electrification. With the Mercedes-Benz Drive Systems Campus we make sure that the drive systems of tomorrow can be designed to a very significant extent at the site. Moreover, producing high-tech battery systems and electric drive systems, drive components 'made in Untertürkheim' will continue to define Mercedes-Benz vehicles in the future."

Focus on battery technology and electric drive systems

With the bundling and extension of its battery







activities the company further strengthens its expertise in the field of e-mobility. Widespread research and development activities are already anchored at the location, such as the e-technology centre and cell technology centre, where, among other things, prototypes for the electric drive system are built and cell technologies are researched and tested. Additionally, the battery research and development activities currently located at the Nabern part of the plant, including various test benches, are to be located on the campus in the future. Further investments are planned in the significant expansion of the current cell technology centre in order to be able to cover the entire value chain of battery technology. In addition to basic research, pre-development and design of battery cells, a new factory for the small-series production of lithium-ion battery cells is being planned, starting operations in 2023. The sustainability factor, transparent cell development through to recyclability, plays a major role in this. Moreover a dedicated battery safety lab will complement Mercedes-Benz's activities.

In future, the company will cover almost the entire field of battery technology at its Untertürkheim location - right down to battery systems which are manufactured at the site. The battery factory in Brühl nearby will produce batteries for plug-in hybrid vehicles from 2022. Starting this year, battery systems for the Mercedes-EQ model EQS - the all-electric member of the S-Class family - will roll off the assembly line at the Hedelfingen part of the plant. The EQS will be manufactured at Factory 56 in Sindelfingen some 20 km away starting in the first half of 2021. The battery system for the EQE will also be produced in Hedelfingen.

The company moreover is setting a clear focus on the development of the highly efficient electric drive system, the intelligent combination of electric motor, battery system, power electronics and software through to series maturity including testing. The next generation of electric motors are being developed in house and will feature inverter and high voltage technology. The manufacturing and assembly of



electric drive systems parts for future vehicle models of the Mercedes-EQ brand will start at the end of 2024 and round off the product portfolio with the battery factories in Hedelfingen and Brühl. The previously planned production volumes of electric drive systems will double.

With regard to the series production volumes of conventional powertrains at the Untertürkheim location, Mercedes-Benz will even more benefit from the flexibility of its global powertrain production network in future. New production volumes are being examined in detail in order to maximize efficiency and profitability. On the employment side, this leads

in the medium term to changes in employment profiles, for which the company prepares its employees with targeted qualification measures. The reduction of series production volumes of conventional powertrains will also lead to adjustments of personnel at the Untertürkheim location. The company is preparing for this with various measures and the top priority is to implement structural and personnel measures in a socially acceptable manner with regard to the jobs affected.



Further information about Mercedes-Benz is available at www.mercedes-benz.com.







A Short History of a Distinguished Motor Car

by
David Godwin

From 1914, The Great War raged through Europe. In this environment, a 22/50 hp vehicle from the great Daimler Motoren Gesellschaft (DMG) was pressed into military service. Its service activities were lost in the fogs of time, but the car survived.

Far to the north Rudolph Lilljeqvist, a famous Swedish industrialist and a good friend of the Nobel family was anxious to take delivery of a fine new motorcar for the many journeys he had planned for his growing family.

Liljeqvist had received an education as a civil engineer at the Royal Technical High School in Stockholm and his talents were used abroad. One of his designs was the famous Forth river Railway Bridge built in Scotland in the 1880s. It is still standing and is more impressive than the Eiffel Tower in Paris. His talents were noticed by Alfred Nobel.

Because the two men were close business

associates and friends, Nobel appointed Lilljeqvist, in his will, as his testament executor, together with Swedish ambassador Ragnar Sohlman. Sohlman and Lilljeqvist instituted the Nobel Prize.

Early in 1918 Lilljeqvist realized the war was really lost for Germany, so he started in earnest to evaluate the automobile market by test-driving as many cars as possible. As money was no object, fine cars like Pierce Arrows and Rolls-Royce Silver Ghosts were examined. He decided that a large Mercedes touring car would be the best choice for the extended travels he had in mind. Since all commodities were in short supply, the Swedish agent for DMG could not obtain one.

In the spring of 1919, Lilljeqvist was notified that the factory could supply a refurbished chassis, reconditioned to "new" condition with a guarantee, but no body or tires were available in Germany. Only a running chassis was available. The Swedish agent however, had just taken in a 1913 Mercedes with

two bodies: a limousine and a tourer. Lilljeqvist bought the 22/50 chassis from the factory and the original 1913 Mercedes touring body, which had just been used only a few months and was in next-to-new condition. The chassis arrived from Stuttgart in a railway wagon in April 1919.

Wooden blocks had been strapped to the wooden wheels so that the car could be moved without damaging the rims. American Goodyear tires were fitted, and the car was painted a somber light gray color and delivered to the Baldersnas family estate in mid-summer 1919. A chauffeur had been hired and trained at DMG in Stockholm. The car was christened Grålle, which is a common name in Sweden for a trusted and loved horse. It also means "greyish".

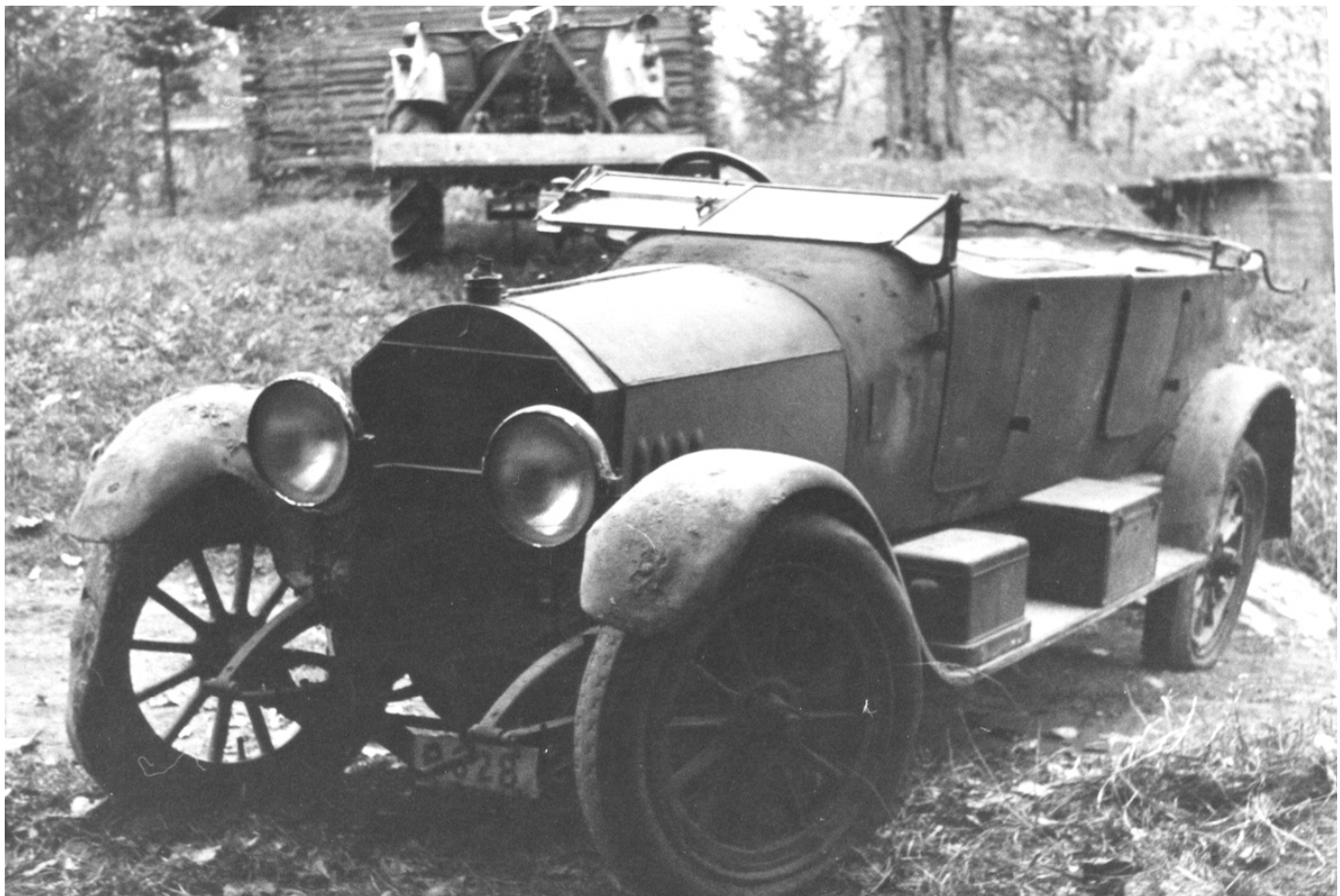
Baldersnas, which was the home of the Lilljeqvists, is an estate on a large peninsula in a lake in the middle of Sweden. There were man-made islands near the peninsula where the family and guests often had lunch in the hot summer days. Servants would row out in small boats with food and wine. The manor

house was the first home built in Sweden of reinforced concrete and fitted with electric lights. The electricity came from its own powerhouse operating on a small river leaving the lake. The new house replaced an earlier (timbered) manor house in a beautiful park filled with flowers and rare trees.

Lilljeqvist, because of his technical interest and the surrounding lake had learned to navigate his motorboat on the lake. When the car arrived at Baldersnas, Lilljeqvist wanted to take it for a test drive. On the occasion of this test drive, the chauffeur had turned the car around, facing outwards towards the long straight driveway from the house to the main road. All went well until the car and occupants reached the 90 degree turn to the left where the driveway met the main road. Here, Mr. Lilljeqvist turned his wheel to the right as he did in his boat, which had geared steering that when turned to the right, the boat went left. Unfortunately, he hit one of the trees bending the fender and damaging the right main headlamp, which was pushed back into the side of the radiator. Luckily, the accident occurred at a slow speed, so no one was seriously hurt. The radiator was dented on the side however, and a new pair of headlamps had to be bought.



Lunch with a flat. The family enjoys a picnic lunch while the chauffeur changes the tire.



As retrieved from the barn.

After this incident, Lilljeqvist never drove the car. He left this task to the chauffeur and eldest son Åke, born in 1901, who recalled this incident many years later.

In the autumn of 1919, the family set out on a long trip, which had been in the planning stages for considerable time. Father, mother, five children, governess and chauffeur traveled in the car, whilst the chamber lady traveled via train with the necessary baggage. They would meet at the pre-booked hotels where clothes, books and personal items would be arranged in the hotel rooms waiting for the entourage to arrive. The idea was to visit many of Lilljeqvist's European friends as well as educating the children with visits to museums and battlefields.

After a visit to the Verdun battlefields in northern France they drove to the Stuttgart DMG factory to do a full service after the "running-in" of the new car.

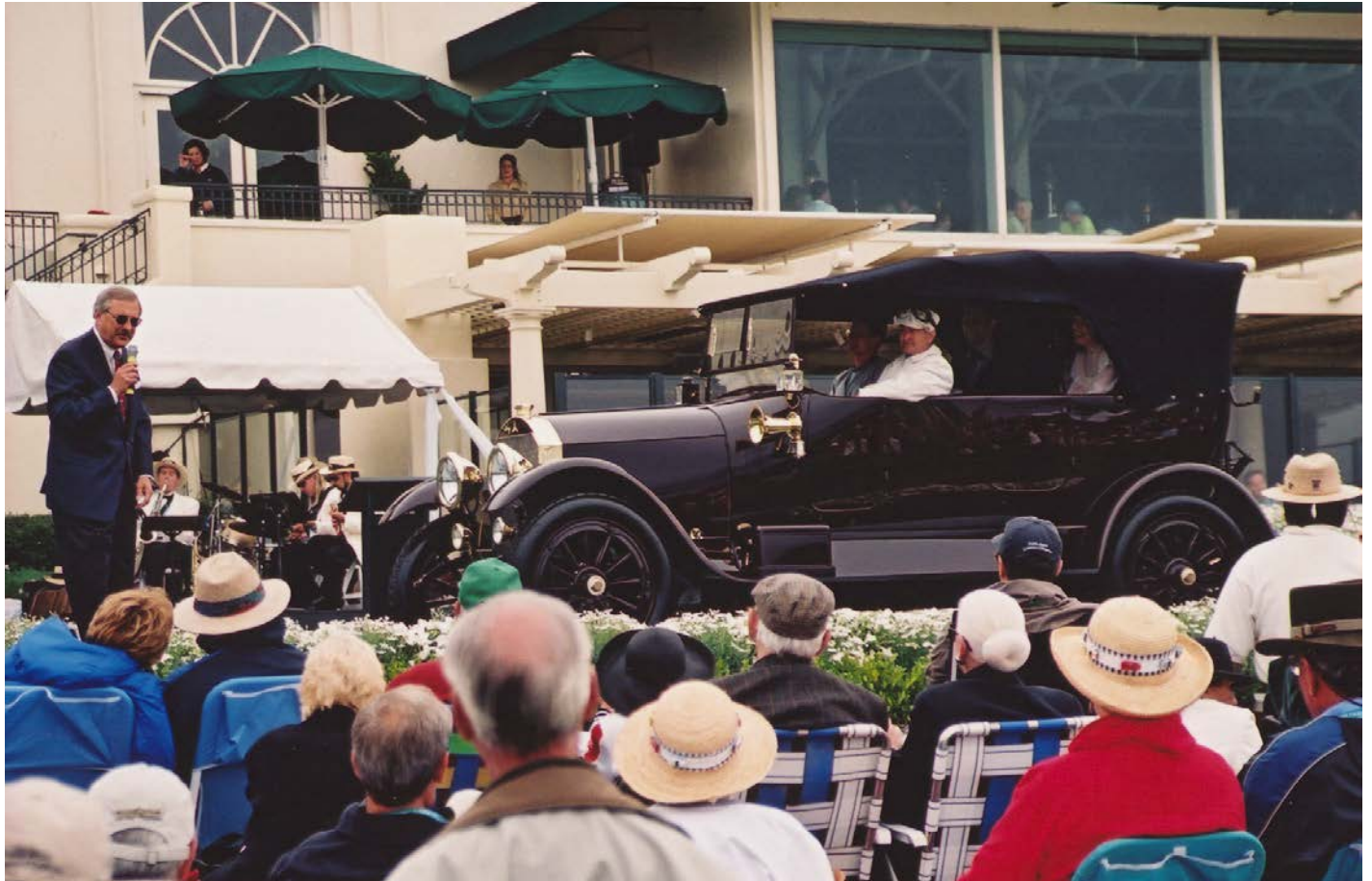
Entering the lowland area north of Stuttgart from the

hills, they noticed numerous people walking out of Stuttgart toward a pink-colored castle in a beautiful large garden. "Wilhelmia", one of the dethroned Kaiser's summer castles, is Moorish in style.

Inquiring, they found out the new State had decided to sell the Kaiser's property and contents by public auction on this day. Sending the chauffeur on to the DMG factory, the family stayed at the castle and bought two full railway wagonloads of fine pictures, furniture, carpets and porcelain and other household items. These were sent to Baldersnas.

If you travel to Stuttgart, the refurbished "Wilhelmia" contains an art museum and will provide food for thought on the way of life of old Kaiser Wilhelm just over 100 years ago.

After staying a week in Stuttgart hotels, studying the splendor of the city while full service was being performed on the car, they headed west toward Paris where the family owned a chateau in St. Germain-en-Laye, a suburb of Paris. Here the family lived a



Podium presentation at Pebble Beach.

lively social life, keeping the chateau as a base for three full years. They took the car on many summer trips to the Riviera, into Spain, over the mountains into Italy, Monte Carlo and places in between. They also rented a villa in St Raphael on the Riviera, which was used alternatively both summer and winter.

In the Spring of 1923 the car was finally heading home to Baldersnas after a three and-a-half-year educational holiday for the Lilljeqvist family.

As in any family, there is always the energy and mischief of youth. Each of us can think of one or more incidents with the family car when we were young. The Lilljeqvist family was no different. Åke, the oldest son, told the story of how he and the chauffeur tested the top speed of the car in the summer of 1924. Needless to say, this was without the father's knowledge.

There was a long straight stretch of flat gravel road some miles from Baldersnas. There, they covered a carefully measured kilometer in 35 seconds. This is an average speed of 102.8 km/hour (64 mph).

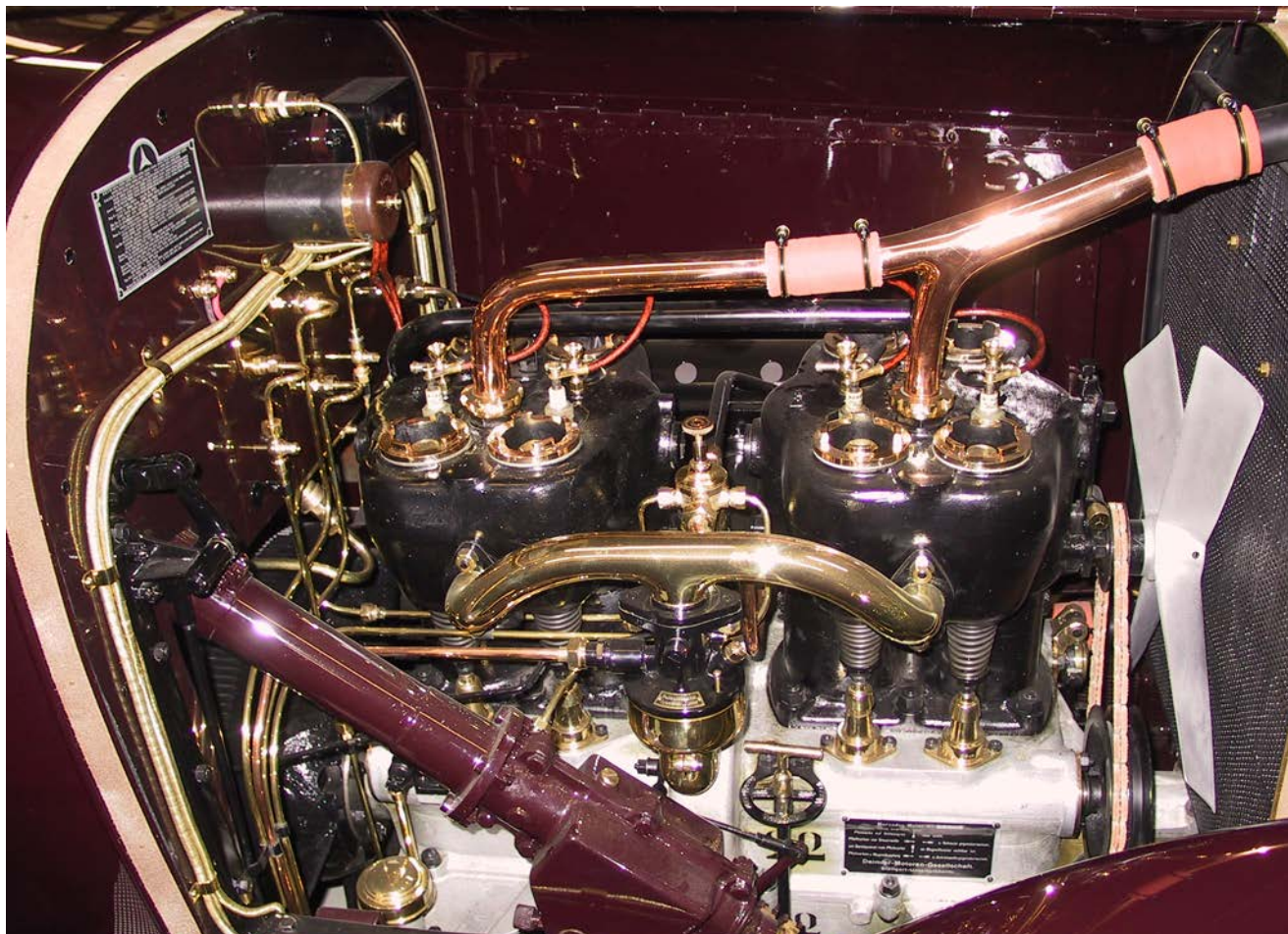
Åke reported that this was a hair-raising experience. This is not a high speed by today's standard, but remember this is with a car that has very narrow high-pressure tires, no shock absorbers, and brakes on the rear wheels only. And, it was on a narrow gravel road.

Lilljeqvist disappeared without a trace in 1925. It was felt that he might have fallen into the river when inspecting his beloved power station.

His oldest son, Åke, took over the running of Elektrokemiska Aktiebolaget (EKA) the large company his father had created. EKA is still a major, thriving company with worldwide markets.

Grälle had remained at Baldersnas for more than 50 years when Swedish collector Kent Olsson was allowed to buy it along with some old family photos. At this time, late in 1969, all of the Lilljeqvist children were still alive and all contributed their memories from the big trip through Europe.

In 1925 a new large super Fiat 6-cyl luxury car was bought. But it was not reliable and so was traded for




The engine compartment.

a newer Mercedes. Grålle always remained as the loyal standby. Last used in 1939, it was stored in the same barn with a 1936 Mercedes-Benz 290 Cabriolet and, later, a 1953 Mercedes-Benz 300 convertible.

The last of the Lilljeqvist children, Margit, born in 1907, passed away early in 2001 and with her, a wonderful piece of history and culture. Margit was married to Swedish pioneer aviator Albin Ahromberg, who survived crashes both in the lake and in the park at Baldersnas. He and his wife, Margit, lived a full life at Baldersnas. I had the pleasure of talking with her at the estate when I bought the car.

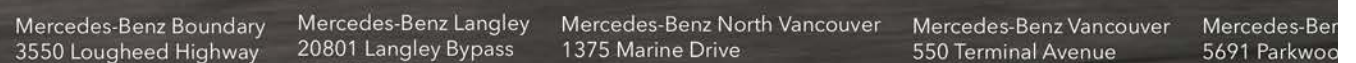
The buildings at Baldersnas are now open to the public along with the islands in the lake, and the beautiful ornate cast-iron bridges designed by Rudolf Lilljeqvist. So are the boathouse, airplane hangar, driveway and park. The fine automobiles are with new owners.

I purchased Grålle in "barn-find" condition in 1989 and brought it to Vancouver. A meticulous eight year restoration was completed in the summer of 2001. Most of the work was done by RX Autoworks in North Vancouver. However, I was allowed to do many of the minor mechanical details. Every detail was re-created including the brass-wrapped wiring harness and hand-dyed leather for the upholstery.

All the hard work was rewarded with attendance at the Pebble Beach Concours d'Elegance that summer. The Mercedes won the Chairman's Award and Third Place in the Mercedes class. 

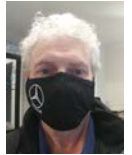
Our deep thanks to Mr David Godwin for sharing this fascinating story with us. [Ed.]

With 5 dealerships and a service centre in the Lower Mainland, we have the salespeople and service technicians to offer a maximized Mercedes-Benz experience.

A side profile of a red Volvo XC40 driving on a road. The car is shown from the side, moving towards the left. It has a black roof rack, silver door handles, and multi-spoke alloy wheels. The background is a blurred natural landscape.

British Columbia Section - Member of the Year Award

Report by Vice-President Tony Millikin



Some of you might not be aware that there is a section member of the year award for a member that has really made an extra effort to improve the section in some way. This award is decided on by the executive for each year. And it should be known that any contributions to the club can be considered for the award.

I have to say that I once received the award for the work I had done on the Show and shine events, (Still think it belongs to everyone who comes out to help for that event!) For me the award was a surprise and I cherish it. I can also say that I have been lucky enough to help in the discussions of the recipient many times.

The award is produced by our flagship home office and delivered to us in our section to be given to the recipient each year. Typically, we present this award at the annual January banquet. (members are encouraged to join us for that banquet, we just need to know in advance to schedule the bookings!)

This year with Covid made everything a challenge. Not many events, Meetings through Zoom, no annual banquet and a struggle to get any traction (sorry!) on anything for membership activities. But through it all the executive managed to figure this one out.

Once the member was selected it also became a challenge to get the award to us here in Canada and then figure out how we could socially distance deliver it to the very deserving recipient. After some email discussions a solution was upon us. One member worked very hard to gather information, compile it and present it in the format of our quarterly newsletter. For those who have tried to do this in any group in the past, you know how hard a job that is.


He was able to fit all this work in rebuilding a system for producing the newsletter that worked for him while still maintaining a very active professional career. Not only that he is really an awesome wordsmith and very focused on “getting it right”. (ok so now we know it is a “he”)



L to R: Tony Millikin (inset), Manfred Stenzel, Marie Stenzel, Joseph Anthony, Jeff Shindler, Sean Clark, Gary Pullyblank.

So a small number of members were able to set up a meeting on a Sunday to present Joseph the Member of the year award.

Joseph, although I was not able to attend I personally, I want to thank you for your dedication and commitment to keeping our MBCA section informed and entertained with your work. You had some tough work on your plate as you took on this task with adjusting programs being used and a severe thinning of content which also included us being behind in producing a few issues. I can't imagine the overwhelm you must have had as the task opened itself up to you. But you kept your proverbial cool (Actually he has always been pretty cool) and really kept driving towards completion of this. So thanks. You really deserve this award and we are humbled and proud to have you do this work for us.

I look forward to the next issues as you further refine your craft of producing these newsletters and of the increased content as it comes from all members who care to send you something to be added to the newsletter (yes I just asked you all for supporting content!) 



At a 2013 event, Bruce Woloshyn and son Joe look over one of the last 300SLs - number 3236/3258. Other club members look on. This car is special because it fell off the production line while being assembled, and was damaged. It was completed after the end of production of the 300SL - the last 300SL ever produced.

In Memoriam



"It is with sadness that we announce the passing of BC Stars member, Glyn Brown. He did love our Mercedes, ML550 aka Comfy and especially our SLK 350 aka Sporty. Sadly we didn't get any road trips in 2020 due to COVID. His life was not long enough, 1953 - 2020, which is why life has to be lived to the fullest."



Mercedes-Benz teamed up with the Finnish wildlife photographer Konsta Punkka and the Italian filmmaker Oliver Astrologo for a spectacular "Content Creation Tour" through Finland's landscape and nature. ©Oliver Astrologo

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