



Vancouver Island Section Newsletter

December 2021

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Kevin Carlé, the proud owner of this Mercedes Fintail, on Fort Street, May 2018. The photographer was unknown and subsequently saw Kevin’s car. He asked him for Kevin’s email address and, voila! A fabulous picture that even Kevin’s wife Jackie liked! The photograph is framed and prominent in their home.



President's Message

Rob Watson

A new feature, beginning with this Newsletter, is the highlighting of a variety of new and classic cars owned and written by Section members about their own Mercedes-Benz. In this issue, Kevin Carlé kicks it off with the inaugural article. He tells the story about his classic Mercedes-Benz 220S Fintail and just why it is so special to him. In our next Newsletter, Alex Currie covers his 2009 SLK55. If you have an interest in writing about your Mercedes-Benz, please let me know. Otherwise, don't be surprised if you receive an email with a certain request. 😊

I believe you will have received a notice on December 20 from National about the MBCA Germany trips for 2022. Four trips are planned – two in July and two in September. The price (in USD) is \$3,000 per person for double occupancy, and \$3,000 plus a \$300 supplement for single occupancy. A **non-refundable** deposit of \$500 is required on registration, and final payment must be made 60 days before commencement of the trip (i.e., roughly mid-May or early July for the respective tours). If you are interested, let me know. For those who have already expressed interest and with the recent uptick in Omicron, I will check with you in a month or so to gauge your commitment.

The snow over the last while and on Christmas Day brightened the festive season for many but for others, it may have presented increased challenges. On behalf of our Board members, I wish you all Happy-er New Year!

Call for VI Section Board members

Rob Watson

By our next AGM in September 2022, I will have been President for 5–1/2 years, a term that is typically a maximum within MBCA. At the first meeting after the 2022 AGM, when the Board confirms responsibilities, I will not be standing for or continuing as Section President. That said, I will remain on the Board as Past President for a period of one year. In our last Newsletter, I again called for volunteers for the Board. Quite simply, for the VI Section to thrive, we need members to step up to help lead and manage our Section. There is only so much a Board comprised of five people can do. With an average tenure of about 20 years as well as ageing, and with no recent volunteers, our Section runs the risk of having no Board at all. And then what . . . ?

So once again, if you are willing to participate on our Board, please let me, Barry, Hazel, Dennis, or Alex know. Email me at our Section address for more information about what is involved. Barry in particular, is an excellent resource about all things MBCA as he was a founding member of the Alberta Section and President of that Section for many years. He also served as our Regional Director for four years. We look forward to hearing from you!

2021 – 2022 Section Officers

President and Co-Newsletter Editor: Rob Watson

Vice-President and Dealer Ambassador, Victoria: Dennis Ostrowerka

Secretary and Treasurer: Hazel Ostrowerka

Membership Chair: Alex Currie

Co-Newsletter Editor and Dealer Ambassador, Nanaimo: Barry Patchett

Honorary Vice-President: Peter Trzewik

Northwest Regional Director: Jeff Shindler (jeff.shindler@shaw.ca)

Section e-mail: mbca.visland@gmail.com



Member Awards, New Members and Renewals

Section members (with the month and year of joining MBCA) who reached their Membership Anniversary milestone between October and December.

There were no Section members with anniversaries from October to November.

If any of you have not received your Anniversary pin and would like to have it, contact Rob Watson [here](#).

Thank you to Members and Associate Members who renewed their membership between October and December.

Bob and Margo Allen
Luke Barber
Colin and Jenny Bell
Wayne and Marian Carter
Alex Currie and Cheryl Macdonald
Anthony Hamilton
Theo LeRoux

Welcome to New Members (with month of joining MBCA)

Anne Butler (December)
Nicolas Herman (December)



Shortly before Christmas Eve 1913, British racing driver L. G. Hornsted set two new world records at Brooklands, for the half-mile and the kilometre. He was driving a Benz 200 hp, a modified variant of the "BlitzenBenz", or "LightningBenz", which had already become a legend in its own time. In January 1914, the Briton, born in 1884, added seven more records to his tally of victories. (Daimler Global Media site)



My 1963 Mercedes Benz 220S Fintail or Heckflosse

by Kevin M. Carlé

I was intrigued the first time I saw her. Well, perhaps a little bit more than intrigued. Those curves and classic lines were amazing. The advertisement left me breathlessly wanting to know and see more.

Now, in case your mind is wondering, it was a For Sale advertisement -- not on some strange personal website but rather an edition of *The Star*, our own Mercedes-Benz Club of America magazine.



1963 220SB Black / Red. Beautiful vehicle inside and out. Completely rebuilt engine, new suspension, and tires. Heater needs repair. Paint good. One owner \$10,700 Rebecca Koppenhaver: 323.640.2876 rebeccagoppenhaver@gmail.com (CA)

TRADING POST

The car was for sale in Los Angeles by the daughter of the first owner. He had passed away and, while she didn't want to part with it, she couldn't afford to keep it. Her husband wasn't interested in it (imagine!). Her father was a US Air Force pilot stationed in Germany in the early sixties. He ordered it and brought it back stateside where it served as the family car as she grew up. The car spent most of its life in New Mexico.

Now for a wee bit of serendipity. My Dad was a Royal Canadian Air Force pilot and we lived in Germany from 1959 to 1963. Dad ordered a Mercedes from the factory and brought it back to Canada. I learned to drive in it. It was a 1963 220S that looked exactly like the one I spotted in *The Star*. Same exterior colour, same red interior – the only discernible differences are the colours of the steering wheel, gear shift selector knob and turn signal indicator! My Dad's car had black whereas mine are white ivory.

So, after establishing a rapport with the owner via email and phone calls and knowing that the owner wanted it to go to good home, not to mention the similarity of our motoring youth, we agreed on a price. With the help of Rudy Koniczek, I was referred to his trusted car hauler. Thankfully, I was able to take advantage of an empty return trip from Southern California. The online service to engage an agent to assist in getting the car into Canada was simple and . . . voila!

When I went to pick the car up in Vancouver, much to my surprise the trunk was full of spares. All the owner's manuals, including two binder-bound workshop manuals were there. As well, there was the original Becker radio and a treasure trove of documentation with the factory regarding the order, arrangements to ship it to America and service receipts. I guess fighter pilots are fastidious! My Dad was the same way.

Named "Zoom Hilda", the 220S is a work in progress. The car had been sitting for a while so repairs were done to have it 'safety'd' up – required, as it was an import. The fuel system was flushed, and the fuel tank was removed, emptied and re-coated. A new clutch and now, for the most part, she runs well. TC Motors has been great in terms of sourcing parts and doing the repairs.





220S at Ogden Point

The best part is driving the car. Solid, responsive, no rattles. These cars were beautifully engineered. And it turns heads. No point in concealing my movements (even if I wanted to). Friends will often say, I see you were at (wherever).

I'm looking forward to years of happy motoring with Zoom Hilda. And that's the way the Mercedes-Benz!



My Car Friend



2022 Tentative Event Calendar

Once again, our event schedule is tentative because the uncertainty from the Omicron variant of “you-know-what” over the next few months. Our first event will be in February with a brunch at the Malahat Chalet (snow willing!). Details are coming soon. Alex is looking into a possible two-night tour to see sites on the way up to Courtney, around Powell River and down the Sunshine Coast. Depending on scheduling, this tour may take place later in the summer instead.

We try to balance the type of events we hold -- technology, driving, special interest -- and their location. This year, for our underserved mid-Island members we have scheduled an event at Mercedes-Benz Nanaimo; we also hope that Alex’s Sunshine Coast trip will be of interest.

As I said, the schedule is tentative. If you have suggestions for substituting events, please provide your feedback.

As well, we would appreciate volunteers to help organize these events – many of them are straightforward to arrange.

<p>SUNDAY, 13 FEBRUARY Brunch at the Malahat Chalet Organizers: Dennis and Hazel Ostrowerka</p>	<p>JULY Wine Tasting and Show and Shine Organizer: Rob Watson</p>
<p>MARCH Spring Detailing Event Organizer: Rob Watson</p>	<p>Oak Bay Car Collector Festival Organizer: TBD</p>
<p>MAY Tour of the Sunshine Coast Organizer: Alex Currie</p> <p>and/or</p> <p>Three Point Motors New Car and Tech Event Organizers: Dennis and Hazel Ostrowerka</p>	<p>SEPTEMBER: Monday 5 to Sunday 11 or Monday 12 to Sunday 18 MBCA Germany Trip Coordinator for VI Section: Rob Watson</p>
<p>JUNE Summer Solstice Dinner Organizer: Barry Patchett</p>	<p>OCTOBER Mercedes-Benz Nanaimo New Car and Tech Event Organizer: Barry Patchett</p>
	<p>NOVEMBER Annual Holiday and Christmas Lunch Organizer: TBD</p>



Upcoming Event

Brunch at the Malahat Chalet

Sunday, 13 February 2021

Take your Valentine out for brunch at the Malahat Chalet! The Chalet was the scene of a popular and well-attended brunch that was organized a few years ago. Whether you live north or south of the Malahat, this is a chance to shake off those winter blues with the views of Finlayson Arm and the Saanich Inlet.

Summary:

Organizer: Hazel and Dennis Ostrowerka

When: Sunday, 13 February

Time: 11:30 a.m.

Where: Malahat Chalet (at the Moon Water Lodge), 265 Trans-Canada Highway

RSVP: see notification coming soon.

Recent Event

Annual Holiday and Christmas Lunch

Saturday, 27 November 2021

Rob Watson

Seventeen members ignored an impending deluge of rain to gather at the Fireside Grill for the Section's Holiday and Christmas Lunch. The Fireside Grill always has warm and wonderful Christmas decorations, and this year was no exception. The service from their staff was excellent and contributed to a smooth, timely lunch that was enjoyed by all the participants.

Somehow, 'holiday brain' resulted in no photos being taken to help remind us of our Christmas lunch revelry. The fine time will have to be a memory for those who participated or an active imagination for those not there.

Our special thanks to Cheryl Macdonald-Currie and Linda Derrick for organizing the event. Finding the right venue required a lot of investigation and persistence. Their efforts are much appreciated.

Rally Anyone?

by Klaus Kreye

Rally Chair of the Vancouver Island Region Porsche Club

Hello, my name is Klaus Kreye and I want to ask if there is any interest in TSD Rallying. I am the Rally Chair of the Vancouver Island Region Porsche Club and for the last four years, the club has been successfully holding TSD Rallies here on the island.

So, what is TSD? It stands for Time, Speed, and Distance and roughly sets out how these rallies are run. Participants follow (navigate) along a route given by clues and at the defined speed. Competitors are judged



on how accurately they follow the route and, more importantly, how accurately they adhere to the given speeds for the various sections. There are random checkpoints along the route and depending on how early or late you pass, a score is awarded. It is a demerit scoring system, one point per second early or late and in the end, the team with the lowest score wins.

These rallies are held as one-day events on secluded roads around the island, typically between the Malahat and Nanaimo. You might find yourself on an interesting twisty road that you have never been on before! The rallies are made up as required, with our rallies stipulating all-asphalt roads. Depending on interest and available cars, this could also be a mix of road surfaces. There are many possibilities.



Some of us use these events as practice runs during the year, as we enter the two-day Totem and/or Thunderbird Rallies that are held in the interior of BC. These are a little more challenging as nighttime driving and mud/snow conditions are added.

Some of you might remember that the last Midnight Rally was run here on the island in 2013. That event started around 5pm past Sooke and ended near midnight in Duncan. My idea would be to hold such similar TSD rally that would be open to all cars/car clubs and not be limited to one marque as we currently have it. We could make up two- or three-car teams and have an interclub challenge.

Any takers? Please contact one of the MBCA VI Section Board members, or me at rally@virpca.org



Mercedes–Benz EQXX Research Car

by Barry Patchett

Thanks to a wide variety of technologies, many of which are destined for series production vehicles in the not-too-distant future, this rolling R&D laboratory is capable of driving more than 1,000 kilometers on a single charge. By the automaker's own measurements, the Vision EQXX offers an impressive drag coefficient of just 0.17. The EQXX uses a retractable rear diffuser to help achieve this. Mercedes also teamed up with Bridgestone to develop a 20-inch low-rolling resistance tire on the EQXX's forged magnesium wheels.

The interior exploits materials science. The door pulls are made from a vegan silk-like fabric. Some seat-cushion pieces are wrapped in Mylo, which is a vegan leather alternative made from mycelium fungi! A different leather alternative is created from cactus fibers. The carpets are comprised of pure bamboo fiber, which feels both fancy and grows quickly in nature. Floor and door trim pieces rely on recycled PET bottles, while the microfiber material above the beltline relies on the same material. Finally, the interior also uses something called UHQ material, which is made from landfill waste.

The dashboard of the production EQS can be outfitted with several screens under bonded glass to create the impression of a dashboard-sized display, but the Vision EQXX takes that technology to its inevitable conclusion. The hyper-Hyperscreen is truly a seamless display that fills the front half of the car. Mercedes worked with NAVIS Automotive Systems to create a navigation system that offers real-time 3D navigation.



The electric motor produces just 201 horsepower. To engineer every inch of efficiency possible into the EQXX, Mercedes looked to its Mercedes-AMG High Performance Powertrains department in the UK. Mercedes' engineers created an entirely new battery pack for the EQXX, which offers just under 100 kWh of charge storage. Changing the composition of the battery's anodes allowed the company to improve the battery's energy density, along with prioritized room for cells and low weight. Many of the electronic components required to run the EV were placed in a different location to further boost that density. The battery's 900-volt architecture packs even more power than what is available in the peppiest EV powertrains on offer today. The battery's cooling plate is placed under the battery to make use of the air flowing under the EQXX's body. An active system of valves and pumps was built to keep the temperature optimal without requiring a bunch of energy to do so. Active shutters can redirect air to provide additional cooling as needed, closing when necessary to further boost overall range – they only add 0.007 to the drag coefficient when opened.



All 117 solar cells atop the EQXX help power the car's ancillary systems, which can add up to 25 km of range on long-distance trips in sunny weather.

The EQXX's rear floor is made from a single aluminum casting. The one-part casting is the result of four months of manufacturing R&D, offering the right stiffness for crash protection while staying lightweight enough to avoid dinging the efficiency. Part of its low weight comes from engineers mimicking biological structures found in nature, where structural support only appears where it's absolutely necessary. UBQ recycled landfill material was used to fill some gaps in the aluminum to keep weight down and water from sneaking in.

The Mercedes Vision EQXX is not a concept car in the sense that it's filled with technology that will remain either too unwieldy or expensive for use in series-production passenger vehicles. It's what the company calls a research car, where the focus is on highlighting technologies that not only can but will be used in the future.

Link: <https://www.youtube.com/watch?v=Z7t2nn5vjrww>

