



April/May/June 2020

www.mbcachannelislands.org

SPECIAL EDITION, Volume I

THE CHANNEL ISLANDS STAR

President's Message

Greetings members,

I hope that you all are staying healthy and finding some interesting and fun things to do while you spend so much time at home. Our nation and our lifestyles have changed drastically, but the one thing that we members have in common is our interest in, and some would say affection for, the Mercedes Benz automobile.

Just because we can't hold in-person events doesn't mean that we can't enjoy our passion. MBCI Vice President, Steve Koger, toured the Mercedes Benz Museum in Stuttgart, Germany in March. He came back with some great photos and stories to share.

This Special Edition kicks-off a planned series of volumes that will each cover different fascinating periods of MB history, automobiles, engines, technologies, specialized vehicles, and more. We plan to release each one about every four weeks so you don't have to wait a quarter to get the next volume.

You'll notice that this April/May/June 2020 newsletter is being issued early in the quarter, as opposed to toward the end. We'll try to keep it that way unless news or event timing requires otherwise.

"Buckle up," so to speak, in your favorite recliner with something nice to drink and have a good read.

Special thanks to Tamara and Steve for putting together this newsletter.

Peter

Peter Samaha
President, MBCACI
(805) 890-8489

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UPCOMING ACTIVITIES

MBCI Clean Car Show

To be rescheduled...*post-virus*

Do you have an idea for a virtual or physical event?

Please e-mail your ideas to Peter or Steve

- Rally to a Car Show?
- Visit car museum?
- Speaker event?

Questions? - Call or Text:

Peter Samaha - (805) 890-8489

E-Mail psamaha@msn.com

or

Steve Koger - (805) 341-2901

E-mail kogermeister@verizon.net

Would you like to host or plan an event or offer your home for a chapter event location?

Text:

Tamara Samaha: (805) 844-0844, or

Steve Koger: (805) 341-2901



Mercedes Benz Museum, Stuttgart

Volume I. MB – Early History, Inventions & Evolution of Motorized Conveyance

Source of all images: Steve Koger
Information Sources: Museum display plaques and research



The MB Museum is an architectural masterpiece, but what’s up with the horse?

I arrived on the S-Bahn train at Neckarpark Station in Stuttgart, the hopping off point for the 20 minute walk to the museum, which is right beside the Mercedes Benz Untertürkheim Plant. I had been anticipating the museum visit ever since I planned my trip, months earlier. My timing was fortunate because sometime soon after visiting, the museum closed due to the emerging COVID-19 threat. I knew that I was lucky at the time because my tours of the Ferrari and Lamborghini factories and museums in Milan were canceled while my trip was in-progress. Fate knows how to really hurt a man, but Northern Italy was shutting down due to the virus. It was not a wise place to visit.

The MB Museum is an architectural masterpiece and was an amazing sight on that sunny Bavarian day as I hurried toward the facility. The museum is 7-stories tall. The middle image above shows you how impressive the interior is, as well. Do you see the small stainless steel-looking module in the upper right, with what looks to be glowing alien eyes? That’s the tour elevator that runs up the inner wall, taking visitors from the bottom floor to the top, where the tour starts. Was that an airplane I also saw when I looked up? More on that in a future volume.

Each visitor is given an audio device that triggers as you walk up to displays, explaining the history, significance and description of major items in the museum. One can also join a small group tour with a guide for a small fee. Once you view everything of interest on the floor, you walk along the curved perimeter wall to descend a ramp to the next level down, and so on until you are eventually back at the lower level where you can dine at the café or restaurant, shop at the museum store, or walk among the amazing (and expensive) MB Classic Concours Edition cars for sale.

The first thing that greeted me as I stepped out from the 7th floor elevator was a full-size horse, which piqued my curiosity. Was this Karl Benz’s horse? No, but it was a real horse, stuffed, with the following quote at the base:

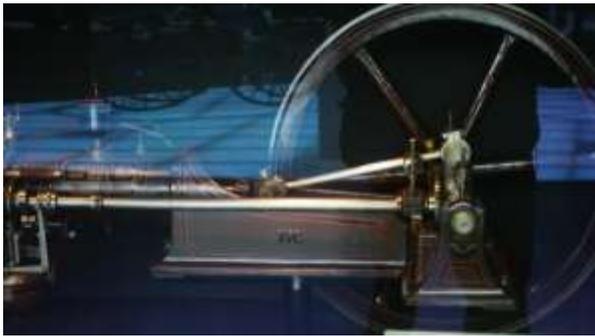
“I do believe in the horse. The automobile is no more than a transitory phenomenon.”

-- (attributed to) Emperor Wilhelm II --

It’s easy to roll our eyes in hindsight, but *how revolutionary* the invention of the first motorized vehicle must have been in the late 1800’s! With that, my long walking tour commenced.



Dates in image titles denote actual mfg. year of item displayed, not necessarily the invention date



(1880) Deutz Viertakt-Gasmotor

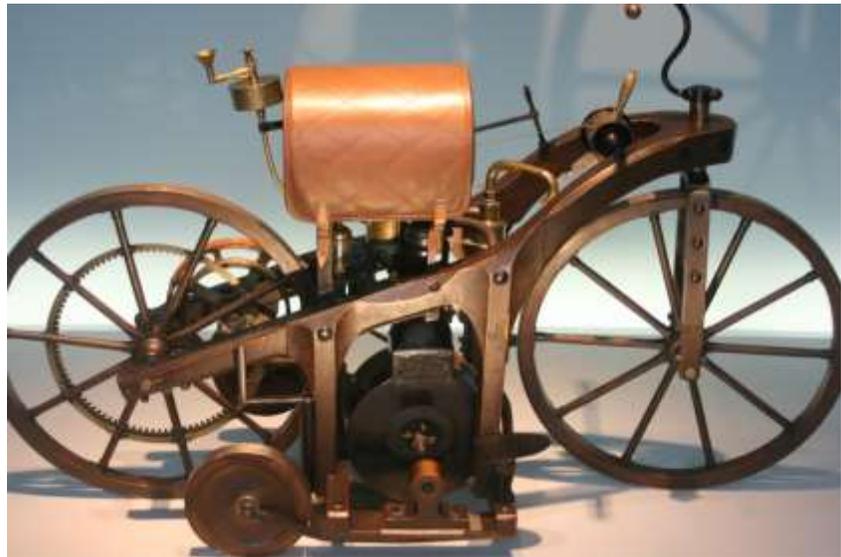


(1882) Benz Zweitakt-Gasmotor

Probably a surprise to many, but the earliest development related to the later motorized vehicle came from August Otto Deutz, when he invented the 1 hp. four-stroke engine (left) and applied for a patent in 1876. He built units to power factory machinery and to generate electricity, but the engine was low power and too large and heavy for use in vehicles. Karl Benz started producing his engine in 1881 (right), a 2 hp. two-stroke engine, to avoid using Otto's patented four-stroke engine design. Karl's engine was also too heavy and large for anything by stationary use, but sales provided money to finance the work on his evolving automobile concept.



(1886) Daimler EinZylindermotor



(1885) Daimler Reitwagen

Gottlieb Daimler produced the first high-speed, 1.1 hp. gasoline-powered engine that was light enough to power a vehicle. Due to its design, it became known as the "Grandfather Clock" and a patent was applied for in 1885. Daimler and Wilhelm Maybach produced the 0.5 hp. Reitwagen (Riding Car) as a vehicle to test his new engine. The Reitwagen was the first gasoline-powered vehicle and the first motorcycle. Can you imagine how hard the ride would have been? OUCH!

So, we've got competing engines and a pretty gnarly looking mostly metal motorcycle to test Daimler's engine, but who do we all know was first to develop and patent the first motorized vehicle? Read on...



(1886) Benz Patent Motorwagen



1886 Benz Motorwagen patent and drawings

Benz invented and patented the world’s first gasoline-engined automobile in 1886 (left), which had 0.75 hp. Unlike Daimler’s motorized carriage, the motor car formed an autonomous entity of chassis and engine. Benz used a three-wheel approach because he was not satisfied with the steering of four-wheeled vehicles at the time. I took many images of this vehicle, but chose this left side view because it shows the intricacy of the fuel and power transmission components. The patent document and diagrams (right) sure looked authentic to me!



(1886) Daimler Motorkutsche

Also in 1886, Daimler and Maybach produced the world’s first four-wheeled automobile (left), which used the 1.1 hp. “Grandfather Clock” engine.

Let’s stop and think about the amazing flurry of intellect, design, development, testing, and building of engine and motorized cycle- and carriage-designed vehicles, by Deutz, Benz, Daimler and Maybach, from *only* 1876-1886. It boggles my mind. Amazing, those Germans, but the ingenuity didn’t stop there.

Daimler applied his engine to power boats and tested them on the Neckar River, as early as 1886. The boat below is the “Marie” and was owned by Reich Chancellor Otto von Bismarck. In 1888, Daimler also applied the same engine to power the Wölfertsches Motor Luftshiff...the first motorized airship. The original of this replica took off from Canstatt’s Seelberg and landed six miles away. Daimler’s “Grandfather Clock” engine had conquered land, water and air!



Daimler’s “Grandfather Clock” Engine Powered the First Boat and Airship



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Benz and Daimler both began focusing on more powerful engines. Karl Benz did not develop his first gasoline engine with more than one cylinder before 1897, but in so doing, opted for a new principle...two cylinders arranged opposite each other. With this design, which he called the “contra engine,” Benz had created the world’s first horizontally opposed piston engine (below, left), rated at 5 hp.

Daimler and Maybach developed their engines in a V-shape or in parallel. In 1889, they built their first 1.5 hp. gasoline two-cylinder engine to boost output, which used the V-shape configuration. Messrs. Panhard and Levassor obtained the rights to produce the engine for the French market and in 1889, started production of the world’s first multi-cylinder gas engine (below, middle).

Daimler supplied the first four-cylinder 5 hp. gasoline engines to customers as early as 1890 and also produced a 12 hp. version (below, right). Both versions were typically used to power boats. Four-cylinder engines were not used on road-going vehicles until 1898.



(1889) Benz Zweizylinder “Contramotor”



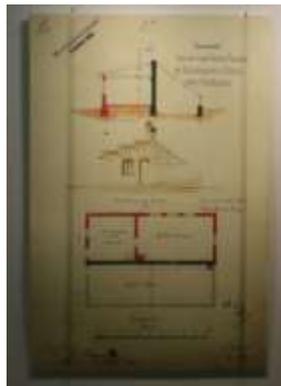
(1889) Daimler Zweizylindermotor



(1884) Daimler Vierzylindermotor (12 hp.)

The small former enterprises of Karl Benz in Mannheim and Gottlieb Daimler in Cannstatt (below, left) turned into companies with multiple owners. For Benz and Daimler, this was the only way to raise capital to realize their new ideas.

One of the first gentlemen-drivers was Emil Jellinek, a businessman who lived in Venice and Nice. Initially a customer of Daimler, from 1898 he sold the company’s cars. He wanted to prove the quality of the cars in races. He convinced chief engineer, Wilhelm Maybach, to build a car with an exceptionally powerful engine; it was to bear the name of Emil’s daughter, Mercedes. Rousing victories in the Nice race week during 1901 made the name “Mercedes” the talk of the town, which began to make news around the world (below, right).



**Daimler Cannstatt
Facility Plan**



**1902 New York Herald ad for
Mercedes-Simplex Automobile
and Dealer in Paris**



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Benz and Daimler's companies designed, produced and sold some impressive automobiles during the 1890's, which grew ever-popular with successful businessmen and the wealthy. The models below are examples from this era.



(1893) Benz Victoria
*Benz first 4-wheeled auto;
first king-pin steering*



(1894) Benz Motor-Velociped
First small car; first large production car



(1899) Benz Dos-á-Dos
*First opposed-piston engine by
Benz; First with passengers
seated reversed and in the back*



(1896) Daimler "Riemenwagen" Vis-á-Vis
*Maybach inventions: Phoenix engine,
Spray nozzle carburetor; Belt drive*

With that, I'll conclude this volume. Stay tuned, as I have several more volumes planned. Tentative topics:

- MB cars from 1900 – Post-WWII (plus Racing, if there is interest)
- Technology, Safety, and Testing
- MB Work Vehicles (if there is interest)
- Concept, Ultra-performance and Concours

I welcome your feedback on this and planned volumes, by text or e-mail (see p. 1).

Mit freundlichen Grüßen (Very Truly Yours),

Steve Koger



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