



Vancouver Island Section

November, 2016

In This Issue:

Coming Events2

Annual Meeting, Nov. 132

Holiday Party, Dec. 16.....2

Stargazing3

 New E-Class Coupe3

 New Engines3

 X is for X Class4

 80 Years Ago: The 1936 Speed Records5

The Back End.....6

CALENDAR

Board Meeting, Tues, Nov. 1
Annual Meeting, Sun. Nov. 13
Holiday dinner, Dec. Fri. Dec 16

Section Officers

President: [Bob Wilson](#)
Vice-President: [Jamie Graham](#)
Secretary: [Hazel Ostrowerka](#)
Treasurer: [Rob Watson](#)
Membership: [Jeff Cohen](#)
Newsletter: [Bob Wilson](#)
Website: [Rob Watson](#)
Dealer Ambassador, Victoria: [Dennis Ostrowerka](#)
Dealer Ambassador, Nanaimo: [Barry Patchett](#)
Director at Large: [Kevin Carlé](#)
Director at Large: [Ron Drane](#)
Hon. Vice President: Peter Trzewik



Coming Events

Annual Meeting, Nov. 13

Vancouver Island Section's annual general meeting will be held on Sunday, November 13th at the Ramada Inn (formerly the Travelodge) in Duncan, 140 TransCanada Highway (on the east side at the intersection with Trunk Road), starting at 11:30, with a lunch to follow. The location and format are the same as last year's and the meeting will again be in the Driftwood Room. Plenty of parking is available on-site.

We'll make an attempt to keep the mandatory agenda brief. The main item for discussion will be next year's events calendar, for which the Board always welcomes members' input. This meeting will also select a new section president.

A lunch of soup, sandwiches, dessert, coffee and tea will be served at a cost of \$20 per plate, a great deal. Other beverages are available for purchase. Please RSVP ([click](#)) by **Tuesday November 8** so we have a count for the lunch.

Nigel Matthews will be our guest speaker after lunch. Nigel is the Global Director of Sales and Marketing at Hagerty Insurance, a company specializing in agreed-value coverage of collector cars and boats. A sought-after concours judge with appearances in Europe, the Middle East and at Pebble Beach, Nigel was ICBC's founding gatekeeper for the collector car licensing program. He's an entertaining speaker and an expert on the world's rare, unusual and exotic cars. You'll want to add this event to your calendar.

Holiday Party, Dec. 16

Our holiday party moves back to the Union Club on Friday, December 16th, the weekend of their holiday dinner and dance.

The Section has booked the downstairs Palm Court, a private room close to the buffet and next door to the main scene of action. Our bar will open at 6 and dinner will commence at 6:30. The Union Club offers an extensive and inexhaustible buffet of salads, cold and hot dishes, and desserts for this event.



Photo: Christo Pandelidis

Overnight accommodation is available upstairs for those who prefer not to drive afterwards. Anyone wishing to book a room for the night may do so through the Union Club ([click](#)) and they should mention that they are attending the MBCA party for the 'member sponsored rate'.

Our host at the Union Club is Jeff Cohen. I will be looking after the registration, so please drop me a note if you are intending to come ([click](#)).



Stargazing

New E-Class Coupe

Source: autonews.com

Mercedes-Benz will follow up its high-tech 2017 E-class sedan by releasing a redesigned coupe next year. The 2018 E coupe is expected in showrooms late next summer. Like the sedan, it will move to the new Modular Rear-wheel-drive Architecture (MRA; *Sep. 2014 issue*) and grow both in size and interior space.

The base model is expected to drop its V-6 engine for the same four-cylinder now in the E300 sedan. Performance models with higher-output engines will likely follow. The 2018 E-class coupe is expected to be unveiled at an auto show early next year.



The 2018 E-class coupe in mild camouflage. Photo: Brian Williams/Spiedbilde via autonews.com

New Engines

Mercedes-Benz is investing a total of around 3 billion euros in a new family of engines with 4, 6 and 8 cylinders. The key features of the new family are a standard cylinder spacing of 90 mm and identical interfaces to the vehicle, which makes for modern, flexible production and a modular design.



Daimler photo



The new family of engines was launched in 2016 with the four-cylinder diesel OM 654 and will be systematically extended with the following engines in 2017:

- six-cylinder in-line petrol engine M 256 (the phase-out of the V-6?)
- four-cylinder in-line petrol engine M 264
- V-8 petrol engine M 176
- six-cylinder in-line diesel engine OM 656

A host of innovations will go into series production with these engines:

- electric auxiliary compressor eZV to boost turbocharging
- Integrated Starter-Alternator ISG
- belt-driven starter-alternator BSA
- 48 V electrical system, a development we've been expecting for some time
- cylinder shutoff—four cylinders at once on the V-8 at partial loads
- Particulate filters on the exhaust of petrol engines
- 'near-engine' exhaust system
- 2500 bar diesel injection
- CAMTRONIC ([click](#)) in diesel engine (OM 656), V-8 biturbo petrol engine (M 176) and four-cylinder petrol engine (M 264)
- Electric water pumps

The scaling of these new engines, innovations and the promised high-voltage plug-ins will make it possible to configure an appropriate powertrain for every vehicle.

The new engines will be more powerful, more economical and cleaner. In 2017, the S-Class with the M256 6-cylinder will be the first vehicle to be powered by the new engines. It is not recorded whether this vehicle will be sold in Canada, where the S class traditionally has had a V-8. However, output and torque of the new six will be similar to the present eight, while achieving a fuel economy improvement of 15% compared to the old six.

X is for X Class

Previous rumours of a Mercedes-Benz pickup truck (*April 2015, April 2016 issues*) appear to be well founded. *Road & Track* has shown pictures of an X-class concept. In its apparent drive to leave no niche unfilled, the company is teasing us with a vehicle based on the Nissan Navara, a truck built in Mexico and sold in Canada as the Nissan Frontier. Readers will remember that Daimler and Nissan have a healthy partnership agreement that includes cooperation on platforms and engines.

Sales will start next year in South America, parts of Europe and Australia. The company is being cautious about a release in North America, with nothing yet announced. A wide range of engines will be available, starting with a diesel V-6 coupled to full-time all-wheel drive. Load capacity is said to be one tonne and hauling capacity is about 3,299 kg, but I'll bet almost none of these trucks will see more serious use than an occasional run to Costco.





Off-road (left) and on-road (right) versions of the X class. Photo: roadandtrack.com

A luxury pickup truck may seem like an anomaly but sales of top-end American pickups show that the market is ready and willing. These fully loaded trucks cost more than an E-class and are highly profitable for the manufacturers. My fond wish is that the X class will do for Mercedes-Benz what the Blackwood did for Lincoln, but I suspect the company has been smarter.

80 Years Ago: The 1936 Speed Records

Speed record runs over various distances with both standing and flying starts had been introduced to the annual racing calendar in 1934 for the new 750-kilogram racing formula. They served as proof of technological expertise and were attentively followed by the public. In 1936, the year of the Olympic Games in Berlin, Daimler-Benz celebrated its 50th anniversary and the company brought out a purpose-built record-breaking car for the occasion.

The runs on 26 October 1936 – described as "tyre tests" in the press invitation at the time – took place on the Frankfurt–Heidelberg autobahn. Whereas the record-breaking vehicles of previous years had been racing cars with fairing and modified bodies, Rudolf Caracciola in 1936 found himself at the wheel of an entirely new vehicle designed exclusively with record-breaking runs in mind. It was based on the chassis of the first "Silver Arrow" racing car, the W 25. However, the streamlined body was sleeker than before, and the wheels were extensively integrated into the body.

Another innovation was the 12-cylinder supercharged engine with a displacement of 5.58 litres and an initial output 453 kW (616 hp). The new V12 offered a level of performance previously unattained by the 8-cylinder in-line engine in the Grand Prix Silver Arrow on account of the restrictions imposed by the 750 kilogram formula. In 1936, the output from the Grand Prix engine, which now had a displacement of 4.74 litres, was still 363 kW (494 hp). By contrast, the 12-cylinder offered an extra 90 kW (122 hp) of output, which put it in the range required for breaking records. By early 1938, Mercedes-Benz engineers had managed to raise the output to 562 kW (765 hp).





Caracciola gets a push in the 1936 speed record car. Note the large dent in the nose panel caused by air pressure on the thin aluminum skin during a previous run.

Daimler photo

October 26, 1936 was a day of great successes. A new class record of 364.38 km/h, the average of runs in both directions, was measured for one kilometre with a flying start. This was despite the fact that the headwind on the first run had put a dent in the thin-walled body at the cooling-air inlet, thereby worsening the aerodynamics. On the next run over one mile with a flying start, the average speed was 366.9 km/h, the absolute record of 372.102 km/h being measured on the return run. For this test, there was also fairing on the rear wheels, a feature that was afterwards retained. On the previous runs, there had still been a small piece projecting from the body. On the next run over 5 kilometres with a flying start, Caracciola improved the existing class record to 340.554 km/h (previously: 312.419 km/h). Wind then forced the attempts to be stopped.

They were resumed on 11 November 1936, by which time the vehicle had been given various improvements to the transmission and body. After a first run, Caracciola decided against the closed cockpit that had been planned. For the third run, the track was extended from 22 to 38 kilometres to accommodate the record attempts over 10 kilometres and 10 miles. Caracciola significantly improved on the existing records: class record over 5 miles with flying start 336.838 km/h (previously: 291.035 km/h), class record over 10 kilometres with flying start 331.899 km/h (previously: 288.612 km/h), class record and also world record over 10 miles with flying start 333.489 km/h (previously: 285.451 km/h). The record-breaking runs were filmed from an aeroplane flying above the autobahn, perhaps the first use of what has become a standard practice.

The Back End

The new E63S AMG does 0-100 in 3.3 seconds and has drift mode ([click](#))

A critical real-world delivery by truck includes 120 fully-autonomous miles of highway driving ([click](#); *hat tip to Mike McBride*)

Are additives good for your engine ([click](#))





The mild camouflage apparently hides part of the rear quarter window and tail lights in this spy shot of the 2018 E-class coupe. Photo: Brian Williams/Spiedbilde via autonews.com

