



AMG

MAY 2026

**OUR
STABLE
OF GERMAN
HORSEPOWER**

Mercedes-Benz
Umhlanga
Welcome's your
031 576 1300



ABOUT THE MERCEDDES-BENZ CLUB OF SOUTH AFRICA

Whether you are the custodian of a vintage masterpiece or the pilot of a modern-day performance icon, the **Mercedes-Benz Club of South Africa (MBCSA)** offers a home for your passion. Established in 1985 and officially recognized by Mercedes-Benz Classic in Germany, we are a national community of enthusiasts dedicated to the "Three-Pointed Star."

Across our six active regions, members enjoy a lifestyle that goes far beyond the garage. From technical workshops and professional valuations to high-octane road rallies and our prestigious National Concours, we celebrate every era of Mercedes-Benz engineering.

Why Join the Star?

- **Global Recognition:** As an MBCSA member, you receive the International ClubCard, granting you exclusive access to the Mercedes-Benz Museum in Stuttgart, technical archives, and the global ClubLounge.
- **Technical Mastery:** Gain access to a wealth of collective knowledge, from DIY maintenance tips and "know-how" shared by fellow enthusiasts to specialized parts sourcing through our official partners.
- **Exclusive Events:** Whether it's a casual regional "tyre-kicking" breakfast or the glamour of our annual National Gathering and Gala Evening, our calendar is designed to build lasting friendships.
- **Member Perks:** Benefit from club-approved insurance rates, specialized car valuations, and a digital subscription to our award-winning quarterly publication, The Benz Lens.

We aren't just a car club; we are the guardians of South Africa's rich automotive heritage. Whether you drive the latest AMG or a cherished classic, join us in celebrating **140 years** of innovation.

JOIN US AT
MBCSA.MERCEDES-BENZ-CLUBS.COM

THE LEGEND, THAT IS AMG

Aufrecht, Melcher, and Grobaspach

AMG

1979-1990

///AMG

1990-2010

///AMG

2010-Current

Born On The Track, To Rule The Streets

The story of AMG is a masterclass in rebellion and raw ambition. It began in the mid-1960s with two engineers, Hans Werner Aufrecht and Erhard Melcher, who were working on the 300 SE racing engine at Daimler-Benz. When the company paused its motorsport activities, the duo didn't stop; they moved the operation to a home garage in Grobaspach, spent their nights perfecting the engine, and eventually formed their own firm in 1967.

The three letters—Aufrecht, Melcher, and Grobaspach—soon became synonymous with "unreasonable" power. Defining Moments of the Legend:

- 1971 | The Red Pig: AMG shocked the world when their "Red Pig"—a heavily modified, bright red 300 SEL 6.8 luxury sedan—took 2nd place overall at the 24 Hours of Spa, outrunning dedicated lightweight sports cars.
- 1986 | The Hammer: AMG earned its cult status by dropping a 5.6-litre V8 into an E-Class (W124). Nicknamed "The Hammer," it was the first passenger sedan to crack the 300 km/h barrier, faster than many contemporary Ferraris.
- 1993 | Official Synergy: The C 36 AMG became the first vehicle jointly developed under an official cooperation agreement with Mercedes-Benz, bridging the gap between independent tuner and factory performance division.
- Today | One Man, One Engine: Every 45, 63, and 65-series engine is still hand-assembled by a single master technician in Affalterbach, whose signature is laser-etched onto the engine plate—a personal seal of performance.

From a two-man startup in an old mill to the dominant force in Formula 1 and road-going supercars, AMG remains the ultimate expression of the "Three-Pointed Star."



**“ONE
MAN
ONE
ENGINE”**

-The AMG Philosophy About Engine Building

AFFALTERBACH

All your favourite AMG's in one barn.

We present to you,
The Mercedes-Benz AMG's
of the KZN-Region

AMG

SPREADING OUR WINGS

The C197 SLS AMG



Owner : Peter Hayter



Owner : Pranil Maharaj

A First for **AMG**, in contrast to the usual process of taking a normal Mercedes and dialing it up to a tyre-shredding, engine-screaming, bulging-bodied monster, the SLS was designed and constructed completely from scratch. The result is uncanny.

The M159 V8, a hardened and tuned version of the regular “63” engine that we adore, was slung behind the front wheels to give the coupe its front-mid engine layout to assist with weight distribution. The engine itself, upon the release of the SLS, had been famed for being the most-powerful naturally aspirated V8 in the world, screaming out **420KW** in the SLS as it hit **8000 rpm**. The SLS AMG **Black Series** was further tuned to a mind-blowing **463kw**.

READY FOR TAKE-OFF

Shut those Gullwing doors and it's like you're sat in a fighter jet, ready to blast through the sound barrier.

It feels race-ready yet comfortable, as a grand tourer should. You're greeted with air-vents designed with inspiration taken from the look of jet engines, luxurious leather seats that hold you when you pilot through hairpins and a red, pulsating starter button which resembles the blood pulsating through your heart in excitement when you're about to push it.

And when you do, it dramatically rises to the occasion. The M159 burbles into life, with its demonic naturally-aspirated symphony that sends shivers down your spine.



Definitely a

FAVOURITE

of the KZN region, with three members having exquisite examples of the modern-day gullwing supercar.



Owner : Barry Cole

THE SPINOFF

W111 300SE 6.3 (M156)



Owner : Warren Geysler

If the stripped out interior, wide wheels and the tone of a V8 is anything to go by, this is no ordinary Mercedes-Benz Fintail. This particular W111 body has stripped down and merged with the underpinnings of a Mercedes-Benz A209 CLK 63 AMG.

This passion project of Mr Warren Geysler took just about a year to perfect, from a bare chassis to sporting a complete Mercedes-Benz AMG M156 6.2 litre V8 engine and drivetrain. A lot of custom work and intricate fabrication has gone into merging what was a Mercedes flagship saloon of the '60's, with the modern-day AMG performance car.

A homage to the first Mercedes-Benz "Red Pig", the car that started AMG as we know, the W111 body has been finished in red and has been dressed up in similar livery.





TWINNING *The R230 SL65 AMG*

And I don't just mean these two examples. The R230 SL65 AMG, famous for the **6.0 Biturbo V12**, is fast becoming a cult collector's car.

With an engine startup that resembles the likes of a jet, the SL 65 was the flagship roadster in the Mercedes-Benz lineage.



It delivers explosive performance, quite literally. The **M275** engine is electronically restrained to deliver 450KW and 1000NM of torque, just to keep the transmission functional - a reason why the car was fitted with the 5G-Tronic instead of the usual 7G-Tronic that is more commonplace in AMG's of the late 2000's.

450KW
1000NM
0-100 kph **4.2** s

The SL65 also featured technology such as **Active Body Control**, a hydraulically controlled self-leveling suspension to make it ride like Aladin's carpet whilst it handled like it were on rails.





Owner : Avish Maharaj

GOING TOPLESS

The A209 CLK 63 AMG

Roaring down the road with the wind in your hair, the open sky and the raw sounds emanating from the glorious **M156** up front. An experience unmatched. And when you do pull off to park, you're immersed in the beauty of it's rounded edges and swooping lines.

It's more a work of art than an automobile. It's like the engineers at Mercedes-Benz somehow created a **heart and soul** for this car.

A car that you can enjoy whilst blasting through the open road, whilst all **364kw** from it's glorious V8 just eats up the miles or when it's simply just sitting in your drive like a perfectly created sculpture.



The A209 CLK 63 AMG saw very low production numbers. Though unconfirmed, there were as few as around **2000** units produced.



"The CLK cabriolet is a very elegant hot rod, with more than enough power to melt the rear tires if you turn off the traction-control system."

— Tony Quiroga, July 2006





WORLD'S FASTEST SALOON CAR

The W211 E55 AMG

Officially crowned the **fasted sedan in the world** upon its debut in 2003, the W211 E55 AMG was a wolf in sheep's clothing. Powered by the legendary **SOHC M113K** engine that, to this day, is still adored by performance tuners globally, it was an unassuming powerhouse of a car that you could drive to work and back through the week yet still go out prawling the streets and lighting the rear tyres up on a Friday night.

5.4L Supercharged V8
350 KW
700 NM
0-100 kph **4.7** s



Packed with technology to balance its brutal power the E55 featured **Sensotronic Brake Control (SBC) and Airmatic**. SBC, a pioneering "brake-by-wire" system that allowed the car to apply the precise braking to each wheel independently. This enabled advanced safety features like **"Dry Braking,"** which lightly tapped the pads in the rain to clear water, and "Soft Stop" for smooth city driving. The Airmatic suspension used **air springs and adaptive dampers** to maintain a level ride regardless of load and offered three driver-selectable modes. It can **automatically lower the chassis by 15mm** at high speeds.



"The Most Torque Ever"
At the time of testing, the E55's 700 Nm was the highest torque figure CAR Magazine had ever recorded in a road test, beating out even dedicated racing machines they had previously tested. To this day, it still is an astronomical figure, 23 years on.

THE FAMILY RACECAR

The W211 E55 AMG