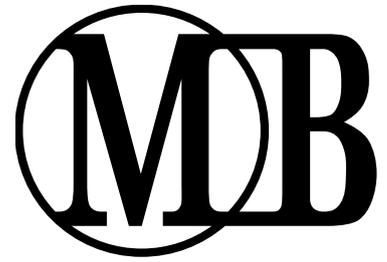


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# Newsline

A round-up of the latest Mercedes-Benz news [mercedesclub.org.uk](http://mercedesclub.org.uk)

## Arocs in London

As a specialist in waste management, LondonEnergy is on the move in the tight streets of the British capital. Here it is especially important to complete the task as well and safely as possible. LondonEnergy has thus added five Mercedes-Benz Arocs of the latest generation to their fleet. Equipped with features such as Active Brake Assist 5, which can react to moving pedestrians in the monitored area and then

automatically brake the vehicle, or the intuitively operable multimedia cockpit and the MirrorCam which helps improve all-round visibility, the new Mercedes-Benz Arocs sets benchmarks especially in terms of safety.

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# Newsline

 A round-up of the latest Mercedes-Benz news [mercedesclub.org.uk](http://mercedesclub.org.uk)

## Daimler is committed to combating child labor: education projects in India and the Congo – joining another initiative

Daimler AG is taking further important steps to ensure respect for human rights in the vicinity of raw-material mines: The company has joined forces with the Terre des Hommes Netherlands NGO for a project and has joined the Responsible Mica Initiative (RMI) to combat child labor in Indian mica mines. The cooperation with the Bon Pasteur aid organization against child labor in the Democratic Republic of the Congo, which was initiated as early as 2019, has meanwhile achieved initial successes.

Markus Schäfer, Member of the Board of Management of Daimler AG and Mercedes-Benz AG responsible for Daimler Group Research and Mercedes-Benz Cars COO: "Social, ecological and economic aspects are the basis of Daimler's sustainable business strategy. For us, ethically responsible raw-material extraction and processing begins right at the start of the value chain. We are intensively involved in the supply chain – going as far as into the raw-material mines. This is why we are involved in the project with Terre des Hommes and are joining the Responsible Mica Initiative."



## New S Class for December.

"The S-Class is the world's best-selling luxury saloon. With the latest generation we want to offer our customers innovation, safety, comfort and quality as never before," says Ola Källenius, Chairman of Daimler AG and Mercedes-Benz AG.

"The new S-Class underpins our claim to produce the best automobile in the world", states Markus Schäfer, Member of the Board of Management of Daimler AG and Mercedes-Benz AG; responsible for Daimler Group Research and Mercedes-Benz Cars COO. "This is where covetable luxury meets the greatest possible safety and highest level of comfort."

The new S-Class should be in dealerships by December 2020.



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# Newslines

A round-up of the latest Mercedes-Benz news [mercedesclub.org.uk](http://mercedesclub.org.uk)

## SPARE KEY IN A HAYSTACK.

Jack Ward got in contact with Mercedes-Benz Owners to hopefully find the home for a spare key which he found whilst sorting out a box of miscellaneous parts at The SL Shop.

The key is for a 300 SL (R107) which did have registration "71 ATG". At the time it had just 17,000 miles on the clock. Since then the registration is now on a 2007 black BMW 5 series.

Unfortunately, there are no other details relating to the car or its owner which Jack hopes, although acknowledges that it is probably a longshot, to find the car to provide the spare key.

For more information, please contact Jack Ward, NOS Manager, T: 01789 337 072 - Option: 1, E: [Jack@theslshop.com](mailto:Jack@theslshop.com), W: [www.theslshop.com](http://www.theslshop.com)



## Lost filler cap - Daventry.

Dale Osborne reached out to the MBO who lives in Daventry. Many classic cars come through the village, but one may be missing a filler cap. The image is identical to a filler cap found in the road in which Dale would like to reunite it with the owner.

If you're the owner then please contact the MBO on 01892 710570.

Chrome Locking Gas Cap - 230SL, 250SL, 280SL, Late 190SL & 108,110,111,112Ch.



## Road Race Rally Winner

Tym Hucking who was one of the three lucky winners for our recent Road Race Rally - Sir Stirling Moss inspired prints, kindly sent in this picture. Showing his artwork prize, framed above his computer at his home office as a software developer. Tym states "It's a beautiful print and honoured to have been selected as a winner". For more information on these special prints or what Road Race Rally can do for your car to be in print, visit [www.jcmedia.co.uk/roadracerally](http://www.jcmedia.co.uk/roadracerally).



# 350th edition milestone.

After thousands of features, news items and styles, Mercedes Owner magazine celebrates its 350 edition this month. Yes, it has had a few facelifts over the years, but like most Mercedes-Benz models, its greatly improved and gone digital. We continue our aim to add a blend of classic, modern, motorsport, technology and up to date Mercedes-Benz news, every month.

COVID-19 has been a real struggle for everyone and equally for Mercedes-Benz Owners (MBO) and its monthly magazine. However, the magazine has continued to be sent out to our members digitally throughout the global pandemic.

We continue to urge you to follow our social media channels on Facebook, Twitter and Instagram for up to date news and stories. See page 9 for our tags. Also if you have not already done so, we would recommend you joined the MBO Forum [www.forums.mercedesclub.org.uk](http://www.forums.mercedesclub.org.uk). This forum has thousands of useful content and advice available. It also has a great community of Mercedes enthusiasts to gain even more from your Mercedes-Benz.

A huge Thanks to everyone who has supported Mercedes Owner magazine through the years, both as an advertiser and as a subscriber.



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Keep up to date with all the latest Mercedes-Benz news, reviews, models, images and more... through the Mercedes-Benz Owners (MBO) social media channels.

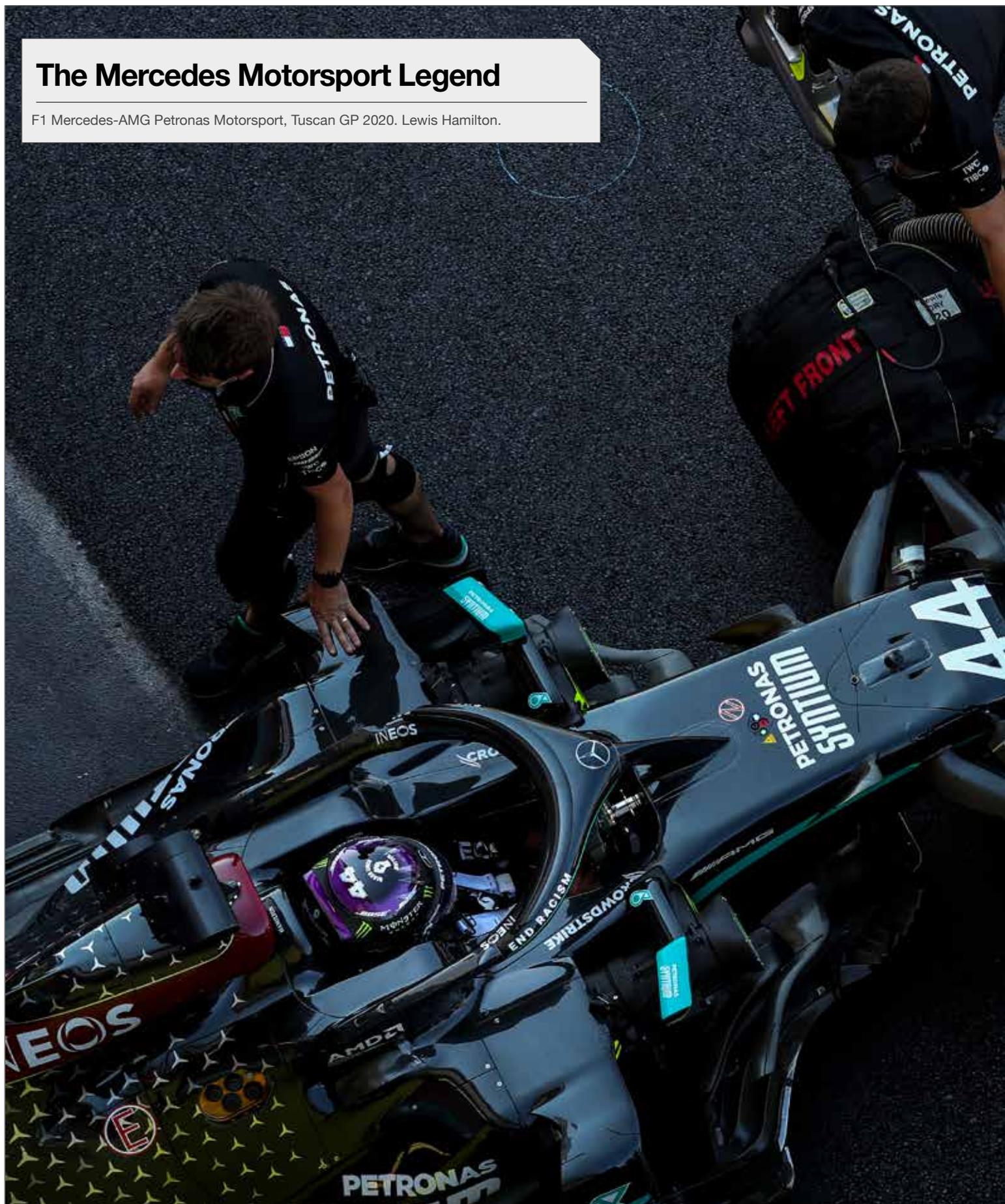


# Newsline

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## The Mercedes Motorsport Legend

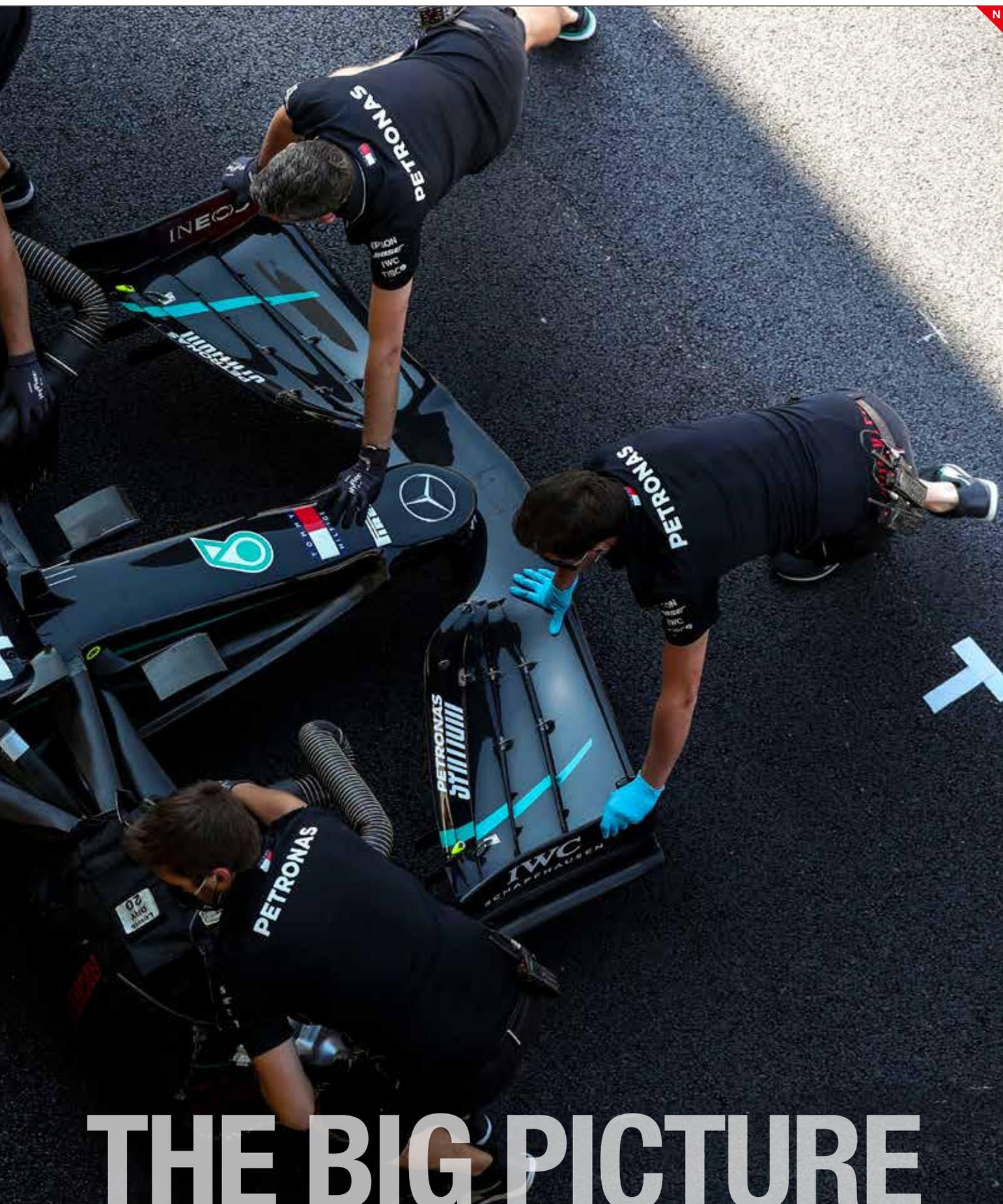
F1 Mercedes-AMG Petronas Motorsport, Tuscan GP 2020. Lewis Hamilton.



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# Events

Please send your show pictures of cars and owners with brief details for publication to: [info@mercedesclub.org.uk](mailto:info@mercedesclub.org.uk)

<b>October</b>	<b>18 Oct</b>	<b>THE ULTIMATE SHOW, L3</b>	<b>05-08 Nov</b>	<b>RAC RALLY OF THE TESTS, LEEDS, UK</b>
<b>03 Oct</b>	<b>18 Oct</b>	<b>EXTREME BHP, FY1</b>	<b>08 Nov</b>	<b>SIMPLY SMART, SO42</b>
<b>03-04 Oct</b>	<b>25 Oct</b>	<b>SUNDAYS AT PORT SOLENT, PO6</b>	<b>13-15 Nov</b>	<b>LANCASTER INSURANCE MOTOR SHOW, B40</b>
	<b>November</b>		<b>22 Nov</b>	<b>CLASSIC CAR AND BIKE AUTOJUMBLE, WR13</b>
<b>04 Oct</b>	<b>01 Nov</b>	<b>AUTUMN MOTORING BREAKFAST, KT13</b>		
<b>04-09 Oct</b>	<b>01 Nov</b>	<b>VETERAN CAR RUN, W2</b>		
<b>11 Oct</b>	<b>01 Nov</b>	<b>RUN WHAT YA BRUNG, NN29</b>		

While every effort has been made to ensure we only supply active events, there can be no guarantee by the time of publication that these events were still going ahead. Please check with the event organiser prior to departure, to avoid late notice cancellation.



To view more events throughout the year visit [www.carhuddle.com](http://www.carhuddle.com)

Use tag "mbo" to view specific Mercedes-Benz Owners events.



## Official opening of Factory 56 and start of production of the new Mercedes-Benz S-Class: With its Factory 56, Mercedes-Benz is presenting the future of production

Flexible, digital, efficient and sustainable: Factory 56 embodies the future of production at Mercedes-Benz and sets new standards for the automotive industry.

With an investment of approximately 730 million Euros, the factory at the Mercedes-Benz plant in Sindelfingen is a clear commitment to Germany as a business location. In total, Mercedes-Benz is investing about 2.1 billion euros at the Sindelfingen site.

At the same time, the company is increasing efficiency in Factory 56 by 25 percent compared to the previous S-Class assembly.



Production in Factory 56 is characterized by maximum flexibility; this applies to the number of models produced and the production volume as well as to material flows. New models – from compact cars to SUVs, from conventional to plug-in hybrid to electric drive – can be integrated into series production in just a few days. Production can be adjusted quickly and flexibly to meet market demand. In line with Ambition 2039, Factory 56 will be a zero-carbon factory – completely CO<sub>2</sub>-neutral and with significantly reduced energy requirements. This is made possible, among other things, by its innovative energy concept with a photovoltaic system, a DC power grid and energy storage systems based on reused vehicle batteries. Innovative technologies and processes have been implemented consistently and comprehensively throughout the assembly hall, providing the best possible support for the employees in their daily work.

The concept of Factory 56 will be gradually transferred to all Mercedes-Benz car plants around the world as a blueprint.

“In Factory 56 we have succeeded in combining flexibility, efficiency, digitalization and sustainability. This benefits the people who work here, our production site in Sindelfingen, our company and, of course, our customers. Factory 56 thus sets the direction for the future of automobile production at Mercedes-Benz: resource-friendly, connected and flexible. Because we consider the transformation of our industry to be a holistic task that includes products as well as the entire value chain,” said Ola Källenius, Chairman of the Board of Management of Daimler AG and Mercedes-Benz AG.

### Facts & figures about Factory 56

#### Construction:

- 2½ years
- Overall ground area 220,000 m<sup>2</sup>, corresponding to 30 football pitches • Excavated earth: approx. 700,000 m<sup>3</sup> • Steel used during construction: approx. 6400 tonnes, almost as much as the Eiffel Tower in Paris
- Volume of concrete used: approx. 66,300 m<sup>3</sup>, corresponding to around 150 family houses
- Recycled concrete was used for the main building
- More than 12,000 photovoltaic modules with an output of more than 5000 MWp (megawatts peak)
- Energy bank from Mercedes-Benz Energy GmbH with 1400 kWh capacity
- Length of rain retention channel almost 1 km, max. depth 17 m, diameter 3 m
- High-performance WLAN and 5G mobile radio network as the basis for full digitisation of Factory 56

# Factory

# 56



In total, Mercedes-Benz has invested approximately 2.1 billion euros since 2014 to create a future-oriented basis for the car plant and the administrative areas located there. Of this amount, about 730 million euros is accounted for by Factory 56, which is part of the Mercedes-Benz Sindelfingen plant. The investments are a clear commitment to Germany as a business location and will also secure jobs in the region for the long term. At the same time, Factory 56 achieves efficiency gains of about 25 percent compared to the previous S-Class assembly. This has been made possible by optimizing the entire value-creation process.

**Factory 56 will be a zero-carbon factory**



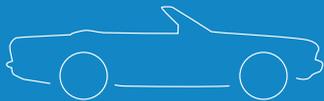


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# RED SAFETY CAR ACKNOWLEDGING MILESTONE FOR SCUDERIA FERRARI.



The Tuscan Grand Prix made its Formula One debut as the ninth race of the season, and Scuderia Ferrari would start their 1,000th race in the premier class of motorsport. In acknowledgement of this milestone, the Mercedes-AMG GT R Official F1 Safety Car was given a new look for the weekend with a commemorative red livery. Everything else remains unchanged: with its powerful 4.0-litre V8 twin turbo engine, the Mercedes-AMG GT R

driven by Bernd Mayländer has a top speed of 318 km/h and takes 3.6 seconds to sprint from zero to 100 km/h. As it happens, the safety car is also celebrating an anniversary this year - the three-pointed star has adorned its grille in Formula One for a full 25 years.

“The Tuscan Grand Prix was also the 1000th F1 race for Ferrari, marking the long racing tradition of this great Italian brand,” said Toto

Wolff, CEO and Team Principal of the Mercedes-AMG Petronas F1 Team. “We will honour this achievement with a Mercedes-AMG Safety Car in Ferrari red – our nod to a racing history that brought us some of the greatest moments in Formula One. The men and women of Maranello have a proud history to celebrate and we’re paying respect to those celebrations this weekend.”





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# Beaulieu Motor Museum - Simply Mercedes.

Due to the government's lockdown restrictions across the UK, this has put a stop to many events including motor shows. Thanks to an ease in the lockdown leading up to the event and the forward planning at Beaulieu, the Simply Mercedes event went ahead.



**STAR STRUCK EVENT**

Instagram icon @MBOUK

# Beaulieu Motor Museum Simply Mercedes.



We were delighted to see at the first meet up point before the venue at least thirty MBO members, MBO forum members and MBO followers on our social media sites. Thanks to Ben Elliott and Sarah / MissyD on the MBO Forum for organising.

There were also, a wide variety of cars and a few surprises. One of which was Road Rage Performance's heavily modified 190E and Ollie's, probably the loudest C63 in the UK. Once we got the nod that we were off on our short trip up the road to Beaulieu and across part of the New Forest. The AMG's sped up the road and left the others wondering what just happened. Once entering Beaulieu, we were directed in to one of the fields, where the stewards directed a large and "Covid friendly" gap between cars. We were pleased to see a healthy three hundred Mercedes-Benz cars arrive in to the two designated fields.

A great selection of Mercedes-Benz vehicles lined up on the field. Including stunning Gullwing's, Pagoda's, 190SL's, many SL's, a few Pontons and Fintail's, through to several C63 AMG, GT's and GTR AMG's and everything in-between. Despite the circumstances, the event still showed a wide variety of classic and modern vehicles to look at. As we found out at the inaugural event in 2019, this event is a must for any Mercedes fan. This year will have put off many attending but we all hope that in 2021, the event can be run with no restrictions.



Brian Kelly's photo and car. Two SL 500's, one 119 and one 113 built a few months apart.



## A Mercedes-Benz Only Family

When I was offered the opportunity to write our story for the Mercedes-Benz Owners (MBO) magazine, I was flattered it felt like a dream come true! I have always read and collected the Mercedes Owner magazine & Enthusiast magazines and every time I read a personal story, I always thought I would love to share my Mercedes Benz journey.

Before writing this, I wondered if I should base it on one of my much loved Mercedes-Benz or start from the very beginning, I could not choose, so here goes!



# A Mercedes-Benz Only Family

Since birth, there has always been a Mercedes-Benz on the driveway and that's how my story begins. Growing up surrounded by the brand and Mercedes-Benz enthusiasts, I knew I had to follow suit I purchased my first Mercedes-Benz aged 17, until then, I continuously pestered my father to always buy Mercedes-Benz, and he couldn't resist either.

My father, Kit was born in Uganda, East Africa where he grew up until he moved to the UK in 1972. In Uganda, my grandfather Venilal had the same green colour W115 220 Mercedes as the president of Uganda, Idi Amin. People used to salute my grandfather! Even though I was not born at the time, I feel extremely proud to have had such a role model and gentleman of a grandfather. He started from humble beginnings to become the man that he was. It is all down to this man that we are an extremely proud Mercedes-Benz family!

My grandfather before passing away had a W211 E280cdi Sport which back in 2006 was quite rare and had the "new" 3.0 V6 diesel engine, I remember collecting this particular car with my grandfather from Mercedes-Benz Shrewsbury. I had the pleasure of collecting most of my grandfather's cars with him as we were extremely close. I clearly recall the day my grandmother told my uncle and me that we should always have a Mercedes-Benz in the drive, especially for my grandfather, she knew his love for the brand.



My grandfather and father had a series of Mercedes-Benz when growing up, especially a few W123 200s & 230E's.



My father with his W123. A regrettable sale for sure!

This is my grandfather Venilal in 2006 with his E280cdi Sport. This car is still in the family; my uncle has kept this car, preserved it and given it the love and attention it deserves. The car only goes to special occasions. Since my grandfather passed away in 2010, whenever I sit in a Mercedes-Benz, I feel a connection and closer to him because it was a passion we shared. I am extremely lucky to have spent many journeys with him and had many conversations with him not only about Mercedes-Benz but also his beginnings to pursue his purchases. At school I was the lucky one being collected in a variety of Mercedes-Benz vehicles.



My Father with his "Citizen Khan" pose!

I wanted to share the same passion with my father and purchased not one, but two 1983 W123 230E. What a car and an absolute dream to drive.

I set up an Instagram account (@thestoryofmyW123) to share my love of W123's. We restored both to a good standard but when I met my partner, I felt now was the time to start saving, sell them and save towards a house.



Photo of me with both the 1983 W123's.

Most recently, I had been looking online and temptation had got the better of me and I can now introduce you to the newest addition to our family the modern classic, a 1998 W210 E55 AMG. Wow! I have already had a few of the common issues rectified, the annoying rocker cover gaskets, the window regulators & reverse switch! The next car we both want is a nice W114/W115.



My father and I are best friends and we share the same passion. This is our hobby. We always get asked if we are traders, because we change cars quite often, but the answer is simply no, instead of playing golf or poker, we go for the cars! We often tackle some of the jobs on the cars ourselves, such as servicing the older cars, repairing the stereo/antenna especially on the old W123's! We most recently replaced the side wing mirrors as they had lost that nice blue tint and the stereo on the E55! I am hoping to restore this and potentially use it as my wedding car.

Ever since a young age, my family & friends all know I am a Mercedes-Benz only chap, I started my MB journey with an old W169 2005 A160cdi, and then got a bit fed up with the sluggish-ness so I bought a 2011 A160 petrol with the manual gearbox from MB-Liverpool. At the time I loved it until a knee dislocation led me to sell the manual A Class and buy an auto W245 facelift B200cdi Sport. I went through three B Class models, the B150, B180cdi and then finally the B200cdi Sport. I then kept that for approximately 18 months, which is probably the longest I have kept a car! I then part exchanged that for a high spec CLK220cdi Sport. I loved this car, it felt so strong and sporty but I then needed to go to something a bit more family friendly, so I then went through a series of E Class models including a W211 2007 E320cdi Sport Facelift, and a W212 E350 AMG Sport, and for some bizarre reason I swapped that for an E300 Bluetec-Hybrid, which I only kept for 3 months. After having the wonderful 3.0 V6 engine, the 2.1 Bluetec-Hybrid engine just did not feel right, and

when the diesel engine kicked in, it was just too loud! Since 2017 I have stuck to a few S Classes, from the W220, W221 and currently the W222. I always tell everyone, once you have owned an S Class; you will always end up either sticking to it or buying another one!

My father and I are extremely loyal and have the mind-set of "if you look after me, I will look

after you", therefore we send all of our cars to Mercedes-Benz of Loughborough, where they all know our standards and look after us extremely well.

I have always wanted to visit the Mercedes-Benz factory in Stuttgart and do a tour! I have never got around to it, but it would be amazing to drive there and visit the place where all of this started! I may make the journey in the E55 AMG. Saying that, I imagine I will spend more time at a fuel station than at the factory!

My sister had grown up being a huge fan of the ML only to then buy a BMW 1 series as her first car. As you can imagine the family's disappointment! Purposely did not leave space on the driveway for this car. My father and I quickly managed to get her into a Mercedes-Benz when sadly someone drove into her BMW. She was given a W204 C Class as a courtesy car, which the family were happy with. Her Mercedes-Benz journey began starting with an A class and moving onto a C class, which she never looked back.

My mother started her Mercedes-Benz journey in the W169 A Class, but she was not a fan at all and referred to it as a "tractor". My father then treated her to a nice 2011 SLK. Back then, she loved them that much that we upgraded that to a newer AMG Sport. Most recently bought her a final model SLK 250cdi AMG Sport, which was an absolute beauty. Since becoming a grandmother, we thought it would be sensible to purchase a more family friendly W204 C220cdi Sport facelift model.

I always say, "you can never have too many mercs", like a lot of women say, "you can never have too many shoes". We are always on the look-out for a decent, well looked after and unique example. Moving forward, I have decided I want a W126 SE/SEL or even a SEC, it has been my ultimate favourite car since watching the film Lethal Weapon 4!

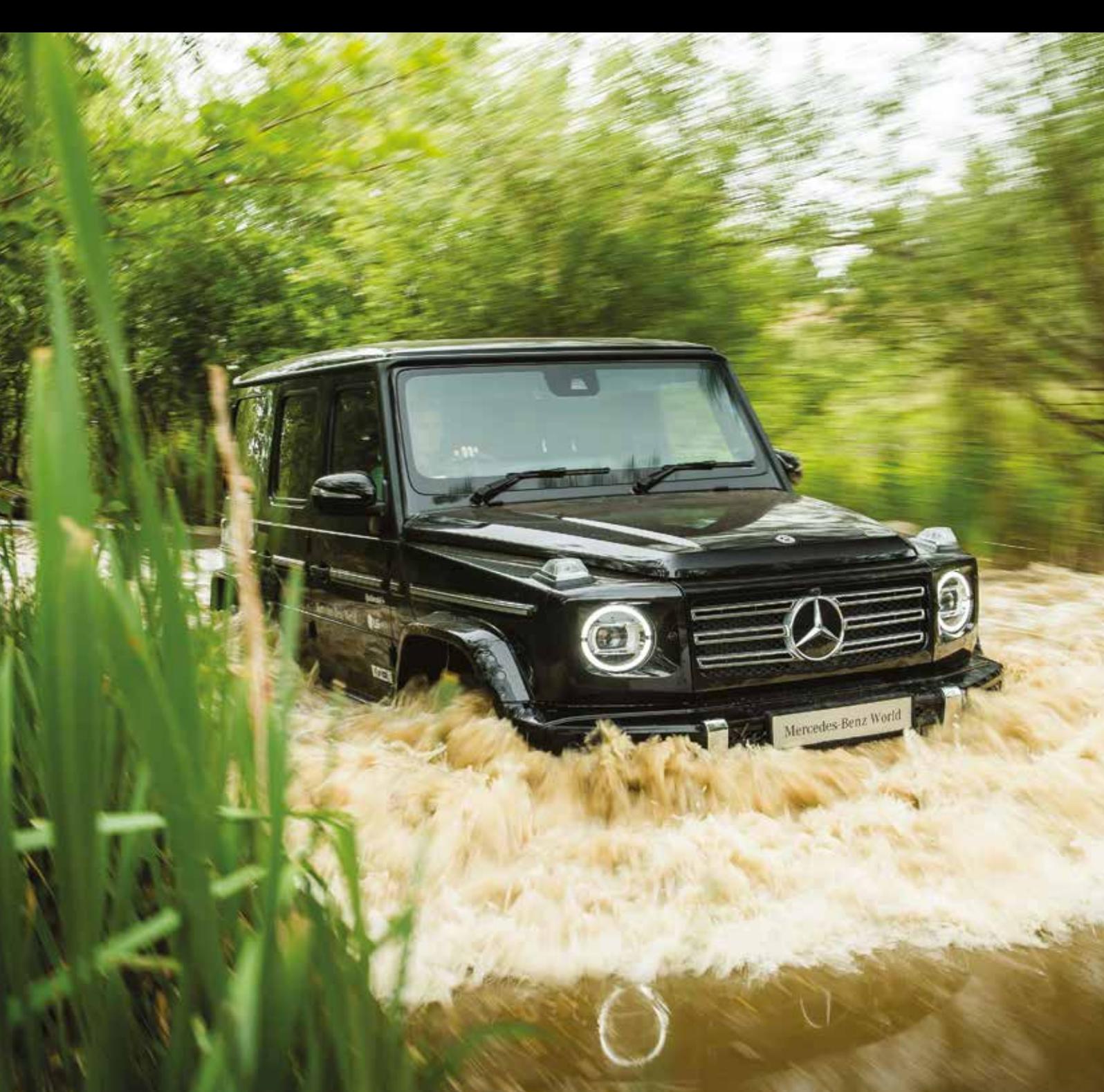


My father with his E Class Coupe, a gift from my sister & I.



Me with the old W221 S Class.

The S Class had an ultimate spec, even after selling it, one year + later I would still get phone calls for this car from fellow club members and MB enthusiasts who had been flicking through old MB Enthusiasts magazines where I advertised it. Still a regrettable sale. But to be honest, I think I would say that about any of the Mercs I have had (maybe not the tractor A class).



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Our drive back in 2012.



The driveway in 2017



“Mercedes-Benz Parking Only” Sign

# A Mercedes-Benz Only Family



My father in my mother’s car, which my father would drive at any opportunity! A fun and “posey” car with the rare black & red Designo interior and official AMG alloys. Not the standard sports pack alloys. We part exchanged this SLK for an E Class coupe, but always miss the convertible in summer!



The E300 Bluetec-Hybrid, this car had an amazing specification but it was the engine that let it down, after having the E350, I missed the smoothness of the V6!

I hope you’ve enjoyed reading my Mercedes journey and I do hope our journey will continue for many years, through our future generations.

Nikhil Thakrar



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# Project Geländewagen:

a Mercedes-Benz and Virgil Abloh collaboration:  
Driving luxury forward with  
innovative design.



On September 8th, Project Geländewagen – the first outcome of a collaboration that is a first of its kind between Mercedes-Benz and Chief Creative Director and Founder of Off-White and Men's Artistic Director of Louis Vuitton Virgil Abloh – was unveiled via a unique digital launch event. The conceptual design project led by Mercedes-Benz Chief Design Officer Gorden Wagener and Abloh used the Mercedes-Benz G-Class to explore ways of disrupting future perceptions of luxury. The result is a distinctive manifestation of the G-Class as never seen before. Compelled to support the arts at a critical time, a replica of the design piece will be auctioned as part of Sotheby's Contemporary Curated, one of the auction house's most revered series which is defined by the unique perspective of a different influential tastemaker each year, with all proceeds going to a charity that supports international creative communities. Advanced bidding will begin on September 14th, 2020.

Virgil Abloh says: "My ultimate goal in this project with Mercedes-Benz is inspiring young artists, engineers, designers to question the status quo, in addition to experimenting with my own design abilities," said Abloh. "For me it's all about providing opportunities for those coming after me and giving this next generation a foundation for success, both here with Mercedes-Benz and through my own Virgil Abloh™ "Post-Modern" Scholarship Fund."

"With Project Geländewagen we create a unique artwork that showcases future interpretations of luxury and the desire for beauty and the extraordinary. The result is something between reality and future", says Gorden Wagener, Mercedes-Benz Chief Design Officer. "The collaboration with Virgil has seen two distinct design philosophies unite, for a one-of-a-kind re-imagination of the G that continues to celebrate the extraordinary at its core."

"Project Geländewagen perfectly encapsulates Mercedes-Benz's manifestation of contemporary luxury, pushing creativity and innovative design", says Bettina Fetzer, Vice President Marketing at Mercedes-Benz AG. "Culture and the arts have always played an important part in both Mercedes-Benz products and the brand, and we are proud to donate all proceeds of the replica auction to support international creative communities to continue their education in the arts."



The original Mercedes-AMG G63 before Project Geländewagen began.

From a 4x4 to a Landulet, the G-Class has had many incarnations to date, but never a race car – until now.

The finished design simultaneously never forgets its point of origin and captures the experience of a racing car. The design process was inspired by Wagener and Abloh owning and experiencing the G-Class first-hand and identifying opportunities for maximizing its Mercedes-AMG attitude.

Together they considered how to make the viewer look at Mercedes-Benz designs with a fresh perspective, while driving luxury away from a polished and flawless aesthetic to something raw, natural and altogether more honest.

## The exterior is kept as clean as possible

to emphasize the G-Class's iconic silhouette, demonstrating its monolithic character. The final design lays its construction methods bare and celebrates the handcrafted imperfections that make it unique. The paintwork was partially sanded by hand to create a sense of timeless simplicity. Welds are celebrated as key design motifs, as craftsmanship takes center stage. The indicators, outside mirrors and the bumper bar have all been removed and the body of the car is widened and lowered, for a sportier effect.

The distinct personality of the G remains intact, however, and an exaggeration of the tyres and spare wheel exude the G's inimitable charisma.

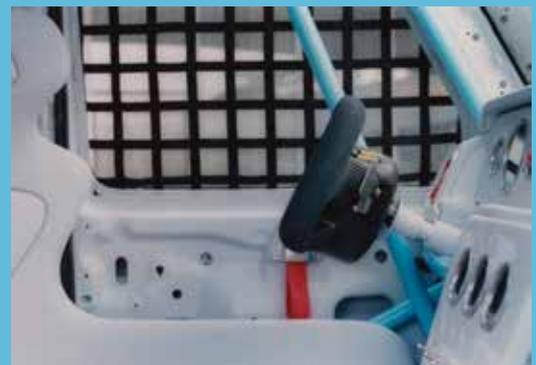
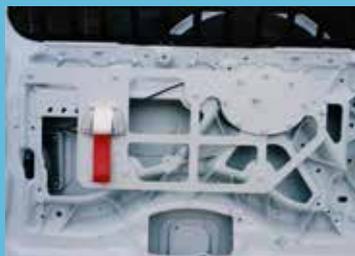


## Inside the art piece,

reduction reigns and the racing inspiration is clear; eschewing all clichés of an SUV.

All interiors have been stripped back, and the safety frame becomes a central motif. The dashboard is removed and replaced with a clean, reduced version which celebrates an analogue speedometer and fuel gauges, reminiscent of a classic car. This contrasts with the steering wheel and seats, which are more akin to a Formula 1 vehicle.

Safety features and key racing elements, such as the safety frame or the 5 point seat belts are highlighted in baby blue and bright red tones. These strong accent colours create a new kind of colour grouping, and contrast against the bare interior.



Through Project Geländewagen, the worlds of fashion, art and automotive are united by one common passion: outstanding luxury design that anticipates future ambitions. Utilizing the craftsmanship and know-how that is unique to Mercedes-Benz's heritage as the world's first car manufacturer, Wagener and Abloh's creation embodies Mercedes-Benz' innate understanding of the extraordinary, a bold vision for the future of luxury design, and the power to dream.

## About Gorden Wagener

Born in Essen, Gorden Wagener is the Chief Design Officer Daimler Group – a position he has held since 2016. After studying Industrial Design at the University of Essen, he honed his skills in Transportation Design at London's Royal College of Art.

He joined Mercedes-Benz over two decades ago, initially working as an exterior designer at Volkswagen, Mazda and GM. In 2008 he was made Director of Daimler's AG Design unit and since then has been responsible for the design of all cars. Under his leadership, the new design philosophy of sensual purity was devised, which embodies both 'hot' and 'cool' characteristics and thereby expresses an essential aspect of the brand – the dichotomy between emotion and intelligence.

Several models bear Wagener's signature, including the C-, E- and S-Class models, the SUVs GLE and GLC, the Mercedes-AMG GT as well as the company's smart and commercial vehicles. His groundbreaking work has earned him a number of accolades including an honorary professorship at the Moholy-Nagy University of Art and Design in Budapest (2009) and an honorary doctorate at Sofia Technical University (2010).



On the left side Gorden Wagener, Chief Design Officer Mercedes-Benz, on the right side Virgil Abloh.

Portrait by Bafic

## About Virgil Abloh

Born in Rockford, Illinois, Virgil Abloh is an artist, architect, engineer, creative director, and fashion designer.

After earning a degree in civil engineering from the University of Wisconsin-Madison, he completed a master's degree in architecture at the Illinois Institute of Technology (IIT), Chicago. At IIT, while studying a design curriculum devised by Mies van der Rohe, Abloh began to craft the principles of his art practice.

The Museum of Contemporary Art Chicago presented a major traveling survey of Abloh's work in summer 2019 – one of the highest attended exhibitions in the museum's history. Currently, Abloh is the Chief Creative Director and founder of Off-White and Men's Artistic Director at Louis Vuitton.

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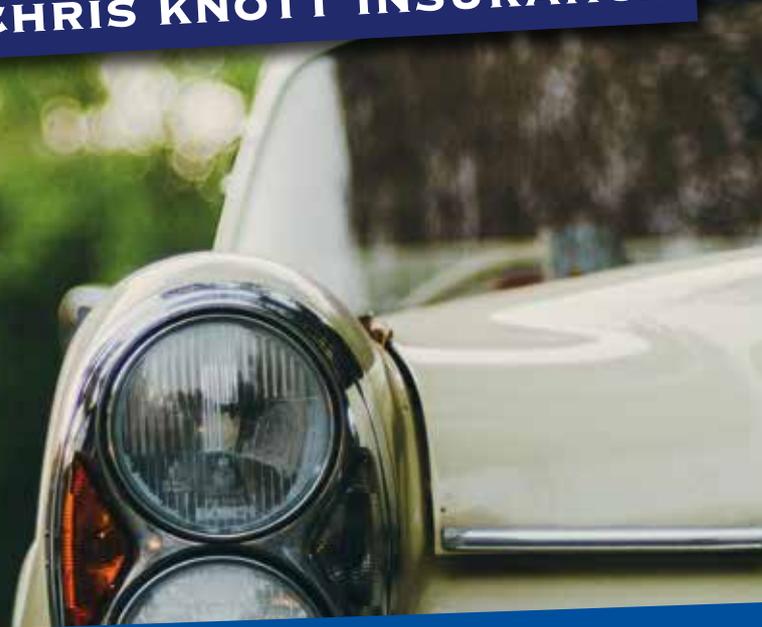


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# S



The next generation of the legendary SL Roadster is going back to its roots, which lay in motorsport back in 1952.

Mercedes-AMG, as the performance and sports car brand of Mercedes-Benz AG, has fittingly taken on the task of overall vehicle development for the reinterpretation of the legendary roadster.





Following extensive digital development steps, test stand runs and simulator trials the new sports car is now entering a scheduled phase of wide-ranging dynamic driving tests – thus far at the Group's own Test and Technology Centre in Immendingen – and now also on public roads in some cases.



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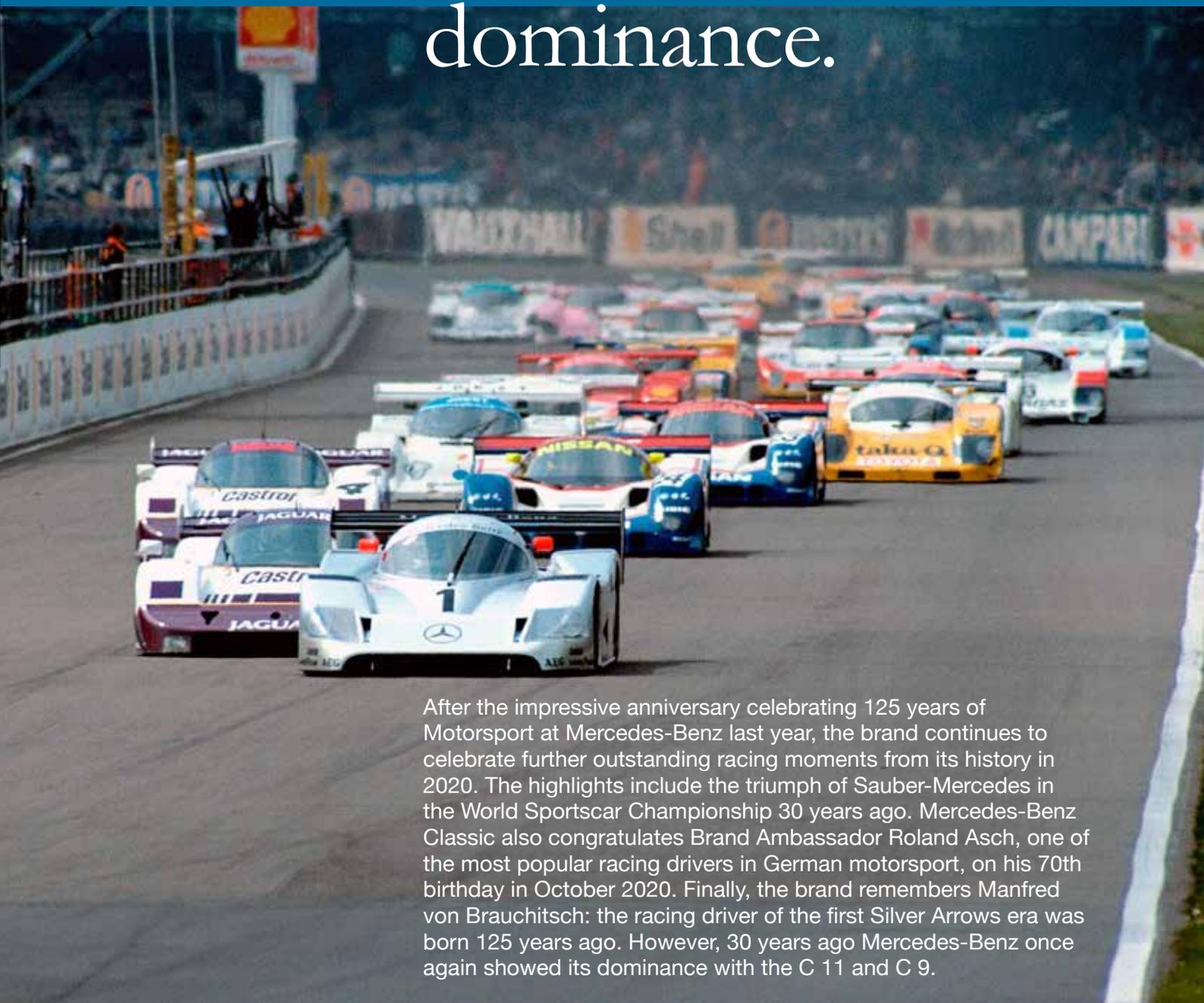
Carly — the world's best-selling car app enables car owners to access settings and data in their vehicles without having to make a trip to the mechanic's shop. For example, with Carly you can:

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# Motorsport Rewind: History by Mercedes-Benz dominance.



After the impressive anniversary celebrating 125 years of Motorsport at Mercedes-Benz last year, the brand continues to celebrate further outstanding racing moments from its history in 2020. The highlights include the triumph of Sauber-Mercedes in the World Sportscar Championship 30 years ago. Mercedes-Benz Classic also congratulates Brand Ambassador Roland Asch, one of the most popular racing drivers in German motorsport, on his 70th birthday in October 2020. Finally, the brand remembers Manfred von Brauchitsch: the racing driver of the first Silver Arrows era was born 125 years ago. However, 30 years ago Mercedes-Benz once again showed its dominance with the C 11 and C 9.

↑ 480-kilometre "Shell BRDC Empire Trophy" race in Silverstone (Great Britain) on 20 May 1990. In the lead, the Jean-Louis Schlesser / Mauro Baldi driver team in the Mercedes-Benz C 11 Group C racing sports car with starting number 1.

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# Motorsport Rewind: History by Mercedes-Benz dominance.

## 30 years ago: Double world championship with the Mercedes-Benz C 11

### Successful across the board:

In 1990 the Sauber-Mercedes team won in eight out of nine races of the World Sportscar Championship in Group C. Jean-Louis Schlesser and Mauro Baldi won the drivers' championship in the Mercedes-Benz Group C 11 sports car and became world champions. As in the previous year, Jochen Mass was runner-up. Sauber-Mercedes defended its title in the teams' championship.

### Return of the Silver Arrows:

As they had already done in the first championship year with the Sauber-Mercedes C 9 in 1989 the German-Swiss team entered with a racing car painted silver. This return of the Silver Arrows to the circuit was down to the impetus of Professor Werner Niefer, who was the chairman of what was then Mercedes-Benz AG and deputy chairman of Daimler-Benz AG. It was on his initiative that the original dark blue racing cars were painted silver – just like their successful predecessors that had written racing history up until 1955.

### Innovative technology:

The C 11 is the logical progression of the successful C 9, which won the legendary 24-hour race in Le Mans in 1989. The Silver Arrow was also built at Sauber in Hinwil (Switzerland) under the management of head designer Leo Röss. It was the first time a carbon fibre chassis was used, which contributed towards the minimal kerb weight of 870 kilograms and also offered a high level of rigidity. The Mercedes-Benz engineers around Dr Hermann Hiereth optimised the Mercedes-Benz M 119 engine. The V8 turbo engine with four-valve-per-cylinder design had 4973 cubic centimetres of displacement and during the qualifying tuning generated up to 680 kW (924 hp) in the racing car. In normal racing conditions and with continuous stress it was 537 kW (730 hp). The drivers were inspired – they praised the drivability of the deep-rumbling eight-cylinder engine and the well-tempered handling of the C 11.

### The Mercedes kids:

For the 1990 World Sportscar Championship, Mercedes-Benz race director Jochen Neerpasch wanted the experienced drivers Jean-Louis Schlesser, Mauro Baldi and Jochen Mass to be accompanied by highly promising young drivers. The top three of the German Formula

1 Championship were chosen: Heinz-Harald Frentzen, Michael Schumacher and Karl Wendlinger. The youngsters were already impressing at the first test drives in Le Castellet at the end of 1989. Peter Sauber summed it up: "Frentzen was the fastest, Schumacher was hardly any slower, drove very consistently and was very interested in the technology even then. Wendlinger was the most cautious and really didn't want to break anything."

### Successful races:

In the 1990 seasons the three junior drivers started as partners with Jochen Mass. The pairings of Mass / Wendlinger and Mass / Schumacher each won a world championship race. All three young drivers had great careers ahead of them. Michael Schumacher won the Formula 1 World Championship seven times. Heinz-Harald Frentzen won three Grand Prix races and was the Formula 1 World Championship runner-up in 1997. Karl Wendlinger had his Formula 1 debut in 1993 with Sauber in Kyalami and today is an AMG Brand Ambassador and instructor at the AMG Driving Academy.

### 70th birthday of Roland Asch

#### Once a racing driver, always a racing driver:

Roland Asch was also a success with the Star. On 12 October 2020 he will celebrate his 70th birthday. The "Schwabenpfeil" (Swabian Arrow), as his fans liked to call him, never officially ended his career as a racing driver. Together with his son, Sebastian, he even took part in the 2018 24-hour race in Dubai and only narrowly missed out on a class victory with a Mercedes-Benz AMG GT4.

#### DTM legend:

"My best year in racing was 1988. We achieved a lot with only a little money: runners-up in the DTM!" says Roland Asch, enthused to this day. The Mercedes-Benz 190 E 2.3-16 for that season was bought by the owner of a Ford dealership in Ammerbuch-Altingen near Tübingen, financed from their own resources. Friends supported him at the racetrack, and on some days after work the Mercedes-Benz engineers worked on preparations for the "16-valver".

#### Test driver for Mercedes-Benz:

Gerhard Lepler, head of internal development of racing touring cars, signed the highly promising racing driver Roland Asch as a test driver. Important experiences were gained, particularly at the racetrack in Rijeka (Yugoslavia), from which Asch also benefited for the use of his

own DTM touring car. In 1988, with 242 points, he was runner-up behind Klaus Ludwig (Ford Sierra RS 500 Cosworth, 258 points) and won the championship title in the Porsche 944 Turbo Cup.

#### Works driver in the DTM:

For the 1989 to 1994 seasons Roland Asch was the DTM works driver of Mercedes-Benz. In the Mass-Schons team he won the first race of a Mercedes-Benz 190 E 2.5-16 Evolution I in Mainz-Finthen. In 1990 he switched to the team of Dany Snoeck, which led the way for Mercedes-Benz in touring car racing in the mid 1980s by taking part in the French production car championship. In 1991 and 1992 Asch competed for the Zakspeed team. He took part in the season finale in Kyalami, South Africa, with a 190 E 2.5-16 Evolution II works racing car with a "camel" paint finish. This was made special by the fact that, for the first time, a racing car had an anti-lock braking system (ABS) developed especially for racing. Asch won one of the two races with this vehicle as well as the overall ranking. In 1993 and 1994 Roland Asch became team colleague of Bernd Schneider in the AMG team. In both years he finished ahead of the later record DTM champion. In 1993, in the final year of the 201 model series in the DTM as a 190 E class 1, Asch finished as runner-up for the second time behind Nicola Larini (Alfa Romeo).

#### Brand Ambassador:

For many years, father of three Roland Asch has been a Brand Ambassador. "When Mercedes-Benz Classic calls me up and asks that I test an old racing car, I'm right there," says Asch. He drives a broad range of racing cars from the Sauber-Mercedes in Group C to the Silver Arrows of the 1930s and takes part in events such as the 1000 Miglia and the Goodwood Festival of Speed. And, of course, he is always happy to sit behind the wheel in a Mercedes-Benz racing touring car from his DTM era. "I have always felt particularly happy in the '16-valver'," he says. Logically, his private collection of classic cars also includes a Mercedes-Benz 190 E 2.5-16 Evolution II from the homologation production of just 502 vehicles.

#### Manfred von Brauchitsch was born 125 years ago.

#### Breakthrough with the SSKL:

On 15 August 1905 Manfred von Brauchitsch, later to become a racing driver, was born in Hamburg. Initially he wanted to become an officer, but after a serious motorbike accident he was discharged as unfit for service by the army in 1927. In 1929 he began motor racing. His breakthrough followed in 1932, when with the

Mercedes-Benz SSKL, featuring a pioneering streamlined body, he won the international Avus race in Berlin and even beat the great Rudolf Caracciola. This spectacular success provided the nobleman with a contract as a Mercedes-Benz works driver for the 1934 season.

### Silver Arrow:

In 2019, in the “125 years of Motorsport” anniversary year, Mercedes-Benz Classic rebuilt the SSKL streamlined racing car and assembled it with great authenticity to ensure it could be experienced – also on the track. Body, chassis and engine were produced as close to the original as possible in the complex project.

### Master of many hundreds of horsepower:

Manfred von Brauchitsch won many major races. In 1934 he won the international Eifelrennen race at Nürburgring on the race debut of the Mercedes-Benz W 25 and was victorious in both the 1937 Monaco (W 125) and 1938 French (W 154) Grands Prix. His driving style was spectacular, paying little attention to the state of the vehicle. Tyre damage and even accidents led to many failures or defeats. He was dogged by an image of notorious bad luck. Decades later the racing driver explained his motivation: “Of course it is nice to win. But it is glorious to sit in such a racing car, to command this complex machine and to be master of many hundreds of horsepower.”

### Bon vivant:

After the Second World War Manfred von Brauchitsch tried to make a comeback in motorsport, but he failed. In 1954, with the emphatic support of the government of the GDR, he emigrated to East Berlin where he found new popularity as a highly regarded peace activist and sports official. When it came to his somewhat unconventional life, he described himself as a “bon vivant”. His contact to Mercedes-Benz never fully broke off: for instance, in 1974 he was invited to attend the French Grand Prix as a guest, driving a demonstration lap at 280 km/h in the Mercedes-Benz W 154 dating back to 1939. In 1995, Manfred von Brauchitsch celebrated his 90th birthday at the Mercedes-Benz Museum in Stuttgart. He died at the age of 97 on 5 February 2003 in Gräfenwart, Schleiz.



↑ Team photo of the Mercedes-Benz Group C team on location at the 480-kilometre “Player’s Ltée Mondial” race at Circuit Gilles Villeneuve in Montreal (Canada) on 23 September 1990. To the right is the Mercedes-Benz C 11 Group C racing sports car with starting number 1 of the winning Jean-Louis Schlesser / Mauro Baldi team, to the left the C 11 with starting number 2 of the Jochen Mass / Karl Wendlinger team.



↑ The winners of the ADAC GT Masters 2015 in a Mercedes-Benz SLS AMG GT3, Sebastian Asch and Luca Ludwig, with their fathers. Photo at the Hockenheimring on 4 October 2015. Left to right: Roland Asch, Sebastian Asch, Luca Ludwig, Klaus Ludwig.



↓ Pit stop and change of drivers in the Mercedes-Benz C 11 Group C racing sports car of the winning Jochen Mass / Karl Wendlinger team at the 480-kilometre “Coupes de Spa” race in Spa-Francorchamps (Belgium) on 3 June 1990.



↑ Mercedes-Benz Classic Brand Ambassador Roland Miglia at the 2018 1000 Miglia.

# LET THERE BE

# Li

Darkness, rain, and snow — when can you get all that by simply asking the weather fairy? Hardly ever. Or only when you really don't need them. However, for the light developers at Mercedes-Benz it's crucial to test the latest innovations under these kinds of extreme weather conditions in particular. As you can't simply order these conditions to happen, the developers use a clever technical solution: a unique night-driving simulator.

It's almost 7 p.m. on a spring evening. The sun is already low on the horizon. At the Mercedes-Benz Technology Center in Sindelfingen, or MTC for short, the workday is coming to an end. The last colleagues are leaving the testing grounds for a well-deserved evening at home.

For Andreas Hauser and his colleagues in the headlamp testing unit, this is when their workday begins — normally, at any rate. Today no one is around in the Lighting Technology department either. No daily briefing. No night drive. "Ever since we got the light simulator, we've been trying out many things virtually during normal daytime working hours," says Hauser the next morning.

For him and his colleagues, the workday is all about light. The lighting system of a vehicle serves several purposes. The main one is to help users see and be seen: During a night drive, the more brightly lit the roadway is, the sooner the driver can recognize potential hazards. Efforts to improve car headlamps also play a key role in making it even safer to drive in the dark. That's because, unfortunately, it's still the case that the risk of being involved in a traffic accident increases after sundown. From a statistical viewpoint, every mile driven at night is twice as prone to accidents as one that is driven in the daytime. It's just that the absolute accident numbers do not reflect this — simply due to the fact that the average number of miles driven is much higher for daytime than for night time driving.

Of course, a good light pattern for night time driving is a crucial factor not only for safety but also for driving comfort. Finally, the shape of the headlamps is also a trademark of the brand. There are self-appointed experts who can identify every model series of a brand by its headlamps alone. Innovative light sources such as the revolutionary DIGITAL LIGHT® headlamps technology from Mercedes-Benz. It allows completely new functions, e.g. the projection of marking aids or warning symbols onto the road ahead. In each headlamp, DIGITAL LIGHT has a

## The night-driving simulator at Mercedes-Benz in Sindelfingen

by Nina Kotschner

light module with three extremely powerful LEDs with light that is refracted and directed by 1.3 million micro-mirrors. The resolution is therefore more than 2.6 million pixels per vehicle.

### Headlamp development requires testing, testing, testing

Who's responsible for ensuring that the headlamps installed in a Mercedes-Benz vehicle measure up to the brand's high safety standards? This is where the light systems testers from Sindelfingen come into play. And because car lighting systems naturally can't demonstrate their strengths in daylight, most of their testing takes place at night. Today, however, a new technology — the night-driving simulator — is enabling the developers to conduct many of the necessary testing scenarios during the daytime.

"For us, one advantage of the simulator is that it enables us to reduce the number of night drives," says Hauser. It's easy to understand why he and his colleagues have welcomed this innovation:

During the summer months they have to wait until late evening before it gets dark enough for them to test the lighting systems under real-life conditions. In the winter the sun already sets in the afternoon but going on test drives when it's snowy or there's black ice on the road is no fun either.

But of course the innovative simulator offers not only greater convenience for the testers but many more advantages besides. It enables the light experts to test the headlamps much more intensely in a shorter period of time — without needing to do more driving on the road. The simulator also makes practical testing much easier: "Thanks to the simulator, we are completely independent of weather conditions, and we can simulate a whole range of scenarios at the push of a button," Hauser says. Besides, in the simulator the light developers can repeat exactly the same driving situation as often as they like. As a result, they need to change only a few parameters in order to see at once how the light pattern has changed. Apropos parameters,



Andreas Hauser's (right) job is all about light and headlamps. Here he's showing our author the Mercedes-Benz night-driving simulator in Sindelfingen.

# GHT



*This element of the simulator is known internally as the "seat box." From the outside, with a little imagination it looks a little like a vehicle cockpit. Once you're sitting inside it, you rapidly sink into the virtual world.*

a light simulator can of course also simulate headlamps before they even exist as physical components that can be touched (and installed). That way, the results of the testing can be incorporated into decision-making early on in the development process.

## **This is what the night-driving simulator looks like**

Andreas Hauser lets me sit down in the seat box located in the middle of the projection screen. The car in question is an E-Class that has been cut in half just behind the B-pillar. It's equipped with all the technology that is needed to give the driver a sense of driving a real car. All of the technical components that are not relevant for simulating the light pattern have been removed from this former test vehicle. Nonetheless, typical car sounds can be heard as soon as the starting button is pushed. "This helps to create the sense that you're driving a real car, and that's why we add the sound," Hauser explains.

And then it's time to dive all the way into the virtual world. "This is where we turn day into night," Hauser says, and then he uses his mobile phone to turn off the light in the room, which has been almost completely painted black. And indeed, the room is now so dark that you can't even see your own hand in front of you. "This is necessary, because it's the only way the advantages of the very special projection system can take effect," he says. Next, he uses a tablet to ramp up four high-tech video projectors. It takes about a minute to boot up the entire system. And that's a good thing, because the human eye needs time to adapt from photopic (daytime) to scotopic (night time) vision. When day slowly fades into night in the natural world, our brains automatically initiate this mechanism, and we're not really aware that it's happening. "This is important, because it enables our eyes to perceive even tiny differences between degrees of brightness," Hauser explains. "It's important



*The DIGITAL LIGHT® headlamps from Mercedes-Benz generate light with a very high resolution. Besides, a vehicle's headlamps alone are enough for some automobile experts to recognize the model series.*

for the quality of our headlamps that we give the eye enough time to adapt. That way, when we're running tests we can also recognize nuances in the luminance and subsequently further optimize the headlamps' distribution of light."

The acronym VTD shines out on a huge semi-circular projection screen. It stands for Virtual Test Drive — comprehensive driving simulation software that the manufacturer has expanded with a high-resolution lighting application especially for Mercedes-Benz. "This lighting software in connection with the projection system is unique in the automotive industry," says Hauser with pride. "Our biggest thanks go to our colleague Martin Borowski in the Lighting Advance Development unit for that. He's been something like the father of the night-driving simulator in Sindelfingen, ever since he presided over its design and implementation."

In front of the seat box, a white screen curves around in a semicircle. Four projectors mounted on the ceiling project images of the road ahead and the light pattern onto it. Because of the curved screen, the driver has a wider field of vision than he or she would if the screen were flat. That makes the driver's simulated surroundings seem more real. And there are small monitors in the rear-view mirrors that depict the virtual traffic going on behind the car.

### As though you're sitting in a real car

Andreas Hauser says, "You feel as though you're sitting in a real car. And then when the light goes out and all you see is the projection of the road in front of you, you feel that you're driving along a road rather than in the test lab in Sindelfingen."

In other areas, simulators that convincingly depict the real world are already very common. Simulators of this kind have been used for a long time in pilot training programs to simulate the take-off and landing of airplanes and to bring routine into the pilots' procedures.

A special, and challenging, requirement in the design of the light testing system is the simulation of absolute darkness. When night drives in the countryside go outside the range of the blazing lights of major cities, almost everything looks deep black. That's why the simulator requires an extremely high black level; otherwise, the screen would simply be a curtain of shimmering grey. In such a situation, our testers could not meaningfully assess the distribution of light. The solution is to use projectors that have been specially developed for such simulations. Their patented technology, which is unique on the market, makes it possible to simulate the optimal night situation that our light engineers in Sindelfingen need for testing the latest developments.

Hauser says that driving in a simulator can be compared to playing a computer game. It's true that there are no movements of the car itself; when accelerating or going around a curve, the driver is not pushed back into the seat. However, after being in the simulator for a few minutes, the driver is immersed in a whole new world. "At some point you forget you're sitting inside a simulator, and it simply feels extremely real," says Hauser.

### The light comes not from the headlamps but from the control unit

Naturally, the right software is required to make sure the hardware components do what they're supposed to. The software causes the previously programmed driving route to be projected on the screen, integrates the car's motion and the assistance systems, and realistically replicates the distribution of the light. Unlike the process in a genuine test vehicle, the light in the simulator does not simply come from the headlamps. The software uses a digital control unit to forward the programmed parameters to the projectors. The result is then integrated into the test environment and displayed on the screen. In other words, depending on what the light testers want, the software can merge all the individual components together. In most cases, the light system that is being tested exists in various stages of development. Thus the developers can depict and compare them at the push of a button. That can't be done inside a car in the real world.

The intricately programmed software also makes it possible to "drive" along any desired route. The developers generally use standardized virtual routes, but it's also possible to reproduce actual ones.

The simulator is controlled by means of a tablet PC. The tablet can be used, for example, to make pedestrians appear on the road system, where they are recognized by the assistance system. At the push of a button, the simulation can also make several cars or a construction site part of the surroundings. The developers can test the light distribution in all of these situations. The possibilities are practically endless.

### For the light testers, curves are especially complex

Certain driving scenarios can be run through over and over again, under a variety of weather conditions. That makes it easy for the light testers to systematically check how the light algorithm behaves.

It's an exciting process, especially in curves, which present the light testers with an especially complex scenario. That's understandable: After all, there are right-hand curves, left-hand curves, different curve radius, and the supreme

discipline, winding roads. Our headlamps are tested in all of these scenarios, and in many cases that can now be done in the simulator. This eliminates strenuous real-life test runs. After all, there are no genuine winding roads in the region around Sindelfingen.

Besides, for some scenarios the testers need a second vehicle that is driving a certain distance in front of the test car. In order to create such a situation in real-life road traffic, a colleague always has to be driving a second vehicle. In the simulator, that can be done at the push of a button — and without the danger of having the test distorted by a vehicle cutting in between the two cars.

### The biggest advantage of the simulator is its speed

The first automobiles already had lighting systems (they were equipped with candles), but automotive lighting systems are still being developed, and there's no end in sight. As a digital development area, this is a future-oriented process. As with the smartphone, it involves fierce competition and a steady stream of innovations. The simulator is giving our colleagues a crucial speed advantage: Because they can use it to assess the headlamp function independently of the actual physical component, they can more rapidly validate the light systems in the development process.

Andreas Hauser is especially proud of the simulator because so far it's the only one of its kind in the world. "That's pretty cool!" he says. In the near future, the simulator will probably also be able to precisely reproduce the situation in which the driver is temporarily blinded by the glare of oncoming traffic. "Then we'll be able to observe how our light system affects other road users, and in the future, we can ensure even more effectively that our vehicles won't cause glare that blinds other road users," Hauser explains.

The development of the night drive simulator has now been going on for more than three years, and it's being steadily optimized. The current setup, in which the developers dive all the way into the simulation, was created a year ago, but expansions and improvements are already being planned.

### Is there anything the simulator still can't do?

Currently the simulator can only represent the intensity — but not the colour impression — of the light distributions. The developers hope that in the future they can create a data format that can represent both kinds of information. That way, they could also use the simulator to assess how the headlamps represent the colour transitions between the individual light modules and what the blue fringing along the field of light



*The longer the simulation lasts, the more it feels like a real drive — as our author experienced for herself on her visit to the test lab.*



*One of the simulator's great advantages is that it no longer needs a change of location to run a test of the light pattern under different traffic or weather conditions — it's enough to just adjust the parameters as required.*

looks like. Experts use the term blue fringing to refer to the blue edge of a headlamp's beam, which can appear when the white light is split into its colour spectrum at the headlamp's lens. This blue fringing can act as a distraction for the driver and other road users.

If Andreas Hauser could be granted one wish concerning the night drive simulator, he would ask for a slider control on the tablet that he could use to adapt all of the important headlamp functions. Then he could adjust all the variables with the slider until he arrived at a result he liked. However, this wish will remain unfulfilled, because the technology and the software that underpin the light simulator can reproduce lots of scenarios and many different model series. That makes the technology and the software fairly complex — probably too complex to represent the multiple parameters with a couple of slider controls.

## Will headlamps one day not be tested on the road anymore?

Will the simulator one day be able to replace all real-life testing? Hauser answers both of these questions with a definite no: "Even if the simulation is perfected at some time in the future, we still have to test our light system under real-life conditions. A light system has hardware as well as software components, so the headlamp also has to be tested as a physical component. It must be able to deliver the functions we specified when we programmed the software. The vehicle light system is absolutely essential for the safety of every Mercedes-Benz. That's why it must always and unconditionally be tested in real-life situations and actual night drives. That's the only way we can deliver a high-quality product to our customers."

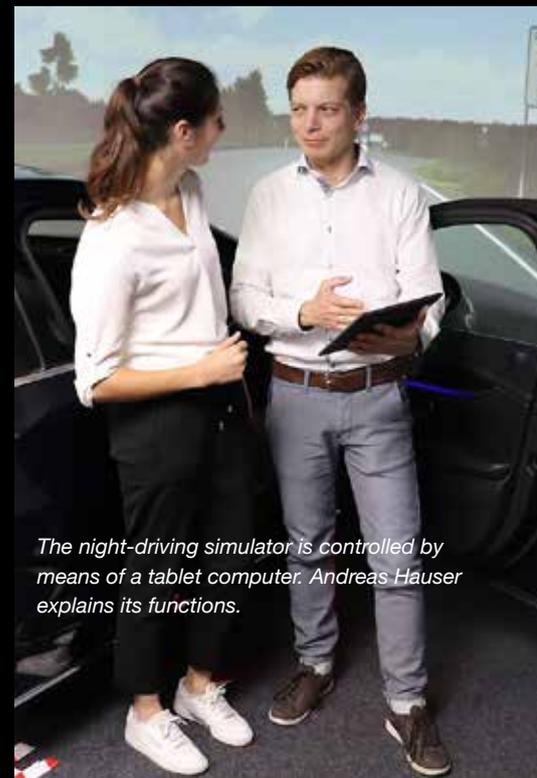
For the light developers in Sindelfingen, the light systems of Mercedes-Benz vehicles are in effect their signed personal contribution to automobiles that could be regarded as complex works of art. What are the characteristics of a



*Driving around a curve presents the light testers with a complex scenario. But the simulator can handle this discipline, too.*

good light system? After a bit of thought, Hauser says, "It supports drivers so discreetly that they don't even notice it. That's why we try to generate a very undisturbed and homogeneous light pattern. The light should not jerk or flicker. For us it's important to make sure the maximum possible light reaches the roadway and enables a Mercedes-Benz driver to have an optimal driving experience at night — without blinding other road users with glare. It's not only a question of range. We also want to give drivers a system that doesn't overwhelm them but instead supports them without requiring them to make any adjustments. That's the only way we can guarantee a high level of driving comfort."

The developers want the driver to be able to get into the car, switch on the engine, and then let the vehicle control the rest on its own. That is what Andreas Hauser is doing this summer evening. Today he does not need to do an official night drive, because he has carried out the scheduled tests on the simulator. He's got purely private reasons for driving off toward the setting sun. And by contrast to the sunsets he has seen in the course of his workday, this time everything is very real.



*The night-driving simulator is controlled by means of a tablet computer. Andreas Hauser explains its functions.*

# Look back.

photo by

*Rene Staud*

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The second generation of MBUX (Mercedes-Benz User Experience) débuts in the new S-Class. Another milestone as the interface between the driver, passengers and vehicle: there are up to five screens\* on board, some with OLED technology. At the touch of a button, the new 3D driver display for the first time allows spatial perception of the scene with a real 3D effect thanks to eye-tracking. A similarly impressive feature is the very large head-up display with augmented reality content. When navigating, for example, animated turn-off arrows ("fishbones") are virtually and precisely projected onto the road lane.

\*Five screens only available as part of Rear Entertainment, not offered in the UK. Maximum of three screens in the UK

Using cameras in the overhead control panel and learning algorithms, MBUX Interior Assist [not currently offered in UK] recognises and anticipates the wishes and intentions of the occupants. It does this by interpreting head direction, hand movements and body language, and responds with corresponding vehicle functions. For example, if the driver looks over his/her shoulder towards the rear window, Interior Assist automatically opens the sunblind.

The active ambient lighting (optional extra) supplements ambient lighting (standard equipment) with an additional layer of light. With around 250 LEDs it is integrated into the driving assistance systems, and is able to reinforce

their warnings visually. In addition, feedback is possible when operating the climate control system or the 'Hey Mercedes' voice assistant, for instance.

The latest generation of the Driving Assistance Package has new and numerous improved functions. One example is the intelligent compliance with speed limits. The new assistance display in the driver display clearly shows the operating principle of the driving assistance systems as a full-screen view.

During severe frontal collisions, the rear airbag [not currently offered in the UK] can considerably reduce the loads acting on the head and neck area of the seat-belt-wearing occupants in the outer rear seats. The frontal airbag for the rear seat deploys particularly gently thanks to its innovative construction using a tubular structure.

Thanks to rear-axle steering [not currently offered in the UK], the S-Class is as manoeuvrable as a compact car in the city. The steering angle at the rear axle is up to ten degrees. The turning circle

is reduced by up to two metres.

More than 50 electronic components in the new S-Class can be updated with new software over-the-air (OTA). These include the entire MBUX infotainment system, the driver display, the driving assistance systems and the MULTIBEAM LED and DIGITAL LIGHT lighting systems. This technology saves the customer time, as he/she does not need to visit a workshop for this purpose. Furthermore, the vehicle remains up to date throughout its lifecycle and is equipped for



“

The S-Class is as manoeuvrable as a compact car in the city. The turning circle is reduced by up to two metres.



new features. The explicit consent of the user is always a precondition for OTA updates.

When a side impact with another vehicle threatens, the vehicle body can be raised by the E-ACTIVE BODY CONTROL suspension [not currently offered in the UK] within a few tenths of a second. This is a new function of PRE-SAFE® Impulse Side: It can reduce the loads acting on the occupants because it directs the impact forces towards particularly resistant structures in the lower area of the vehicle.

It is expected that from the second half of 2021 the S-Class will be able to drive in conditionally automated mode with the new DRIVE PILOT (optional extra), in situations where traffic density is high or in tailbacks, on suitable motorway sections in Germany. By taking pressure off the driver, this allows them to undertake secondary activities such as browsing on the internet or dealing with emails in the In-Car Office, and so win extra time.

The revolutionary headlamp technology DIGITAL LIGHT (optional extra) allows completely new functions, e.g. the projection of marking aids or warning symbols onto the road ahead. In each headlamp, DIGITAL LIGHT has a light module with three extremely powerful LEDs with light that is refracted and directed by 1.3 million micro-mirrors. The resolution is therefore more than 2.6 million pixels per vehicle.





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Mercedes sports 280 SL 1982, finished in signal red with superb interior, hard and soft top, headrests, automatic, power steering, alloys, stereo system, over mats, power windows, 69,000 miles, service book, invoices, many old mot's always garaged, drives superb, £26,500.



Mercedes 1988 560SL Sports left hand drive, finished in the most delightful unmarked colour Impala Metallic, coded bumpers, with contrasting interior headrests, over mats, hard & soft tops, auto, power, first aid kit, cruise control, abs, power windows, light up vanity mirrors, air conditioning, air bags, tinted glass, centre armrest, outside temperature gauge, stereo & CD system, SRS, alloys, complete with all tools, 43,000 miles, two owners, garaged from new, service history, fast appreciating asset, probably the finest SL ever made, superb to drive, absolutely stunning. £38,500.



Mercedes 300 SL Sports 1988 Finished in Gleaming signal red, with as new beige interior, hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, sundym glass, complete with original fire extinguisher and tools, every old MOT from new, original handbook and wallet, magnificent full service history, only 65,00 miles, garaged from new, this car is superb condition throughout having been pampered from new. £48,750



Mercedes Sports 1987 420SL Finished in nautic blue with dove grey hide interior, head rests, rear seats, hard and soft tops, tinted glass, power windows, central locking, power steering, heated seats, ABS brakes, alloys, cruise control, stereo system, long last ownership, garaged from new, with impeccable service records, thousands spent to keep this car in the fantastic condition it is in today, drives like new £38,750.



Mercedes Sports 300SL 1987 finished in gleaming signal red, with soft black hide interior, hard & soft tops, headrests, stereo system, ABS brakes, auto, power steering, tinted glass, alloys, power windows, soft top never used, garaged and stored for many years, making this a very low miles of only 23,500 miles, with service book and old MOTs & invoices, plus every journey logged, this Mercedes could easily be mistaken for new. £55,750.



Mercedes 560SL Sports 1987 left drive, finished in gleaming signal red with beige hide interior, headrests, centre arm rest, hard and soft tops, this flag ship of the Mercedes SL's, has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, airbags, alloys, overmats, only 27,000 miles from new, with service history, only one owner, garaged and pampered from new. £46,750.



Mercedes 420SL Sports 1989 one of the last of this model, finished in gleaming signal red with superb black hide interior, piped red seats, hard and soft top, tinted glass, power windows, auto, cd player, alloys, over mats, full service history. This car is just stunning, probably one of the finest £39,750.



Mercedes 380SL Sports 1984, Finished in Astral Silver with Navy Blue hide interior and Blue dashboard, Walnut veneers, headrests, over mats, Blaupunkt stereo system, hard top, soft top as new and hardly used, alloys, tinted glass, power mirror, rear seats, headrests, automatic, power steering, power windows, first aid kit still in factory wrapping, tool kit, only 61,000 pampered miles from new, with complete service history, accompanied with a set of old mot certificates, with original paperwork and invoices, as well as hand book from new in original wallet. This car has been garaged from new and drives like new and very smooth, Totally stunning and one of the best, unbelievable condition. £37,500



Mercedes 230SL Sports 1966 finished in Porcelain White with as new Black hide interior, Auto, power steering, CD stereo system, hard and soft tops, known to us for many years, original service books and original handbook, entered in many events here in the UK and Europe, many old Mot's, fitted stainless steel exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found. £89,750.



Mercedes 1988 560 SL Sports, Left hand drive, finished in Smoke Silver with Brazil hide interior, headrests, hard and soft tops, centre armrest, overmats, first aid kit, light up vanity mirrors, CD stereo system, air bag, air cond, power mirror, cruise control, ABS, power windows, SRS, outside temperature gauge, tinted glass, auto, power, expensive Mercedes wheels, only 38,000 miles, service history, drives like new, just magnificent £39,750.

# Nextbase launches game-changing 622GW Dash Cam that could save your life

World's first Dash Cam to offer lifesaving what3words and Emergency SOS alert capabilities — it will call emergency services for you and provide a precise location.

The 622GW redefines industry standards to bring 4K HD recording and Image Stabilisation to the Dash Cam market.

Features include 3" Touch Screen, Amazon Alexa, Enhanced Night Vision, Intelligent Parking Mode, faster video transfers, and more.

Dash Cam sales have increased by 850% over the past 4 years, and the UK's market-leader Nextbase is proud to announce the next generation 622GW 4K Dash Cam is launching on 28th July 2020. The 622GW revolutionises the purpose and use of Dash Cams in our cars, bringing together Alexa voice control, emergency SOS alerts, and the what3words location system into a truly life-saving, smart device. The 622GW Dash Cam joins the Nextbase Series 2 range, is on sale for UK £249 / US \$399 RRP from Halfords and [www.nextbase.com](http://www.nextbase.com).

The crystal-clear 4K 622GW is the first HD Dash Cam that captures footage of cinematic quality, recording at 30fps. Playback in Super Slow Motion at 120fps gives you complete control over your video, making it easier than ever to review Dash Cam clips for vital details following an incident. Modules are also available at the best image quality yet, including the Rear Camera Module that films at a quality of 1080p at 30fps. This is thanks to the latest Ambarella H22 quad-core chipset, tuned specifically by Nextbase, which covers the driver's car from multiple angles at the highest level of filming quality possible.

The 622GW introduces a range of impressive image quality improvements to the Dash Cam sector, meaning you're covered in all road conditions. Potholes may be the bane of your life, but ruined Dash Cam footage is a thing of the past thanks to world-first Digital Image Stabilisation in the 622GW. Normal vibrations and bumps in the road are smoothed out in this industry first. Additionally, Extreme Weather Mode keeps you covered thanks to inbuilt algorithms that provide the clearest image quality possible in all conditions.

Another first comes with the new Enhanced Night Vision, available now for the first time in a Dash Cam. Upgrades, including larger pixels and automatic brightness detection, mean that the 622GW Dash Cam brings the most intelligent and adaptive night vision yet. Dash Cams were once little use at night, but the 622GW is able to protect drivers 24/7, 365 days a year. Driver safety year-round is at the forefront of the development of the 622GW, as part of our commitment to the Vision Zero campaign for safer roads.

Richard Browning, director of Nextbase, said: "With a range of world-firsts, including cinematic Digital Image Stabilisation and 4K HD recording, we've raised the bar for advancements in Dash Cam technology. The addition of what3words, as well as Emergency SOS, also makes the 622GW the biggest safety upgrade for your car yet. As part of our commitment to Vision Zero, we are continuing to focus on innovating and expanding our products' features to make the roads safer and more secure for drivers."



For full product information, please visit <https://www.nextbase.com/>.

**NEXTBASE**  
Dash Cams



## OH LORD WON'T YOU: **FIND ME A. HELP ME SELL MY.**

Acquiring a car from us is truly an experience. We will take the time to first understand you and your needs from a Classic Mercedes-Benz SL perspective, helping you make the right choice for your classic car lifestyle. Driving home for the first time in a car you have selected from our Showroom is just the start of what is often a long term relationship. Our objective is to support your ownership with continued advice, support and ideas to really help get the most long-term value from your purchase.

Our Showroom inventory continues to grow and provides greater choice of quality Classic Mercedes-Benz motorcars year after year. Each vehicle we stock has been selected on its merits, be that low mileage, exceptional provenance, specification, rarity or all of the above. Every car is inspected, thoroughly prepared, serviced, MoT'd, checked & tested and then detailed to the highest standards. Not only do we know what an SL is capable of but we believe in the cars we sell. We want our customers to have the confidence to get out and use these iconic classics, to enjoy them for trips at home and abroad. That's why we offer a unique 2 year 'no quibble' mechanical warranty with each car sold, as well as a 3 year bulkhead warranty.

Why do we count so many SL owners as our customers? Is it our unrivalled experience with three generations of SL? Is it our attention to detail, or our award winning quality? Is it our selection of hand picked, superb cars for sale? Is it the family feel, the friendly faces and consistency of our work? Or the reassurance of those warranties? Most people say it's all of these things.

Our website changes daily and we always welcome visits to Stratford -upon-Avon by appointment to ensure you have uninterrupted time with us.

Have a car to sell? We are always in need of quality classic Mercedes-Benz vehicles for our family of customers. We offer swift and painless settlement & collection as an outright purchase or a transparent hassle free Consignment Sale System that sees many owners achieve premium over auction house prices.

**BRUCE GREETHAM**  
Director



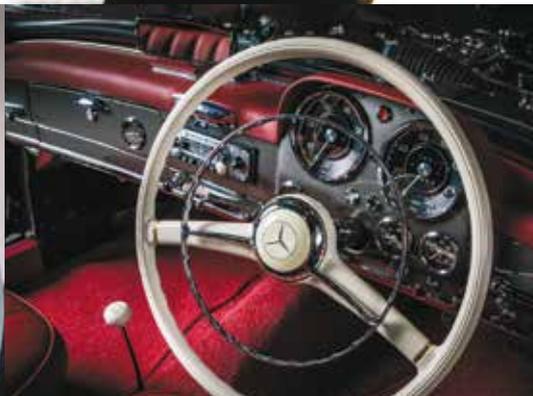
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