

Volume 32 - Issue 1-2

BC BENZ BULLETIN

March - June 2023



MBCA BCStars

BRITISH COLUMBIA SECTION



INSIDE:

Annual Awards
Night Dinner

The New
E-Class

60 years of the
W100

Whistler
Run 2023

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On the cover: The new E-Class
Photo credit: Daimler AG

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From the President

BC Stars Volume 32 - Issues 1-2 - March - June 2023

We have recently had our Whistler trip. It was fantastic to be joined by 3 cars from our Seattle club. I would highly recommend that we all consider joining them for their Show and Shine on August 20th at Griot's Garage in Tacoma. They seem to be a fun loving lot. Don't take my word for it, see for yourself.

Our own Show and Shine is a week later than normal, it is set for September 10th and will be held at Mercedes Boundary. As usual thanks to Dilawri for having us. I look forward to having personal favourite Japadog on site serving their unique fusion hot dogs. Registration is now open on Motorsportsreg. Go to our events page for the link.

I hope to see you all there.

Dave



EDITORIAL TEAM

Editor: Joseph Anthony
Contributing Editor: Sean Clark
Contributing Editor: Tony Millikin



BC Stars Annual Awards Night Dinner

BC Stars Section members met at the “Lakeside Cottage”, private dining venue at the Hart House Restaurant in Burnaby on Saturday February 4, 2023 for our annual awards night. The photos below and over attempt to capture some of the atmosphere of the evening.



Sean Clark accepting the award for Outstanding Contribution and Dedication on behalf of **Elton Kwan**



Jeff Shindler accepting the Recognition award as outgoing Regional Director, 2018 - 2023



President **David Cooper** with Past-President **Leigh Gayman**



Event Report - Whistler Trip - June 9-11, 2023

by
Sean Clark



Marie & Manfred Stenzel receive the Member of the Year award.



Dave Cooper, Section Prez of British Columbia, kicked off the 2023 driving season with a drive to Whistler, June 9th to 11th.

Three cars from our sister section in Seattle drove up to meet us in West Vancouver for our first Regional drive since before Covid. Some old friends, Ian and Linda Gleadle in their new E43 Coupe, and Bob ``Bobby Two`` and Tanya Willits in their E320, with James and Monica Bambury in their red SLS. AJ Sanson and Anthony of Benzcouver Group, came along for the drive in a C63.

The clouds looked a little ominous, but we were all eager to take to the road. Leigh Gayman was determined to drive with the top down on his SL500. With eleven cars in total, the traffic was light and we had a great drive up to our first stop, in Squamish. Our ``Team Stenzel``, Manfred and Marie, arranged for a nice lunch at the Executive Hotel.

We made quick time to Whistler, with James and Ian vying for position along the way.

The Stenzels arranged a special price for our stay at the Scandinavian-styled Aava Hotel, just steps from the Village.

In the evening, Dave and Sharon Cooper hosted the President`s Cocktail Reception at the hotel. It was a nice chance to meet old and new friends.

The following day, we had a scenic drive to Pemberton and the Big Sky Golf Course for lunch, followed by a photoshoot of all our cars and Members.

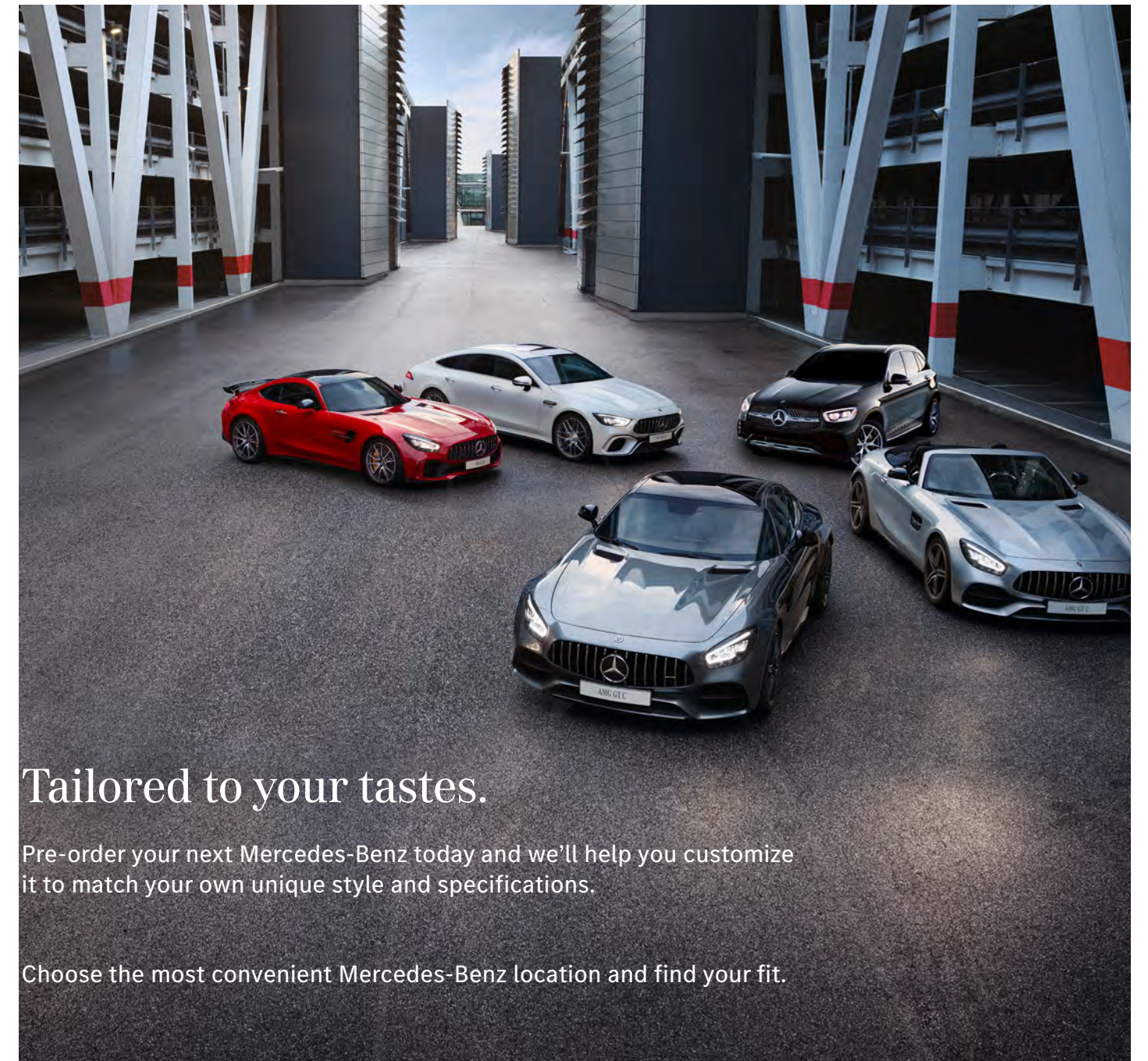
Some of us then drove through Pemberton and up the valley to The Beer Farm, a cottage brewery on a farm. We learned that the Farm was quite successful in beer competitions and certainly they had some interesting things to try.

We enjoyed a full course dinner at the All Seasons restaurant to round off our day. It was great to get together once again. We are already planning next year`s Regional Drive the Okanagan Wine Country, with James Bambury!

Many thanks to our guests for coming, and thank you to the organizers, Dave & Sharon Cooper, and Manfred & Marie Stenzel.



More photos over...



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Kenneth BROWN (Ken)
May 27, 1951 - March 20, 2023

Dr Kenneth L.B. Brown MD MSc FRCSC
May 27, 1951 - March 20, 2023

It is with a heavy heart that the family of Dr Ken Brown announces his passing on March 20, 2023 from a stroke. Ken is survived and dearly missed by Trish, his best friend and wife of fifty years, daughters Alix (Joe), Katie (Jared), and Meg, grandsons Mateo, Liam, and Lucas, and sister Rona Lynn.

Ken was born in Oxbow, Saskatchewan in 1951 and spent his early years in Winnipeg. He completed his medical school training at the University of Manitoba and did a residency in orthopaedic surgery, followed by a Master of Science in Experimental Surgery at McGill University. As the recipient of a Samuel McLaughlin travelling fellowship, he studied pediatric orthopaedics at the Al Dupont Institute in Wilmington, Delaware. He went on to study musculoskeletal oncology at the University of Florida with Dr Bill Enneking, and at the Rizzoli Institute with Professor Mario Campanacci in Bologna, Italy. Upon completion of fellowship training, Dr Brown began his practice at McGill University in Montreal. In 1993, Dr Brown began practicing at the BC Children’s Hospital in Vancouver, and became a UBC Orthopaedics Clinical Professor in 2003. Following his retirement in 2014, he was awarded the title of Clinical Professor Emeritus.

Dr Brown’s clinical interests extended to the treatment of skeletal deformities in children, musculoskeletal tumours, and reconstructive microsurgery. He made significant contributions to the understanding of limb reconstruction in children, including advancing the revolutionary procedure of rotationplasty. Dr Brown was an active member of many international orthopaedic and oncologic societies. He was president of the International Society of Limb Salvage from 1989 to 1991, and a key contributor to the Children’s Oncology Group. He was the recipient of the American-British-Canadian Travelling Fellowship in 1991 and received the Eduoard Samson Award for research from the Canadian Orthopaedic Association for his work on growth plate transplantation. Dr Brown was known to care deeply for his patients and their families, and he was inspired by their courage and determination.

Following a distinguished career, Ken was happy in retirement, turning his passion, curiosity, and love of

learning to many new projects and interests. He was an avid antique car collector, and he and Trish were active participants in car rallies throughout North America. He was restoring his 1959 Mercedes, the first car he ever owned, bought at age 16. Ken curled at the Vancouver Curling Club and the Marpole Masters League, where he was distinguishable by his shiny 8-ball helmet. Ken had a life-long passion for photography: in addition to members of his family, his most photographed subject was the view from his beloved home in Vancouver. He loved music and his eclectic taste was always playing at home and in the operating room. He especially loved piano music, particularly when Trish played. Ken and Trish travelled extensively throughout the world, as well as explored the beauty and nature of BC by foot, kayak, and car. Everywhere he went, Ken engaged strangers in conversation, driven by his genuine interest in people from all walks of life. Ken was devoted to his family and cherished his time with his wife, daughters and grandsons. He was loved and respected by family and friends for his unique personality and sense of humour, his honesty, and his exceptional strength of character. He is profoundly missed.



The new E-Class: at a glance

For over 75 years, the E-Class has set the standard for mid-range luxury saloons. In 2023, Mercedes-Benz will open a new chapter for the business saloon: the new E-Class points the way in the transition from the combustion engine to electric drive.





MBCA – BC Section Regional Show & Shine 2023

Sunday, September 10, 2023 9:00 AM
at the Dilawri Mercedes-Benz Dealership, Burnaby, BC
By Manfred Stenzel

The British Columbia Regional Section Show & Shine will be hosted at the [Dilawri Mercedes-Benz Dealership](#) in Burnaby, BC.

So, dust off any cobwebs, polish the chrome, wax and buff the paint on your favorite Mercedes and sign it up for this year’s Annual Regional Show & Shine. We changed location from the Dilawri’s Mercedes-Benz Dealership located in Langley, BC to the Dilawri’s Mercedes-Benz Dealership in Burnaby, BC.

This event showcases the largest display of Mercedes-Benz owned by MBCA members in British Columbia. This event offers People’s Choice voting with awards and trophies, local dealer, vendor display and door prizes. Non-MBCA members are also welcomed to register and display their cars.

Food Vendor JAPADOG and the COFFEE BOX will be available during the event.

Dilawri Mercedes-Benz Dealership, 3550 Lougheed Hwy, Burnaby, BC has generously offered us the use of their beautiful facility and grounds.

Car Registration Fees:

Registration is \$25 per car.
Registration at the gate for the day of the event is \$30 per car.
Registration [LINK](#) opens on July 27,2023!

Schedule of Events:

- 9:00 AM to 11:30 AM Vehicles are staged
- 11:30 AM to 1:00 PM People’s Choice Judging
- 1:30 PM to 2:00 PM Announcements, door prizes & awards



MBCA - Seattle Section

Leavenworth, WA September 16-18, 2023

Join us as we do that thing Washington State (or Canadian/Oregonian) German car clubs are required to do, visit the German-inspired town of Leavenworth (Yes we would like our Canadian & Oregonian friends to join us on this one). We will spend up to three days and two nights exploring the area, including the following:

(9/16) Day 1: 11am-11:30am Meeting at Barnes and Nobles in Woodinville, we will start by taking the back roads out to Monroe. From there, join picturesque US 2 to the 59er diner for a “good ole” diner experience. After this we will take a scenic detour on the route to Leavenworth. We will stay at the Hampton Inn (see important notes below for booking instructions). Later that evening we will meet at Mozart’s in Leavenworth for the evening meal.

(9/17) Day 2: After breakfast we will take in the sights, including the unique experience of seeing and feeding live reindeer at the Leavenworth reindeer farm (pre booking required see important notes below for instructions). Following the adventure, meet for lunch at Andreas Keller, per my MIL the most authentic German food in town, and she would know. For the afternoon’s entertainment, we will take the mountain road to Lake Chelan to enjoy some local wines and fantastic views.

(9/18) Day 3: Post breakfast on day 3, we will depart for the picturesque town of Cashmere. Here, we will tour another uniquely Washington institution, Aplets and Cotlets! This smalltown business has been making their unique apple-based confections since 1920. We will then say our goodbyes and return home. Officially over the hills to I-90 and the backroads around Fall City.

Important Booking information:

To **Sign up** please Email: James Bambury jdbambury@gmail.com

Room Booking: Please call the hotel directly on (509)-470-9798 to book. Doing it online or in any other way, will not make use of the club room block. Please book before 8/16/2023 after this unused rooms will not be held for us. The group rate is \$189/night.

Leavenworth Reindeer farm: Please book the 10am tour on 9/17 by their website here: <https://www.leavenworthreindeer.com/reindeer-farm-tours/>

Cars & Coffee

BC Stars club members meet about monthly for socializing and driving. This Cars & Coffee event happened in July, 2023.



Mercedes-Benz Classic Notes June 2023

Important anniversaries and milestones from the chronicle of the world's oldest luxury car manufacturer.

Text and images (C) Daimler AG

Automotive excellence: The Mercedes-Benz 600 “Grand Mercedes” (W 100) celebrates its premiere in 1963

- Highest levels of passenger comfort and safety and outstanding performance
- Exclusive representation vehicle also as Pullman Saloon and Landaulet
- Sophisticated hydraulics for numerous comfort features
- Experience the “Grand Mercedes” from 1963 in the anniversary year 2023

Stuttgart. “The ‘Grand Mercedes’ 600 – The exclusive vehicle of great prestige.” With this headline, the 1963 press release for the premiere of the Mercedes-Benz 600 positioned the vehicle with the internal model series designation W 100 right at the very front of the top group worldwide in the industry. 60 years ago, the document went on to describe: “Mercedes-Benz continues the company’s pre-war tradition of being represented in the small group of the world’s sensational prestige cars with a luxuriously equipped automobile that is extremely safe to drive.”

The Mercedes-Benz 600 can be experienced in many ways in the anniversary year: Mercedes-Benz Classic will be exhibiting the legendary series at the Studio Odeonsplatz in Munich from 11 April 2023. The saloon is staged there in the futuristic ambience of the 1960s and its “space age” era. The “Grand Mercedes” will be making another appearance in 2023 at the world’s largest classic car fair, the Techno Classica in Essen, from 12 to 16 April 2023. Even beyond the anniversary year, visitors can see a very special model at the Mercedes-Benz Museum in Stuttgart: the permanent exhibition includes an armoured Mercedes-Benz 600 Pullman state limousine from the company’s fleet, built in 1965. Visitors can find it in the “Collection 4 – Gallery of Names” room. The 600 is even coming home to subscribers of the Mercedes-Benz Classic Magazine – the representative saloon not only adorns the cover; the next issue, which will be published on 12 May 2023, will be devoted in detail to the anniversary vehicle.



An extraordinary automobile for extraordinary celebrities

The “600” held its position as the international benchmark of the automotive top class for almost two decades – until the end of the 17-year production period in 1981. This position was ensured by outstanding technology, exquisite comfort, excellent handling and a more than impressive appearance. The buyers of the prestige limousine came from all over the world. They included royalty, heads of state and celebrities from industry and show business. The vehicles of the W 100 series were produced in the Sindelfingen factory. Mercedes-Benz implemented individual and unusual customer wishes, provided they did not change the basic character of the automobile or come at the expense of safety. This gave each of the 2,677 Mercedes-Benz 600s built, 487 of them the Pullman version, the character of a unique model. Many became collectors’ items after their period of use.



Highly prestigious automobiles are deeply rooted in the origins of the brand. One early example is the Mercedes-Simplex 60 hp, presented in 1903. The top model of the time exists in the Mercedes-Benz Classic collection as a very special exhibit: as an elegant and luxurious touring car from the estate of Emil Jellinek, who shaped and decisively influenced the early days of the Mercedes brand, not only by giving it its name. In the years that followed, the sales programme of the Mercedes and Benz brands always included several models in the highest sphere of automobility. Daimler-Benz AG, arising in 1926 from the predecessor companies, effortlessly continued this tradition, for example, with the 770 “Grosser Mercedes” (W 07 and W 150). From 1951, the company picked up where it left off with the 300 (W 186 and W 189) before the Mercedes-Benz 600 became the new benchmark of automotive excel-

lence. After the end of production in 1981, the company offered Pullman versions of the S-Class to its highly discerning clientele, as well as the Maybach (model series 240), which was manufactured in the Sindelfingen factory from 2002 to 2012. Since 2014, the name Mercedes-Maybach has stood for the most exclusive and prestigious vehicles of the Mercedes-Benz Group.



Four body variants were available

The Mercedes-Benz 600 was produced from September 1964. From the outset, the saloon with a normal wheelbase of 3,200 millimetres and the Pullman Saloon with 3,900 millimetres were offered. There were special protection versions of both from 1965 onwards. Later, the Pullman Landaulet and Pullman Limousine body versions with six doors were added. Most Mercedes-Benz 600s, 743 vehicles, were delivered to the USA. This was followed by Germany with 589, France with 151 vehicles and Great Britain with 126 vehicles. Two special custom-made models were a long-wheelbase Landaulet for Pope Paul VI and a short-wheelbase Landaulet for Count Berckheim. A two-door coupé built in Sindelfingen in 1965 remained a one-off. It served to examine the potential of a large coupé as the successor to the 300 Sc (W 188 II).

The 1964 price list quoted DM 56,500 for the saloon and DM 63,500 for the Pullman Saloon. By comparison, the posh luxury-class saloon Mercedes-Benz 300 SE long (W 112) with automatic transmission cost DM 27,800. The Mercedes-Benz 600 appeared on the price list for the last time in 1979. Now the saloon cost DM 144,368, the Pullman Saloon DM 165,760 and the six-door Pullman Limousine DM 175,728. Here, too, a comparison: the high-performance saloon Mercedes-Benz 450 SEL 6.9 (model series 116) was available in 1979 for DM



78,999.20.

Key data for an outstanding automobile

The concept of the 600 took shape eight years before its world premiere. In the middle of 1955, chief engineer Fritz Nallinger defined the key data for construction group C, for the “future group of large touring and prestige vehicles”. Nallinger described this upcoming prestige car like this: “It gets automatic transmission, power-assisted steering and power-assisted brakes as standard. It is normally a six-seater. The frame floor system is designed to allow for creating a vehicle with three rows of seats by extending the wheelbase, if necessary.”



The car was powered by a V8 engine, the first in a Mercedes-Benz passenger car. The first specimen ran on the test bench at the end of 1959. The production engine, designated M 100, was ultimately given a displacement of 6.3 litres and produced 183 kW (250 hp). It was also used in the Mercedes-Benz 300 SEL 6.3 (W 109) with unchanged power output.

Iconic design and unparalleled comfort

The design of the Mercedes-Benz 600 was created under the direction of Friedrich Geiger. Paul Bracq played a major role. Chief Technology Officer Prof Fritz Nallinger was intensively involved in the design of the new top product from Mercedes-Benz during development. The design made it clear that the vehicle was aimed at special individuals as customers: the exterior was a modern statement of prestige. Inside, passengers could expect an atmosphere of cultivated luxury and distinct culture that made the most of every opportunity to enhance comfort.



At the end of the 1950s, a large vehicle body or good driving performance were not the only unique selling points for a “Grand Mercedes”. More was expected from a Mercedes-Benz. The brand rose to the challenge of making the impossible possible. Werner Breitschwerdt, who later became Chairman of the Board of Management, said in retrospect about the Type 600 at the end of the 1980s: “At the time, we wanted to build a car that could do everything that was possible, and we wanted it to be able to do more than any other car, for the driver and the passenger.”

The ease of use was exemplary. A comfort-class hydraulic system was used for the following functions: closing the doors (comfort closing); sliding sunroof drive; window lifts; partition wall operation; boot operation; opening and closing the heating and ventilation flaps; front and rear seat adjustment; shock absorber adjustment; parking brake release. To achieve the

optimum, the engineers compared an electrical system, developed by Breitschwerdt, with a hydraulic system, designed by Ernst Fiala. Hydraulics won. Breitschwerdt on this: “You couldn’t have accommodated the many functions we wanted to do with the electrics back then. It was a space and weight problem because we would have needed a second battery, among other things. With its high pressures, the high-pressure hydraulics developed had the advantage of getting by with small elements. The hydraulics were just smaller, quieter and lighter than electrical systems of the time.”

Head of passenger car development Rudolf Uhlenhaut set three focal points for this modern, prestigious vehicle in a class of its own: the highest passenger comfort, maximum safety and outstanding driving performance. The merging of the air suspension with the front wishbones and the single-joint swing axle with additional lowered thrust arms with braking torque support as well as two cross struts and double suspension in conjunction with the adjustable shock absorbers led to handling that was euphorically rated at the time. The engineers devoted special attention to the brake system. The 600 model had dual-circuit disc brakes at the front and rear. Two brake callipers acted on each of the front 291-millimetre discs. The cross-ply tyres of size 9.00 x 15 were specially designed tyres from Fulda and Continental for the prestige saloon.

The Cd value of 0.458 is astonishingly good for the angular 600. By comparison, the Mercedes-Benz 230 SL “Pagoda” (W 113) with hardtop achieved Cd = 0.515 and the 190 SL model (W 121) with hardtop achieved Cd = 0.461. The driving performance was at a high level: the prestige saloon accelerated from 0 to 100 km/h in 9.7 seconds. The top speed was 205 km/h.

Customers and trade press were enthusiastic

The Mercedes-Benz 600 was widely regarded as the best automobile in the world. Many customers used it for years for mobility befitting their status, whether with a chauffeur or themselves at the wheel. The trade press was also extremely enthusiastic. “Motor Revue” 3/1965 is quoted here as a representative example: “The result is a level of ride comfort that is undoubtedly the optimum achieved in automobile engineering to date.” And sums up: “You can [...] drive the 600 on mountain passes like a sports car – a well-driven sports car then has a very hard time keeping up.”



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