



Vancouver Island Section

May, 2014

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Coming Events - Mark your calendar now!

May 26: Executive Meeting at Three Point Motors, 5 PM. These meetings are open to members who have something to share or are just curious about the workings of this inner society.

Jun 6-8: Lake Crescent: MBCA Seattle Section weekend event, organizers Brown and Sara Maloney. Registration for this event has reached capacity, with six cars headed down from the Island(s). Lake Crescent is in Olympic National Park about 17 miles west of Port Angeles and easily reachable via the Coho ferry crossing. We'll meet in the Coho ferry parking lot 90 minutes before the 10:30 am sailing time and walk across the street for breakfast in the Days Inn.

Jun 14: Summer BBQ. This will be a full-day, Saturday event because of the ferry schedule. Ron and Donna Drane will host this year's BBQ on their private island off Saturna. We'll also have an impressive photo opportunity at Saturna's heritage Fog Alarm Building, where Ron is arranging with the park to get our cars on a field by the water with a scenic backdrop.

Section Officers

President: [Bob Wilson](#)

Vice President: *vacant*

Secretary: [Hazel Ostrowerka](#)

Treasurer: [Rob Watson](#)

Membership: [Jeff Cohen](#)

Director at large: [Dennis Ostrowerka](#)

Newsletter: [Bob Wilson](#)

Hon. Vice President: Peter Trzewik

Past President: [Barry Patchett](#)



Renewing Members!

David Bulinckx

Ralf & Valerie Hasenfuss

Jeffrey Smith - 03 C230, 03 C320, 08 ML320 CDI

Thank you!

We should meet at the Swartz Bay ferry terminal for the 08:15 departure. Plan to arrive between 7:30 and 7:45. This is a one-stop sailing that arrives at Saturna at 09:45. Regrettably, the 8:15 is the only morning crossing and there isn't another until 14:30. We'll have a morning motor tour of Saturna, heading toward Parks Canada's 'Fog Alarm' site about 15 km distant. There we'll take in the scenery and indulge in a photo op at one of the Gulf Islands' most scenic spots.



Photo: Ron Drane

After the Fog Alarm, we'll go back to Lyall Harbour and park near the ferry terminal, from where Ron will transport us the short distance to Trevor Island. There, we'll have lunch, play games—Ron has a disc golf course—socialize, take pictures and then clean up. Return to the ferry terminal is about 15:45 for the 16:15 departure. We should be back at Swartz Bay by 18:20.

Bring binoculars and a camera , whatever you want to drink, and a salad or dessert. Meat, fish and a potato or Caesar salad will be provided; we will collect \$20 per person at the event.

Please let us know by June 12th if you plan to come ([click](#)).

Jul 17: Driver training event organized by GAIN-Vancouver Island and courteously extended to the Club. This afternoon event will be held at Western Speedway. Please note that the date is a Thursday. Attendance opportunities are limited and pre-registration is required.

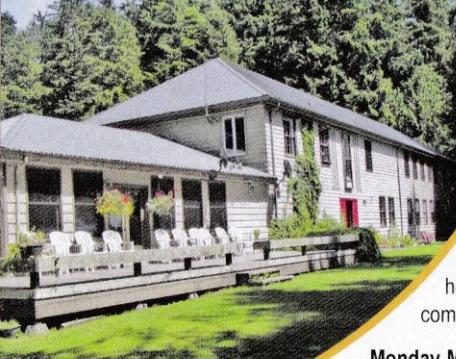
Jul 25-27: Regional Leavenworth weekend, organized by Joseph Anthony, BC Stars Section. Leavenworth is a delightfully Bavarian-themed town on the east slope of the Cascades and a favourite destination for car clubs. The event starts in Everett on Friday afternoon and convoys to Leavenworth over the North Cascades Highway, one of our region's most enjoyable and scenic routes. More information from Ian Gleadle, Seattle Section ([click](#)).

Aug 16-18: Lady Rose Marine Tour. Saturday afternoon through Monday evening. On Saturday we'll drive up to Port Alberni with a hotel overnight. Sunday morning, the group will board the Lady Rose for a boat



trip down Barkley Sound to Sechart Lodge, where we'll have the afternoon and evening. The boat returns up Barkley Sound via the Broken Group Islands and Ucluelet. Organizers Nigel Oddy and Sherry Clarke; please contact them if you plan to go ([click](#)).

Experience the Wilderness of Barkley Sound at Sechart Lodge!



Lady Rose Marine Invites You!

Overnight Cruise Special!

Sunday Morning depart Port Alberni aboard the **Frances Barkley** - your destination Sechart Lodge. Arrive around 11 am. Enjoy the rest of the day to experience the beautiful scenery. Capture the abundance of wildlife that lives in the Barkley Sound. Try our many hiking trails or beachcomb our picturesque beaches. Relax with a glass of wine while watching eagles and our phenomenal sunsets, or watch the whales from our hot tub. After a delicious dinner sit around the campfire and enjoy the comradery of fellow guests and staff. "Hope you like to sing!" ♫

Monday Morning depart Sechart Lodge aboard the **Frances Barkley** heading for Ucluelet where you will have time to explore the shops or visit the new aquarium. Return back to Port Alberni sailing through the Broken Group Islands, arriving at 7 pm.

Cruise & Accommodation Special Includes:

- Round trip passage for two aboard the **Frances Barkley**
- One night stay at the **Sechart Lodge** (based on double occupancy)
- Breakfast, lunch and dinner (alcohol beverages extra)
- Smiles, laughter and wildlife free

Only \$285.50 plus tax
Valid July & August 2014

SECHART WHALING STATION LODGE

LADY ROSE MARINE SERVICES

Tel: **250-723-8313**
TF: **1-800-663-7192** April-Sept.

ladyrosemarine@telus.net
www.ladyrosemarine.com

Aug 24: Motorcar Gathering, the annual show 'n shine in the grounds of Queen Alexandra Hospital, organized by GAIN-VI with a section of the grounds set aside for the MBCA.

Sep 7: Camano Island Beach, Seattle Section drive organized by Bob Willits; Bob is also a Vancouver Island member. Camano Island is most easily reached from the mainland by turning west to the south of Mount Vernon. The tour ends at the Willits' beachfront property, which has a large grass area for MB parking a stone's-throw from the water, and a private boat ramp.

Sep 14: Tech event, Mercedes-Benz Nanaimo; details later

Sep 28: Rally/tour: Details forthcoming later.

Oct 18: Annual Meeting, the Club's one and only business meeting of the year for the general membership.

Nov 16: Morning coffee, locations TBA.

Check out our new website at [www.vancouverisland.mbc.org!](http://www.vancouverisland.mbc.org/)



May's Technical Event

A record 26 members and guests turned out on Mother's Day for the annual demonstration of new models and technology at Three Point Motors. Many even brought a mother for a special lunch and a short drive in a new Mercedes-Benz!

David Rabii kicked things off with introductions to the new W222 S-Class, the C218 CLS, the new C217 CLA, the W246 B-Class and the W166 M-class. His description of the S-class emphasized its unequalled technological sophistication. Several systems are capable of autonomous action to correct an unsafe situation, but David was careful to point out that any driver input automatically over-rides the computer's choice.

Organizers Hazel and Dennis Ostrowerka fired up the barbecue while David was talking. We had a copious choice of bratwurst in buns, hamburgers, several tasty salads and a variety of non-alcoholic beverages. In little conversation circles, the group tucked in and, to my surprise, managed to put away almost all the food. Was it hunger for technology?



Even dogs can enjoy Mother's Day with the MBCA! Photo: Christo Pandelidis

Test drives began while lunch was underway. Barry Patchett and I started off with the S 550, sharing the drive out Gorge Road to Admirals and back. This truly is a phenomenal car, unbelievably quiet and with feel and responsiveness that belie its size. It was probably the wrong car to start out with, because even the E550 coupe



paled in comparison, but gliding along in it is an experience every enthusiast should have at least once! And back-seat passengers ride in sybaritic comfort with headrests that invite lying back for a comfortable snooze.

Members really enjoy and appreciate the chance to learn about and drive the new models. There are always too many cars to take every one out, but interests vary and each available model is kept busy.

Thanks to Three Point Motors for hosting us, to David Rabii for giving up a good part of his Sunday, and to Hazel and Dennis for running a great event.

Stargazing

Changes for MY 2015

MB Canada has released a 161-page brochure showing the changes for MY2015 throughout the Canadian lineup. Organized in two sections, *Innovative Technology* and *New Models*, the brochure is well illustrated and has short descriptions of what's new. You can get your own copy from me if you'd like one ([click](#)). The technological developments cover:

- Head-up display
- Parktronic with Active Parking Assist
- Enhanced On/Off Road Package
- ESP with Dynamic Cornering Assist
- GLA headlamp systems
- Collision Prevention Assist Plus
- Pre-Safe
- C-Class headlamp systems
- Agility Select
- Touchpad
- New Telematics Generation (NTG 5) *See next article*
- MB Apps
- Intelligent Drive: Distronic Plus with Steer Assist, BAS Plus with Cross-Traffic Assist, Pre-Safe Plus, Pre-Safe Brake with Pedestrian Recognition
- Cross-Wind Assist
- Magic Vision Control
- Warmth Comfort Package
- Drive-Dynamic Multi-Contour Seats
- Air Balance Package
- Active LED Headlamps
- Swarovski Crystal LED Headlamps
- FrontBass
- Night View Assist With Pedestrian Recognition

New Models has long, model-specific sections for the C, SLK, SL, GL, GLK, and M-Classes.

The brochure also summarizes changes being implemented to the testing procedures for fuel economy. These changes have been mandated by Transport Canada in an attempt to bring the numbers that appear on window



stickers and in advertising closer to the numbers that drivers will actually experience. In recent years, the manufacturer's fuel economy for a vehicle sold in Canada has embarrassingly been 10-20% better than for the identical vehicle sold in the USA.

The test protocol for 2014 and earlier had two driving cycles: city and highway. Three more cycles are being added to account for the use of air-conditioning (off up till now), higher speed and faster acceleration (both very gentle hitherto), and cold temperature operation. All other things being equal, a worsening in the advertised fuel economy by 10% to 20% is to be expected ([click](#)). The five-cycle protocol will apply to all vehicles sold in Canada for the 2015 and subsequent model-years.

Plug-in C-Class

Article from MB World

The automotive industry is moving toward electrification like Walmart shoppers moving through the doors at 5 a.m. on Black Friday. Thanks to tightening EPA regulations, there's a lot of pressure to get more plug-in hybrids and electric vehicles on the roads, but only so much can be done given the constraints of the time-space continuum. The W205 C-Class is not immune to this impending wave of electrification, as demonstrated by this spy shot of the C-Class sedan prototype.



Charging port below the tail light. Photo: MBWorld.com

We expect the plug-in C-Class to get a four-cylinder engine paired with an electric motor programmed to offer multiple driving modes such as full electric, hybrid and gas-only.

The plug-in hybrid C-Class should debut this year as a 2015 model.



Having a C-Class plug-in hybrid in the marketplace will keep Mercedes-Benz competitive with BMW. Benz's Bavarian competitor is currently developing a plug-in 3er, but the company already sells a hybrid 3 Series called the ActiveHybrid 3. So far Mercedes has reserved its hybrid technology for the E-Class and S-Class

The Connected Car (3)—NTG 5

NTG 5 is the latest informatics system for MB vehicles. The standard version (with the Audio 20 radio) has a 7-inch (diagonally) full-colour TFT display; the version with COMAND has an 8.5-inch display. The screen is mounted at the top of the dashboard above the centre air vents so the driver doesn't have to look down.

COMAND is now equipped with an internet browser and MB Apps that let the user:

- Browse web pages while the vehicle is stationary as well as use MB Apps while on the move
- See worldwide weather information or forecasts (for the next 5 days) for the present location or destination
- Do a Point of Interest search via Google, with Street View, or view destination photos using Panoramio (part of Google Earth)
- View static images from available traffic cameras
- Use Yelp to search for places to eat, shop, drink, relax and play, and then read reviews
- Download a route via Google Maps: send a destination or a planned route from a PC (outside the vehicle) to the vehicle
- Facebook: access the wall, friends, events etc. from the personal Facebook account. Sending standardized messages is possible while on the move.
- Cloud based technology downloads apps automatically over the air.

B Electrified

In a couple of months, the B-class will finally go on sale in the USA for the first time, in the form of a fully electric vehicle. The plug-in B Electric Drive has a 174 hp electric motor and a quoted range of over 160 km on a full charge. A full charge takes 4 hours at 240 volts with a 100-km charge possible in under two hours. Sales will begin in selected states, including Oregon, this summer and will go nationwide in the US next year. The B Electric Drive is built on the platform of the pre-2011 W245 B-class, whose sandwich-construction floor accommodates the battery pack. Pricing hasn't been announced.

The drive train for the electric B was developed in partnership with Tesla Motors. MB Canada's website has no information about this model, so it's not clear when or if we'll be able to get it.

DENZA

Daimler signed a 50:50 joint venture agreement back in 2010 to build electric vehicles in Shenzhen, China with a company called BYD. Long-time readers of this newsletter might remember that BYD built the world's first mass-produced fully-electric car (*June 2009 issue*), a Corolla-sized vehicle that did not find much acceptance in the marketplace. It sold for more than similar cars with conventional power and the Chinese buyer has been more concerned with mobility and status than being green, despite government programs to boost electric vehicle development and sales. China is also behind in building out a battery-charging infrastructure. Sales of BYD's e6 electric totaled just 3,200 units from 2010 through October, 2013.

The joint-venture's first product was unveiled at last month's major auto show in Beijing. The DENZA is a five passenger crossover with a profile similar to MB's B-class and built on the B-class platform. Power comes from a lithium-ion phosphate battery said to give the car a range of 300 km, located under the floor. Drive goes to



the front wheels through a 120 hp engine producing 240 lb-ft of torque. Top speed is 150 km/h. A small fleet of prototypes went through extensive testing in all sorts of conditions, covering over 1.2 million km across China.

Tesla began sales of its fully electric Model S in China last month, using vehicles made in America. They seem to own the niche for electric luxury cars at the moment, an area where MB is falling behind. Though one could argue that it's not a large niche today, neither is the market for the SLS. Of the two, I'm thinking the market for electric vehicles has more promise: US sales of Tesla's Model S in the first quarter of 2014 were about level with sales of MB's S-class.

The air quality in Beijing is among the poorest of any city (Delhi, India is worse). The US embassy in Beijing has rated the air quality "hazardous" and the Shanghai Academy of Sciences has called it "barely suitable" for human life. In 2010, Beijing started offering \$9,700 handouts to buyers of electric cars, but with little impact on overall sales. To boost sales, Daimler has said the DENZA will be eligible for local subsidies totaling almost a third of the purchase price, which is about the same there as the price of a C 260 (same 1.8 L engine and power as our C 250).

The DENZA will be exempted from many of the policies imposed by local governments to limit the number of new cars on the road. It will be awarded a license plate in Beijing without having to go through the mandatory lottery process for conventional vehicles, and it will even get free license plates in Shanghai and Shenzhen. It remains to be seen whether all this is enough to kick-start sales.



The DENZA electric at its unveiling in April. Wikipedia photo.



Solar Roadways

article by Josee Pacquet, Auto123.com

Roads of the future may not be paved with asphalt but rather covered in solar glass panels. That's the crazy concept Julie and Scott Brusaw have been working on since 2009.

The U.S. Department of Transportation even gave them a \$100,000 grant to carry out their project.

The Brusaws first textured a highly durable glass roadway surface to provide the same kind of grip as asphalt. Then, they added LEDs under the glass to create light-up lane markings (you can't paint a solar panel without making it useless). An integrated heating system even prevents ice and snow buildup.



A working prototype of their solar road currently functions as their driveway. The pair now seeks \$1 million in crowdfunding to take their invention to the masses in the form of parking lot paving and sidewalks. The electricity generated by these small-scale test areas will be capable of powering local businesses and save folks from having to shovel snow.

One million dollars may seem a lot, but these solar roadways are supposed to generate much more revenue in power than they cost to produce.

The Tripoli Grand Prix, May 1939

Our hat-tip for May is to the 1939 Tripoli Grand Prix. Seventy-five years ago this month, Hermann Lang won the event in the first, last and only contemporary outing of the W165 Silver Arrow. The Italian organizers of this race had decided to restrict entries for this one race to the *voiturette* class, whose 1.5L engine displacement was exactly half the limit for all the other races of the 1939 season.

The race was politically important. Tripoli, the capital of Libya, was the heart of an Italian colony. Perhaps not coincidentally, Alfa Romeo and Maserati had dominated *voiturette* racing in 1938. Then as now, GP organizers were engaged with the manufacturers in an annual battle of rule changes as they tried to slow the cars and make racing less dangerous. Perhaps the organizers recognized that the 1940 season, which the war ultimately prevented, would almost certainly have been run for the *voiturette* class, as some historians say. Perhaps also, the organizers wanted to forestall yet another German win at this important race in an Italian colony. The key change made was a halving of engine displacement from a supercharged 3 L to a supercharged 1.5 L. The news apparently leaked to Alfa Romeo and Maserati before it also leaked to Mercedes-Benz and Auto Union, leaving the two German manufacturers scrambling.

MB built the W165 in about eight months, start to finish. It was powered by a jewel-like, supercharged 1.5L V8 which turned over 8250 rpm and made over 250 hp. The W165 was the apex of technological development for the Silver Arrows, and the apex of engine development in Grand Prix racing for the next 38 years. Its specific power output of more than 166 hp per litre was not bettered in Formula 1 until the turbo era began in 1977. MB managed to complete and test one car for Rudolph Caracciola in Germany but time was so tight that their



second entry, for Hermann Lang, had to be finished on the boat underway to Tripoli. Auto Union did not manage to develop a car to the new specification and did not compete.



Hermann Lang won the race at the wheel of the Mercedes-Benz W165 racing car.
1939/05 May/7 - Tripoli Grand Prix

Anamera

May 1939, Tripoli, Lang at the wheel of the W165. Image www.finecars.cc

The only other manufacturers to compete were Maserati and Alfa Romeo. The race was a disaster for both. Maserati had a new model, the 4CL, for its team of three cars, and Alfa Romeo had no less than six team cars, all the newly upgraded 158B whose crankshafts ran in needle bearings. The balance of the field of 32 was filled by privateers, all driving one or the other of the two Italian makes. For essentially political reasons, there were no British entries.

The two cars entered for Lang and Caracciola ran away with the race, leaving the unfortunate Italians literally in the dust. The event was held in extreme conditions: 35-40 C with sand blowing across the track, whose temperature was 50 C. Lang and Caracciola started second and third on the grid, with Luigi Villoresi in a Maserati on pole. Lang led from the start, followed by Caracciola after Villoresi's car stuck in second gear and then suffered engine failure. The two other team Maseratis died, one running out of fuel on the last lap. The Alfias overheated or developed vapour in the fuel lines, dropping out one at a time until only one of the six factory cars was left. Lang was first by over three and a half minutes, Caracciola second, and Emilio Villoresi third by nearly eight minutes in the final team Alfa ([click](#)).

Watch Hermann Lang get soaked with raw fuel during a pit stop in this historical footage of the 1937-39 Tripoli Grands Prix on YouTube ([click](#)).



One or perhaps two more W165 cars were built in anticipation of the 1940 season but there are only two survivors, thought to be both the Tripoli cars. They sat out the war in the hands of the MB dealer in Zurich. One was invited to the 1949 Indianapolis 500 but the Swiss government refused to let it leave the country. Both are still owned by Daimler. One is on permanent display at the MB Museum in Stuttgart, the other makes occasional demonstration runs at Classic events.

The Back End

Nico Rosberg takes a selfie video from Fangio's W196:

http://www.youtube.com/watch?v=OyGBXtTulxE&feature=player_embedded

And on the subject of Formula 1, Wired tells us what all those buttons and dials on a current F1 steering wheel do: (link shortened) ... wr.d.cm/1IXNY5r

At least one car from Vancouver Island is going on Chicagoland Section's tour from Chicago to Key West in August 2015. Watch the promotional video at <http://www.myclub.com/events/2015-trip/>



There are still plenty of cars we don't see on this side of the Atlantic. This is the V-class, an 8-passenger van sold in the rest of the world. Daimler photo.

