

MBCA BC Stars

Volume 27 - Issue 2

BC BENZ BULLETIN

Summer 2017

INTEREST

RUBBER

What tires are right for you?

EVENT RECAP

Wine Tour

27 participants in 15 cars

TRAVEL

Museum Tour

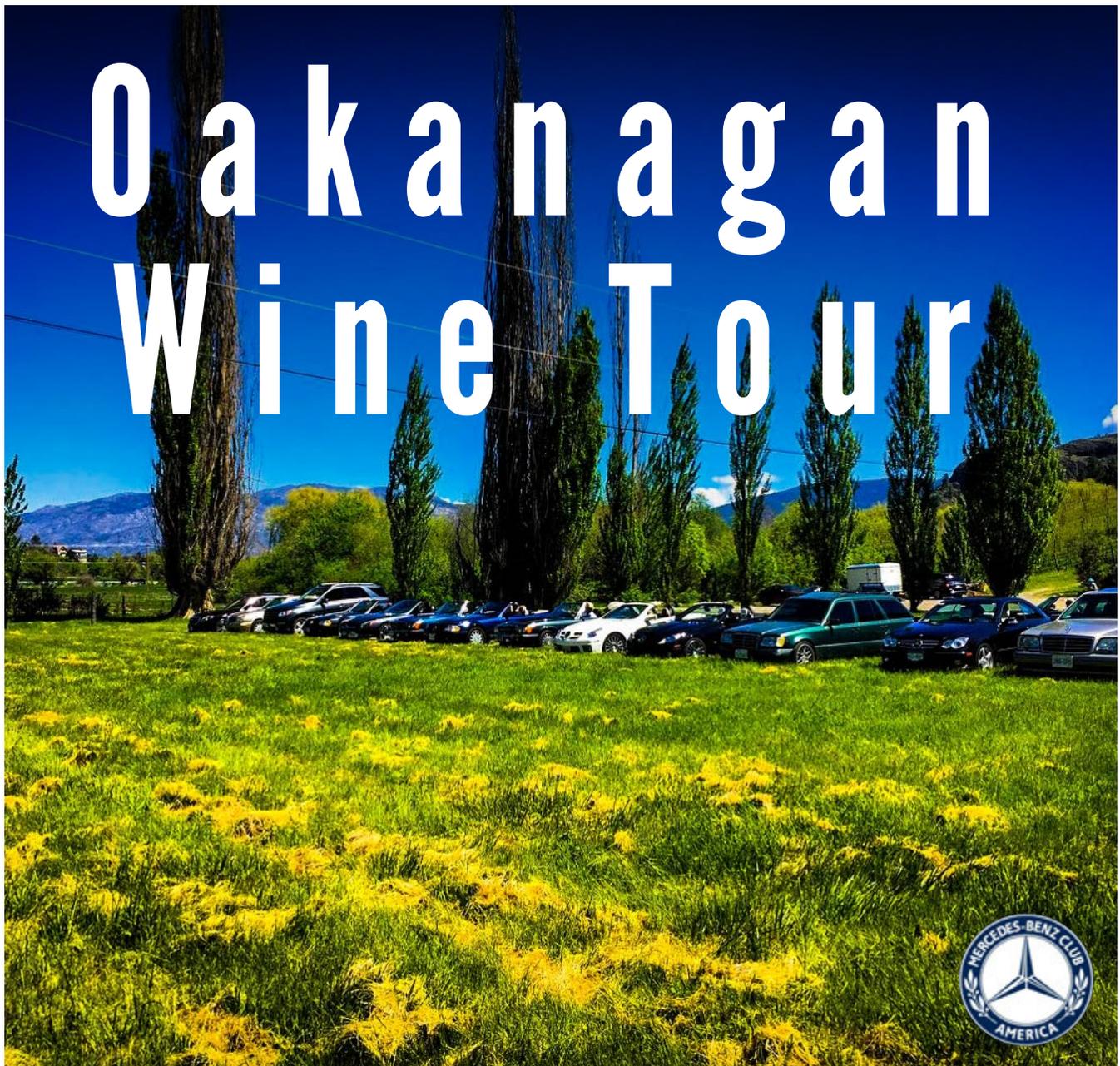
Mercedes-Benz Museum - Stuttgart

EVENT RECAP

Car Show

All German Car show.

Okanagan Wine Tour





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EDITORIAL

BC Stars Volume 27 - Issue 1 - Spring 2017

Welcome to the Summer 2017 edition of the BC Benz Bulletin.

By the time this letter reaches your desk, we'll be in peak motoring season! After the dreary Spring we had, we are all looking forward to better weather, I'm sure.

As I write this, we have just returned from the Okanagan Wine Tour. We were 27 participants, including participants from as far away as California, Alberta and Washington State! Do check out the event report in this edition of the newsletter.

Louis Fourie has written the definitive history of GM models - worldwide! Be sure to check out the article on Louis' immense and important three-volume work!

BC Stars member and Webmaster Mark Block has been to the Mercedes-Benz Museum in Stuttgart. I hope you enjoy reading the story of his visit as much as I did.

The newsletter is meant to chronicle our club – and that means you, the members. If you have an interesting story you'd like to share, please let me know. For our part, we intend to continue to report on every club event, sharing the fun times we have together as Mercedes-Benz owners and enthusiasts, and provide interesting Mercedes-Benz-related information.

Happy motoring!

Joseph Anthony
Editor
newsletter (at) bcstars.org

EDITORIAL TEAM

Editor: Joseph Anthony

Creative Director: Matthew Peck

Contributing Editor: Paul Browne

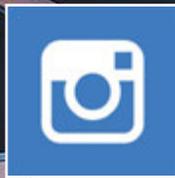
Contributing Editor: Tony Millikin

LET'S GET SOCIAL

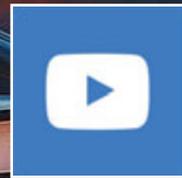
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PRESIDENT'S MESSAGE

Sean Clark

PHOTOGRAPHY

Sean Clark

Dear Members;

What wonderful new beginnings, and a great start to our driving season for 2017!

April saw the successful launch of our new newsletter. May was our third annual Okanagan Wine Tour. This year, it was sunny and better than ever. We welcomed several cars from the US, and I'm happy to say some Members from Alberta joined us, also.

This month, June, we kicked off summer with the ever popular German Car Festival at Waterfront Park.

June 6th also marked our first AGM in many years. We had an excellent turnout, with no less than three Past Presidents in attendance.

Our MBCA Regional Director, Barry Patchett, came over from Vancouver Island to join us for the occasion. Barry helped us navigate the AGM process, and was of great assistance, answering our questions and guiding us along.

I would like to share with you the Director's Report for the past year:

"Ladies and gentlemen,

This occasion marks our first Annual General Meeting since the re-incorporation of the MBCA British Columbia Section.

As we come once again fully into compliance with the Societies Act, I would like to thank our Club Historian and advisor, Marie Stenzel, for her tireless initiative, perseverance, and attention to detail to make this possible.

The BC Section has most recently shown remarkable growth in activity, achievement, and aspiration. It would be fair to say that this success and confidence is a direct result of our Members stepping forward with the boldness to build on new ideas and previous group accomplishments.

I am pleased to see our legacy Members participating, and adding their experience to work with newer people who strive to excel at organising compelling and fun activities.

Our last Show & Shine was a case in point. Under Tony Millikin's leadership, a large number of our Section came together, formally and informally contributing in their own ways, and demonstrating their own initiative.

It was an unprecedented success, and we were rightfully proud.

I saw teamwork freely given, and a pride in accomplishment. This year, our teams are setting their own goals higher.

These goals will again be achieved by a common will and the inclusiveness of a group that encourages all to contribute and participate, in a welcoming environment.

As we go forward, it must be remembered that we are part of a larger community. We have embraced Social Media fully, and our successes have brought credibility and recognition. Above all, they've brought an infectious enthusiasm.

With enthusiasm comes new ideas and new visions. We know we can do it, now is the time to assemble a leadership that reflects the will and

the vision of the Club's Members.

With this in mind, I call upon the Membership to elect an Executive Board that will represent the Members and steer the Club accordingly. Up to this point, our leadership has been directed by following a loose consensus. A formal, properly functioning Executive Board will ensure hence forward, that it is a recognised consensus that is followed.

The Societies Act sets out that a Board shall have no fewer than five Directors. I propose at this time we strive for a minimum of seven, with a number closer to ten being preferred. It is my understanding that the precedent for Sections is to have as many as twelve.

The Club belongs to the Membership. Our harmony and diversity of Members and participants has been key to the success of our events.

I feel this must rightly be represented in our governing body, the Executive Board. A greater number of Directors will better reflect the composition of our Membership, encourage greater dialogue about new ideas, and simply get more people active in running their own Club.

At the same time, I should make a reminder of the responsibility that comes with being a Director.

I have stressed "inclusiveness". It is the expectation of every paid Member to feel they have been accounted for. Directors must ideally be open to the wishes of all Members. At the same time, as official representatives of the MBCA, Directors must also consider what is best for the Club.

As we all know, integrity is the very basis of good governance.

I encourage those who feel they have it in them, step forward as a BC Stars Director and give your friends the benefit of your ideas and vision. Finally, I would like to thank everyone who has worked hard to bring us to this point. Our finances are sound, and while Membership is transitioning, we have new energy coming into the Club. I point you to our new newsletter and editorial team, a progressive and enthused voice.

Whether it be the selfless contribution to organise and assist to make our events a reality, or just being friendly and welcoming Mercedes-Benz enthusiasts sharing a common bond, you have all made this great Club a wonderful place to be.

I salute your spirit and drive, and look forward to your further successes.

Sincerely,

Sean Clark
BC Section President"

Executive Board

The newly elected Executive Board consists of:

Sean Clark - President

Anthony Millikin – Vice President

Manfred Stenzel - Secretary

Gary Pullyblank - Treasurer

Joseph Anthony – Newsletter Editor

Paul Browne – at large

Jeff Shindler – at large

Bruce Woloshyn – at large

Additionally,

Mark Block will be the Webmaster, and Marie Stenzel is the Historian.

My congratulations and appreciation to our new Executive Board Members. Thank you.

As we go forward, I would remind you that our sister Clubs in the region love to have us join them as much as they wish to visit and share experiences with us, here.

As I said in the Report, thank you all for getting us here. Let's enjoy another summer of beautiful drives and great camaraderie.

Happy Mercedes motoring!

Sean Clark



From left to right: Barry Patchett, Manfred Stenzel, Joseph Anthony, Jeff Shindler, Paul Browne, Tony Millikin, Sean Clark, Gary Pullyblank

Wings & Wheels

“Hot Wings & Hot Cars”

BCStars members invited to help celebrate the opening of a longer runway at Pitt Meadows Regional Airport.





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WRITER

Joseph Anthony

PHOTOGRAPHY

Tony Millikin

Wings & Wheels

The Pitt Meadows Regional Airport invited members of the BC Stars section of the MBCA to display our Mercedes-Benz cars at their AIRPORT DAY Runway Opening, as part of their Wings & Wheels event on June 3rd. We had seven cars and nine members in attendance, sharing the runway with planes, both current and historic, and a helicopter. We enjoyed exploring all the different transportation vehicles on display, and the live entertainment; as well as meeting with other car enthusiasts. The weather looked threatening, but the rain held off, and a fun day was had by all.



On a Global Mission: The Automobiles of General Motors International

Creating “the most detailed history of
GM Worldwide ever published.”

On a Global Mission: The Automobiles of General Motors International is a substantial three-volume work, written over 17 years. It is the realisation of a goal to provide the most extensive and detailed history of GM’s international automobiles ever compiled. Included is the complete collection of specifications of all GM’s global automobiles to be found anywhere.

Director of the Society of Automotive Historians, and former MBCA BC Stars member and Section President Louis Fourie, sat down for a conversation with BC Benz Bulletin Editor Joseph Anthony to answer a few questions, and give club members some background to the publication of this unique work.

JA. What was your motivation for publishing a history of GM Worldwide?

LFF. There were really three reasons. Firstly, GM put me through university, and gave me a start in my career, so I felt indebted to them. Secondly, GM had it’s centenary in 2008. I had expected a book on GM history would be commissioned from a recognized automotive authority. I believed no-one else would be “dumb enough” to commit to doing the required international research and that perhaps my work might form part of a coauthored publication. In the end, in 2008, the very future of GM was in doubt and so they were spending all their time and energy looking to their future, not their past, and no centenary book was produced. Lastly, I lived overseas for a while, where it was easy to get publications on the worldwide automobile scene. When I got to Canada, I was hungry to know of what was happening worldwide, and so I collected and kept a lot of research material over 30 years. As an automotive historian, I was in a unique position to cover the world, and the material I have collected is not commonly available. I wanted to make these resources available in one place.

JA. How long did it take you to complete the work?

LFF. I started seventeen years ago. I travelled to the Detroit Library National Automotive History Collection. I was disappointed to learn that they had almost no material on operations outside of North America. In fact, I had more information at home on overseas operations. Since I was there, I asked to look at archived copies of GM World magazine. Imagine my surprise at finding a controversial and important histori-

cal piece concerning GM operations in Nazi Germany – an interview between President of General Motors Overseas, Jim Mooney, and Adolf Hitler! The magazine had been destroyed, and this was the one remaining copy. Automotive historians had heard stories of this interview, but never seen evidence - I was able to share the publication with colleagues.

JA. What kept you going for seventeen years?

LFF. I am very disciplined – stubborn some might say – and once I decided to publish this history, I worked at it until it was complete. There weren’t any periods where I felt it was too much work to continue. I committed to the project, and saw it through. It took so long for sev-



eral reasons: it took a long time to get all my source material together; it took time to find a publisher. Because of the size of the work (three volumes) most automotive publishers were not interested. The Society of Automotive Engineers initially agreed to publish it, but then pulled out when they discovered that automotive historians in general don't purchase eBooks (the format they wanted to use). Next, it took an enormous amount of time to obtain permission to use each of the photographs included in the work. I had to obtain permission from each of the global operations separately. Opel would not give permission for their high-resolution images to be used in an eBook format. Finally, I had everything in place, but no publisher. I was left with just one option – to self-publish, which is what I have done. I found an editor in Victoria, BC, I purchased the necessary software and did the graphic design and layout myself. Finally, creating the index was very manual and time-consuming. Then I had to locate a printer. Eventually I found Friesen Press on Vancouver Island.

JA. What resources were made available to you to complete your data set?

LFF. I found almost nothing on worldwide operations at the GM Head Office. Most of my data came from contacts I have maintained over the years with previous GM and Opel colleagues. I had to do some primary research for the specifications of the early Opel models. The other material came from published specification sheets and specialist automobile publications. As an aside, The Automobile Research Library of the Horseless Carriage Foundation has digitized early editions of car magazines, and so some information on early model specifications may be found there. It took me years to collect and collate all the information. A critical piece was getting access to the Opel archives through David Hayward. Once I had that, I knew I finally had a complete enough data set to finish the book. Martin Schaefer from the Netherlands has been a great help as well. When I ran an early draft by Christo Datini, of GM Heritage, he was astounded at the amount and quality of the material included. He called this “the most detailed history of GM Worldwide ever published”. I had detailed specifications of every single GM vehicle ever made anywhere in the world, and this includes early cars from the 1910s, produced by companies whose names no longer exist, and who were brought into the GM fold. I also included the specifications for every car produced from the inception of companies such as Lotus, Saab and Daewoo, which ultimately became part of GM.

JA. What will you do in your spare time now that you have completed this work?

LFF. I am currently carrying out a bare bolts restoration on a 1963 Austin-Healey BJ7, and I am director of the Society of Automotive Historians, and expect that I will play a greater role within that organization. As well, I am in discussion with Peugeot about publishing the Vauxhall and Opel sections of my book independently, under their name. So plenty to keep me occupied.

Brief Description:

Volume One traces the history of Opel and Vauxhall separately from inception through to the 1970s and thereafter collectively to 2015. Special attention is devoted to examining innovative engineering features and the role Opel has taken of providing global platforms for GM. Each model is examined individually and supplemented by exhaustive supporting specification tables.

Volume Two examines unique models and variations of Chevrolet and Buick manufactured in the Southern Hemisphere and Asia but never offered in North America. Daewoo, Wuling and Baojun are other Asian brands covered in detail. This volume concludes with recording the remarkable early success of Holden and its continued independence through to today.

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Title: On a Global Mission: The Automobiles of General Motors International

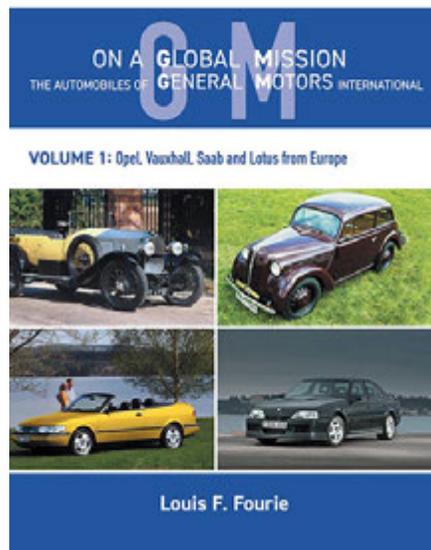
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Volume Three covers the smaller assembly operations around the world and the evolution of GM's export operations. A brief history of Isuzu, Subaru and Suzuki looks at the three minority interests GM held in Asia. The GM North American model specifications are the most comprehensive to be found in a single book. Global and regional sales statistics are included. GM executives and management from around the globe are listed with the roles they held. An index ensures that these volumes serve as the ideal reference source on GM.

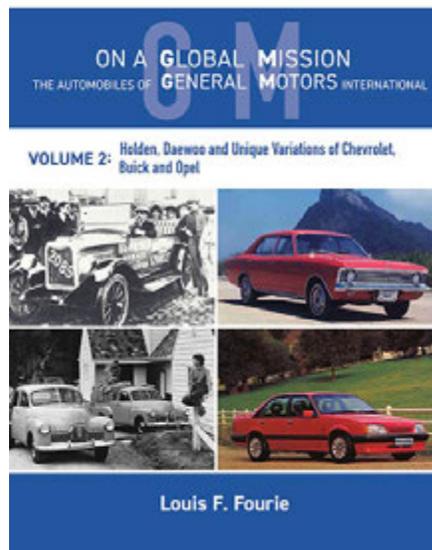
Source: <http://autohistory.org/index.php/48-uncategorised/278-images-a-a> Note : this site also contains an incredible amount of information under the « Links » tab. Ed.

Volume One



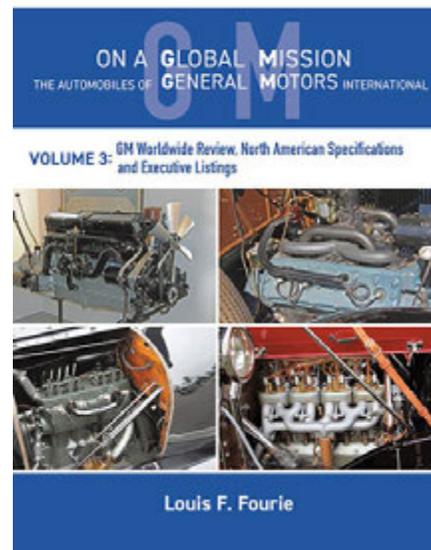
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Mercedes-Benz

Vancouver Retail Group

Record-Breaking Sales Continue into June for Mercedes-Benz Canada

Mercedes-Benz Canada and its national dealer network are pleased to announce steady sales throughout the month of May, with 4,552 units retailed. Year-to-date, the company has surpassed 2016 by 9.2%, and has retailed a total of 21,413 passenger cars, luxury light trucks, vans and smart fortwo vehicles.

The company achieved healthy returns in May, with 4,052 luxury light trucks and passenger cars sold representing an increase of 3.8% over the same period in 2016. Year-to-date, the number of units retailed in these segments has grown to 18,617, up from 16,768 over the same period in 2016, an increase of 11.0%.

Monthly sales of passenger cars remained steady with 2,131 vehicles delivered, bringing the total number of units sold in this segment to 10,052 during the first five months of 2017, an increase of 15.4% over 2016. In May, the company reported particularly strong sales of the E-Class Sedan (80.8%), S-Class models (59.2%), and the enduringly popular C-Class family of vehicles (10.4%).

Sales of luxury light trucks climbed in May, for a total of 1,921 units delivered (9.0%). The segment has steadily gained ground year-to-date, with 8,565 units retailed so far in 2017, a 6.3% increase over last year. The GLC SUV and Coupe models were the month's biggest sellers, while the GLS made a strong showing with a 15.2% increase in sales over May 2016. The iconic G-Wagon also saw a significant 140.7% increase in monthly sales over the same period in 2016.

Sales of Mercedes-AMG vehicles surpassed 1,000 units for the

third consecutive month, with 1,022 units delivered (65.6%). Year-to-date, the number of Mercedes-AMGs retailed grew by 76.9%, with 4,552 units delivered so far in 2017.

Year-to-date, Mercedes-Benz Vans reported a 16.2% increase in sales, representing 2,647 units sold. This number was bolstered by strong sales of the Metris Cargo and Metris Passenger vans in May, which together achieved a 41.9% increase over 2016, or 176 units delivered.

The Mercedes-Benz Pre-Owned division recorded its best-ever May results, with 1,674 units sold – an 8.3% increase over the same period in 2016. This banner result was supported by particularly strong Certified Pre-Owned sales, which set their own May record with 1,378 units delivered (5.0%). Year-to-date, the number of pre-owned vehicles sold reached 6,903 (4.2%), of which 5,653 were Certified Pre-Owned.

“Looking back at what we have achieved so far this year, I am extremely proud of the work Mercedes-Benz Canada’s dealer network has done to deliver outstanding results to our customers,” said Brian D. Fulton, President & CEO of Mercedes-Benz Canada. “They have maintained a truly impressive pace through each of the first five months of the year, going above and beyond in every area of the business. Their success is our success, and their accomplishments – consistently outpacing the automotive market as well as the luxury automotive market – are a testament to their calibre. I would like to thank them for doing such an exceptional job representing the three-pointed star.”

Further information from Mercedes-Benz is available online at: www.media.mercedes-benz.ca



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WRITER

—
Tony Millikin

PHOTOGRAPHY

—
Tony Millikin

Rubber meets the road

What tires are right for you?

We all look after our cars to best we can. Washing, Waxing, oil changes and all our other mechanical needs of our special rides. But then comes time for new tires and we can spend hours looking at walls of tires trying to figure out which ones appeal to us, and even after that, what price they might be!

In my younger years it was more about which tires were the cheapest that would keep the family vehicles racing back and forth to the various hockey rinks and family vacations.

Over the last few years I've had the pleasure (or discomfort) of purchasing tires for both my German cars. Both experiences were quite different and although I learned a ton, I still am no tire expert.

Suddenly the tires mattered. Now what? What are the considerations? Does tire quality really matter? Tread pattern? Does the manufacturer matter, and who are all these companies making tires that I have never heard of?

I had been driving for over 30 years and although I could take care of a

01.

—
Old tires showing their age.



02.

—
Now this is some serious tread.



03.

—
New tires looking pretty.



ton of the needs of my rides, I knew nothing about tires other than they were um....round.

First I had to get new tires for my roadster. Well I guess I better learn something because I realized tires DO matter. There may be very little that touches the road at any given moment but that moment where the rubber meets the road is so critical to how your ride feels and performs

Well it is the digital age so it should be easy. Log on enter a few key words, and presto the world would open up and give instant answers to my questions. Oh, how wrong could I have been? After my first few hours (and hours) I was now really confused.

For the roadster, the manufacturer recommended run flat tires (RFT). They are tires that if they lose pressure will allow the driver at reduced speed to get to a place of safety rather than an immediate challenge.

But the internet had long conversations, huge threads to read, jousting and typewritten battles concerning RFT tires. "Get rid of those pieces of junk." "My car never felt better after those were taken off the car." "RFT are too expensive just carry a can of tire goo and no problem." Or "love the feel of the RFT on my car." "RFT sure keeps my piece of mind knowing I can get out of a tough spot." "Love no spare tire required with the RFT." And of course "The Manufacturer should know what is right." There was more but you get the idea.

Well I finally ended up with a tire dealer that I thought might really have a sense of my car and my driving. He suggested a non-run flat all season tire. I put my money down and went with the gamble to change from what the car and tire makers had decided on.

I had to admit that the ride was smoother and softer while driving through the city and those few minutes on the highway. And hey I had a 30-day satisfaction guarantee. But I

took a drive up the sea to sky highway and ...well it just wasn't quite right. Back to the dealer and a tire pressure change would make things better. Next weekend went for a longer drive up to Kelowna. It was an ok drive but still not right. The drive back convinced me that these tires had to go. I was out cornered by a minivan. Spirited driving was just gone with these tires. I took advantage of the 30-day satisfaction offered by the tire manufacturer and changed over to a run flat tire as recommended but from a different tire maker.

Wow what a difference. There was my tight responsive little go-cart roadster again. Seemed for me, that the manufacturer was correct. I will go back to the original tire manufacturer when I need to change these out in the next few years.

A few years later a certain used Mercedes found me searching again. It drove nice and it decided to allow me to take it home. But it had had a compromise tire choice put on it by the previous owner. By compromise I mean that the same tire had been put on all 4 corners and the manufacturer recommended a stagger set to be installed.

So back to the store staring at a wall of tires again. However, with my last experience I now knew that I felt the Manufacturer who had worked with the tire companies probably knew more than the rest of us (and my budget) could experiment with.

At least now I had a plan, and after working through everything and purchasing tires from the approved manufacturer Continental with the stagger and format recommended... I could not have been happier.

My little coupe still feels smooth and luxurious however, it sticks to the road way better than I could have ever imagined. I actually love this car even more.

These 2 experiments have taught me some

great lessons. First, I still know nothing about tires! Second, vehicle manufacturers and tire companies must work hard to find the right combinations to get the best out of their car/tire combinations. Third and most importantly, that little patch of rubber that meets the road is so important to how you will ultimately enjoy your ride.

So really decide what you want out of your tire choice. It is not just about summer or winter or All Season (3 season as they are becoming known). Tire manufacturers work year round to make better product for our cars. Take the time to understand the changes available and whether they align with what you are looking for. And remember that your carmaker and original tire supplier did not just work out the cheapest price to get round rubber mounted on your car. They worked hard to find the best balance so you can get the most out of your car.

About Continental AG: Continental develops pioneering technologies and services for sustainable and connected mobility of people and their goods. Founded in 1871, the technology company offers safe, efficient, intelligent and affordable solutions for vehicles, machines, traffic and transport. In 2016, Continental generated sales of €40.5 billion and currently employs more than 227,000 people in 56 countries

About Continental Tire: Continental Tire is a division of the Continental Corporation, and offers a complete premium line of ultra-high performance, passenger and light truck tires that instill confidence and a passion for driving. For more information, please visit www.continentaltire.ca.

PHOTOGRAPHY

—
Sean Clark
Joseph Anthony
Matthew Peck

Wine



Tour



A Weekend of Friendship and Driving

Our third annual Okanagan Wine Tour was hailed as a great success by participants.

Victoria Day long weekend in British Columbia – May 20-22 this year – has become a tradition for MBCA members: our annual Okanagan Wine Tour.

This year we saw 27 participants in 15 cars converge on the Ramada in Penticton for a weekend of friendship, driving, and of course, wine. Vancouver members were delighted to welcome old friends from the Seattle Club, and California, and to welcome new friends from Alberta.

The weather was glorious – in fact the nicest weekend of the year so far! We started on Friday evening with a casual meal together, with lots of talk, renewing friendships and forging new connections. Saturday morning saw us gather at the Ramada and head off in

convoy to 8th Generation and Saxon Estate in Summerland. After a 35-minute drive north toward West Kelowna, we stopped for a light lunch at the Barrel Top Grill at Little Straw Vineyard, where owner-chef Trevor Mayhew showed us a warm welcome. The tapas lunch was delicious, and just what we needed at that point. Refreshed, rested, and rehydrated, we departed in two convoys to visit Ruby Blues and Kettle Valley – both in Naramata. After a rest back at the Ramada, we were ready for dinner – a memorably fine affair at Vanilla Pod restaurant at Poplar Grove Winery, where host Paul Jones and his staff ensured we had a marvellous evening together. Of course our formal dinner would not be complete without our door prizes, and we were most grateful to Nestor Balce and the Mercedes-Benz Vancouver Retail Group for their support of our evening.

Sunday morning was free time until our

10:30 departure. The drive south past Skaha Lake, and along Green Lake Rd to See Ya' Later Ranch was my favourite of the trip! As the road climbed, the driving became more technical. There were about seven SLs in the group, and they just whizzed up the winding road revelling in the fun, but my nearly 5,000 lb W140 had to take things a little more sedately! Nevertheless, it was most enjoyable.

Following our visit to See Ya' Later, we headed again in convoy to Osoyoos for a delicious lunch at Convivia Bistro, where we indeed had a convivial time together. A quick visit to the famous Osoyoos Home Hardware store (a real gem) ended our trip, and participants reluctantly drifted off to make their way home, or to explore the region further, everyone looking forward to the next time we can be together.



Ian Gleadle, Sean Clark, Ria Schutter, Jake Schutter, Joseph Anthony



Joseph Anthony, Sheila Mannell, Elizabeth Dean



01.



02.



03.



04.



06. The food was amazing all weekend.



07. Sean presenting a prize to Lois and Doug Henning.

01.

Members enjoying a wine tasting sample from

02.

Park, neutral and drive... it's all that's needed.

03.

Sean and his wife Saras taking some time to pose for the camera.

04.

Members enjoying dinner at Vanilla Pod restaurant at Poplar Grove Winery.



06. Sean presenting a prize to Leigh Gayman.



07. Sean presenting a prize to Tanya Willets.



From left to right front row: Sheila Mannell, Gabrielle Storck, Jeff Shindler, Shelley Shindler, his Nibs 'JA', Linda Gleadle, Ian Gleadle
From left to right back row: Elizabeth Dean, Jake Schuter, Ria Schuter, Dan Cachola, Leigh Gayman, Sean Clark, Udo Storck, Saras Mudaliar, Bob Willets, Tanya Willets

An experience not to be missed

WRITER

—
Mark Block

PHOTOGRAPHY

—
Mark Block

My visit to the Mercedes-Benz Museum in Stuttgart.

An experience not to be missed—my visit to the Mercedes-Benz Museum in Stuttgart. BY: Mark Block The Mercedes-Benz Museum in Stuttgart, Germany is on most Mercedes-Benz enthusiasts' bucket lists and it was definitely one I wanted to check off as soon as possible. After years of following the Museum on social media, it was fun to watch the events throughout the year and the different batch of cars moved in and out of the museum from time to time. It added to the anticipation of what we would get to see on the day we were fortunate enough to participate.

Finding the Museum was as efficient as you would expect from the German mega company. Our train stop was the “Mercedes-Benz Museum” stop. Outside the train station was easy to find signage showing the walk to the front step of the 7 storey glass structure in the middle of what seemed to be Mercedes-town. Along the walk was the Mercedes-Benz manufacturing plant, the head office, and the massive Mer-

cedes-Benz Stadium which hosts among many events as well as the Bundesliga Soccer Club VfB Stuttgart. I met an American family from Maine who were just as excited as us to see what the Museum had in stock at this time of year. We all walked the 5 minutes from the train to the museum together talking about what cars we had owned, what cars we were hoping to see and how exciting it was to be able to see some of the most rare cars in the world.

It was hard not to be running as you turn the corner to see a statue of Juan Manuel Fangio on the front steps of the Museum. A perfect life-size bronze statue where you could sit inside the Mercedes-Benz W196 for your photo opportunity. This of course instantly caught the eye of my son as he ran up to the race car to touch and see what this life size toy was. It was just a taste of what was to come as we made our way into the entrance and line up to get our Museum tickets.



Luckily for myself, I was warned by a MBCA member that the 7 stories of glass, creates a bit of a solarium effect as you could feel the warmth as soon as you made your way through the rotating doors. We quickly bought our tickets and were advised to take our bags and jackets to the free cloak room, which was located next to the check in desk. I unloaded our rain jackets, and my backpack which my son rode in until now and we made our way to the elevator that takes us up the beginning of the tour. At the elevator, I was met by a wonderful lady who spoke English and advised me to take advantage of the free child strollers offered at the front desk, as I was carrying my son at this point. As soon as I loaded up Leon into the stroller, we went back to the elevator where we received our free iPhone & head set which would lead us through the museum with facts and stories about what were about to see.

The glass elevator then took us up 7 stories (34 meters) where we would start our tour in 1886 with a life like horse, which was unexpected but a nice way to start the reality of time before the mass produced vehicle. The set up of the museum is great - after you pay your entrance fee - you take an elevator directly to the top floor. Then begins the timeline down ramps. The timeline gives a history of what was happening in the world in comparison to what Mercedes were creating. It was quite the unique way to portray the museum.

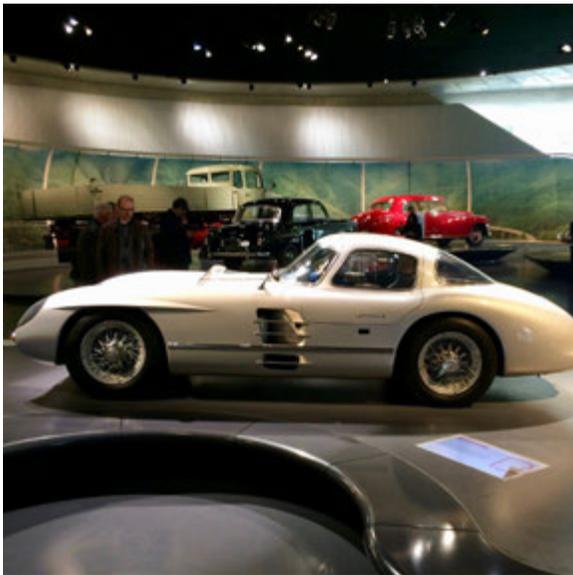
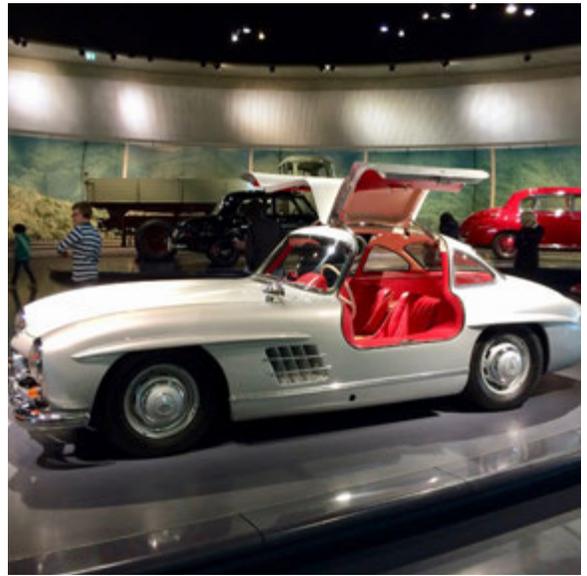
Over an area of 16,500 square meters, the museum presents 160 vehicles from 1886 to 2017. It was very interesting to see how Mercedes-Benz influenced history from mass production of vehicles to the safety of vehicles after putting 1000's on the road in a short period of time. Research and development was a bit different back when they started creating more safe vehicles for the every day driver. They even had the original test-dummies which were fun to see and touch.

As a huge German soccer fan, it was really fortunate for myself to have German soccer legend Lukas Podolski's 2006 SLK 55 AMG in the Gallery of Name's Collection along side the German National Soccer

Team's 1974 Mercedes-Benz Omnibus 302-13 that I grew up seeing in the Soccer Magazines sent from my uncle in Berlin.

Also in the Gallery of Names was Nicholas Cage's 1993 Mercedes-Benz 190 E 2.3; the 1981 gold trimmed G-Wagen created for Pope John Paul II and of course Gunther Holtorf's Mercedes-Benz 300 GD "Otto", which has travelled 897,000 kilometres in 215 countries over 26years. Otto was in immaculate shape for a car that's travelled for so many years in so many unique situations.







WRITER

Sean Clark

PHOTOGRAPHY

Matthew Peck

ALL GERMAN SHOW

This is the 16th year that the MBCA British Columbia Section has teamed up with the other German car manufacturers, BMW, Porsche, and Audi, to hold an event for charity. The German Car Festival is held each June in North Vancouver's Waterfront Park. For a \$10 Gate fee and a food donation, we invite the public to show their cars on the grass with a beautiful backdrop of the Vancouver skyline. MBCA volunteers greeted participants at the gate and safely directed parking. Manfred and Marie Stenzel manned our Club Information table, giving away literature and talking to the public about MBCA events. Two of our MBCA Seattle Section friends, Rik Johnson and Emmanuel Athans drove up to attend in a beautiful 'slightly' modified C55. The money and food goes to the Harvest Project, a local charity which gives a hand up to working families and those in the community needing help to get through tough times. Mercedes-Benz Vancouver is always a generous donor of prizes for our big raffle to raise funds. This year, Nestor Balce of MB Vancouver presented a Mercedes branded ladies watch, as the Grand prize. The MBCA BC Section also donated a number of handsome MB hats and articles. There were a 144 entries of vehicles this year, and a large food donation. The total cash raised this year was a respectable \$1535.00. Many thanks to everyone who pitched in to help out. A great time was had by all. A special thanks to Rod Meares of the BMW Club, who put a lot of effort into co-ordinating this event for a worthwhile cause





01.

The first row of Mercedes-Benz representing at the show.



02.

Tommy Zhang's beautiful w108 280se.

03.

Sean's black 560SL and Bruce's cream 380SL representing the R107 roadsters.



04.

A new friend to the club, Yogi's amazing CLS55.

WELCOME NEW MEMBERS

We are pleased to extend a warm welcome on behalf of the Club, to the following Members and their families who have recently joined the our BC Section.

Rodney Hazard, Kelowna B.C.

Mike Ho, Burnaby B.C.

Ryan Nand, Surrey B.C.

Gregory Van de Kerkhof, Maple Ridge B.C.



CLASSIFIED ADS

Classified Ad Policy Classified ads are intended to help members sell their personal items. Ads submitted are subject to review by the board of directors for determination of commercial or non-commercial status. Members submitting ads deemed commercial in nature will be notified and charged commercial rates (\$25 per issue). Non-commercial, classified, ads are free to members and are \$10 for non-members. Ads will run for one issue (3 months) of the Print and Web editions of the BC Benz Bulletin. We can include one image of each item for sale. No additional charge will be made for images submitted in digital format. Payment for non-member ads should be made out to "MBCA BC Stars Section". All payments should be sent to the address above along with a copy of the ad. Whenever possible please submit the text of the ad and associated image by email. These policies are subject to change without notice.



OWNER

—
Mirko
604-861-1295 |

VEHICLE INFORMATION

1987 – Mercedes 560sl 174,000 Km
Hard top included. Garage kept. Currently with Collector plates. Excellent condition.

PRICE: \$14,600 CAD



OWNER

—
Dean Sinnott
Calgary, AB
deansinnott@shaw.ca

PART INFORMATION

Four (4) M-B wheels (used)
Part #: A2104011002
RIM # 8Jx17H2 ET37

Good condition, NO CURB RASH! Clear coat finish is peeling in places, They were refinished about 7 years ago. These were used as summer rims on E320 w210 wagon.

PRICE: \$500 OBO

CLASSIFIED ADS CONT.



OWNER

Ahmad Gandomi
604-464-5255 | ahmadorient@live.ca

VEHICLE INFORMATION

Lovingly restored and hand formed by a master craftsman over several years and countless hours. Restoration finished in 2014. A rust-free, solid, example in flawless cream paint complemented with stunning red leather. This car is the personal vehicle of Ahmad Gandomi, completely formed and finished in his own bodyshop.

PRICE: \$150,000 USD

ADVERTISE HERE

Current MBCA members can advertise their Mercedes-Benz in our BC Bulletin for free.

contact
info@bcstars.ca

OWNER

MBCA Member

VEHICLE INFORMATION

Submit your listing for the next newsletter.

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UPCOMING EVENTS

Below is a listing of upcoming events, both club events and on-club events for the automotive enthusiast. The club website contains more details, and more up-to-date details of listings. Please see:

www.bcstars.ca

AUGUST 27

REGISTER NOW
www.ShipBuildersSquare.ca

Shipbuilder's Square Show & Shine

Mercedes-Benz Club of America | Shipbuilders Square Show & Shine 2017

The MBCA Shipbuilders Square Show & Shine 2017 is dedicated to the preservation, restoration & enjoyment of the Mercedes-Benz automobile.

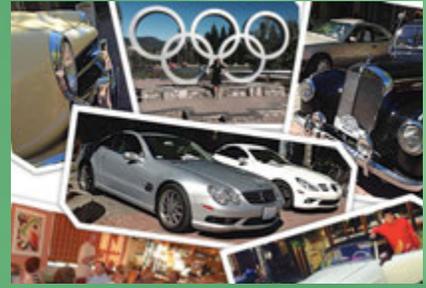
Celebrating 50 years of Mercedes-Benz AMG, the show will feature the evolution of AMG, from pre-merger to post. In addition the club will also host fully restored classics & current projects

Expect to be welcomed by like-minded enthusiasts with their families, pets and cars. There will be plenty of food and beverage options to choose from – bring the family out for a Sunday Fun day cruise to Shipbuilders Square at Lower Lonsdale, North Vancouver.

For our south of the boarder or Vancouver Island visitors who wish to stay the weekend, the event is located right outside the beautiful seaside PinnaclePierHotel in North Vancouver, Lower Lonsdale area. Although the club doesn't have a special room rate, we're told that if you call in versus booking online you will be given the best available rate and as always book early if you know your plans. Reservations can be made by phone at 1-877-986-7437 (Speak with the front desk).



UPCOMING EVENTS



SEPTEMBER 15, 16, 17

REGISTER NOW

www.WhistlerRally.com

Annual Whistler Run

The Annual Whistler Event will be held this September Friday 15 ~ Sunday the 17th .

A registration fee for the full weekend is \$50.00 per car, and for those who only wish to attend on Saturday, the fee will be \$20.00 per car. To register go to www.WhistlerRally.com

There will be reception held in the hotel meeting space with prizes, food, and beverages Friday night! So come on up for the drive, the view, the people, the village, the food!

A limited number of hotel rooms have been held for us, once again, at the Pinnacle Whistler Hotel.

LEARN MORE

www.WhistlerRally.com



UPCOMING EVENTS



AUGUST 13TH, 2017

Seattle Club Show & Shine

Time to dust off any cobwebs, polish the chrome, wax and buff the paint and take a fine-toothed comb over your favorite Mercedes and sign it up for this year's Annual Regional Show & Shine at the Nile Golf & Country Club just north of Seattle. In addition to the largest area display of Mercedes-Benz owned by MBCA Northwest Region member, this event offers People's Choice voting with awards & trophies, local dealer & vendor displays, gift basket ticket sales with proceeds benefiting our charity of the year, door prizes & demonstrations.

Now is time to pre-register your cars & to reserve a Western BBQ lunch by NW Signature Events & Catering. Lunch includes Texas Style BBQ Brisket, Pulled BBQ Pork Sandwiches, Tangy Citrus BBQ Chicken, Pineapple Corn Muffins w/Honey Butter, Baked Beans, Potato Salad, Fruit Salad, Soda, Water & Dessert.

Location: The Nile Golf & Country Club, 6601 244th Street SW, Mountlake Terrace, WA. Take exit 177 (State Route 104) off I-5. Travel west 3/10th of a mile & make a right into the club.

Registration Fee: \$15 per person for lunch, \$10 for registration of your first car & \$5 for registration for each additional car you place in the show. Registration & payment is due by Wednesday, August 9, 2017 so that we can have your registration packet ready & provide the caterers with a lunch count.

Local Hotels: Our out of town members may enjoy an overnight stay in a nearby hotel close to the Nile Golf & Country Club & shopping at the Alderwood Mall. The Embassy Suites Hotel Seattle North/Lynnwood, located at 20610 -44th Ave W in Lynnwood, offers complimentary cooked-to-order breakfast, an evening manager's reception with drinks & appetizers & two room suites starting at \$227 per night. Contact them directly at (425)775-2500 for reservations. Another option is La Quinta Inn located at 4300 Alderwood Mall Boulevard in Lynnwood. They are a pet friendly hotel & offer a continental breakfast with rates starting at \$139 per night. Contact them directly at (425) 775-7447 for reservations.

Whether new or old, a garage queen or a fixer-upper, a concourse car or a daily driver, be sure to enter your Mercedes in the show. The Nile's easy access location, grassy field & superb picnic facilities have helped make this event one of the club's most well attended and we look forward to meeting and greeting members from all across the Northwest. See you there!!

Sunday, August 13, 2017

RSVP by August 9th

c/o Debbie Ward

10711 NE 25th Street, Bellevue, WA 98004

UPCOMING EVENTS

OCTOBER 14TH - 15TH, 2017

Seattle – Give a Damn Let's Do the Loop.

Join us on a tour of the Cascade Loop with a side trip to Coulee Dam. We'll start our adventure at Snohomish, the Antique Capital of the Northwest. From there, we'll head through the fall colors along Highway 2 and make our way to Leavenworth for a lunch break at Sleeping Lady Resort. What trip on Hwy 2 would be complete without a stop in Cashmere for a tour of the Aplets & Cotlets factory? Then let's check out some of Chelan's wineries before dinner. Getting tired? Let's check in to the Coulee House in the town of Coulee Dam. There are special MBCA group rates of \$60 to \$90 if you call directly to 509-633-1101. Then join us for dinner at the Melody Restaurant. After breakfast the next morning, we'll do a tour of the dam. Then we'll head to Winthrop for lunch and a little browsing about before we continue up Hwy 20 for the scenery of the North Cascades Highway. We may make a stop or two as we head to our final destination of Mount Vernon.

Please contact Bob Willits at bob.willits@comcast.net or 206-619-2045 to make your reservations. Early reservations will help in the planning of the trip, so please do it now.

OTHER EVENTS

Oak Bay Collector Car Festival (Victoria, BC)

When. Sunday July 30th. 2017.

Time. 7.00 a m 'til 3.30 pm .

Location. Oak Bay Village Victoria B C.

Event Type. Open Show. ...special interest vehicles .

If you love your vehicle and feel it is of special interest this show is for you to enjoy.

Registration. On day of arrival. \$15 (non profit) Spectators free.

Organizer. Ken Agate 250 896 9000 E Mail. kenagate@hotmail.com Arriving at the show. Please arrive at the show entrance located on Oak Bay Ave near Foul Bay Road. All the other entrances will have Oak Bay works barricades in place. We will have the welcome committee there to hand you the pertinent information about the day, such as location of the toilets, the barbecue etc. and collection of the \$15 entrance fee to cover the days costs (non profit). Free BBQ drink coupon and a special car show coupon for breakfast on the Ave at The Oaks Restaurant.

BC STARS EXECUTIVE

President: Sean Clark

Vice-President: Anthony Millikin

Secretary: Manfred Stenzel

Treasurer: Gary Pullyblank

Newsletter Editor: Joseph Anthony

Club Historian : Marie Stenzel

Webmaster: Mark Block

Alaskan Officer: John Fouse

Jeff Shindler

Paul Browne

Bruce Woloshyn



