



Vancouver Island Section

June, 2014

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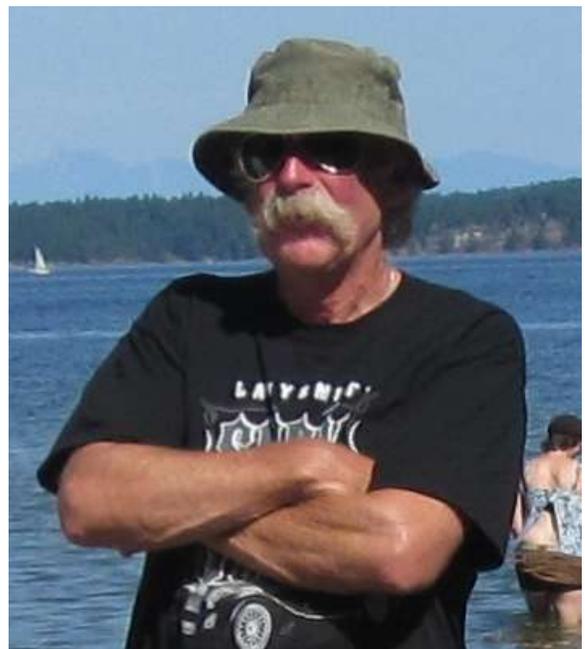
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Cees den Holder

I report with deep regret the death of Cees den Holder from cancer on June 4th. A section member for the past 14 years, Cees and his wife Ellen lived in Ladysmith. He was a lifelong car and motorcycle enthusiast with a fund of entertaining stories drawn from his experiences in Holland and Canada. An accomplished mechanic and restorer of older Mercedes-Benz models, he cheerfully shared his knowledge with anyone interested. He wrote a series of articles for this newsletter around his trip to see the Mille Miglia retrospective in 2010 and he'd been invited to drive a Lancia Flaminia Zagato there in the 2012 and 2013 events but his cancer got in the way. A former racer, he was a co-founder of the Dutch Lancia club.

Cees left us far too early. There was still lots he wanted to do, and I will greatly miss his company at our events. My sympathy and yours is extended to Ellen.



Welcome New Members!

Renewing Members!

Dale Fickinger
Robert Maitland & Elaine Montgomery
Dennis & Hazel Ostrowerka – 11 E350
Rondi Opko – 66 230SL, 05 CLK320
Peter & Jackie Taitt – 98 S320 LWB

Thank you!

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](#)

Coming Events - Mark your calendar now!

Jul 14: Executive meeting, 5 PM, Three Point Motors. Open to members.

Jul 17: Driver instruction organized by GAIN-VI and courteously extended to the Club. This afternoon event will be held at Western Speedway. Please note that the date is a Thursday. We have only 6 slots left, for which pre-registration is required before July 10th ([click](#)). For this event only, Members will be given preference over Associate Members.

Check-in time at Western Speedway is 12:15 PM and the briefing for the event will begin at 12:30. Instructors will provide demonstrations and instruction in braking, lane changes, autocross, and other driving techniques. The event will conclude at 4:00 PM. All drivers must be at least eighteen years of age and have a valid, full driver's license.

We will be driving current Mercedes-Benz models provided by Three Point Motors, not our own vehicles. Lunch, coffee, tea and beverages are included. There is no charge for the event; we are the guests of GAIN-VI and Three Point Motors.

Jul 25-27: Regional Leavenworth weekend, BC Stars Section event, organized by Joseph Anthony. The group will meet on Friday, July 25th in Everett, WA at 2:00 PM (exact location to be advised), and leave in convoy at 2:30 PM to drive to Leavenworth via Highway 2 through Steven's Pass in the Cascade Range, passing through the beautiful Okanogan-Wenatchee National Forest. It's a pleasant drive, and being with other enthusiasts of the marque will make it even more enjoyable.

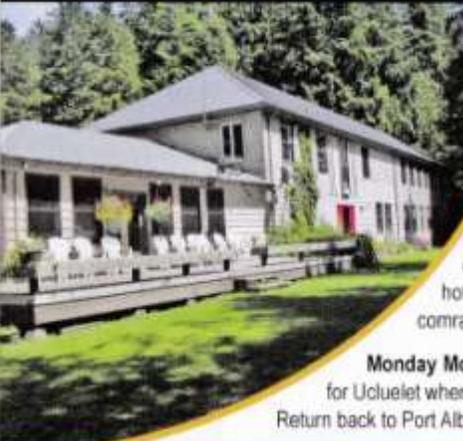
Arrive at 4:00 PM and stay at the Enzian Inn (<http://www.enzianinn.com>), Tel: 1-800-223-8511. A block of rooms has been reserved for July 25th to 27th, 2014. The rooms will be held until June 25th or until the group block is sold-out, whichever comes first. Rooms are priced from \$172.00 - \$183.00 per night.

Lots of activities are planned for the Saturday in the Leavenworth area; further information on the BC Stars website ([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 we'll board the Lady Rose for a boat trip down Barkley Sound to Sechart Lodge, where we'll have the afternoon and night. The boat returns on Monday 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!**



**Overnight
Cruise
Special!**

**Lady Rose Marine
Invites You!**

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




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

ladyrosemarine@telus.net
www.ladyrosemarine.com

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 for anyone so inclined.

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.

Member Survey

A number of interesting comments and suggestions from the e-mailed membership survey were reviewed at May's executive meeting and we have a couple to take forward. Thanks to all who participated and congratulations to Bob Willits, whose name was drawn for the prize. Instead of a certificate from Three Point Motors, Bob2 opted for an award from the Section's box of MBCA-branded clothing.



Saturna Island with the Dranes

Write-up by Barry Patchett

On June 13, fourteen members and seven cars of the Vancouver Island Section met at the Sidney ferry terminal and travelled to Lyall Harbour on Saturna Island. From there Ron Drane took us on a driving exploration of the island, from Winter Cove in the north to East Point in the south. The convoy was quite varied, with cars ranging from Horst Loewel's 1959 300s Adenauer to the 2008 E350 4matic owned by Barry Patchett. At East Point we saw the restored Fog Horn building, now a museum, but formerly a warning for shipping traffic in Boundary Pass between Canada and the United States. The location was first visited by Europeans in 1791, when a Spanish ship anchored near Boiling Reef, an aptly named shipping hazard. Many ocean freighters pass by every day on their way to and from Vancouver.



At Winter Cove



Rob Watson shows excellent form at bean-bag golf

After the tour of Saturna, Ron Drane ferried all of us to his private two-acre island near Lyall Harbour. We were treated to a sumptuous salmon and prawn dinner in the Drane summer home, organized by Donna Drane. This was followed by a highly competitive game of bean bag golf, won by Marke Simmons against stiff competition. The day ended with another ferry ride to Sidney from Lyall Harbour via Mayne Island and Otter Bay on North Pender Island.

Lake Crescent Weekend

Five cars from Vancouver Island went south to Seattle Section's Lake Crescent tour on June 6-8. The article below was written by Sean Clark, a BC Stars Section member, and published in their newsletter. Photos from Sean Clark, Seattle Section president Ian Gleadle, and Bob Wilson.

With the fine spring weather finally here, my wife and I joined the Vancouver Island and Seattle Sections for our first extended road trip of 2014. We were fortunate to be invited along by some of our friends we had met from other, multi-section events in the past.

Bright and early, we set off on Friday morning. Our destination was to be the Lake Crescent Lodge, in the heart of the Olympic National Forest. Cool, but sunny, we opened the sunroof right away and leisurely made our way down the I-5, then down Whidbey Island, to catch the Port Townsend Ferry at Coupeville. The colourful



gingerbread Victorian houses of Coupeville captured a time less hurried, and the gardens and lawn chairs beckoned us to stop for a while and rest. Port Townsend, a short ferry ride away, now a centre for the Arts Community, still has its 1890's buildings intact, and is a beautiful place to linger and wander. This is where the film, "An Officer and a Gentleman" was filmed.



I counted 27 cars and about 58 members this weekend. We all found our own ways from our various Sections, to rendezvous with our hosts for lunch at the 7-Cedars Casino, near their home in Sequim. Brown and Sara Maloney, Seattle members, very graciously took a great deal of time, effort, and even personal expense, to organize the event and show us their part of the world.

Lake Crescent Lodge

Lake Crescent Lodge is located on Hwy. 101, in the Park itself, not far from Sequim. The Lodge and the "Roosevelt Cabins" overlooking the lake, were built in 1916, and still possess the charm of a turn-of-the-century resort. Later buildings are just as welcoming, set amongst mature trees. The rooms are comfortable and restful. Did I mention there are no phones, texting, Internet, or TV?? Seattle Section President Ian Gleadle and his wife Linda warmly greeted everyone, and properly introduced us to Brown and Sara Maloney, who generously hosted an evening "get acquainted" gathering with wine and, later, pizza.

The next day was a driving tour to Neah Bay, home of the Makah Indian Tribe, at the furthest Northwest tip of the Continental US. We formed up early in the morning, after breakfast. Most of the Mercedes were of course, SL's or SLK, convertibles to take advantage of the warm touring weather. There were no less than three "Pagodas", one driven by the original owner, and my favourite, a 1970 280SE Cabriolet with stick shift, owned by Udo Storck. Brown was leading in his 1972 350SL 4.5 and took us along some of his favourite twisty coastal roads. Nobody shied away from "spirited" driving, that day. Even the Pagodas and the 280SE attacked the corners with enthusiasm to keep up with the 4.5!





Part of the MB snake to Neah Bay



Organizers Sara and Brown Maloney, 1972 350SL 4.5



Background: the Makah Tribal Museum



Udo Storck's 1970 280 SE cabriolet



Merrymere Falls, near Lake Crescent



The view from Cape Flattery



Lunch was fresh caught halibut, in Neah Bay, cooked for us by the tribe, arranged by Brown and Sara. Before turning around, most of us hiked to the lookout point at Cape Flattery to enjoy the view of the rugged cliffs overlooking the sea.

Back at the Lodge, dinner was elegantly laid out for us on the sunny lawn by the glistening lake. An uplifting experience, made all the better by some nice local wines. Brief speeches and “thank you’s” and presentations were made to Brown and Sara for their great hospitality. We eventually finished off the evening with a campfire on the beach. Ian Gleadle, anticipating the mood of the crowd, mischievously appeared with appropriate song sheets. I have to admit, wine notwithstanding, this tenor was a bit “off”. Where was Leigh Gayman when we needed him? Leaving the next morning, I realized I had been “off the grid” for the weekend, and not missed it one bit.



Social hour hosted by the Browns



Campfire



Donelda and I came back via Hurricane Ridge. On the left is the northward view from the top, with Victoria and Ten Mile Point just visible above the fog bank. There’s still snow up there at the beginning of June!

We are very grateful to our hosts, the Maloney’s, and Ian and Linda Gleadle, for an absolutely unforgettable weekend. The Seattle Section hospitality was wonderful. We very much enjoyed seeing our old friends, and meeting new ones, from both Seattle and Vancouver Island. In turn, we had many people asking us about both



Joseph's Leavenworth event, as well as the 2014 Whistler Run. They sound very popular. I'm expecting that we will all have many more opportunities to get together and share great experiences

Check out our new website at www.vancouverisland.mbca.org!

Stargazing

C-Class Production Starts in Tuscaloosa



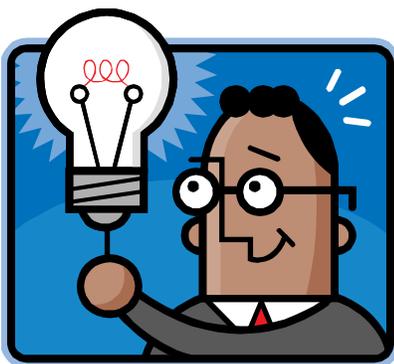
Mercedes-Benz has started production of the W205 C-Class at its U.S. plant in Tuscaloosa, Alabama. Daimler has not said so, but I suspect this means that the Canadian supply source will be shifting to Tuscaloosa from Bremen. The C is also built in China and South Africa.

Daimler photo

The Tuscaloosa plant (Mercedes-Benz U.S. International -- MBUSI) was founded in 1995 and started production of the M-Class in 1997, later joined by the SUVs of the GL- and R-Classes. In 2013, more than 3,000 employees at MBUSI made more than 185,000 vehicles.

Multi-Beam LED Headlights

Automotive lighting has come a long way. At the turn of the 20th century, oil-fueled lamps, descendants of the carriage lamp, provided the only available forward illumination. The technology was appropriate to the speed and roads of the day, a time when a dim view of the ruts ahead was more important than illuminating pedestrians at 100 metres. Some time before 1910, the oil lamp gave way to a carbide lamp, an ingenious contraption in which a controlled flow of water dripping down onto pellets of calcium carbide generated acetylene gas, which was then burned in front of a reflector with a piece of plain glass in front. This system was not without risk, as a poorly regulated lamp could explode.



Dynamos arrived on the scene about 1910, bringing with them the electric headlight. Dual-filament bulbs, in which the same light source provides dipped and main beams, appeared in 1924. Their tungsten filaments gradually increased in light output until, in the mid-1950's, a quantum leap was enabled by the switch from 6-volt to 12-volt generators.

The 12-volt bulb of 1960 was rated at 35 watts and produced about 525 lumens of illumination. 1962 marked the introduction (in Europe) of the 55-watt quartz-halogen bulb, in which a tungsten filament is contained in iodine gas by a quartz-glass envelope. These bulbs produced about 1550 lumens, or almost three times the light output of the old headlights. I was driving in night-time rallies in the



early 1970s, for which the introduction of quartz-iodide headlights and driving lights were a revelation. Cibié's pencil-beam 100-watt driving lights, the must-have lighting technology of that decade, are still found on classic rally cars, though mine are resting quietly in a cardboard box.

The next big step forward came with HID (high intensity gas discharge) lamps, introduced as an option on the BMW 7-series for 1991. Also called xenons, MB adopted them with the 1995 E-class. In these bulbs, light is emitted by an electric arc burning in a xenon gas atmosphere; there is no filament. My first exposure was to the standard lighting on a Honda S2000 in 1999, when it was obvious that the Honda's two headlights provided more useable light than any multiple quartz-halogen setup I'd previously driven. The HID bulbs in my CLK use a step-up ballast to operate at 85 volts and produce around 3200 lumens, twice the output of the quartz-halogen projectors which were part of the standard specification.

I used to think that HID's would mark the end of the developmental trail. The last decade, however, saw the broad introduction of LED (light-emitting-diode) bulbs in taillights, dash lights, and auxiliary lighting. Internet boards made it clear that there would be an appearance-based market for LED headlights too. In 2004 and 2005, our engineer son was working for a Canadian company on the design of LED headlights. Many LED elements were (and still are) needed to produce one useful headlight and his research was trying to overcome problems associated with cost, output, configuration, cold temperature operation and, paradoxically, the large amount of heat produced at the base of the emitters. I asked him at the time why anyone would bother trying to replace HID's, a question to which I did not get a useful answer. Today I think the reasons have more to do with styling than illumination.

In 2010, three years after their first use by Lexus, MB introduced LED headlights as an option on the CLS. These headlamps produce around 2000 lumens, significantly less light than a bi-xenon setup. Daimler's press information says the advantages of LED headlights are faster response, a colour spectrum closer to daylight (less eye strain), lower power consumption, and an expected life of about 10,000 hours, basically the lifetime of the vehicle, compared to 2,000 hours for the bi-xenons. Increased brightness is not yet among the LED's advantages.

MB's LED headlights are fully dynamic. A camera positioned behind the windscreen delivers the information with which four control units adjust the ideal light pattern 100 times per second. The control system is also coupled to the navigation system, which allows light to be directed toward bends in the road. MB's implementation allows dazzle-free driving, with the camera signalling the control units to adjust the beams away from the eyes of oncoming motorists. LED low beams became standard on the E-class in 2013. Full LED lighting is optional on the 2014 C and E-class and standard on the 2014 S-class.

Taxi?

Next time you're in California you may spot an unusual and weird-looking car. Google is building 100 examples of a self-driving vehicle for user testing so the company can learn how they work in real operation. The cars will be assembled in California by Roush Enterprises. Looking not unlike a truncated VW beetle, they will be electrically powered and limited to speeds less than 40 km/h, which will confine them to an urban setting.

For safety reasons, the initial run of 100 will have pedals and a steering wheel, though prototypes have been tested without them. The manual controls are intended as backup to the autonomous systems.



Google's idea is that you can summon the car from wherever you left it using your smartphone. Then you tell it where you want to go, sit back and relax. Along the way you can talk on your cell phone, work on your laptop, do your makeup or any of the other things that would now constitute distracted driving.



Google's self-driving beetle. Photo: theglobeandmail.com

A glimpse into one possible future is provided through a study done for Google on Manhattan taxi cabs. It found that some 13,000 Manhattan cabs made about 500,000 trips a day at an average speed of about 16 km/h. The average wait time was 5 minutes. The study estimated that shifting the Manhattan fleet to Google's car would lower the cost per mile from \$4 to 50 cents. And the driver wouldn't argue, talk back or play an annoying radio station.

Google says the project is at least five years from commercialisation. Test vehicles have run hundreds of thousands of kilometres, learning how to take their turn at four-way stop signs and even learning to break the speed limit in order to maintain pace with traffic, but they don't work when it's snowing (interference with the radar), they can't go outside cell-phone coverage (downtown Seattle?), and they won't avoid squirrels (still too small).

MB has been testing a self-driving S-class in Germany, with the car already able to complete a complex route on urban and rural roads (*September, 2013 issue, [click](#)*). Daimler says a production-ready version could be ready in as little as 6 years, but lots of work to pave the road for its introduction will have to be done first by government, the insurance industry and others. There is growing support, however. CEO Dieter Zetsche



recently told a press conference: “Unlike us humans, electronic helpers never get tired, are never absent minded, and have zero reaction time.”

A Challenge for Rudi

Not everything goes according to plan on the Mille Miglia retrospective. Because the route is open to general traffic, driving those expensive cars brings the risks associated with the open road. Konstantin Sixt, heir to the Sixt car rental fortune, found that out the hard way on this year’s event.



Photo: Greg Kable

Road & Track reported that Sixt was driving a 300 SL gullwing that collided head-on (overlap?) with a BMW 1-series driven by a French volleyball coach. Skid marks suggest that Sixt was on the wrong side of the road, trying to take an apex. Nobody was seriously hurt, physically at least, but the gullwing looks a definite candidate for body-off restoration. I suspect the BMW driver won’t be getting his loss-of-use rental from Sixt.

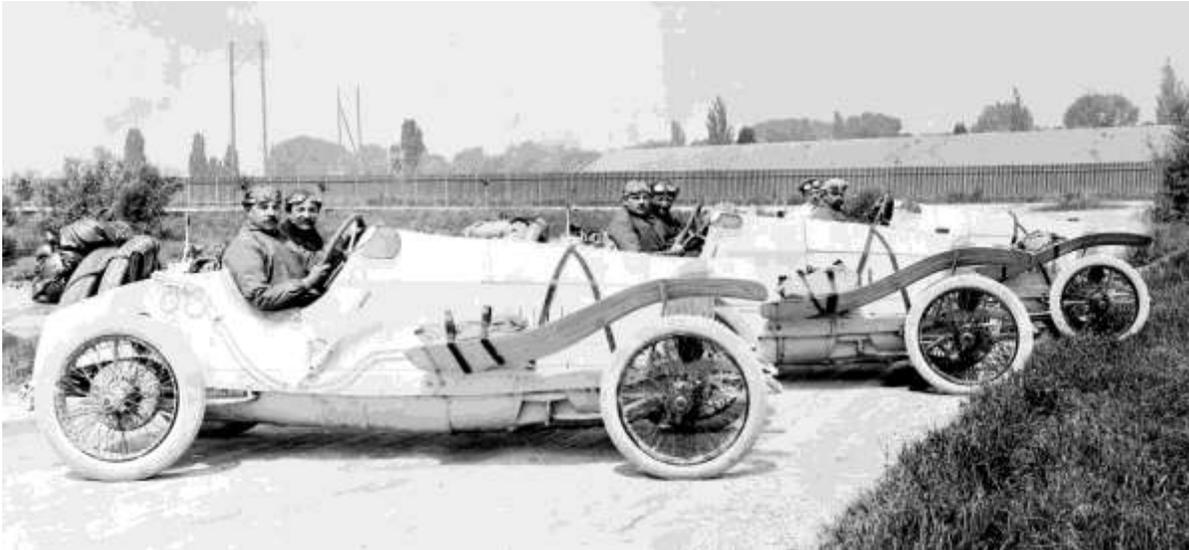
The 1914 French GP Car

This month’s hat tip is to another important race, this one in July 1914, 100 years ago next week. With TV and other media reminding us frequently of the 100th anniversary of the First World War, it seems perhaps odd to say, as David Fromkin did in *Europe’s Last Summer*, that the summer of 1914 was the most beautiful in living memory. But while Austria and the Kaiser’s generals were busily gearing up for a war that some of them thought desirable and inevitable, the Mercedes company was busy preparing an all-new race car for the French Grand Prix. Like the 1939 Tripoli Grand Prix I wrote about last month ([click](#)), this was to be the first race for a new formula.

The Mercedes Grand Prix cars of 1913 had a chain-drive chassis powered by a 4-cylinder, 7.2 L aircraft engine that made 91 hp at 1600 rpm. Engine speeds were low because the reciprocating mass was high and the power stroke was long. There was no organized series of GP races then as there is now, and the French Grand Prix was



the most prestigious event of the year, the one manufacturers most wanted to win. For 1914, the organizers retained the 1100 kg weight limit of 1913 but reduced the maximum engine displacement to 4.5 L. As with the Italian organizers of the 1939 Tripoli Grand Prix, the reduction in displacement was apparently motivated by the strong performance by domestic cars of this capacity. It meant, however, that Daimler had to build a new engine. They had nine months, drawing boards and slide rules.



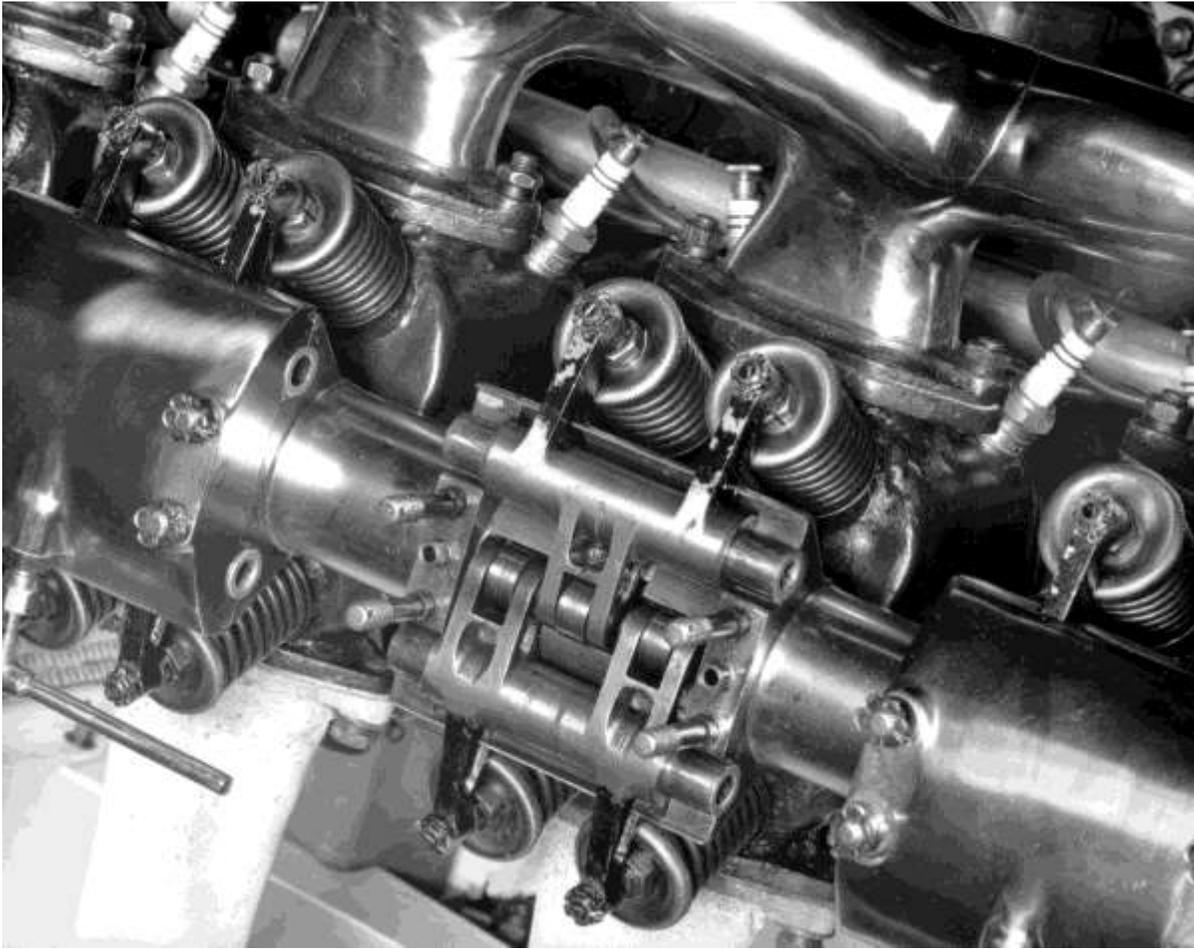
Three of the six cars entered by the Mercedes team before their departure to Lyon, photographed at the Daimler factory in Untertürkheim; left to right: Otto Salzer (3rd place), Max Sailer (fastest lap), Christian Lautenschlager (1st place). Daimler photo.

What they came up with was a combination of conservative and innovative design. The 4-cyl engine had a 4-valve cylinder head for the first time, with steel cylinder liners threaded into the head. The valves were operated by a single overhead camshaft with a curious, three-lobe per cylinder arrangement in which one lobe drove both intakes but the exhaust side had two. The engineers had been careful to reduce vibration and had a new water jacket design for cooling and a new, high-volume lubrication system. The pistons were still made of cast iron, although aluminum pistons had been tried. There were three, newly designed spark plugs per cylinder. About 110 hp was produced at a lofty 3200 rpm.

On the chassis, power transmission was changed from chains to a conventional driveshaft inside a torque tube, coupled to a 4-speed gearbox. The chassis was otherwise carried over from 1913. Only the rear wheels had brakes, although the French competition had by then adopted brakes on each wheel. You can find more details on Daimler's press site ([click](#)).

Three cars appeared in April, 1914 to begin workup for the race in July. They had the start of that glorious summer weather in which to shake out the bugs, and they proved simply faster than anything else thanks to their engines. On a sunny July 4th, 100 years ago, Mercedes swept the first three places. As in 1939, the new formula came to naught. It was the last grand prix until 1921.





Mercedes Grand Prix engine of 1914, detailed view of the cylinder head with the valve cover removed. The photo clearly shows the differently designed rocker arms operating the two intake valves (top) and the two exhaust valves (bottom), as well as two of the three sparks plugs for each cylinder. Daimler photo.

For Sale

1987 420 SEL

(Photo next page) This is a classic MB highway cruiser, last of the W126 bodies with 114,400 miles. Runs beautifully.

Completely original, imported from Palm Springs CA to Vancouver in January 2008. Lovingly cared for, garaged & covered, seen snow only once by accident! Maintenance records available. I am second owner. Brand new Michelins all around.

This car has novel luxury features/options features which are available on modern cars today, but considered very significant in the 1980s. Original first aid and tool kit, co-co mats.

\$10,400 Jamie Graham, 250 507 0832, ntegrity@telus.net





The Back End

Sir Jack Brabham died last month on May 19. For those too young to remember, he won the F1 world championship in 1959, 1960 and 1966, the last time in a car of his own construction. In this YouTube video, he takes on Juan Manuel Fangio, the greatest driver of the previous generation, in Australia in 1978. Brabham is driving his own car, Fangio the MB W196 which helped him win the 1954 world title.

<http://www.youtube.com/watch?v=Fbc5U6wTfUw> The W196 sold at auction in 2013 for over \$30 million.



MB has released a station wagon version of the CLS, pretentiously called a shooting brake. I guess it might be serviceable for drive-bys.

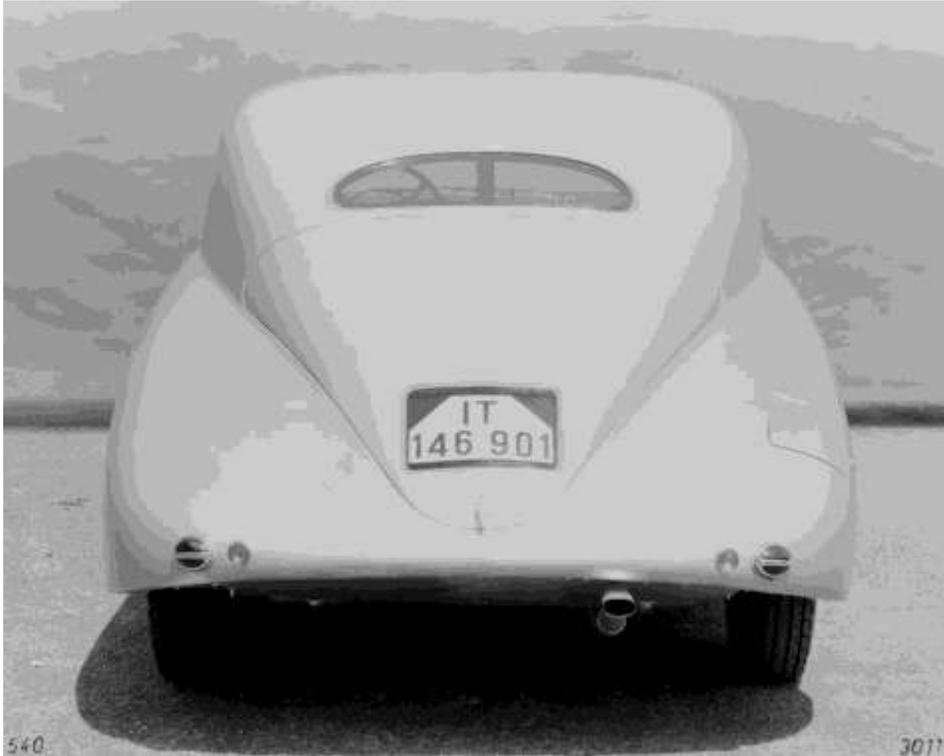
Daimler photo

The B-Class Electric Drive weighs a surprising 1783 kg (3924 lb), 308 kg more than a B250. Batteries aren't light!

<http://www.mbusa.com/mercedes/vehicles/class/class-B/bodystyle-EDV>

Why solar roadways won't work. <http://digg.com/video/solar-roadways-wont-work>





Mercedes-Benz 540 K Streamliner (W 29). This photo from 1938 shows the rear section with its aerodynamic, tapering roof. The vehicle was built in 1938 as a one-off model in the special vehicle production unit at the Sindelfingen plant, the objective being to demonstrate the best possible aerodynamic performance. The coefficient of drag was 0.36, not remarkable today but much better than the 0.57 C_d of a standard 540 K coupe. From mid-1938 it was used by the German branch of Dunlop to

test tyres for fast and powerful vehicles. Sustained cruising speeds of 165-170 km/h were possible on the then-mostly empty autobahn system. This car survived the war with Dunlop in Germany and is now owned by the Daimler museum. Daimler photo.

