



# Das Rundschreiben

OFFICIAL NEWSLETTER  
of the MERCEDES-BENZ CLUB (N.S.W.)

# The Origins of Mercedes and the star

Gottlieb Daimler and Karl Benz the creators of the world's first cars and founders of the Daimler-Benz A.G., worked on their inventions from the early 1880's without ever meeting. To make their products well-known, each firm searched for a trademark which could become synonymous with their own policy of innovation and leadership in automotive development.

The guarantee for the origin and quality of the engines and vehicles was first to be found in the names of the inventors themselves — Benz and Daimler. While, however, the products of the Mannheim firm, Benz & Cie did not change in name — a laurel wreath was chosen in 1909 to encircle the name "Benz" replacing the earlier gear wheel of 1903. About the turn of the century the completely new and unusual trade name "Mercedes" appeared on products of the Daimler-Motoren-Gesellschaft of Stuttgart.

## Where did this new name come from?

Mercedes is a Spanish woman's name and means "mercy". Mercedes was so the name of a pretty little girl who was born in Vienna in 1889, the favorite daughter of the Austrian businessman and Consul-General, Emil Jellinek who lived in Nice. Jellinek was a progressive man and very interested in the infant sport of motor racing.



Emil Jellinek entered a 23HP Daimler racing car in the touring competition of Nice in 1899 under the pseudonym of "Mercedes" and won 1st prize. The next year it was decided on the suggestion of Jellinek and supported by William Maybach Daimler's ingenious designer, that a new vehicle

design would be adopted: larger wheelbase, lower centre of gravity, and greater engine output. Daimler agreed



to this and to Jellinek's suggestion that these vehicles be called "Mercedes" after Jellinek's daughter.

The new car was such a success that it was decided by Daimler that all future cars would be named "Mercedes". A successful name had been found, but as yet there was no characteristic trademark. Then Gottlieb Daimler's two sons who were managing the firm recalled that their father once on a postcard to his wife had drawn a guiding star over their house in Deutz. He had suggested to their mother that this star would one day appear to mark the ascendance of his work. So in June 1909



both a three-pointed and four-pointed star were registered as trademarks. Both forms were protected, but only the three-pointed star was used, and was placed on the radiator in embossed form. The form of the star was intended to symbolize the threefold nature of transport motorization on land, sea and in the air. Over the years it was supplemented in various ways and improvements were made to the shape. In 1916 it was set in a circle in which

there were four small stars at the top and the word "Mercedes" underneath, or the name of the Daimler factories in Untertuerkheim and Berlin-Marienfelde as well. In 1921 it was announced that the three-pointed star would be adopted as the radiator emblem and two years later, in 1923, it was registered.



In 1924, the two internationally well-known pioneering firms of Daimler and Benz concluded a working agreement with the aim of coordinating design and production, buying and selling, as well as publicity. During this period, both firms generally advertised their products together, but still with different trademarks.

In 1926, the two oldest automobile firms merged to form the Daimler-Benz A.G. A new trademark was created, embracing the main emblems of the two firms: the three-pointed star of Daimler Gesellschaft, known the world over, encircled by branches of laurel joining the two words, "Mercedes" and Benz.

Mercedes-Benz is well known all over the world and its symbol the "Three-Pointed Star" is held to express well Daimler's credo "The best or nothing."





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Issue No. 92

June/July 1989

|                             |    |
|-----------------------------|----|
| 1989 Committee Members      | 2  |
| President's Page            | 3  |
| Editorial                   | 4  |
| Clinic for Elderly Mercedes | 6  |
| Bits and Pieces             | 10 |
| New SL for Australia        | 12 |
| Travels of the Sub-Editor   | 13 |
| From the Press              | 15 |
| New Members                 | 16 |
| The 220SE/300SE             | 18 |
| 1989 Club Calendar          | 20 |

## CONTENTS



# MERCEDES-BENZ CLUB (N.S.W.)



P.O. BOX 521

STRAWBERRY HILLS 2012 N.S.W.

CLUB PATRON : MR. CON BEARD

## EXECUTIVE COMMITTEE:

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| Vice President..... | BRIAN HOPKINS  | H: | 949 3921 |
| Treasurer.....      | GEOFFREY GILES | H: | 451 8715 |
| Secretary.....      | BARRY BOW      | H: | 634 6670 |
|                     |                | B; | 858 7090 |

## COMMITTEE MEMBERS:

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| Regional Vice President.....   | BRENDA FAIRLIE | H:   | (043) 23 1225 |
| Membership Secretary.....      | WENDY GRONAU   | H:   | 858 2921      |
| Social /Event Secretaries..... | KIM HOPMEIER   | H:   | 639 6229      |
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| Magazine Editors.....          | GREG KEGREISS  | H:   | 630 5701      |
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|                                | BOB KEANE      | H:   | 958 2368      |
| Librarian.....                 | NEIL De CEAN   | H:   | 498 6412      |
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| Auditor.....                   | TAMARA De CEAN | H:   | 498 6412      |

MEMBERS ARE REQUESTED TO REFRAIN FROM PHONING MEMBERS OF THE COMMITTEE AFTER 9PM AT NIGHT - THANKYOU.

=====  
"DAS RUNDSCHREIBEN" is registered for posting as a publication  
Category B Registration number NBH 2896

NOTE: Opinions & views of correspondents to this magazine, unless otherwise stated, are not necessarily those held by the committee of the Mercedes-Benz Club of NSW, and are published for information purposes only, nor does the club endorse avdertisments placed in the magazine.

=====  
Club meetings are held at the North Sydney Leagues Club on the first Wednesday of each month, at 8.00 P.M.

Next meeting 5/7/89

## P R E S I D E N T ' S   P A G E

Members who regularly attend our monthly meetings will be aware of the events leading to my election as your new president. There is no point in prolonging discussion on this as I believe we should continue to look forward in a constructive manner.

However, we should not forget that Bob Mair was an excellent president and the club is the poorer for him not remaining in that office. His resonant voice will be heard from time to time and I know he will continue to write his gems of observation in "Das Rundschreiben".

Your committee is working towards the prime objective of making our meetings and functions socially enjoyable for everyone. We are hoping to shortly finalise our new Constitution and to fully discuss and decide on whether we become incorporated or not.

Those who spent the day at "Notre Dame" on our recent "day out" must have enjoyed this excellent and unique venue as well as the entertainment, "The Dancing Horses". For my money I thought our most gracious host, Emanuel Margolin, was just as "good value" as the horses. This "frustrated actor" (self-description) regaled himself in his suit of lights and provided a most colourful description of the various performances by horses, riders and trainers. A most enjoyable day and fine too!

The concourse committee is getting its plans ready for our next event and will shortly give a resume at a general meeting.

Some members consider the North Sydney Leagues Club a bit impersonal and lacking the "cosy" atmosphere that a social club like ours should enjoy. This is a valid criticism that would apply to all large clubs. But it has several advantages. What do you think? If you know of a well located meeting place with a "warmer" ambience, let's know about it.

Members will be saddened to learn of the recent passing of Lorna and Jim Shipton's son Martin. I know that all members will join me in expressing deepest sorrow in their sad bereavement and give them moral support in their efforts to adjust and carry on.

For now I wish you good motoring behind the three-pointed star.

Brian Hopkins  
Hon. President.

# Editorial

From the Editor,

Filling in for Greg Kegriss who has been away in Europe for some time.

At the last monthly meeting the office of President was declared vacant and a new president, Brian Hopkins, was elected.

We speak on behalf of Club members in thanking Bob Mair for his sterling work while in that office.

It is pleasing to note the steady influx of new members. I have sent off two applications to interested individuals in the U.S.A. Both are in the old parts business and as well as receiving our magazine would also like to advertise.

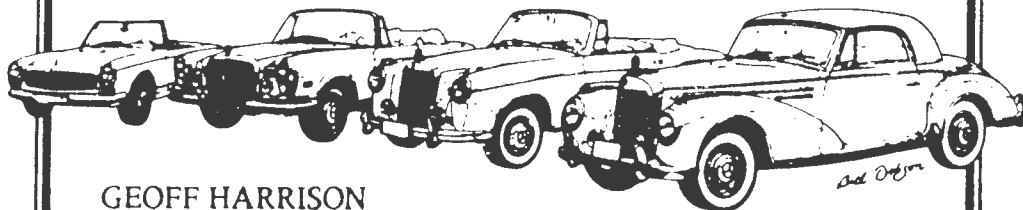
Speaking personally the service I received from both was excellent.

Bob

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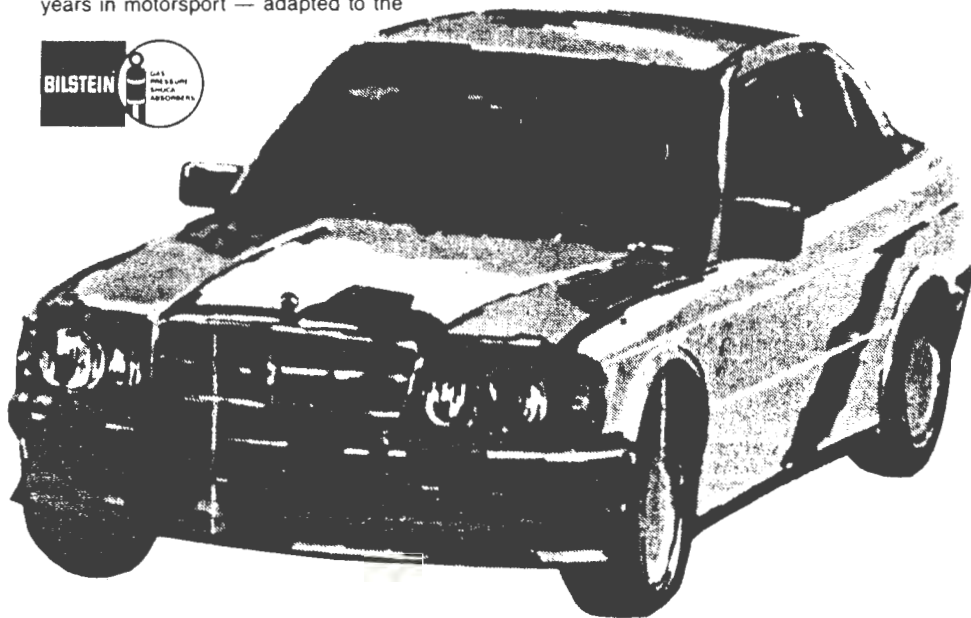


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## Clinic for Elderly Mercedes

Mercedes-Benz cars have few mechanical design faults, with the possible exception of the occasional breakage of a front suspension wishbone on the earlier models and steering boxes coming loose on models fitted with power steering. This doesn't mean they don't have problems however, mainly cylinder heads, and in particular where an anti-corrosive additive has not been used in the coolant as recommended by the manufacturer.

Corrosion to the surface of the alloy cylinder head often results in leaking head gaskets and coolant getting into the engine lubricating oil or seeping up the holes for the securing studs. In the latter case, corrosion between the studs and their hole has been found to have cemented the studs so securely that the heads have been twisted off when an attempt was made to remove them. The solution to this is not readily apparent - other than to replace the engine.

Corrosion is not the only cause of head gasket failure. When an engine overheats as it will do when coolant is lost because of the failure of a radiator or heater hose or pipe, the alloy head, because of its greater rate of thermal expansion compared with the steel studs that secure it, will compress the gasket beyond its resilient limit so that when the engine cools, will become loose and unable to provide an effective seal. The re-tightening of the studs is a temporary measure at best, once a gasket has been compressed it loses its ability to accommodate the cyclic expansion and recovery of the cylinder head with normal heating and cooling of the engine and must be replaced.

When installing a new gasket, it is essential that a good torque wrench be used and care taken not to exceed the recommended tightening torque, otherwise the gasket will be stressed in a manner similar to that which occurs when an engine overheats and is liable to premature failure. It has been my practice to apply linseed oil to both surfaces of a head gasket on assembly. The oil helps to prevent coolant from seeping through the gasket and spreading corrosion and also ensures that the gasket comes away cleanly should it need replacing at some time in the future. The linseed oil, being a vegetable product, has no ill effect on the rubber coolant hoses.

When tightening cylinder head studs it is essential that they be uniformly lubricated. Torque wrenches do not measure torque directly, rather they measure the friction forces in the threads and on the underside of the heads brought about by the tension, or tightness of the studs, thus if the degree of lubrication is not uniform, neither is the friction forces or degrees of tightening.

In the event a head gasket failure is suspected, as with all mechanical faults in motor cars, the precise diagnosis of the trouble is recommended rather than ripping major components apart looking for the trouble, frequently in the wrong places.



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## Clinic for Elderly Mercedes (Cont'd)

Head gaskets can fail between cylinders. This causes a loss of performance and in some cases misfiring on the cylinders effected and may be confirmed by doing a compression test. A gasket may fail between a combustion chamber and an adjacent coolant gallery. This often causes a loss of water from the radiator as the escaping gases displace it, or coolant may seep through the faulty gasket into the engine cylinder/s and thence into the sump where it mixes with the soil, giving it the appearance of whipped cream.

In the case of the failure of a gasket into a coolant gallery, a good diagnostic technique is to fill the radiator to overflowing and watch for combustion gas bubbles with the engine running. A worthwhile tip picked up from Super Star Automotive recently was to follow this procedure with all the spark plugs removed. As a spark plug is replaced in each cylinder in turn, or alternatively, a compression test done, the bubbles will appear only when the faulty cylinder is plugged. The engine is being turned over on the starter motor of course.

One of our members recently expressed concern about the oily appearance of the front carburettor on his 250S. This is a sure indication that the engine cylinders and pistons are showing signs of wear and allowing combustion gases to escape into the lower regions of the engine. From here the gases have only one avenue of escape - through the vent pipe in the top of the valve rocker cover and into the air inlet adjacent to the front carburettor. As the gases contain oil mist they tend to produce the oily appearance that was of concern to members. Some time ago I came across a well worn 220SEb that was sucking so much oil mist back into the engine via the inlet manifold that it was oiling up the first three spark plugs. The obvious temporary solution to this problem was to attach a hose to the vent at the top of the rocker cover and direct the gases to atmosphere under the car. Under no circumstances attempt to plug the vent as this will result in there being nowhere for the gases to go other than through the front and rear crankshaft seals.

Footnote: Reprinted from the Mercedes Benz Vic magazine with kind permission - author the late (and great) Ron Lilly.

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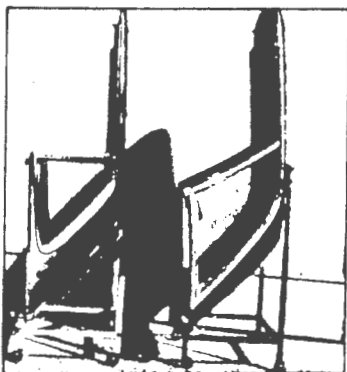
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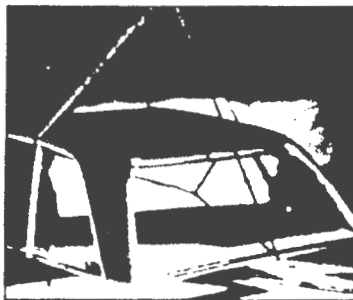
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# Bits and Pieces

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- We find it amusing to think anyone would be so foolish - even BENZ is spelled incorrectly, but he claims he's knocked back \$16,000.
- A good roll up of members accepted the invitation to attend a farewell party hosted by Rosemary Gorrell and Joan Schneider, held at the Gorrell residence on May 27 for Alex and Elaine McGregor, who are building a new home at Terranora in northern New South Wales. A good night of fun with brilliant tunes from pianist Barry Grindell on the Gorrell's German piano, in the family since 1912.



TO ALL CLUB MEMBERS & MERCEDES-BENZ ENTHUSIASTS

# EUROPE — IT'S ON AGAIN

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The new Mercedes-Benz SL, expected on Australian roads in early 1990, is certain to be another milestone.

The SL breaks exciting new ground in its innovative engineering features which include major advances in active and passive safety.

Active safety features include Mercedes-patented multi-link independent rear suspension. With the new Adaptive Damping System (ADS) the conflicting demands of comfort and the superior handling and roadhandling of a sports car are reconciled.

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The first SLs to arrive in Australia will be powered by the 5 litre, 32 valve engine which develops an incredible 240 kilowatts (300 BHP).

---

## 1990 Biennial Rally

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# Travels of the Sub-Editor

I recently had an overseas trip, part business part pleasure – My itinerary took me to East Africa - Germany - Italy - U.K. - the States - Canada and home.

Visiting Africa again was very interesting. The Eastern coast has long been associated with Mercedes although formal agency agreements only came into place after the war. The local agent being D.T. Dobi and Company.

David Dobi, known as the Mad Colonel of Achnen (parachute regiment), was responsible for German prisoners in his particular theatre of war and following the capture of a senior Daimler Benz executive, now in uniform and treating his captive with the due respect of rank, the two became as friendly as prisoner/captor status would allow.

David himself told me the story when I was a small boy of 13 after a particularly scintillating drive in a new 190SL. I recall the car was cream with red upholstery and I remember it reaching nearly 90mph in third gear. The writers own car and its colour scheme has of course nothing to do with any of this – I digress... The punchline was "David if both of us ever get out of this, you love cars, so do I.... we must do something together." Certainly they did. David becoming the licensee for sales and service in East Africa.

Immediate post war Mercedes were old fashioned in shape, strong, totally practical and suited to the rugged African conditions – Certainly the early oil bath air filter owes as much of its development to African conditions as it does also to outback Australia.

Sadly there are few older cars available but a number of good examples still exist. I know of one early 170D that still handles the potholes and reliably transports its owner to his office each day.

With emerging nations in Africa being much in the news over the last twenty years, the reader maybe isn't aware that period a "new tribe" emerged through East and Central Africa. Not the Waxikuyau, the "Masao", the Luo but the "Wa Benzi". This tribe named by association and driving the status symbol of emerging Africa!

On to Germany more specifically to Stuttgart – I spent a wonderful couple of days around the museum and the D.B. Collection.

Unfortunately, no contact was made with the German Club, but on arrival in Britain was able to talk to members of the UK club and much potential for enthusiastic exchange of information exists .

In Canada, I spoke to the President of the Club in Toronto who again would very much like to correspond and co-operate with our Club.

Bob Keane

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ONE OF the more remarkable people I have met in a car company is the understated Guido Moch. He is Daimler-Benz's chief test driver and, rather than a fire-breathing maniac with the red mist constantly down over his eyes, he is a soberly dressed man in his fifties who looks for all the world like an accountant.

It is his job to keep track of the company's test fleets, plan winter and summer testing, and look after the visiting "fire persons" when they make the trek to Stuttgart to see Daimler-Benz on its home territory.

The first time I ran across him was at Hockenheim motor-racing circuit about an hour from Stuttgart. I thought he must have been the company bagman, sent along to keep track of the cars and pay the hiring fee for the track.

But I was quickly put straight. For here were Guido and his team putting together an anti-terrorist driving course for the Australian press.

He wandered around with a walkie-

talkie, looking calm while mayhem ensued on the track as the press tried to master reverse flicks and forward throws. A few press people smashed into barriers on the back straight, rearranging the front and rear of a new Mercedes 190e.

A day later, I was in a car driven by Guido as we rocketed around Daimler-Benz's test track in Stuttgart and I discovered the man was a bit of a maniac behind the wheel.

We left our stomachs on a tight walled section, and hung on grimly as we stormed out on to a flat, twisty bit at about 200 km/h. All the while, Guido chatted, one hand on the wheel, sawing it back and forth to show the Mercedes's stability.

Last year, I had a quick fang around the track with Guido and then drove on a skid pan while he switched a new traction-control device on and off.

He remained calm while we spun out of control across the wet track.

In many ways, the two sides of Herr Moch sum up Mercedes. Here is a company building cars that will not upset anyone. Indeed, bland is the word that comes to mind when sitting behind the wheel. But put the boot into the car and it responds with vigour, showing off all the engineering built into it during testing by Herr Moch and his team.

The non-confrontationist approach contrasts markedly with BMW, which builds cars that feel as though they should be driven fast and, if they are, they will know how to look after themselves. I must admit I like this

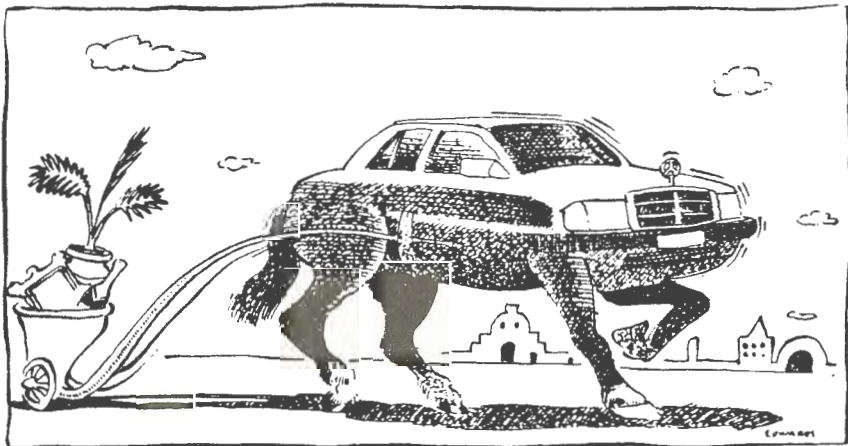


Illustration by TONY EDWARDS

BMW attack but I understand why some people do not and prefer the benevolent Mercedes style.

I always thought this unchallenging design was clever. It does not frighten the customers, although those who want it know it is there. But I have news for the Daimler-Benz people. Perhaps they are being a little too clever by half.

This occurred to me when my partner was driving the new 190e. This is a facelift on the old one and still represents one of the best handling cars on the road, even though in its four-cylinder form the 190e is a titch underpowered.

But its engineering is unquestioned ... except by my partner. She plonks herself in behind the wheel and says: "Humph, you pay 75 grand for this and it doesn't have an electric mirror." But that is only for the driver's side. The passenger side mirror is electrically

adjusted. Now Daimler-Benz allows you to adjust the side mirror by hand because it is easier than fiddling with a little remote-control device. I think it is a great idea. Partner gives Mercedes a demerit point for this.

Partner pulls out from the kerb and announces immediately that the car is a slug. But, I say, if you use the automatic gearshift properly, you can induce an acceptable level of performance from the car. "Oh yes," she says, "why do you have to do that with the car if it is automatic?" Well, it is all about freedom of choice: you can either stir the possum through the automatic gearbox or you can plonk it into drive and puddle about quite happily. This did not go down at all well.

Partner was not impressed with all this clever engineering. The obvious fun and excitement of a Three Series BMW are much more to her liking. I

think the only way around this is to arrange a test drive with Herr Moch.

As for the 190e ... well, I think it is great, except the steering wheel is annoyingly big. The multilink rear end continues to amaze me. I have yet to find a car which handles as well as the little 190e. The four is, as I have said, a touch underpowered but, if you have the extra cash, the six-cylinder version delivers all the power you need.

The 190e loves to be driven hard and a trip to the Blue Mountains last weekend showed that, despite a load of five people, it was no slouch up the steep bits. Through the winding bits, the car's impeccable handling and road manners were a true pleasure.

The Mercedes people are cleverly marketing the new 190e to the Toorak and Double Bay matrons as a prestigious shopping trolley but, really, it deserves better than that.

# New Members

We warmly welcome the following new members to our club and look forward to receiving them at our club functions and meetings.

|                                    |                            |  |             |
|------------------------------------|----------------------------|--|-------------|
| Philip Campbell<br>Turramurra      | 450 SEL 1977               | Dr G N Austin<br>Turramurra              | 280 CE 1973 |
| Mrs Adrienne Carlyle<br>Camperdown | 280 SE 1968                | Mr K Clement<br>Forestville              | 280 SE 1974 |
| Garry Hoyle<br>Lindfield           | 300 SE<br>Coupe 1965       | Mr Alex Gajdos<br>Bondi Junction         | 300 D 1979  |
| Mrs Annette Lavroff<br>Woollahra   | 280 3.5<br>1971<br>U/Rest  | Mr Karl Hofmann<br>Coniston              | 250 SL 1968 |
| David Lovell<br>Collaroy           | 350 SL 1973<br>280 SE 1982 | Mr and Mrs Christopher<br>& Pamela Trott | 190 SL 1961 |
| Rod Shellshear<br>Neutral Bay      | 260 E 1988                 | Mr George Ikstrums<br>Elanora Heights    | 230 SC 1965 |

Wendy Granau:

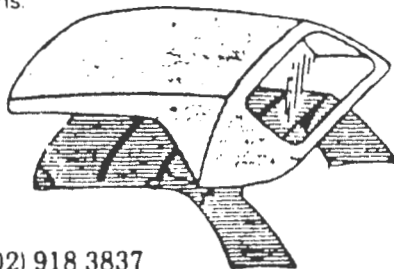
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## Mercedes-Benz 220SE/300SE (W111)

*Saloon. 1959-1965 (prod: 65,886/6,748). Front engine/rear-0drive/4-speed or auto. 2,195/2,996cc/120-170bhp, in-line 6-cyl, 7.25/7.50-13in tyres. Performance (220SE) top speed 108mph; 0-60mph 12.8sec; 20mpg; 14.5-gallon fuel tank. Price guide L8,000 - Nice car, pity about the fins.*

Sixties generation larger-Mercedes-Benz range, also including smaller engines and less-exalted trim and furnishings. With choice of fuel-injected (hence 'SE' titles) straight 'six' engines, all-independent suspension, technically more advanced than same-period Jaguars. Few sold in UK, but tens of thousands still around in Europe. 300SEs more complex, with air suspension, and standard automatic transmission, all extremely well-built, but with rather firm seating and sombre interior style.

(Extract from Classic Car May 1989.)

This is a good summary of market availability of these cars on the continent.

Bob Keane has additional information on other models for interested members.

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## 1989 CLUB CALENDAR

|           |    |  |
|-----------|----|--|
| JULY      | 5  | Monthly Meeting                            |
|           | 16 | Economy / Navigation Run                   |
|           | 23 | Autokana (depending on weather conditions) |
| AUGUST    | 2  | Monthly Meeting                            |
|           | 13 | Tour to Joadja                             |
| SEPTEMBER | 6  | Monthly Meeting                            |
|           | 17 | Concours d'Elegance / Display Day          |
| OCTOBER   | 4  | Monthly Meeting                            |
|           | 21 | Presentation Dinner                        |
| NOVEMBER  | 1  | Monthly Meeting - A.G.M.                   |
|           | ?  | Canberra Concours d'Elegance               |
| DECEMBER  | 3  | Christmas Picnic (Kurnell)                 |
|           | 6  | Monthly Meeting                            |

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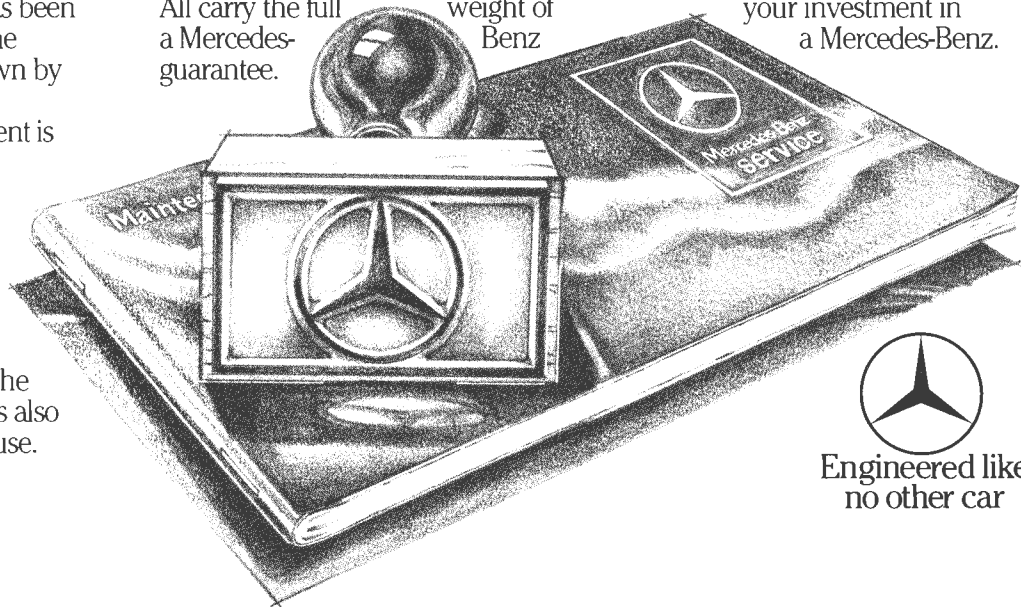
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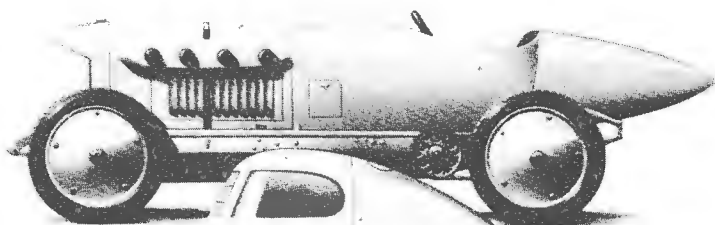
As you'll appreciate, anything less than the authorized Mercedes-Benz maintenance system would be a disservice to your investment in a Mercedes-Benz.



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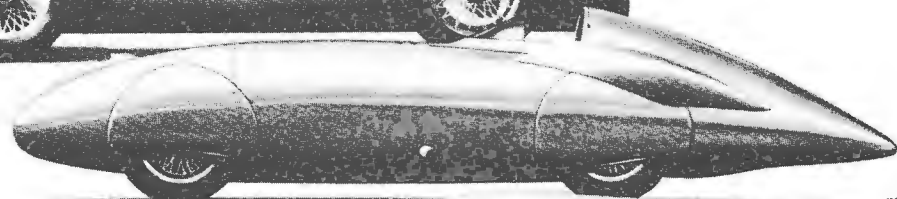
*"Blitzen-Benz"  
record car  
1909*



*W25 coupe  
1934*



*Streamlined  
W125 racer  
1936*



*T-80  
record car  
1938*



*C-111/3 diesel  
record car  
1978*



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