



# Vancouver Island Chapter Newsletter

MARCH 2024

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The new MBCA website features Ewy Rosqvist who with Ursula Wirth won the Grand Prix from Argentina in a Mercedes–Benz W111 220 SEb. Does that seem familiar? It should. This car is a sister to Kevin Carlé’s 1963 W111 220S that he wrote about in our 2021 December newsletter. You will often see Kevin’s historic 220S at our events. See page 8.



## About GlueUp

Rob Watson, MBCA Vancouver Island Chapter President

James David Harvey, MBCA Vancouver Island Chapter GlueUp Administrator and Webmaster

### Membership and renewals

First, and before we get into GlueUp, I want to address the MBCA membership fees for Canadians.

Early this year, there was communication from MBCA National that the new M/S fee for International (Canadian) members would be USD \$95. **This is not the case.** A decision was made by the MBCA Board that **Canadian memberships would be at par at CAD \$95 plus a credit card processing fee of 3.75% for a total of CAD \$98.56.** A two-year membership is CAD \$191.64 with a small discount and the processing fee.

Some of you who renewed in January or February may have been charged in US dollars. Over the next month, we will contact you separately and work with National for a solution to your overpayment. That solution is likely to be in the form of an extension to your membership expiration date.

Some members have experienced problems renewing online. We are trying to find out what the problem is and obviously get a solution. You may also phone National directly Tuesday to Thursday at **719.633.6427** to renew your membership.

### MBCA GlueUp Web Implementation

Since last September, MBCA National has been working on a new website and Club management tools through the GlueUp application. In early February MBCA's old website gave up the ghost and, even though not all the design work was completed, National made the decision to go ahead and begin the implement of GlueUp. Diana Quinn, the Eastern Regional Director, has taken on the role of MBCA Technical Advisor and leadership of the implementation. She has worked very hard with the MBCA community by leading training webinars, learning through problems we encounter and, with the vendor, adapting GlueUp to our requirements.

It is important to note that the new website and the management modules are a work-in-progress; it is a learning experience for us all and we must have patience. This overview will help you understand what GlueUp provides and what you need to do to be connected. Over the coming weeks, we will send out more information and documentation to help you be able to use the website.

### About GlueUp

GlueUp will provide MBCA with an integrated application for membership and Club management. While there are modules with specific functions, GlueUp also is wrapped around a social media environment. Those of you familiar with such media sites as FaceBook will understand many of the concepts used in GlueUp.

#### Functions and modules include:

##### 1. Multiple currencies and financial management

MBCA can now work in CAD and USD. GlueUp will allow the VI Chapter to set up an "account" where we can receive payments in CAD and have the funds transferred directly to our bank account. For those of you familiar with MotorsportsReg, the modules are similar in concept. The payment function is managed through a third party which charges a nominal per transaction (fees are lower than those charged by MotorsportsReg). We will include those fees in our costs when we need to charge them.

##### 2. Membership management

GlueUp not only maintains the membership data base, but it also has better tools to review and manage Chapter membership.



### 3. Event management

Events can be created, announced to Chapters or MBCA at large, and there are registration and payment options in USD and CAD. Notices and information for events (including reminders) will come to you through this module. As well, if payments are required, links to payment will be included in the notices.

### 4. Communication

As discussed above, there is a centralized communication module that we can use to send out emails to Chapter members. As well, responses will go to that module. It should make email communications more consistent.

### 5. Forums

For a long time, we've talked about setting up Chapter specific forums to cover topics of interest to us. We can do that with GlueUp as well as have access to the forums in the broader MBCA community. The forums include a notifications module. Our observation is the number of notifications can be overwhelming, but they can be controlled through "settings".

### 6. Chapter website

We will have our own website specific to our Chapter that will link these modules into one location.

## Priorities

**These are important first steps you will need to complete to have access to the new website:**

1. You must log in to the new website to register and gain access to it. The link to the website is <https://mbca.glueup.com/account/login> . You may need to reset your password.
  - ⇒ you will have a new membership number.
  - ⇒ **please review your membership profile.** Certain information, such as MB vehicles you owned, was not transferred over so will need to be updated.
  - ⇒ in some cases, the associate (or 2<sup>nd</sup> household member) member was not transferred over. We will send the members affected a separate email in due course on how to add the associate because, well, we are still not sure how to do that in the right way!
2. MBCA has a smartphone App and it is important. For one, your membership card is now electronic and embedded in the App. See additional instructions for downloading the App and accessing your membership "card".

## More about GlueUp and next steps

### Terminology

As you may have noticed already, we are now the Vancouver Island **Chapter**; the term "Chapter" has been dropped. You will probably notice that GlueUp uses some new terminology. For example, "campaigns" for email marketing initiatives such as for events or specific notices; and "company name" for who-knows-what! Some of the terminology – like company name -- is on Diana's 'hit list' to change, so that it is compatible with MBCA's needs.

### Next steps

It is clear there is much to be done. Specifically, as GlueUp implementation proceeds, we will follow up on:

- ⇒ the USD/CAD membership charges and refunds
- ⇒ information and resources on how to use the website, for example, the forums
- ⇒ membership renewals (as discussed above).

Do not fret folks, there is light at the end of the tunnel and we will have an amazing tool once it is all done. In the meantime, if you have feedback, comments or just want to scream via email, contact Rob at [mbca.visland@gmail.com](mailto:mbca.visland@gmail.com) or our GlueUp Administrator/Webmaster, James David Harvey at [jdhhei@telus.net](mailto:jdhhei@telus.net) . We will help as well as we can.



## 2023 – 2024 Chapter Officers

President and Newsletter Co–Editor: Rob Watson  
Vice President and Dealer Ambassador, Victoria: Dennis Ostrowerka  
Treasurer: Dennis Aitken  
Secretary: Hazel Ostrowerka  
Membership Chair: Kevin Carlé  
Webmaster and GlueUp Administrator: James David Harvey  
Newsletter Co–Editor and Dealer Ambassador, Nanaimo: Barry Patchett  
Director at Large: Alex Currie  
Director at Large: Cris Gray  
Honorary Vice President: Peter Trzewik  
Northwest Regional Director: Steve Ross (inewsx@sbcglobal.net)  
Chapter email: [mbsca.visland@gmail.com](mailto:mbsca.visland@gmail.com)

## Member Awards, New Members, and Renewals

**Chapter members (with month and year of joining MBCA) who reached their Membership Anniversary milestone between January and March.**

### **5 Years**

Edward Petro (January 2019)

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

**Welcome to New Members (with month of joining MBCA)**

Dejan Milavic (September 2023)  
Terrance Price (November 2023)  
Ian Moncrieff (December 2023)  
Thomas Mudronja (December 2023)  
Garry Chernoff (January 2024)  
Harold Gales (January 2024)  
Gerhard Giesbrecht (January 2024)  
Stephen Roberts (January 2024)  
Coleen Poeta (February 2024)  
Eric Law (February 2024)

**Thank you to Members and Associate Members who renewed their membership between January and March.**

Marian Carter  
Alex Currie and Cheryl Macdonald  
Ron Drane and Donna Stein  
Mike King  
John Mallett  
Sally and Rick McCandless  
Edward Petro  
Rob Watson and Linda Derrick



## MBCA Vancouver Island Chapter 2024 Upcoming Events from April to June

### APRIL

**Monday 1 Easter Monday**

Sunday 7 10 a.m.: Coffee Gathering, Rusticana Coffee, Mill Bay

Saturday 13 Chemainus Theatre and lunch

Lead: Barry

### MAY

**Sunday 12 Mother's Day**

**Monday 20 Victoria Day**

Sunday 5 10 a.m.: Coffee Gathering, Rusticana Coffee, Mill Bay

Saturday 25 Lunch and Wine Tour in the Cowichan Valley

Lead: Cris

### JUNE

**Sunday 16 Father's Day**

Sunday 2 10 a.m.: Coffee Gathering, Rusticana Coffee, Mill Bay

Thursday 20 Summer Solstice Dinner at the Cook & Butcher, Oceanside Suites in Cowichan Bay

Lead: Barry

## Lunch and Wine Tour in the Cowichan Valley

Saturday, 25 May 2024

Cris Gray

*(Note: this event is still in the planning stage, so subject to change.)*

Interesting and scenic back country roads, from both north and south meeting places, leading to a midpoint gathering for an early Italian lunch (*salad and pizza*). Then wine tasting visits to two excellent Cowichan Valley vineyards, which are separated by a bit more of the interesting and scenic "roads less travelled". And we'll conclude with a coffee and chat about the day before heading home.

The south will meet at Serious Coffee on the Highway at Mill Bay, and the north will meet in Ladysmith or Chemainus. After an enjoyable country drive, the two groups will join for lunch. From the initial meeting points, you will be on paved country roads for the rest of the day, off highway but not off road, and with no dusty stretches.



**Summer Solstice Dinner**  
**The Cook & Butcher, Oceanside Suites in Cowichan Bay**  
**Thursday, 20 June 2024**  
**Barry Patchett**

With the restaurant at the Farm Table Inn permanently closed, we are spreading our wings and planning for our annual summer solstice dinner on the longest day of the year for 2024 – Thursday 20<sup>th</sup> June – at the Cook & Butcher at the Oceanside Suites in Cowichan Bay. With the wonderful view over Cowichan Bay, we will be able to fully appreciate the summer solstice with the sun setting at 9:21 p.m.

The Cook & Butcher is located on the 5<sup>th</sup> floor within the Oceanside Suites at 1681 Cowichan Bay Road. It has large menu selection, which you can see at this link: <https://www.thecookandbutcher.ca> . The Oceanside Suites has three floors of interior parking as well as outside on-site parking.

We will be limited to 25 people and will send out our notice for reservations – probably through our GlueUp application in early June when the details for the event will be finalized



Ewy Rosqvist and Ursula Wirth at the Monte Carlo Rally in 1963 with a Mercedes-Benz 220SE.



## Dads! It's all their fault

Rob Watson (with serious input from Linda Derrick)

Photos by Rob Watson and Daimler Media



The Mercedes-Benz S-Class from left to right: **W221 series** (2005 to 2013); **W220 series** (1998 to 2005); **W140 series** (1991 to 1998); **W126 series** (1979 to 1991); **W116 series** (1972 to 1980); **W108/109 series** (1965 to 1972); **W111/112 series** (1959 to 1968); **W-180/105/128** (1954 to 1959)

That's right. Dads. It's often their fault when it comes to Mercedes-Benz. Mine was no exception. We were on assignment in India in the late '60s, and my father had the brilliant thought that, instead of the antiquated American company car he would be provided with, he should import a new Mercedes. At the very least it would need to have heavy duty springs and extra parts to survive the local roads and import restrictions. Head office, likely with pencil and slide rule in hand (they were engineers after all), said "No." Dad was not one to give up, and a part of his early retirement dream was a new factory-delivered Mercedes-Benz W116 S-class. Sadly, that dream was not to be. He died of cancer three years later while on assignment in the Philippines. The seed, however, was planted in his son. That son was me. Much to my lovely wife Linda's chagrin years later.

Fast forward 42 years. A V222 Diamond White Bright (paint code 799U) S550 4MATIC awaited us at Three Point Motors in March 2015.

Our car at Three Point Motors.  
So new, it has no license plate. It is the long-wheelbase version, so the chassis designation is "V", not "W".



In 2015, that V222 was the culmination of 64 years of S-Class history when in 1951 the W187 Mercedes-Benz 220 laid the foundation for MB's premium saloons. That car had a 2.2-liter six-cylinder engine with 80 hp (those were the days when the badging designation matched the engine capacity). The engine in the 2015 S550 is a 4.7-liter V-8 with twin turbochargers generating 449 hp. The key technical advances in the W187 were patented safety conical-pin locks on the doors, front duplex-drum brakes, but the heater with blower was optional. Some of the features in the V222 included the early versions of autonomous driving, a 360° camera and an infra-red camera for night driving (Night View Assist), computer control for car functions, and LED lighting.



1951 220 W187 (1951 to 1954))



1963 220S W111/112 (1959 to 1968) owned and driven by none other than our Kevin Carlé while cruising in Oak Bay

Between 1951 and 2015 there were ten S-class models. Typically, as the flagship model, the S-Class introduced the prevailing technologies which were then transferred to other models. It seems however, that the rate of transfer has now accelerated, and technologies are ubiquitous across the Mercedes-Benz models almost as soon as they are introduced.



W116 (1972-1980)



W126 Coupé (1979-1991)

Soon after we bought our car and, to add to our enthusiasm, Linda and I were in Germany and went on a tour of the Mercedes-Benz Sindelfingen plant near Stuttgart where the higher end models such as the Maybach, S- and E-Classes are produced. The factory workers who built the W187 in 1951 would not have recognized the automation, robotics, and customization that has transformed auto manufacturing.







W140 (1991 to 1998)



W221 (2005 to 2014)

Our car has several unique features. The interior is the Silk beige/espresso brown Nappa Passion Leather; it has held up well to scuff marks and dirt. All seats include heating and cooling and the rarely used massage function. We (ok, me) opted for the executive rear seating package consisting of two seats and a centre console with aircraft-like folding tables. The front right seat moves forward to allow the rear seat to ‘unfold’ so the passenger (that would be Linda on every trip longer than 20 kms) can stretch out on the reclining seat and extendable footrest.

My thought was that seat’s comfort would eliminate ‘backseat driving’. Joke was on me.



The car is a pleasure to drive. It’s smooth, relaxing, and holds the corners well. Double disk up front and single in the rear do an excellent job of stopping the car. Those who saw our brakes smoking after lapping at the Motorsport Circuit a few years ago can attest to that. It is a different experience than driving an AMG or even a C- or E-class, which are nimbler and have a firmer suspension. The V222 suspension has only two modes, comfort and sport. Comfort works well on smooth roads or highways but is jiggly on back roads, where the sport mode surprisingly provides



a more controlled and comfortable car movement. The suspension can also be raised by one inch, which is useful for a car just over 17 feet in length. The engine has Eco and Sport mode. Sport allows 0 to 100 km/h in 4.8 seconds – impressive for a 4,600 lb car. It is also impressive on the gas tank, which is why Eco is the daily driving mode. We typically get about 12.3 l/100 kms in city/highway driving, and in the mid-8s in highway driving.

Other things I love about the car: the endless variations for the seat controls that allow for almost perfect comfort; the hands-free parallel parking; the infra-red night vision (thankfully, we have not yet seen any deer eyes glowing at us at night); the elbow room in the interior, especially with only the two seats in the rear; the stop-go braking which works well in heavy traffic; and the heated steering wheel, consoles and quick-to-warm up seat heating.

Do I have any wonderments? Well, yes, a few. To begin with, you would think the trunk would be huge. It is not. That's because the mechanisms and the space required for the rear seats intrude into the trunk space. Also, the sheer size of the car requires adjustment and care while manoeuvring. And trust me, I know only too well how the wheel rim design is susceptible to curbing. The autonomous driving system is only a partial system without the significant improvements that came only two or three years later. Our car still has that era's cruise control design with the control stalk directly below the main light/indicator stalk. That means cruise control can be unintentionally set, which can be nerve wracking. As a critical safety feature, updates to the navigation system should be included in the annual service. Instead, it is expensive to update and becomes almost redundant when Google Maps or the other common navigation systems offer better options.

I, of course, thoroughly enjoy our S-Class. It is an incredible treat to own and to drive. Linda, on the other hand, has her own thoughts, but she's learned more than she ever knew she didn't know just by working with me on this article.



The Last Word: How Linda really feels.



## Recent Events

### Mercedes at the Museum

Sunday, 18 February 2024

Kevin Carlé

Photos by Kevin Carlé and Barry Patchett

Our February event and the first of 2024, was a visit to the British Columbia Aviation Museum (BCAM) situated on the grounds of Victoria International Airport.

Like any Mercedes Benz Club - Vancouver Island Chapter event, food plays an important part. So, we all dined for brunch or lunch at Mary's Bleue Moon Café which is just a short walk to the museum. It was helpful to walk-off the delicious meals we all enjoyed as we proceeded to the BCAM.

This event was not only popular and interesting for the 15 section members who participated but, perhaps a bit poignant and entirely appropriate as well. This year marks the Centennial or 100-year Anniversary of the Royal Canadian Air Force (RCAF). Victoria International Airport (YYJ) was formerly one of many British Commonwealth Air Training Plan (BCATP) military training stations across Canada built during WW2. Thousands of British Commonwealth aircrews received their training in Canada. Winston Churchill famously referred to BCATP as the "Aerodrome of Democracy". Mary's Cafe was frequented by many airmen during and after the war. If you haven't been there, I thoroughly recommend a visit. In addition to delicious food, it is awash in aviation memorabilia.



Kevin addressing the 'troops' at Mary's Bleue Moon Café



Cathy and Brenda discussing the finer points of aircraft engine performance



It was a busy day as our visit coincided with the Family Day long weekend and the BCAM organized "Open Cockpit" Day. What does that mean? Well, the museum opened up some of their aircraft and visitors were able to sit in the pilot's seat and look at the various dials and controls. Aircraft included that day were: an RCAF T-33 jet trainer; a RCN (Royal Canadian Navy) /RCAF Grumman Tracker; a Convair 580, a Sikorsky S-55 helicopter flown by the RCN; and a Russian Kamov helicopter loaned by Vancouver Island Helicopters. Entrance was by donation and BCAM members were free (though I still helped fill the money box).

We were warmly welcomed to the BCAM by Steve Hale, Volunteer Coordinator and point of contact for our visit. He explained that the Open Cockpit Day was a relatively recent decision otherwise, the museum would have been pretty much to ourselves. Not a problem at all and it was great to be part of wonderful aviation experience. So, Steve had to ask all available volunteers to come in for the day and those who facilitated visits were all knowledgeable, enthusiastic and passionate about the BCAM.



Steve Hale with his introduction. Steve with his military (CF-104) and civil aviation (747) experiences knew his stuff.



A bevy of Mercedes-Bemz

The BCAM is a "happening place" with aircraft acquisition and restoration. Mighty teams of volunteers work away on restoring one of the famous Avro Lancasters flown during WW2. Not many left in the world and so, finding parts is a real challenge. Initially, the BCAM had hoped to restore the "Lanc" to flying condition however, expectations have been lowered a bit and they now want to be able to have the engines capable of running.

And there is more. Another famous RCAF jet fighter, a CF-104 Starfighter is being restored. The BCAM also set their sights on the famed giant Martin Mars flying boat. It is currently owned by Coulson Aviation, where the now retired the Martin Mars and a sister aircraft currently rest on Sproat Lake. As we recently read in the Times Colonist, the Martin Mars has now been officially donated to the BCAM. It is being made airworthy so it can complete its final flight to the Museum, The BCAM exists to showcase aviation in British Columbia and it does so very nicely. It's not just military history on display but, Commercial, bush flying, the RCMP air service and various companies that have helped to battle wildfires over the years are all included. There are wonderful activities for children and like any museum, a good gift shop is key!





The business end of a Harvard.



Barry and Rob absorbing the nuances of the engine for a Sikorsky H-19.

All in all, it was a roaring success. I expect many of our club members will return and I encourage all of you to consider a visit.



The BCAM's Lancaster bomber under restoration. They make look huge in the movies, but there is limited space in these bombers, emphasizing the bravery of the crew who flew them.



## Detailing Clinic with Andrew O'Keefe, GAIN Detailing Division

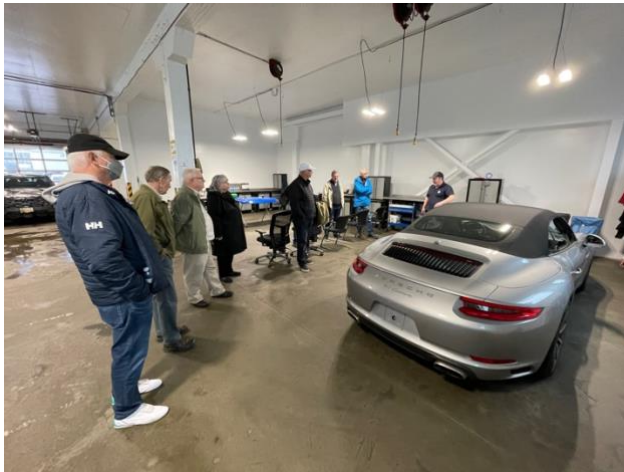
Saturday, 23rd March, 2024

Dennis Aitken

Photos by Rob Watson

On Saturday March 23<sup>rd</sup> Andrew O'Keefe, Operations Manager at Gain Detailing was kind enough to provide us with an amazing detailing demonstration. He showed us how to remove some fairly serious scuffs and scratches on a bright blue hood caused from various brushes some people use on their cars. I believe we were all thinking if he can get all of the scratches out that would be very impressive.

He then showed us the various polishes, polishing pads and types of polishing tools that can be used. As he demonstrated all of these tools and steps taken to remove the scratches, he got into the details. Some very interesting information was provided such as clear coat depth and quality over the years, ceramic coatings, the types of polishing pads, the various detailing products available and much more.



Trying to absorb a modicum of the information Andrew possess about detailing.



Polishing, polishing and more polishing.

When the polishing was complete and wax applied, we were amazed. The scratches were gone and the hood looked like new. It is always a pleasure watching and listening to Andrew given his enthusiasm, knowledge, and ability.

If you would like to contact Andrew, he can be reached at:

Andrew O'Keefe, Operations Manager  
GAIN Detailing Division Victoria  
Phone: shop: (250) 590-5980 | cell: (250) 882-4601  
Address: 1-607 John St. Victoria, BC, V8T 1T8  
Website: <https://gaindetailing.com/>



As well, over the years Andrew has recommended Meticulous Detailing as a supplier of detailing products, which can be found on their website at <http://www.meticulousdetailing.ca/> . MBCA Chapter members receive a 10% discount from them when you identify yourself as an MBCA member.

The contact information for Meticulous Detailing is:

Emilio Larosa or Melody Parker

Phone: (250) 884-4696

Email: [infor@meticulousdetailing.ca](mailto:infor@meticulousdetailing.ca)



A touchless dryer to dry the exterior of your car.  
Do not use it on your cat or dog!



One the wax polishes recommended. Only requires a small bank loan to purchase.



## Coffee Gathering at Rusticana Coffee

Sunday, 7<sup>th</sup> April, 2024

Barry Patchett

Photos by Barry Patchett



On Sunday, April 7, fourteen individuals (13 members plus a potential newbie) had coffee and treats at Rusticana in Mill Bay. The photos attached show the enjoyable conversations and telling exaggerated tales about our driving exploits and other Mercedes associated lore. Seven of eight cars attended, and the proprietor took our photo for his Instagram page – have a look!





## Classified Ad

**1965 230SL Restored to original in 1995, one owner for last 32 years, both tops, matching numbers, 4 speed manual. White with red MB Tex interior.**  
Caleb, 250-758-3288.



Editor's (Rob) note. This is a beautiful car, owned by Barry Patchett, a MBCA Vancouver Island Chapter member. See the article in our September 2022 Chapter newsletter that Barry wrote about his 230SL (when we upload it to our website in GlueUp!).



The forward classic look of the W113.



The beautiful combination of red MBTex and white exterior.





The rearward classic look of the W113.



The relative simplicity of an engine from the sixties.

## Heritage



The No.19 W113 230SL from the 34th Spa-Sofia-Liege Rally in 1964. Mercedes-Benz 230 SL (W 113) with drivers, from left to right: Martin Braungart, Dieter Glemser, Alfred Kling, **Ewy Rosqvist**, Manfred Schiek, Eugen Böhringer, Rolf Kreder and Klaus Kaiser

