

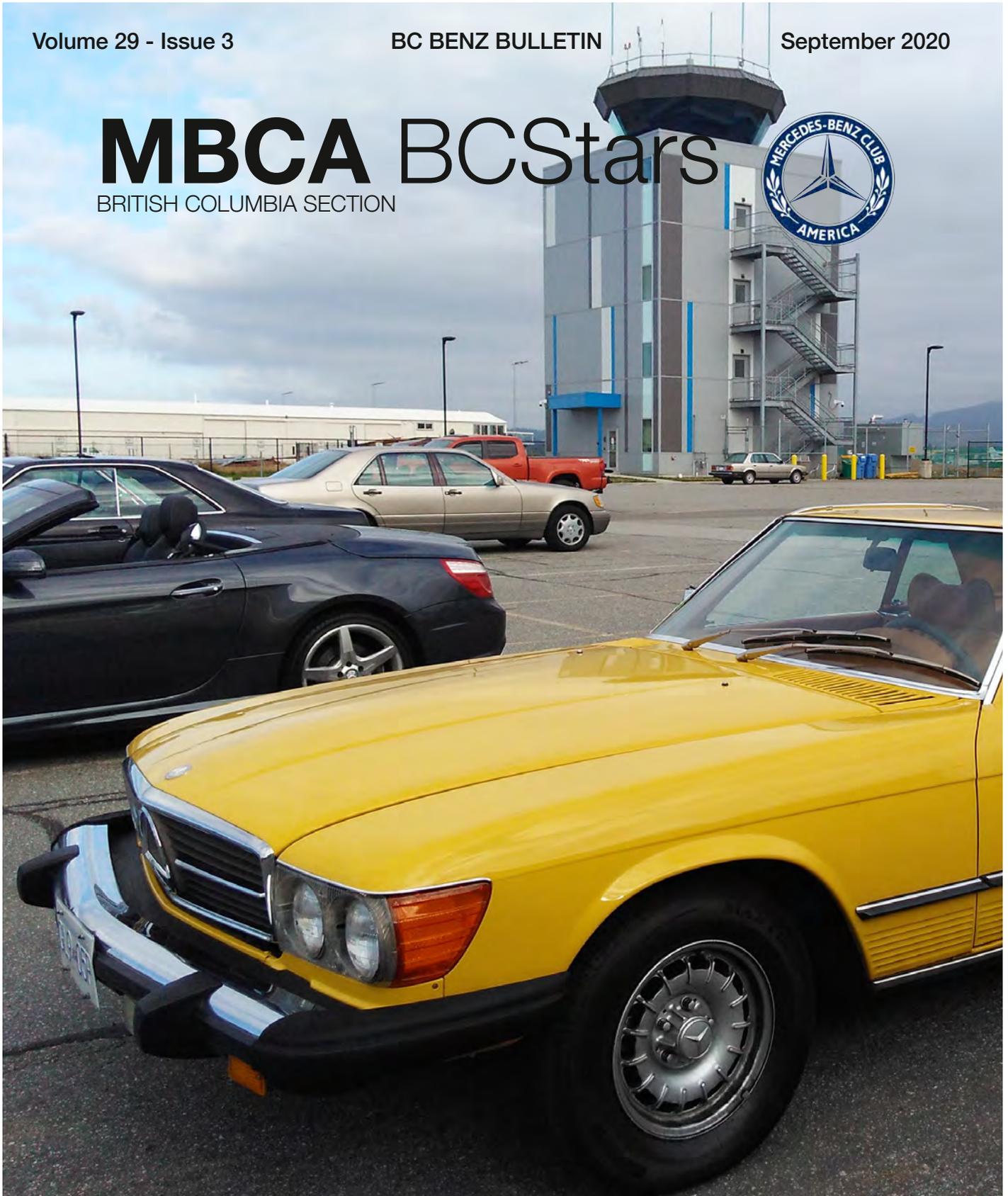
Volume 29 - Issue 3

BC BENZ BULLETIN

September 2020

# MBCA BCStars

BRITISH COLUMBIA SECTION



**INSIDE:**

**Flight of Fancy**

**C111-II Experimental Car  
50th Anniversary**

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Cover image: Sean Clark

# EDITORIAL

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## **BC Stars Volume 29 - Issue 3 - September**

At the time of writing we are still dealing with the pandemic, and social events can only occur outdoors, with physical distancing. Fortunately, we are a car club! The club was able to organize one event over the summer - all carefully arranged to follow the guidance of our Public Health Officer. I hope you enjoy the report of our Flight of Fancy tour of regional airports. My thanks to Sean Clark for preparing this report, as well as to our photographers Viera Hold, Sean Clark and Saras Muldaliar.

Like all of you, I am sure, I hope to see you at a club event before too long.

Joseph Anthony  
Editor

# EDITORIAL TEAM

Editor: Joseph Anthony

Contributing Editor: Sean Clark

Contributing Editor: Tony Millikin





## **BC Stars Flight of Fancy Aug 29th, 2020**

**by Sean Clark**

For those of you who could not join us on our Flight of fancy, here is a short account of our journey, this summer. With our annual Wine Tour cancelled, and air travel restricted, like many of us, Joseph Anthony, had a bad case of cabin fever. Our esteemed Newsletter Editor also needed to generate a bit of content for this Fall edition of the BC Benz Bulletin.

Few of us will be jetting away anytime soon, but we have plenty of airports in the Lower mainland, just waiting for that day. As we yearned for the open roads, and dreamt about far-off getaways, Joseph took us on a tour of the airports in our own backyard.

### **YPK**

Fifteen cars gathered on a late summer's morning at the Pitt Meadows Airport YPK. Stefan Hauser and Hamasa Amiry joined us as guests of the Club, in their CLK. Peter DeVries brought along his new W140 to show us. A fine group of many SL's, coupes, and sedans.

Saras Mudaliar and Linda Pullyblank handed out the Drivers Packages. Each contained Joseph's wonderful guide and map book, with the whole route laid out. A beautiful event sticker was provided, designed by new Member, Elton Kwan. Elton also created the fantastic cover graphics for the guidebook. Thank you, Elton!

All participants received a Quiz page to fill out along the route. Prize tickets to be awarded for correct answers.

We set off East, towards our first stop. With so many cars driving through urban traffic, we did very well, keeping everyone together, and not losing anyone. Once we left Maple Ridge, the scenic drive along Dewdney Trunk Road, past the Stave Lake Dam, was very relaxing.

At a leisurely pace, we arrived at the Fraser River Heritage Park, overlooking Mission. An excellent choice for "having tea and socializing", the park provided a lot of room to spread out, and very importantly, it had public washrooms that were actually open!

As the sun began coming out, it became quite a pleasant day. We stayed long enough for a few (distanced) group shot photos, and to hang out. Before getting underway again, we put down the windows and soft-tops of a few cars.

### **YXX**

Joseph's W140 S500 led us on our way to Abbotsford International Airport YXX. We followed the lightly travelled, Harris Road, and mostly avoided the busy traffic of the city. As we approached the airport entrance, we pulled over to gather for a photo and receive instructions. We were reminded that we were to look for answers to the first part of the quiz, near the entrance road that had an RCAF CF101 "Voodoo" jet fighter on display.

In normal times, it would not be suggested that a group of 15 cars should drive through the airport, past the Departures and Arrivals drop-off zone. These were not normal times, but it was a very quick tour through the airport. cont'd...



Sean Clark in his R107 at Abbotsford International



Our group - socially distant as the times required.



## **YNJ**

Our route to the Langley Regional Airport took us as close to the United States of America as many of us would likely get, for the foreseeable future. The guidebook took us along Zero Avenue, the very edge of the Canadian side of the line. It was a little disconcerting to look across the narrow ditch to see a land that was a 'Covid-restricted no-go zone' quietly, but rigorously guarded. Indeed, there were Border Patrol SUV's on both sides. A phenomenon of the times, we saw many small groups of masked people in lawnchairs, 'visiting' with their friends and family from the US side.

Eventually, our drive took us away from the border, up 216th Street. Langley's 'wine country' is a beautiful rural area. As we passed Chaberton Estates Winery, it was tempting for some, to stop off for a visit. In fact, Don Rutherford did just that, and joined us later at the airport.

The Langley airport is notable in that it is home to the BC Museum of Flight, and their bright yellow WWII Harvard Trainer. Our participants were asked to look there, for the answer to the second part of the Quiz.

## **ZBB**

By now, we were getting hungry. Joseph led the way to our next stop, Boundary Bay Airport, and the Skyhawk Restaurant ! According to the official Guidebook, we were running a little late. Joseph must have been particularly hungry himself, as he set a good pace on

Highway 99 to the airport.

We formed up in the airport parking lot. Saras and Linda collected the completed Quiz sheets, and checked the recorded aircraft registration numbers. Remarkably, everyone had the correct answers and a perfect score. Prize tickets were issued accordingly. There were a number of prizes courtesy of MB Canada, and MB Dilawri. Additionally, Gary Pullyblank and Peter DeVries were the lucky winners of two bottles of wine.



It was a wonderful drive, and perfect weather. Above all, this was a great get together, and a reminder of how much we have enjoyed events past. It was a real pleasure to see everyone, again.



Looking forward with hope, for next summer's driving adventures.

A big thank you, to Joseph Anthony for his efforts to organize this event. Thanks also to Elton, for volunteering his services.

Photo credits: Viera Hold, Sean Clark, Saras Mudaliar

Note: we could not show all the photos from the day in this article. A collection of photos has been made available online here:

[Flight of Fancy Photos](#)





**This year is the 50th anniversary of the introduction of the C 111-II, an experimental vehicle to investigate new engine technologies.**

*The story below is reproduced from the Daimler archives. [Ed.]*

### **March 1970: Mercedes-Benz presents the C 111-II**

- *A four-rotor Wankel engine with an output of 257 kW produces top speed of 300 km/h*
- *An integrated concept – including engine, gullwing doors and interior design*
- *Highly innovative supersports car serves as test vehicle for series components*

Stuttgart - When Mercedes-Benz introduced the C 111-II at the Geneva Motor Show in March 1970 it was the stuff of dreams: breathtaking body design, innovative materials and pioneering technology – not to mention top-level performance. An advance development of the study that had been equipped with a three-rotor Wankel engine and presented at the 1969 International Motor

Show (IAA) in Frankfurt am Main, this version made its Geneva debut boasting a four-rotor Wankel engine developing up to 257 kW. The engine, a DB M950 KE409 model, had 600 cubic centimetres of volume per rotary piston and was the most advanced of the rotary piston engines developed at Mercedes-Benz. The engine transmitted its power to the rear wheels via a five-speed transmission, accelerated the C 111-II from a standing start to 100 km/h in 4.8 seconds and gave a top speed of 300 km/h.

In this version of the supersports car, painted an orange-red colour known as “Weißherbst”, the engineers succeeded in finding the perfect set-up for the mid-engined coupé with its distinctive gullwing doors. For in addition to a new engine, the C 111-II also boasted a modified body.

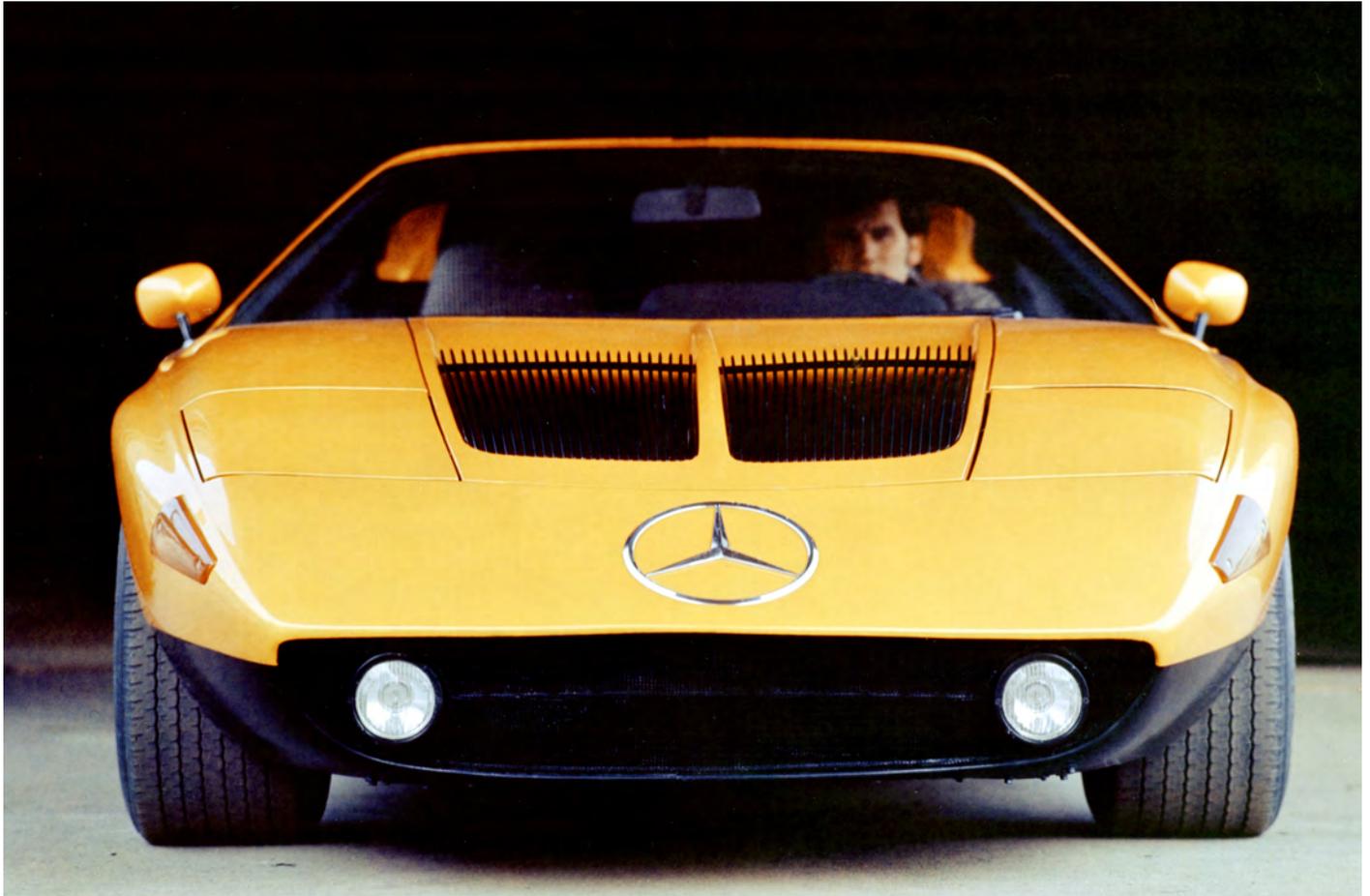
As it appeared in Geneva, the car was much more than just a test vehicle for the innovative drive concept developed by Felix Wankel. Since the launch of the project in December 1967 Mercedes-Benz had developed a top-class supersports car with the wherewithal to fill the gap left by the Mercedes-Benz 300 SL (W 198 series). The enthusiastic response from visitors to the Geneva Motor Show confirmed this view. Orders were received even before the Stuttgart company had set a price for the new gullwing – many offering downpayments or blank cheques.

One improvement over the C 111-I was the new model's improved aerodynamic efficiency: the drag coefficient of  $c_d=0.325$  was exceptionally low for the period. At the same time, driver visibility was improved. With the modified body and new Wankel engine, which now developed torque of 40 mkg (392 Newton metres), no contemporary road-going supersports car was a match for the C 111-II.

And yet Mercedes-Benz decided against series production. "The Wankel engine was not yet mature enough to be handed over to customers in line with company standards," said Dr. Hans Liebold in the year 2000, the man who had been responsible for developing the C 111, from the first Wankel study right up to the later record-breaking cars with reciprocating piston engine. Moreover, increasingly stringent emissions regulations in the United States of America argued against the introduction of the rotary piston engine, for although it had typical fuel consumption figures for the period ("an average of 20 litres/100 km", according to an issue of the magazine *auto motor und sport* dated 11 April 1970), emissions values were distinctly on the high side. A short time later, the oil crisis put an end to all hopeful speculation regarding the coupé's market launch.

By this time the development department at Mercedes-Benz had largely got to grips with the engineering design problems of the rotary piston



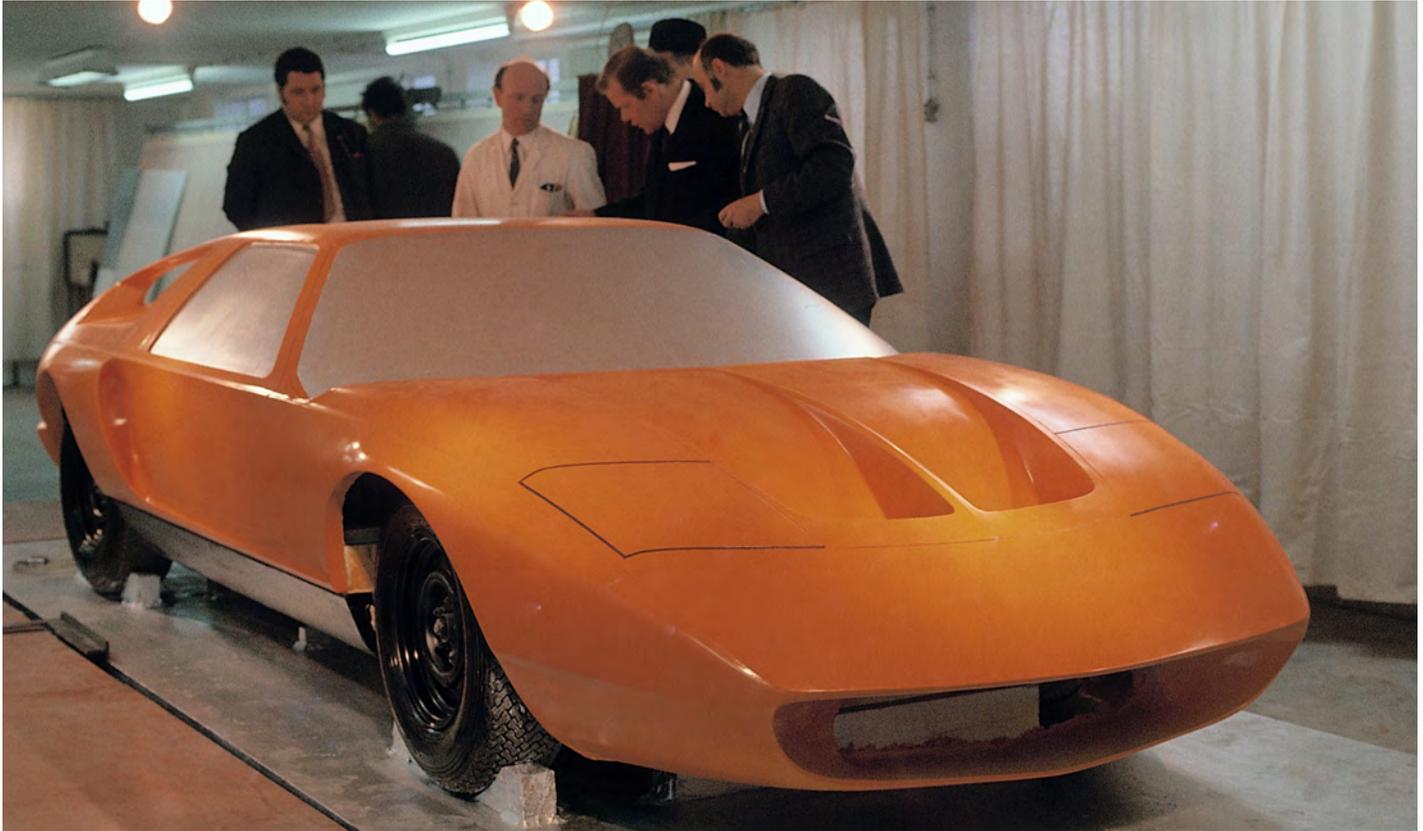


principle, particularly in terms of engine mechanics. But the relatively poor efficiency of the Wankel engine, which resulted from the elongated, variable combustion chambers of the rotary piston principle, could not be circumvented by technical modifications. The problem was simply inherent in the design: in a Wankel engine, the fuel burns in the space between the convex side of the rotary piston and the concave wall of the piston housing, rather than in the cylindrical combustion chamber of a reciprocating-piston engine. The variable and less than compact combustion chambers of the Wankel engine were responsible for poor thermodynamic fuel economy compared with a reciprocating-piston engine, resulting in significantly higher fuel consumption for the same output.

On the other hand, the engine had the advantages of a highly compact design and quietness even – while being driven for sports performance. In November 1969 Ron Wakefield also discussed the C 111 in the trade magazine *Road & Track*:

“During my first ride I was immediately struck by the quietness of the power unit inside the car. It was far quieter than, say, a 12-cyl. [Lamborghini] Miura.” In retrospect, Dr. Kurt Obländer, head of engine testing for the C 111 project, described the Wankel engine as follows: “Our four-rotor engine with gasoline injection represented the optimum of what could be reached with this engine concept. The multi-rotor design called for peripheral ports for the intake-air and exhaust-gas ducts. We were able to solve the difficult problems in engine cooling and engine mechanics by technical means. But the concept’s main problem – its low thermodynamic degree of efficiency – persisted.”

At just 1.12 metres in height, a number of details about this flat sports coupé made reference to the history of Mercedes-Benz supersports cars. Such features included the gullwing doors, reminiscent of the 300 SL, and the consistent use of innovative drive technology in a high-performance automobile.



Unlike the 300 SL (spaceframe with steel and aluminium skin), however, the C 111 had a body made of glass fibre reinforced plastic, which was bonded to the steel floor assembly.

Ultimately, the reason the C 111-II became such an object of desire among the public – in spite of being officially presented as a study and experimental vehicle – was down to the high standards Mercedes-Benz set itself. For during its development, the sports car was never treated merely as a test vehicle. Rather, the engineers looked beyond the innovative drive and body features, applying themselves to the vehicle setup and creating a holistic concept that also embraced design of the interior, noise insulation and chassis optimisation. When the C 111-II appeared at the 1970 Geneva Motor Show, it inspired the feeling of a supersports that had been built as an integrated whole – an automotive dream that was close enough to touch. 



## Remembering Finn, the Section's Most Recent Unofficial Mascot.

Some humans just aren't into pets. And that's fine. But for those who are, pets are more than just "pets". They are, for many of us, our best friends, our most loyal companions, and members of our families. They are a grounding constant in a constantly changing world. Especially in this current world where the only certainty is... well, uncertainty.

I am a dog person but, for reasons that don't need exploring at this juncture, I've not had a dog of my own since elementary school. Instead, I've got a bunch of surrogate pets. Which is really just a fancy way of saying that I try to take over the pets of my friends. But of all of my surrogates, Finn, the Shiloh Shepherd, has been my favorite fur buddy.

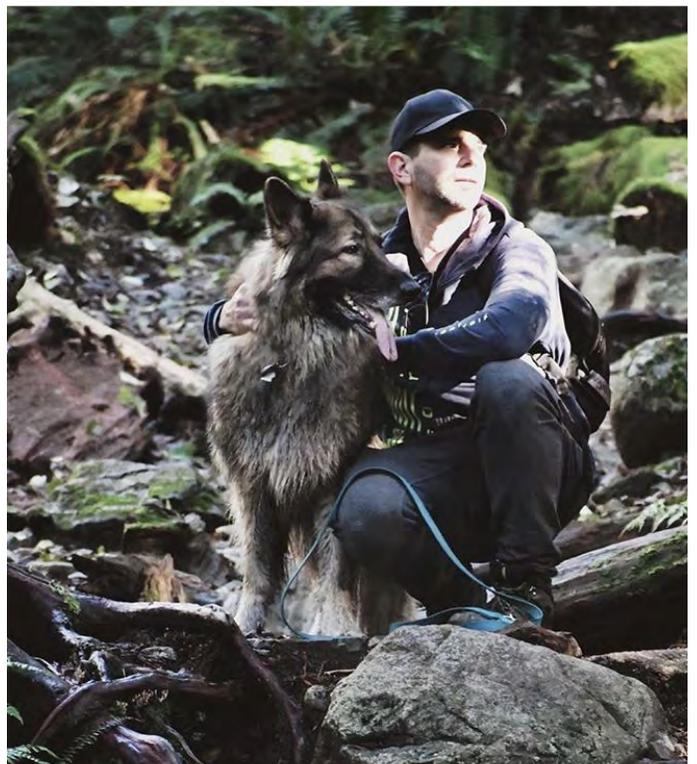
Finn came to the BC Stars with his human, Matthew Peck, several years ago and easily won most, if not all, of us over with his relaxed and mellow demeanor. Although, it took a little more convincing for us to accept Matthew into the fold due to the high degree of contrast between his personality and Finn's... At least, that's what Tony Millikin told me.

It is with no small amount of sadness that we announce the passing of our favorite Shepherd, and most recent unofficial Section Mascot, Finn. His regular presence at our events will be profoundly missed.

To Matthew Peck, the BC Stars extend our deepest condolences.

And to Finn, I'll see you on the other side one day. Until then, I'm going to miss you, buddy.

Yen-Hsen Liem



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## Welcome New Member

We are pleased to extend a warm welcome on behalf of the Club to the following member and their family who has recently joined our BC Section:  
Micha Lang of Vancouver. 1999 AMG E55.

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Mercedes-Benz S560 Cabriolet, iridium silver metallic; designo Exclusive nappa leather bengal red/black. Image (C) Daimler AG



Mercedes-Benz S560 Cabriolet, iridium silver metallic; designo Exclusive nappa leather bengal red/black. Image (C) Daimler AG

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