

AMG

THE PERFORMANCE MAGAZINE

2009

SPECIAL

THE TECHNOLOGY
BEHIND THE
NEW SLS AMG

BUSINESS
CLASS

HAPPY BIRTHDAY
FROM MOSCOW
G 55 AMG

JOINING FORCES:
COMFORT AND POWER
E 63 AMG

TREND
MATTE PAINT'S
BRIGHT AND SHINY FUTURE



AMG



CONSISTENCY

THE CONTOURS OF
THE E 63 AMG ARE A
DIRECT TESTAMENT
TO ITS POTENTIAL.
THIS IS A PACKAGE
FULL OF POWER AND
PASSION – BUILT
TO LEAD THE FIELD






TEMPERAMENT

525
HORSEPOWER
AND 630 NM
TORQUE
PRODUCE A
UNIQUE
EXPERIENCE
THAT CAN EVEN BE
EXPRESSED
IN NUMERICAL
TERMS:
FROM
0 TO 100 KM/H
IN JUST
4.5 SECONDS



The image shows the front interior of a car, viewed from the passenger side looking towards the driver's seat. The seats are upholstered in dark leather with visible stitching. The dashboard is illuminated with a blue ambient light. The instrument cluster features several analog gauges with blue backlighting. A central infotainment screen displays a navigation map. The center console has a gear shifter and handbrake. The overall atmosphere is one of luxury and modern technology.

COMFORT ZONE
EXCLUSIVE DETAIL-
ING AND HIGH-
CLASS MATERIALS
ALLIED WITH THE
ELECTRONICALLY
CONTROLLED
DAMPING SYSTEM –
PERFECT QUALITIES
FOR LONG-DIS-
TANCE JOURNEYS





**SAFETY
AWARENESS**
FATIGUE ALERTS,
NIGHT VISION ASSIST,
HIGH BEAM ASSIST,
TRACKING ASSIST
AND
BLIND SPOT ASSIST.
TECHNICAL
STANDARDS FOR
THE CAR OF THE
FUTURE – JUST LIKE THE
AUTOMATIC FULL
BRAKE FUNCTION







Numbers can reveal a lot. They can't, however, fully describe special characteristics on their own. With the calculations of its fiery temperament (525 HP, 630 Nm torque) and impressive acceleration values (from 0 to 100 km/h in just 4.5 seconds), the new E 63 AMG makes a truly overwhelming impression. But it isn't just these statistics that make the E 63 AMG so attractive.

The new Mercedes-Benz E Class played a significant role in shaping the personality of the E 63 AMG. This means that in addition to enormous power, the E 63 AMG also offers business-class comfort, excellent long-haul qualities and a safety package that is unequalled: fatigue alerts, tracking assist, blind spot assist, high beam assist

and night vision assist, as well as a PRE-SAFE® brake system with automatic full brake function – to name just a few features.

Superior performance takes on an entirely different dimension in the new Mercedes E 63 AMG. Its AMG SPEEDSHIFT MCT 7-speed sports gearbox puts you in total control of the powerful eight-cylinder, 6.3-liter, all-purpose high-speed aspirated engine. Sport drivers can opt to shift manually on the racetrack, while driving enthusiasts can take their favorite route in the "S+" mode, which offers automatic shifting in under 100 milliseconds. And the "Controlled Efficiency" mode converts the powerful engine torque into timely fuel savings. Thanks to this consistently

lower rpm, the new E 63 AMG achieves an average fuel consumption of just 12.6 liters per 100 km – a benchmark in this performance class!

The new SLS AMG also promises a range of new features. This edition of AMG Magazine aims to look at those features, thereby providing exclusive insight into the impressive technology behind this fascinating Gullwing car.

Enjoy this preview of a new breed of high-performance sports car. A top-class automobile with the thoroughbred lineage of Mercedes-AMG, which fills me with pride and a great deal of joy.

Sincerely yours,
Volker Mornhinweg
CEO, Mercedes-AMG GmbH

PHOTO MARKUS BOLSINGER



Wall Street opens lower, Affalterbach dynamic as

The new E 63 AMG. Master of Business Acceleration.
www.mercedes-amg.com/E63AMG



Fuel consumption (combined, extra urban, urban): 12.6/9.1/18.7 l/100 km: CO₂-Emission (combined): 295 g/km.

The figures are not based on an individual vehicle and do not constitute part of the product offer; they are provided solely for purposes of comparison between different vehicle models.



Tokyo stocks weaker,
usual.



Mercedes-Benz

JOURNAL

FIRST LADIES

The most important tools of this duo are their flat-screen displays, their way with people – and their smiles. “For visitors we are the first face of the business,” says Hülya Sezgi (right), describing her job at the reception desk in the AMG Customer Center. The daily tasks facing her and her colleague Claudia Bar-nickel can be quite demanding. To wit: a Middle-Eastern head of state – a familiar face to both of them – asks for a detailed meeting with an AMG consultant, and a number of eager customers have arrived to collect their AMG Mercedes. A press conference is under way at the same time, to be followed later by a customer event. Yet the two First Ladies are always in control, always charming. They have been the smile of AMG since 2002. Of course, English is essential. And Sezgi speaks Spanish, too. She also has another invaluable ability that constantly amazes customers: she remembers every face and always greets visitors by name (with discreet help from her electronic diary).





ONE MAN ONE SHOE

A passion for the beautiful things in life and a demand for handcrafted perfection: when Giuseppe Santoni talks about AMG, you immediately feel the genuine enthusiasm that only happens when equals meet. The first result of this collaboration is the “Santoni for AMG” line, which the Italian expert in elegant footwear has developed exclusively for the Affalterbach brand. The qualities shared by both brands are evident in the consistency with which they jointly approach the manufacturing project. In line with the AMG principle of “one man, one engine”, Santoni takes a “one man, one pair of shoes” approach; just as each motor is signed by the responsible mechanic in Affalterbach, the Santoni shoes also carry the name of the shoemaker who produced them. Naturally, because Santoni’s business means that he cannot simply walk in his own exquisite shoes all the time, he also values perfection when it comes to mobility – perfection in the form of the CLS 63 AMG, to be precise. “The combination of comfort and performance is unique,” says Signor Santoni appreciatively. He covers a good 50,000 kilometers per year behind the wheel: “Driving is part of my life”, he says. Another reason why he and AMG are a perfect match.





TREND

„WHEN I PLAY WITH MATTE PAINT, I BLUR THE CONTOURS, THEREBY EMPHASISING THEM“
WOLF-DIETER HACKER, AMG DESIGNER AND TREND SCOUT



HARD AS SATIN

AMG IS THE FIRST MANUFACTURER TO OFFER A MATTE FINISH ON PRODUCTION VEHICLES. EXPERTS PREDICT AN ENTHUSIASTIC RESPONSE FROM THE AUTOMOTIVE HAUTE COUTURE FOR THIS FASCINATING FINISH

As the nets are pulled in, the seething mass slowly becomes visible: the time has come to sort the fish. It is always an event when fishermen reel in their catch. If there is a shark caught in the net, it becomes a particularly special occasion. Spectators leap back, then reapproach cautiously, wanting to take a closer look at the predator. And above all, to touch it: The skin of the shark is rough, they say. You could cut yourself on it – fitting armor for such an aggressive creature. At first touch, however, the shark’s leathery exterior proves to be astoundingly smooth, the contact a veritably silken experience.

It was the same effect Hans-Joachim Walitschek experienced the first time he presented a car painted with a matte finish. “People wanted to touch the car”, reports the designer, who sketches at Mercedes-Benz for the development of new paint trends. “You expect it to be rough. But it feels more velvety, more sensual than a high-gloss finish.”

The surprisingly positive response was the final confirmation needed to begin perfecting the paint which, under the name “magno”, now brings the Mercedes-Benz paint range into a completely new dimension – and which, as “Designer Magno Cashmere White”, adorns the first matte-finish vehicle to enter mass production: The SL 63 AMG Edition IWC.

The refracted shimmer of the roadster represents a break with the tradition of gloss finish, a tradition stretching from early coach paintwork through to the deep reflections of the latest Alubeam paints.

The first impetus for matte finish came more than ten years ago, and was in fact rather coincidental. “Test vehicles were normally given a matte black base, and the edges masked with black tape”, remembers Wolf-Dieter Hacker, a paint expert and early trend forecaster in Walitschek’s department. Yet, whenever he was on the road in one of these light-absorbing cars, he always received any number of positive comments. “Of course, we were never going to appeal to the masses with the matte concept”, explains Walitschek. This seemed like the best prospect for a subtly distinguishing characteristic with which a driver could set him- or herself apart – with-

out having to rely on a screeching purple or an intense orange hue to scream distinctiveness to shocked fellow motorists.

“Of course, you can use the technology to emphasize sportiness”, notes Hacker. “Yet magno can also be warm, sensual – and, first and foremost, elegant.”

Whether a sportscar, an off-road vehicle or a limousine – and even more than the white color megatrend, which recently managed to penetrate the phalanx of black, blue and silver on the streets – a matte finish emphasizes the modern lines and striking design of the car. “When I play with matte paint”, explains Hacker, “I blur the outlines, thereby emphasizing them in the process. So I need a certain solidity to place the matt concept well.”

A number of technical hurdles had to be negotiated before Mercedes-Benz could become the first car manufacturer to bring the matt finish to mass production – including the fear that matte surfaces may be too sensitive for everyday treatment, something that has long been disproven.

In addition, a modern matte finish must also fulfill the same requirements as those demanded of a gloss finish. “For a magno finish, we work along the same principles as those we have developed through our experience with conventional finishes over the years”, Hacker explains. “A dipping paint protects from corrosion, which in turn must be protected from UV radiation – a task assigned to the external layer of paint, which simultaneously provides the matt effect.”

The many layers are also responsible for the visual depth that characterizes “magno”. The initial doubts as to the daily handling of the matte paint have meanwhile been turned on their ear: the finish has proven to be extremely resistant to scratching. The “magno” vehicles seem to repel dirt like a spacesuit. The Mercedes-Benz paint developers have thus managed to construct the perfect exterior for motor vehicles, uniting form with function in the process. Perhaps it’s no coincidence, then, that AMG vehicles are the first to make the new technology available to connoisseurs in a mass-produced form.

Indeed, even in the development stage of the matte white finish for the SL 63 AMG Edition IWC, the oscillating matt/gloss wave resulted in a significant deflection in both directions – that is to say, a high amplitude on the shine scale was first achieved with a metallic white finish, then firmly countered by the matte finish. The result is similar to the background shimmer of mother-of-pearl. The next planned matte finish offers a refined allusion to the silver arrow of Mercedes-Benz racing history: a grey matte metal tone, which makes it seem as if the C 63 AMG has been forged out of pure industrial steel.

Right: You want to touch it straight away. And you can. You shouldn’t, however, polish this “magno” masterpiece. But then, you wouldn’t try that with a shark, either.

Santoni

for

AMG



Milano - Roma - Mosca - New York - Parigi - Tokyo - Porto Cervo - Cannes

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SANTONI

RACING FORCE FORMULA

— FIA —

homologated





SUNNY TAN CHINA

THE MOST SUCCESSFUL AMG AND MERCEDES-BENZ SALES PARTNER IN CHINA, 50-YEAR-OLD SUNNY TAN, WAS PHOTOGRAPHED AT THE GREAT WALL AT SUNRISE. "SEEING IS BELIEVING - PEOPLE BUY THEIR CARS FROM THE BROCHURE. STRETCH VERSIONS AND BLACK PAINTWORK ARE ALWAYS THE MOST POPULAR CHOICES."

PERFORMANCE CENTER

THREE WORLDS UNDER A SINGLE STAR

EACH AMG PERFORMANCE CENTER WORLDWIDE IS UNIQUE. AND YET EACH OF THEM DEMONSTRATES THE UNLIMITED OPPORTUNITIES FOR CUSTOMIZING AN AMG CAR. WE SPOKE WITH THREE AMG SHOWROOM EXPERTS

TEXT CHRISTIAN SCHMIDT PHOTO M. BOLSINGER, C. MORLOK, S. PFLAEGING, H. SIMAYER



THOMAS GUT SWITZERLAND

THE WINE ENTHUSIAST WAS PHOTOGRAPHED AGAINST THE BACKGROUND OF A WONDERFUL ALPINE LANDSCAPE. GUT LIKES TO ORGANIZE REGULAR INCENTIVES THAT DON'T JUST FOCUS ON THE CAR. VISITS TO THE GERMAN TOURING CAR MASTERS (DTM), GOLF TROPHY AND DRIVER TRAINING COURSES ARE PARTICULARLY POPULAR: "I WANT DIRECT CONTACT WITH OUR CUSTOMERS."



ED BONELLI USA

RANCHES, HERDS OF CATTLE AND OIL DERRICKS – THAT'S YESTERDAY'S NEWS. NOW DALLAS IS ONE OF THE BIGGEST HIGH-TECH CENTERS IN THE USA AND HOME TO ED BONELLI, THE NAME YOU CAN TRUST FOR THE TEXAN AMG COMMUNITY: "THE SLS AMG WILL BE DROP-DEAD GORGEOUS."

The entrance to the AMG bar crosses a little bridge, under which eighty-eight Koi carp circle. The number 88 is synonymous with good luck in the Middle Kingdom. In Chinese, the word for the number eight is the same as the term for well-being, success and happiness. That's why the Summer Olympic Games in Beijing were opened on 8 April 2008 at 08:08:08 in the evening. Sunny Tan, China's most successful AMG and Mercedes sales partner, surprises his guests with Chinese symbolism like this as soon as they reach the reception area of the AMG Performance Center in the Daimler Tower Peking in the Chaoyang District. Tan has a sixth sense for business, even his horoscope says so. "My star sign is the pig," he laughs. "That represents really good business." The 175 AMG Performance Centers in America, Asia and Europe use impressive Point of Sales elements to emphasize the unlimited customization options available with AMG cars. Last year, AMG presented its Performance Centers to a group of invited guests in an exclusive event-filled tour of Germany, Japan, China and the USA. This resulted in a lively exchange between customers, well-known racing drivers and the makers of the AMG. The second leg of the performance tour continues in 2009 in 22 more countries such as Argentina, Brazil, France, Italy, Russia, South Africa and the United Arab Emirates. The focus won't just be on the new E 63 AMG. That's because it's common knowledge that AMG and Mercedes stand for more than just cars. Anyone visiting a few of these specialist AMG support centers will encounter special characteristics typical of the particular country in which they're located. The exclusive showrooms also reflect the personality of their operators, true to the motto of the creators of the AMG engine: One Man, One Engine.

Having grown up in Singapore, Sunny has lived in Beijing since 1995. "My wife and my three children live in Singapore, a six-hour flight from here. That means that a lot of family life centers around the telephone." In Asia, long-distance relationships like this are as much part of a professional career as the dream of owning one of the automobiles with the star over the radiator. For Mercedes-Benz, China is the second largest market outside Europe after the USA. In 2008, sales here rose by almost 25% to 46,600. As well as the S Class, SUVs are also very popular, despite all the economic turbulence. "In 2009, we have succeeded in selling

more S Class models than in the USA", the AMG expert estimates. "Sales of the R Class are also very good." Last year, Sunny was able to hand over the keys to 80 cars, most of them S 65 AMG models. Photos of the handover ceremony are very much in demand for the family album. On the other hand, the Chinese customer base is noticeably reticent in asking for other special requests. "Seeing is believing – people buy their cars from the brochure. Stretch versions and black paintwork are always the most popular choices." Sunny Tan is actually a passionate golfer, but these days he hardly ever gets to the course. "I had my greatest day at the Mercedes Dealer Tournament, when I got a hole-in-one!" he laughs heartily. "But why should I waste a lot of time on the golf course when my heart lies with the Mercedes star?"

FOR SUNNY TAN, BUSINESS IS LIFE

Even the cappuccino that Sunny has us served is decorated with a Mercedes star in cocoa powder. He then hurries us along; he wants to give us a tour of boomtown Beijing with its countless building sites. In our CLS 63 AMG, we elegantly weave our way through the mass of traffic. "The latest thing here is that only some cars are allowed onto the streets at the same time", he explains. "It works by number plate. Different last numbers have a turn on each day of the week." Sunny's AMG has the right number for today. We come to the Square of Heavenly Peace. Next to it lies the Forbidden City. Although this is crowded with visitors, it's the only place where the AMG can find some peace and quiet. At the heavenly temple of Tiāntán is one of the few tranquil areas where city dwellers and tourists alike can take a little time out. Sunny, on the other hand, likes to relax in a completely different way. While it's still dark, he climbs into his AMG and drives to the Great Wall in time for the sunrise. This is an exceptional trip because life without business would be no life at all for Sunny Tan.

Dallas, Texas – synonymous for many years with gigantic ranches, herds of cattle and oil derricks. These days the magic words are "Silicon Prairie". After California, Dallas is one of the biggest high-tech centers in the USA. Texas Instruments, the inventors of the microprocessor, are located here and have attracted other compa-

nies to settle here too. High-tech and high-speed are two qualities not unknown to Ed Bonelli of the AMG Performance Center at Park Place Motorcars. The 53-year-old has high-octane fuel in his blood. "My father was an engineer and really got me interested in technology." When he was only eleven, Ed rode his first motorcycle, a minibike. As a teenager in New York, he fell in love with motocross. Custom bikes and heavy cruisers were never his thing; at the age of 16, he was driving a Swedish Husqvarna. "I was an active motocross rider for six years. While at college I worked in motorcycle repair shops to be able to pay for my biking." This is a sport that drives both man and machine to the limit, and Ed is just as passionate about his machines today. With his technical know-how in the AMG Performance Centre, Bonelli has plenty of insider tips from and for AMG fans. For the past 13 years he has acted as Service Manager, looking after his "family", the Texan AMG drivers. "We often meet at the racetrack, for example, at the MotorSport Ranch here in Dallas. Sometimes we even go as far as Tulsa in Oklahoma." The officers of the Highway Patrol aren't permitted to turn a blind eye – even to the much-admired AMG. This is just one of the reasons why there's hardly another country in the world with as many asphalt-covered leisure tracks as the USA. If you're a member of the MotorSport Ranch, you can fulfill your childhood dream by buying a "trackside villa", taking you closer to motor racing than even Bernie Ecclestone. There's no limit to the love of fast cars in America, and the members of the Texan AMG community all drive cars made in Affalterbach, with the C 63 AMG, E 63 AMG and SL 63 AMG the clear favorites. However, people are really looking forward to the first pure AMG, the SLS AMG. "It's going to be drop-dead gorgeous", says Ed, his eyes twinkling. "A Gullwing model recently drove past me in Affalterbach, but unfortunately it was still camouflaged. However, thankfully, the sound was unfiltered!" Ed visited AMG at the beginning of April and came home with red-hot news about the much-anticipated car. Before that, he took the opportunity to visit Italy, the birthplace of his grandparents, for the first time in his life, although there's evidence of Bonelli's Italian roots in his longtime passion for football. "My son played soccer for a long time," reveals the Juventus Turin fan. "Naturally, when I was in Italy, the first thing I did was to visit the stadium to see a game live from the stands. The atmosphere was indescribable."



PERFORMANCE IS EVERYTHING:
 IMPRESSIVE POINT OF SALES ELEMENTS
 EMPHASIZE THE UNLIMITED CUSTOMIZING
 OPTIONS AVAILABLE WITH AMG CARS

The change of scenery could hardly be more dramatic. Meadows and woods on gentle slopes, vineyards with top-quality Riesling and Pinot grapes, above them massive crags and snow-topped peaks. Nestled in the middle of this storybook landscape is the Eastern Swiss AMG Performance Center in Maienfeld. The place is best known as the location of the Heidi books. Author John Knittel (Via Mala, The Travels of Aaron West) also lived here. However, AMG drivers and fans don't come to "Heidi's village" primarily for sightseeing or to pamper themselves in the neighboring Grand Hotel Hof Ragaz. Their first stop is Thomas Gut and his "garage", as car dealerships and repair shops are known in Switzerland.

SOME CUSTOMERS WANT SOMETHING MORE PERSONAL

In the newly built dealership we meet Thomas Gut in the AMG Performance Centre. His desk is located in the showroom itself. From here, the owner oversees day-to-day business. "This is where I can feel the pulse of the business", he says. "I want direct contact with our customers." The family business, which employs 25 people, enjoys a long tradition. Mercedes cars have been the focus for Garage Gut AG since 1969.

Thomas grew up with the Mercedes star and is a trained automobile mechanic and electrician. His career began with a large Mercedes importer in Zurich. However, his dream job was to be a Formula 1 engineer, which is why he decided to study mechanical engineering. When Thomas took over the business in 1992, he applied his passion for motorsports to the expansion of the AMG business. "Things really took off with the C 36 AMG", he recalls. "Our customers wanted to make their AMGs even more personal, so we began the fine-tuning business in the form of exclusive leather finishes." Although these days the AMG models and AMG Performance Studio special features mean that there are countless available AMG design options, nonetheless, some customers want something even more personal. Everyone has his own particular taste and, in an effort to cater to this, Thomas likes to get to know his customers. If possible, an "AMG Meet and Greet" takes place every Saturday. The wine expert organizes incentives that are not always centered on cars. However, there is always plenty of demand for visits to the German Touring Car Masters (DTM), Golf Trophy and driver training courses. Just a few kilometers away from Maienfeld is the principality of Liechtenstein. Many bankers buy AMG cars. The performance of an AMG is more exciting than stock market rates – and not just in times of

crisis. "A lot of money is being spent on luxury goods at present because the banks are not paying enough interest", smiles Thomas. The greatest demand is for the G 55 AMG, C 63 AMG, SLK 55 AMG, E 55 AMG and the E 63 AMG. "At present we are waiting for three SLK 63 AMG Black Series." A Porsche Center is due to open right next door shortly. Some GT3 drivers order sporty models like the AMG ML 63 AMG and G 55 AMG from Thomas Gut in order to get to the racetrack faster. "Some customers drive several AMGs and exchange these models for new ones twice each year." The Eastern Swiss AMG Performance Center sold 25 AMGs last year; for Thomas, the handing over of an AMG Mercedes is always a highlight. "When we sell a compact model it's a bit like a tasty snack. But when you serve up an AMG to the customer, you feel like a four-star chef."

LIVES



COLLECTING PEOPLE

HORST WACKERBARTH USES HIS RED SOFA TO PHOTOGRAPH REAL LIFE.
AMG CONJURES ASSOCIATIONS FOR THE ARTIST THAT REMIND HIM OF THE TIME
HE FIRST BROKE FREE – AND OF THE FIRST ST. MORITZ ART MASTERS (SAM)

TEXT NICOLE HILLE-PRIEBE PHOTO HEIKO SIMAYER

Horst Wackerbarth loves contrasts. The Düsseldorf artist seeks out people all over the world: men and women, old and young, fat and thin, poor and wealthy, outlaws and stars. He sits them down on a red couch, photographs them and interviews them. Wackerbarth collects these people for his encyclopedic life's work, what he calls the "Gallery of Mankind". His aim? To portray a broad cross-section of people from every walk of life and every age group. It all started in 1979 with Jack, the elevator man. The African-American lift operator from New York City was the first person to sit on Wackerbarth's red couch. He was followed by a long line of people who could hardly have been more different: actor Sir Peter Ustinov, a housekeeper from Moscow, former Soviet President Mikhail Gorbachev, Barbie, the painter Jörg Immendorff. Each of them is asked a series of questions by Wackerbarth: their deepest wishes and fears, what work means to them, or who created the universe. He always places his bright red sofa in the middle of the space occupied by his subject. Sometimes it will be found in a scrap yard, sometimes in front of the EU Parliament in Brussels, then in a supermarket or in the middle of a forest. The couch becomes a stage set and even, for a select few, a throne, because Wackerbarth gives his subjects his full attention, so that, for a moment, the whole world revolves around them. During the first St. Moritz Art Masters (SAM) in 2008, he set up his couch on a footbridge with a tranquil lake, the sleepy Starzer Forest and the snow-capped Alps in the background. He placed the visitors to the SAM show in this panorama and took Polaroid pictures of

them. This is also where the photo was produced that proved to be one of the really great exceptions in Horst Wackerbarth's life. The picture shows the artist on his own red couch, his head in his hands, sitting barefoot on the roof of an AMG Mercedes. This is one of the very few pictures he did not take himself. AMG transferred the picture onto a canvas measuring almost 100 by 70 centimeters and recently presented Wackerbarth with the result as a reminder of SAM and the friendship that was sealed there. Wackerbarth was 17 when AMG was founded in 1967. That was the year he stopped playing football, moved out of home and took part in demonstrations. He claims to this day that he doesn't know what he was protesting against. However, he has a very clear memory of the first AMG he ever drove, back in 1983. It was a silver AMG Mercedes 500 SE with a car phone. "That was something very unusual at the time and really impressed the girls. This was the perfect car to express your own personality and individuality." The 59-year-old has already covered several hundreds of thousands of kilometers with his sofa, travelling through America, Europe and Africa on the lookout for images. At the moment, Wackerbarth is on the road once again. For "RUHR.2010 – European Capital of Culture", he is examining the theme of migration. Time constraints mean that Wackerbarth's sofa will not be making an appearance at this year's event in St. Moritz – much to his regret. "The first Art Masters show was very well received by the public. Where else can you go on holidays and experience nature and contemporary art at the same time?" Visitors to the second St. Moritz Art Masters 2009

will be offered a program of art and music at world-class standards. The "Walk of Art" route will give everyone the chance to experience contemporary art in a wide variety of ways. Works by artists with international reputations like Mike Kelley, Gerhard Richter and Julian Schnabel will be exhibited in unusual locations, while right next to AMG, in front of the Badrutt's Palace, Belgian style icon Arne Quinze is showing one of his own high-profile installations. The churches and five-star hotels of St. Moritz are also transformed into art galleries by day, while the evenings are given over to top-class orchestras and soloists, such as the Chamber Orchestra of the Vienna and Berlin Philharmonic, Russian star pianist Denis Matsuev or conductor Valéry Gergiev, who electrified the audience at the SAM premiere. The highlights for jazz fans are the performances by young artists from the esteemed Montreux Festival, providing some contemporary accents in the musical program.

The latest information about the St. Moritz Art Masters can be found at www.stmoritzartmasters.com





DRIVING

BABY YOU CAN DRIVE MY CAR

TEXT JAN VAN ROSSEM PHOTO HEIKO SIMEYER



CRUISING TO THE RACETRACK:
TAKING THE OCEAN VIEW
ROAD TO LAGUNA SECA

WHEN AMG PUTS OUT A CALL FOR DRIVER EXPERIENCE TRAINING, IT'S UNUSUAL TO FIND A WOMAN AMONG THE CANDIDATES. THE CHARMING EXCEPTION IN THIS MAN'S WORLD IS THE AMERICAN ROCHELLE MANN: SHE'S THE AMAZON OF THE ASPHALT

With only a few centimeters between them, the two cars race for the sharp right corner. The sun is peaking in the sky. High noon. Rochelle Manns sharply applies the brakes to her C 63 AMG at the last moment. For the third time the driver in the SLK 55 AMG tries to pass her. No chance. Like a professional, she finds the ideal moment to accelerate her racing machine with all the power at her disposal. She glides elegantly into the bend, and her opponent will once again finish this round behind her.

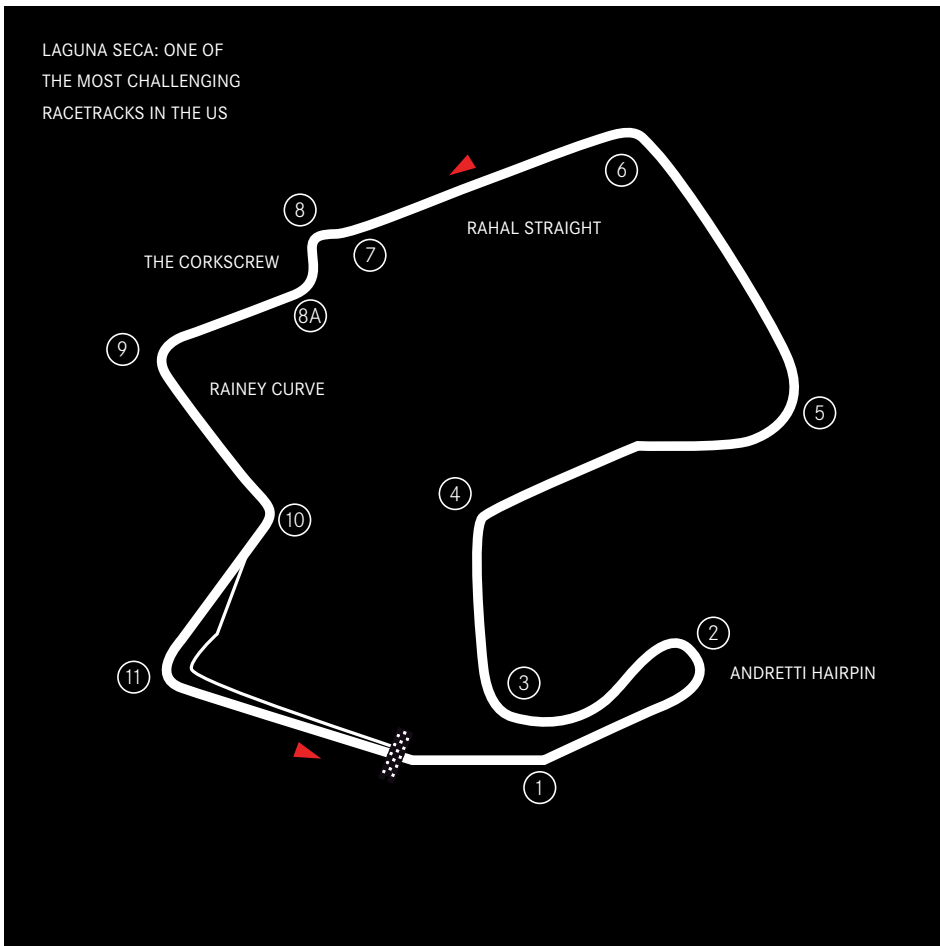
Even the land of unlimited opportunity has its limits. Fairly rigid speed restrictions, for example. On the so-called freeways, the maximum permissible speed is 65 miles per hour, a little more than 100 kilometers per hour. Not exactly ideal conditions for the brand-new AMG C 63 that belongs to Rochelle, known to everyone simply as "Shelly." Despite all the rules, she finds it "a whole lot of fun" to drive the powerful automobile at full throttle. Shelly makes this quite evident during the previous day, as she cruises along the Pacific coast on Ocean View Road between Monterey and Carmel, California, in a rented Volvo. Two hours' drive south of San Francisco, the coast takes on a wild aspect. But Shelly hasn't come here for the picture-postcard beauty of the surroundings. She's here in search of speed. Twenty miles inland from Monterey is Laguna Seca, one of the most challenging racetracks in the United States. This is where AMG has invited her to a driver's training session. Here, away from speed limits of any kind, customers are given the opportunity to push themselves to the limit.







LAGUNA SECA: ONE OF THE MOST CHALLENGING RACETRACKS IN THE US



On Ocean View Road, a silver-colored SUV suddenly starts to overtake, streaking past the Volvo. Shelly lets it go. “I’m feeling relaxed today,” she says, and smiles as she takes in the view of the Pacific surf. It won’t be until tomorrow, when she hits the tarmac on the Laguna Seca racetrack, that she will become an Amazon in what is typically a man’s field.

Right now, Shelly is simply enjoying the day and taking it easy. As we ride together through the spectacular natural surroundings, we arrange to meet her for a chat. Later we will enjoy a cup of coffee to the sound of the breaking waves and will take a quick detour to Carmel-by-the-Sea, a picturesque little town with tiny, brightly painted houses protected from the sun by the famous majestic arms of the expansive pine trees. Carmel-by-the-Sea is the place where actor and director Clint Eastwood held the title of mayor for many years.

A cell phone rings. Shelly picks up. It’s her son. “Have you eaten any breakfast?” – “Really?” – “You’ve gotta eat something.” – “OK. I’ll call you later.” Shelly looks around apologetically: “He’s so lazy. He’d rather go hungry than fix himself something to eat.” Intuitively, Shelly looks for somewhere to place her phone, experiences a moment of uncertainty, then puts it back in her purse. She’s out of her element. After all, she’s not behind the wheel of her AMG. The conversation continues unabated while Shelly’s hands hold the steering wheel and operate the phone at the same time. The 38-year-old is a real communicator, and today she’s taking it all in: the day, the sunshine, and the chance to get away from work and family for a little while. Outside the world of AMG, Shelly is in the IT business. Not only that, she’s very successful within that field. So this is the way we find her: a successful, self-confident, single parent who grew up in Philadelphia on the East Coast and later moved out here to San Diego.

It is just after one o’clock in the afternoon in Carmel-by-the-Sea. The sun is incredibly hot. Time for a refreshing bite to eat. It’s a good thing that there are still two seats free in A.W. Shucks Oyster Bar this Saturday. A.W. Shucks is one of the most popular meeting places, located on Ocean Avenue, on the South Side neighborhood between San Carlos and Dolores. The lively bar offers freshly caught seafood specialties of all



ROCHELLE MANNS IS PICTURED IN ACTION BEHIND THE WHEEL OF HER AMG AND TALKING TO MARIO SPITZNER, DIRECTOR MARKETING, BRANDING & SALES OF MERCEDES-AMG – ON LAGUNA SECA'S RACE TRACK

kinds, ice cold local beer, and huge cocktails, which are going down a treat here even though it's only lunchtime. As we eat our way through a mixed platter of oysters (Shelly recommends Tabasco on them – not bad at all), shrimp, and other delicacies that the surging tides of the Pacific have to offer, she talks enthusiastically about the election of Barack Obama as the first black President of the United States. She's more than a little skeptical, but also full of hope for a man with the right ideals. A relaxing day is drawing to a close. We return along the same breathtaking route, flanked on either side by one of the most important golf courses in the world, the famous Pebble Beach Golf Links. The nearer we get to Monterey, the former center of the Californian fishing industry, the setting for John Steinbeck's famous novel Cannery Row, and a popular playground for the Californian sea otter, the more clearly we can see the discrepancy between nature and human habitation.

There is something special taking place on the far side of the road as the wild Pacific coast puts on a dramatic natural performance as the sun sets, revealing a series of wide beaches and bizarre cliff formations. On the other side of Sunset Drive is a seemingly endless collection of architectural monstrosities: white columns that look as if they came from ancient Greece stand in front of a dilapidated blockhouse, side-by-side with small houses with brutish stone façades and brash, orange-colored window frames. All of this in a location with a priceless view. In the evening, the AMG drivers and fans meet for the welcome dinner, a 48-hour gathering of a passionate family of speed freaks. People get to know each other here, Shelly among them. If not the first, then definitely the second question on everyone's lips when they turn to their neighbor at the table is: "And what do you drive?" The advantages of the various AMG models are discussed over a plate of mussels, salad and steak, and a glass of local wine. One or two glasses later and the experiences and anecdotes really start to flow. And – surprise, surprise – many of the stories have something to do with speed and speed restrictions. Shelly wants to race as soon as possible and is anxious to get the necessary SCCA license. The only problem might be her previous run-ins with the Highway Patrol for speeding. That's also one of the reasons why

she drove so moderately during our earlier excursion to the Pacific coast. The guy sitting next to her at the table knows how to get around penalties for excessive speeds. He smiles knowingly before sharing his expertise. "You've got to make a contribution to the Police Widows and Orphans Fund. That entitles you to a border around your number plate with a 1199 on it. When the sheriffs see your number plate, they tend to turn a blind eye."

Shelly enjoys plenty of respect even without the 1199 on her number plate. She drives an AMG. She knows it looks really cool – a lady in a sleek, powerful automobile. The other 25 participants in the event – all of them male – also find it cool. Tomorrow, on the Laguna Seca course, they intend to show the AMG lady that although they may respect her, they are certainly not afraid of this "Amazon of the Asphalt." Shelly Manns wouldn't have expected anything else. She smiles impishly.

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AMG

Fuel consumption (combined, extra urban, urban): 12.6/9.1/18.7 l/100 km: CO₂-Emission (combined): 295 g/km.

The figures are not based on an individual vehicle and do not constitute part of the product offer; they are provided solely for purposes of comparison between different vehicle models.



just high
drive.



Mercedes-Benz

SHOW ROOM

1

SL 65 AMG BLACK SERIES THE POWER PACK

CYLINDERS	V 12
DISPLACEMENT CM ³	5,980
OUTPUT KW/HP	493/670
AT	5,400 RPM
TORQUE	1,000 NM
TRANSMISSION	AMG SPEEDSHIFT PLUS 5-SPEED AUTOMATIC
0-100 KM/H	3.8 SECONDS
MAX KM/H	320 ELECTRONICALLY LIMITED





LESS WEIGHT AND MORE PERFORMANCE: THE REDESIGN OF NEARLY ALL ITS BODY COMPONENTS AND AN UNBEATABLE TWELVE-CYLINDER ENGINE—MAKE THE SL 65 AMG BLACK SERIES A TOP MODEL, FAR SUPERIOR TO THE COMPETITION

They really should only allow people with a great deal of self-control behind the wheel of the new SL 65 AMG *Black Series*. The twelve-cylinder engine floods every vessel and artery with endorphins. Production of these pleasure hormones starts to go into overdrive as soon as the top model from Affalterbach comes into view. You can clearly see the thrill in the expression that the SL 65 AMG *Black Series* evokes on the faces of its drivers. This is hardly surprising. After all, the AMG biturbocharged twelve-cylinder engine has few competitors. What other car with a displacement of just 5,980 cm³ can offer

THE NEW SIDE SKIRT CLADDING, 265/35 R 19 FORMAT TYRES IN FRONT AND 325/30 R 20 ON THE BACK, AS WELL AS THE “V12 BITURBO” LOGO. THE EXTERIOR OF THE NEW SL 65 AMG BLACK SERIES EMPHASIZES THE DOMINANCE AND PERFORMANCE OF THE COUPÉ

493 kW/670 HP at 5,400 rpm? Its torque has been electronically limited to 1,000 newton-meters. New to the SL 65 AMG *Black Series* twelve-cylinder engine are the turbochargers with an enlarged helical cross-section and optimized wastegate channels to guide the aspirated air. Then come the rear mufflers and the 30% more powerful low-temperature charged air coolers, which provide for greater stability and enable maximum performance.

The AMG SPEEDSHIFT PLUS 5-speed automatic transmission with four driving programs is tailor-made to benefit from the generous levels of power available. The automatic engine revs up as you downshift, delivering real pleasure in both acoustic terms and driving dynamism. The incredible performance of this super sports car also means a driving experience to match: It takes only 3.8 seconds to go from 0 to 100 km/h. The 200 km/h mark is reached after only 11.0 seconds; maximum speed is measured at 320 km/h and is electronically limited. When it comes to aesthetics, the car is no less spectacular. The body has been redesigned and has large air slits in the front skirt. A front splitter made from exposed carbon complements the aerodynamic design. AMG has chosen not to use the variable roof of the SL and has instead modeled a rigid composite carbon-fiber roof with significantly lower

lines and a larger rear window for the SL 65 AMG *Black Series*. Other aerodynamically important elements are the carbon-fiber rear wing that extends up to 12 centimeters at speeds of over 120 km/h, increasing downforce at the back by 50 kilograms at 200 km/h, and a rear apron with diffuser fins. Wide fenders were needed in order to accommodate the impressive-looking tires – 265/35 R 19 to the front and 325/30 R 20 to the rear. Because many components are made from extremely light composite carbon fiber, the SL 65 AMG *Black Series* weighs 250 kilograms less than the SL 65 AMG and boasts a high power-to-weight ratio of 2.79 kg/HP. Racing sport is the dominant theme in the interior. Black nappa leather, carbon trim, an Alcantara-covered roof. In addition, there are new AMG bucket sports seats in composite carbon fiber, a small flat-bottomed AMG performance steering wheel with aluminum shift paddles, a black speedometer with 360 km/h scale and a white tachometer with four integrated LEDs that indicate the optimum shifting point while driving. An adjustable coilover chassis with light aluminum wheel bearings was developed especially for AMG’s top model. In comparison with the SL 65 AMG, it has 115 millimeters more track width at the front and 103 mm more at the rear. The result: rapid and reliable handling. And driving pleasure that triggers all kinds of euphoric feelings.

POWER PACK

THE NEW AMG REAR SKIRT WITH DIFFUSER IN EXPOSED CARBON COMPLETES THE EXTREMELY STOCKY, MUSCULAR APPEARANCE OF THIS TWELVE-CYLINDER-ENGINE AUTOMOBILE. A FIBER REAR WING EXTENDS BY 12 CENTIMETERS AT SPEEDS OF OVER 120 KM/H, SIGNIFICANTLY INCREASING DOWNFORCE ON THE REAR AXLE



SHOW ROOM 2

S63 AMG **S65 AMG** CLASSY AND STRONG

CYLINDERS	V8 / V12
DISPLACEMENT CM ³	6,208 / 5,980
OUTPUT KW/HP	386/525 / 450/612
AT	6,800 / 4,750 – 5,100 RPM
TORQUE NM	630 / 1,000 NM
AT	5,200 / 2,000 – 4,000 RPM
TRANSMISSION	AMG SPEEDSHIFT 7G-TRONIC / AMG SPEEDSHIFT 5-SPEED AUTOMATIC
0-100 KM/H	4.6 / 4.4 SECONDS
MAX KM/H	250 ELECTRONICALLY LIMITED



CONTROL THE NEW TORQUE VECTORING BRAKE INITIATES A SHORT BRAKING ACTION ON THE INSIDE REAR WHEEL, WHICH GUIDES THE VEHICLE MORE ACCURATELY THROUGH CURVES

A NEW LOOK AND FURTHER MODERNIZATION UNDER THE HOOD: THE TWO AMG S-CLASS SEDANS HAVE BEEN SUBTLY BUT SIGNIFICANTLY REVISED

Is it possible to improve upon perfection? The new AMG S 63 and S 65 models show that it really is. Though they exhibited no signs of being outdated, AMG nevertheless thoroughly overhauled the top S-class models. While cosmetic refreshment certainly formed part of this upgrade, the most astounding changes were made beneath the sporty, classy exterior. Both AMG S-class models are now virtually immune to crosswinds. The AMG sports suspension with Active Body Control (ABC) uses the existing yaw sensors and lateral acceleration sensors of the ESP® electronic stability program to identify gusts of wind, thereby eliminating their effects on handling in a fraction of a second by varying the load distribution to the

wheels. Improved cornering is the aim of the new Torque Vectoring Brake – another technological innovation that cleverly utilizes ESP® capabilities. It causes a short, targeted braking action on the inside rear wheel as soon as the Affalterbach S-class model approaches a sharp curve at speed. As a result, the vehicle turns the corner in a smooth, calculated manner. Superior maneuverability, and even more driver safety, are the tangible results. Direct steering supports more responsive handling. The aim of these innovations is to perfect the art of driving and increase the driver's enjoyment, already undoubtedly high, even further.

The sporty overhauled luxury class sedans also take their place atop the competition in terms of safety, thanks to cameras and radar systems. These include assistive systems such as Attention Assist, Adaptive High Beam Assist, Lane Holding Assist, and the PRE-SAFE® brake. This emergency brake is linked to the vehicle distance sensor and engages automatically upon threat of an accident, functioning as an invisible crumple zone. Those who wish can order a windscreen camera, which automatically recognizes traffic signs with speed limits and then warns the driver. Investing in this Speed Limit Assistant seems particularly sensible in light of the



enormous power reserves of the AMG models: the S 63 AMG sprints to 100 km/h in 4.6 seconds, thanks to a 386 kW/525 HP V8, while the 450 kW/612 HP V12 bi-turbo engine of the S 65 AMG accelerates to the 100 km/h mark in just 4.4 seconds. Last, but certainly not least, the outward appearance of the S 63 AMG and S 65 AMG have also been enhanced. The radiator grill has been sharpened, the bi-xenon headlights boast titanium-colored lenses, and AMG-exclusive LED daylight driving lights have been inserted in the new front apron. Also new in the two models is the rear apron with black diffuser, painted the same color as the car.

In the interior, AMG, like its customers, settles for nothing less than high-quality materials. Leather, AMG sports seats, climate control, massage and driving dynamics functions, and high-gloss walnut insets create a refined atmosphere while retaining functionality. There is one more small surprise: The COMAND APS has a SPLITVIEW display, enabling the driver to keep GPS driving directions in view while the copilot simultaneously watches a film – on the same monitor.



IT DOESN'T MATTER

WHETHER THE ENGINE UNDER THE HOOD IS A V8 OR V12 BI-TURBO – PERFORMANCE IS NO PROBLEM FOR AMG'S NEW FIRST-CLASS SEDANS. THESE TOP MODELS CATAPULT THEMSELVES FROM ZERO TO ONE HUNDRED IN 4.6 AND 4.4 SECONDS, RESPECTIVELY

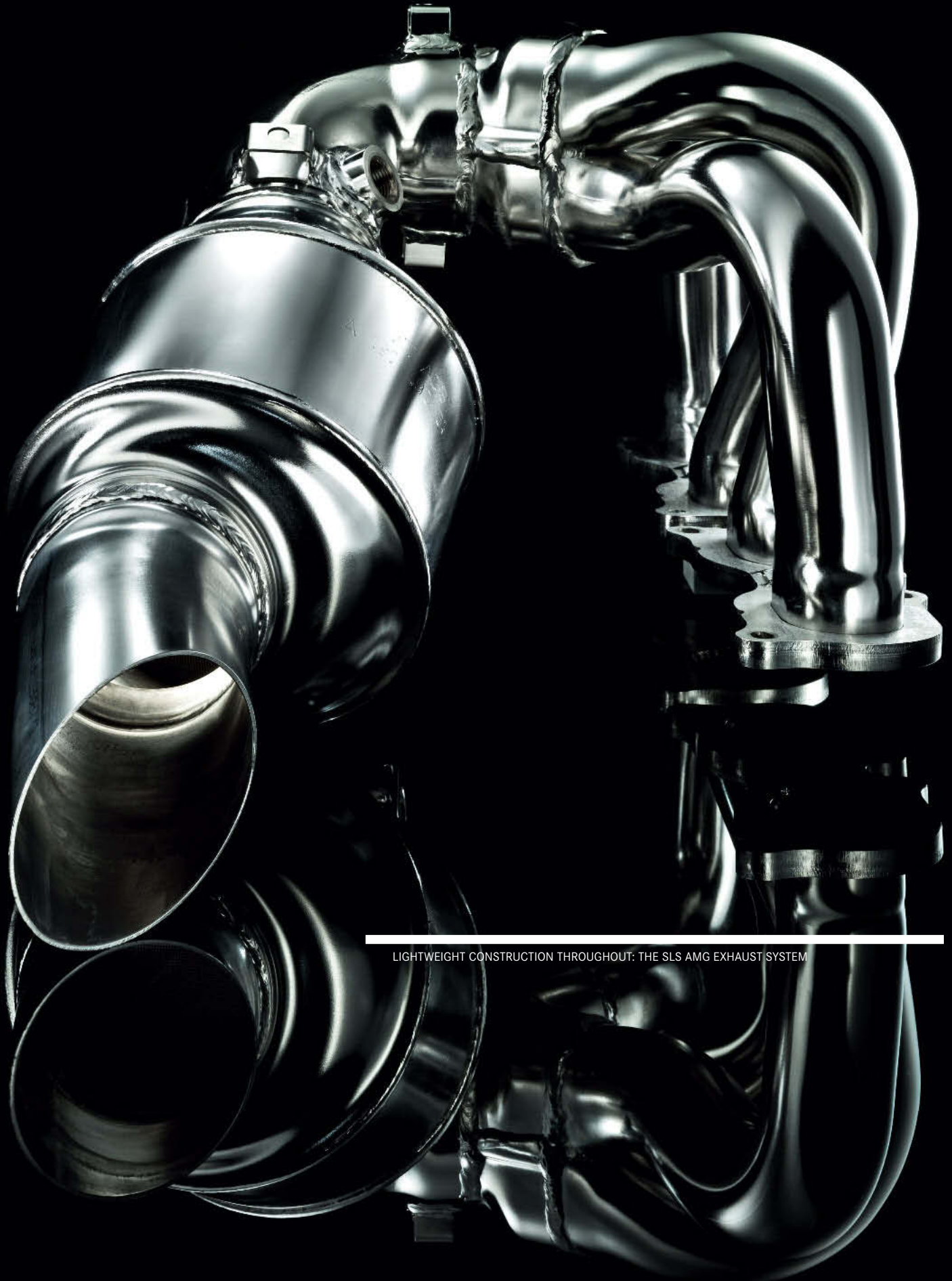


SPECIAL

**A NEW
WORLD
OF
TECHNOLOGY,
TYPES, AND
TEST CIRCUITS:
THE SLS
AMG SPECIAL**

**C
197**





LIGHTWEIGHT CONSTRUCTION THROUGHOUT: THE SLS AMG EXHAUST SYSTEM

A DREAM JOB WITH CHALLENGES FROM THE ARCTIC CIRCLE TO DEATH VALLEY: AMG'S EN- GINEERS AND TEST DRIVERS RACE THEIR PROTOTYPES ACROSS EVERY CONTINENT. WE ACCOMPANIED THEM ON THEIR SIXTEEN-MONTH- LONG ELITE TRAINING FOR A THOROUGHbred ATHLETE: THE SLS AMG

TEXT FRANK MÜHLING

PHOTO MARKUS BOLSINGER

ANDREAS LINDLAHR

HARRY RUCKABERLE/DEBEOS STUDIOS

HEIKO SIMAYER

Getting in through the window: Ralph Stetter couldn't have dreamt it, but he has no choice. A photographer, camouflaged as a tourist, lurks with her telephoto lens. And here is the SLS AMG with its highly slung Gullwing doors – clearly a cover photo. Automotive magazines all over the world would pay a lot of money for it. But Stetter, an AMG test engineer, doesn't allow her the indulgence of that trophy. In through the window, then, feet first. Colleagues laugh. The 40-year-old, however, cuts a good figure as he slides in. The "General Vehicle Testing Engineer" is currently working on the SLS AMG project. Stetter is a pro, having garnered experience with Mercedes, Bosch, and Porsche. He knows just about all the tricks, including how to hold off persistent journalists. "When we camouflaged the car, we attached a great deal of importance to making sure that the SLS AMG was not identifiable as a Gullwing. That's why the typical Mercedes door handle is there." The door handle, of course, has no purpose. Engines running, onward through the legendary Death Valley. Merciless heat delivers the optimal testing conditions, as well as opportunities for prototype hunters. It is a classic game of cat and mouse, something Stetter and his AMG colleagues have had to live with since the summer of 2008. The SLS AMG prototypes really draw all the hacks. Even in camouflage, its proportions shine through: long bonnet, occupant cell positioned way back, large wheels, wide track. For a sexy finish, a firm rear end with a striking spoiler – which will, in the production model, be replaced by an extendable rear wing. These are proportions that have been entrusted to the test drivers for quite a while. Stetter, naturally, but also the congenial duo of Timo Blassnitz and Markus Schmid. Their mission is the well-being of everyone on

board; they are responsible for the climate – inside the SLS AMG.

They start at 1,600 metres and push the SLS AMG up to more than 4,200 metres. "There are no better passes for this job than Pikes Peak," explains Schmid. "We start at over twenty degrees, and after an hour of driving we even have temperatures below zero, depending on the season and the weather conditions. The air conditioner has to adjust optimally to that. The 38-year-old engineer wants to keep driving, just like his boss and partner Timo Blassnitz, 37, but first they are occupied by curious day-trippers. "Is that the new Viper?" the stout American would like to know. Blassnitz just smiles and leaves him confused with a sly, "I don't know." The test drivers are familiar with this kind of enthusiasm. One recent morning, a note was stuck to a prototype in front of the hotel with a request: "Please, let me drive your Batmobile!" The SLS AMG crew also includes Ralph Stoll and Frank Müller. Müller, an engineer, had previously been working for three years in the Mercedes plant in the American city of Tuscaloosa before joining AMG in 2007. His feet had hardly touched the ground before he received an e-mail with his first assignment. He was to get hold of an old Gullwing in order to gather information. The task: a rain test to see where the water flowed when the Gullwing was opened. For him, an unbelievable experience. "I'm proud and grateful for the opportunity to work on the development of the SLS AMG. A time like this will never come again," says the 44-year-old with a hint of emotion. At present, Müller is in the process of organizing the next summer trials with the competition cars of the sports car elite. From Porsche to Ferrari, from Aston Martin to

Corvette. A dream job with its share of hardship. After eight hours of test driving, it is time to analyze the measurement results, then exchange them with colleagues in Affalterbach and, in the middle of the night, answer important e-mails. Whether in the US, Sweden, South Africa, Spain, or Papenburg, two weeks of test driving is the rule. A real test for one's private life. Hobbies, fellow club members, and friends have to wait. Only a cell phone, e-mail and webcam remain for contact with girlfriends, wives, and children. "I have been with AMG since 2005, and I don't know a single soul in Affalterbach," laughs the 29-year-old Stoll. "My girlfriend still lives in my hometown, near the Swiss border." There's no complaining, however, not even for Lars Henzler: "We all know full well that other people pay a lot of money on holidays to see as much of the world as we do." The 39-year-old vehicle dynamics testing engineer looks after active safety, among other things. His area of specialization: The adjustment of ESP, ARS, ABS, and the rest. – regardless of whether on the racetrack or a frozen lake.

Who would swap places with the AMG colleagues who have a classic office job? A collective shaking of heads – even though they are on the move for 150 days a year. In addition, jetlag has an impact on both mind and body. The mixture of time differences, changes in climate, and deadline pressure sometimes knocks even the strongest men for a loop. Colds and back pain are as much a part of the job as the oil stains on the hands of the crew of mechanics looking after the test vehicles. Little free time, time constraints, and yet: "We have the best job in the world," according to Peter Alber, 44. That was recently made clear to

THE MIXTURE OF TIME DIFFERENCES, CLIMATE CHANGES, AND HIGH-PRESSURE SCHEDULES ARE SOMETIMES TOO MUCH FOR EVEN THE STRONGEST MEN. COLDS AND BACKACHE ARE AS MUCH A PART OF THE JOB AS THE OIL-STAINED HANDS ON THE CREW OF MECHANICS

him once again, after lining up three SLS AMG prototypes and five comparison vehicles at 6:30 am in front of a workshop far away from home. As the Gullwings sparkled in the morning sun, Alber had no doubt: The chance to be involved in the development of a car as special as the SLS AMG is one that doesn't come the way of every engineer. And thus it continues to remain a much-loved dream for all test drivers to trial cars which won't be standing in showrooms until months later – for that, it's worth getting in through the window.

CYLINDERS	V8
DISPLACEMENT CM ³	6,208
OUTPUT KW/HP	420/571
TORQUE NM	650
AT	4,750 RPM
TRANSMISSION	AMG SPEEDSHIFT DCT 7-SPEED SPORTS GEARBOX
0-100 KM/H	3.8 SECONDS
MAX KM/H	315 ELECTRONICALLY LIMITED



ACID TEST IN ALL CLIMATE ZONES: THE SLS AMG ON PIKES PEAK





THE HEART
OF THE NEW GULL-
WING CAR BEATS DEEP
WITHIN THE ALU-
MINUM SPACE FRAME
IN THE FORM OF
A FRONTAL EIGHT-
CYLINDER MID-ENGINE

**C
197**

MOTOR BLOCK (RIGHT) AND SUPPORT STRUCTURE FOR THE DASHBOARD (LEFT)





CHARACTERISTIC GULLWING DOOR: SLS AMG PROTOTYPES REVEAL THEIR SECRET





C 197

REFINED, FUNCTIONAL - AND COMFORTABLE: THE SLS AMG COCKPIT

RAREFIED SPACE AN INSTRUMENT PANEL REMINIS- CENT OF AN AIR- CRAFT, DIALS LIKE THOSE IN A COCKPIT – THE INTERIOR OF THE SLS AMG FULFILLS THE PROMISES MADE BY THE EXTERIOR: A SUPERIOR SPORTS CAR EXPERIENCE

TEXT HANS SCHILDER

The designers of the new SLS AMG must have thought frequently about the joys of flying. It's not just the gullwing doors; the cockpit indicates, too, that the designers were inspired by machines capable of flight. Here the support structure for the instrument panel sweeps across the entire width of the vehicle, almost like a plane's fuselage. Beneath it are four eye-catching, metal-cased ventilation nozzles that look like the engines of a fast jet. But let's begin on the outside: entering and exiting the car pose no problem. The gullwing doors open to an angle of 70 degrees, wide enough for even the tallest adult. To close the doors you simply pull down on a strap and the SLS AMG secures the hatches. The straps are easy to reach even from the low-slung seats, positioned just 369 millimeters from the road. Two very large round instruments, encased in tubular metal frames to prevent glare, are just what you'd expect to find in a

genuine sports car – or an aircraft. White, backlit dials with rhodanized sunbursts, clear graphics, and red pointers lend it a purist look: minimalist and functional, but with the attractive charm of precision instruments. The speedometer suggests why things have to be this way: It goes up to 360 km/h; given that the maximum speed is 315 km/h, it permits only the necessary margin of freedom. The set of instruments is rounded off by a central display and a shift indicator with seven LEDs. The AMG three-spoke oval cross-section sports steering wheel measures just 360 millimeters in diameter and flattens towards the bottom. Behind it glitter the metal shifting paddles. A glance downwards will reveal a set of stainless steel pedals with rubber ridges, giving you the feeling that you are driving a racing car – as indeed you should in the 571 HP Gullwing, with its legendary lineage. The powerful central console of the modern gullwing car means that all controls in the AMG DRIVE UNIT are turned towards the driver. Using an AMG E-SELECT level, the driver can inform the AMG dual-clutch transmission of his requirements via Drive-by-Wire technology. And doesn't the selector lever somehow remind you of the joystick on an aircraft? That can't be pure coincidence. Centrally placed above the central console, the 7-inch screen of the COMAND APS multimedia system provides information about the car radio, DVD changer, and telephone, while the GPS navigation advice can also be viewed here. The SLS AMG is clearly a purebred sports car. The interior is refreshingly reduced, but definitely not Spartan. A certain level of comfort is to be expected and, above all, an atmosphere in which you feel at ease. This is assured by the choice of materials used in the interior: nappa leather seats with decorative contrasting panels. The same leather is also used to outfit the doors and the dashboard. Alternatively, other exclusive types of leather are available. However, even the basic model feels elegant, thanks to the use of quality materials. All decorative elements and the cen-

tral console are available in two versions, and even in the standard version the designers have consciously chosen only the best, finishing the interior of the SLS AMG with genuine metal "Silver Shadow." The other alternative is carbon. This looks sportier and more minimalist and is the perfect match for the gullwing design, although it also costs a little more.

Naturally, the SLS AMG also offers details that are taken for granted at Mercedes-Benz AMG. These include AMG sport seats for optimum lateral hold and comfort on long journeys, THERMOTRONIC automatic air conditioning, a tempomat including SPEEDTRONIC, PARKTRONIC, rain sensor, headlight assist, KEYLESS-GO, and the already mentioned COMAND APS multimedia system. An irresistible extra for many people might be the newly developed 1,000-Watt Bang & Olufsen sound system with computerized distribution of the music signals, so that the cockpit of the SLS offers veritable concert hall conditions as it glides across the asphalt. Like the exterior, the interior of the SLS AMG reflects exactly what it is that marks out this top-class sports car and its pedigree: authenticity at its most attractive.

THE GOAL IS PERFECTION PRECISION DOWN TO THE LAST DETAIL – THAT IS HIS PROFESSION. TOBIAS MOERS IS THE HEAD OF THE VEHICLE TESTING TEAM AT MERCEDES-AMG. HE AND HIS TEAM HAVE ALSO SUBJECTED THE NEW SLS AMG TO INTENSIVE TESTING. A DATE WITH THE STRESS-TEST EXPERTS

TEXT HANS SCHILDER

After a few moments, we're ready: The tree falls. Exactly where it was supposed to. Tobias Moers gives a thumbs-up and smiles. The 42-year-old didn't expect anything else. Perfection is his passion. Both at work and here in the forest. This five-hectare piece of land in the Swabian forest is his own personal counterweight to his job. Here Tobias Moers moves things primarily under his own strength; here it smells like moss, like pine needles and fresh wood. And as soon as the power saw again falls silent, the air is filled only with the nearby murmur of a softly meandering brook. One comes across men like Moers seldom in life. They don't fit the usual templates. On the one hand, he seems made for this – moving through the forest with a trained eye and incredible calm; guiding the balance between growth and restriction. At the same time, this enigmatic, occasionally very charming man is at home when immersed in the world of the fastest and most attractive automobiles – in Affalterbach. In his position there as "Director of General Vehicle Development," as his business card informs us, Tobias Moers is among other things the head of the AMG testing team. He and his crew have escorted the SLS AMG on its journey from prototype to test model to perfect production car.

Marathon tests in three continents, hundreds of thousands of test kilometers, as well as endless endurance tests between the freezing temperatures of the poles and the brutal heatwaves of the earth's furnaces are only the outward extremes of such a task. Under his watch a prototype will be pushed to its limits that it might ultimately become the ideal automobile. An exemplary

athlete – as in the case of the SLS AMG. But what brings this passionate auto enthusiast to be trudging through the undergrowth and felling trees on a rainy and cold Saturday morning? How do his management job at Mercedes AMG and his enthusiasm for cutting-edge technology fit with the sweaty manual labor here in the forest? Don't they contradict one another?

Tobias Moers rebuts this viewpoint quickly, lucidly, and precisely: "My family is the most important thing; they give me strength. The forest is my balance. I only feel good if I exhaust myself physically on a regular basis. But jogging isn't for me. I have to do real physical labor." No one would hesitate to believe him on that point. There he stands, wiry, 1.8 meters tall and only 80 kilograms.

He generally sets off on Saturdays. With his MB-Trac tractor outfitted with a winch, at least two power saws, axe, felling wedges and, of course, the obligatory safety equipment.

His work in the forest is more than just a meaningful escape from the everyday. "A forest has to be managed sustainably. That's the only way to guarantee its survival for the coming generations," is how Moers explains his commitment. Dealing with trees damaged by bark beetles or carrying out small, professional forest thinnings are part of this idea as well. The visible result: 120 cubic meters of firewood stored behind his house. Sawed and carefully stacked. While the five-hectare piece of woodland remains his official counterweight, he did, however, have enough energy left for an old half-timbered house. Thanks to his dedication,



IN HIS FOREST, TOBIAS MOERS OF AMG GROWS: "EVERY DAY I LEARN SOMETHING NEW"

the once dilapidated building became a small jewel. Needless to say, the demolition and rebuilding of the roof framework were briskly carried out in one – to use his phrasing – “extremely long vacation” of nearly three weeks of massive personal effort and daily work periods of twelve hours. In the evening, he often went “briefly” into the office, as project C 197, the new SLS AMG, had at this time recently begun.

A colleague who works weekdays in Affalterbach will frequently join him in the woods. Teamwork seems to suit Moers. When testing the SLS AMG, his crew worked closely with colleagues in the Mercedes-Benz Technology Center (MTC) in Sindelfingen. “We simply complemented each other perfectly in this project. It’s important to point that out. In the early stages we made arrangements for the individual assignments, and the teams integrated really well. It was a fantastic act of cooperation.” The entire team was able to profit from Moers’

ability to apply himself passionately to a problem and then ease off only once it was solved, and also from his many years of experience of keeping everything in perspective.

Testing the space-frame design was certainly a particular challenge,” recalls Moers. “In the end, the SLS AMG has the first fully aluminum body construction from the House of Daimler.” The path to optimal results led through many preliminary trials with individual components and parts in an attempt to obtain a solid basis for computer simulations.

Based on the findings from these simulations, the parts were optimized and repeatedly returned to the testing facility. “Until everything matched,” says the man in the upmarket lumberjack outfit, and one notices that those individual meetings and testing configurations are once again passing through his thoughts.

The transitions in Tobias Moers’ world are fluid. When one sees Moers here in the forest,

only a part of him has changed roles. A part of him always remains an auto enthusiast. Tobias Moers frees the felled fir of its thick branches with a roaring chainsaw. You can see that he’s thrilled by the work. In this world, in his forest, he is content. He invests even more enthusiasm, and far more time, in what is perhaps his greatest passion: Mercedes-AMG. For men like Tobias Moers, fascinating technology and tenacious forest labor are not a contradiction. For him, they are the perfect complement to one another.



DREAM JOB WITH HARDSHIP. TEST DRIVERS EXPERIENCE EXTREME CONDITIONS



C 197

FINAL EXAMINATIONS ON THREE CONTINENTS: A TEST MARATHON FOR THE SLS AMG



POWER MAN HE THINKS IN TERMS OF HORSEPOWER, TORQUE, AND SOPHISTICATED VALVE TRAINS. ASPIRATION CHANNELS, CRANKSHAFT RIGIDITY, AND REDUCED CO₂ EMISSIONS FILL THE IMAGINATION OF FRIEDRICH EICHLER. THE RESULT: A TRUE MASTERPIECE, THE SLS AMG ENGINE

TEXT HANS SCHILDER

As he opens the garage door with a flourish, a smirk appears on his face. The smirk then widens into a broad, friendly grin. Friedrich Eichler always enjoys seeing the astonished looks he gets from visitors who peer into his garage next to his modern family home high above Tübingen for the first time. This is the home of an amazing collection of motorcycles. The collection includes a Suzuki racing bike, a delicate-looking but extremely powerful 180 HP Ducati, a KTM racer with slicks for indoor racing (yes, people do race indoors!). These are all extremely rare pieces that represent the top of their class. Next to these is a motorcycle for his wife, a mountain bike, even a wooden soapbox car with wire-spoke wheels and this is just a selection of what's on offer. "You've got to hold on to some of your dreams," he says. "Imagination is important and imagination requires stimulation."

The everyday car of the man of the house is parked in front of the garage – he currently drives a Mercedes-Benz C 63 AMG. But this changes frequently. That's because Friedrich Eichler is the Head of Engine Development in the High-Performance Department at Mercedes-AMG GmbH. It all makes sense now. The 49-year-old has had a passion for high-performance engines that stretches back for decades. Having held positions as an engine developer with other high-profile German car manufacturers, he moved to Mercedes-AMG in Affalterbach in 2007. "I was very attracted by the idea of playing a decisive role in building the first complete car from AMG," says Vienna-

born Eichler as he explains his motivation for changing jobs. "Also, as far as my father was concerned, the car with the star was the only choice. I suppose I had a positive prejudice." Friedrich Eichler manages around 180 people and numerous additional personnel from outside companies. "I've got a great team, full of youth and enthusiasm," he explains. His first big project was the high-power engine for the SLS AMG. An aspirated engine with 420 kW/571 HP at 6,800 rpm and a torque of 650 Nm from a capacity of 6.3 liters is the unique result. This engine easily catapults the new gullwing car into the category of super sports car.

Where does this stunning performance come from? "We took the familiar AMG 6.3 liter V8 aspirated engine as a starting point," explains Eichler. "This already had an excellent pedigree as a sports engine. By making a few modifications we were able to produce the new engine for the SLS AMG from this with a modest amount of effort. This fit in very well with the ambitious concept." A modest amount of effort? For Friedrich Eichler this means: "We changed the oil supply and implemented a dry sump lubrication to give us greater lateral acceleration. We reworked the complete intake system and also improved the cooling system; we changed from cast pistons for forged aluminum pistons and optimized the connecting rods ..." – Eichler seems almost unstoppable when he talks about the painstaking work carried out to take the SLS AMG engine to the top of its class. The fact is that Eichler's team changed and redesigned over



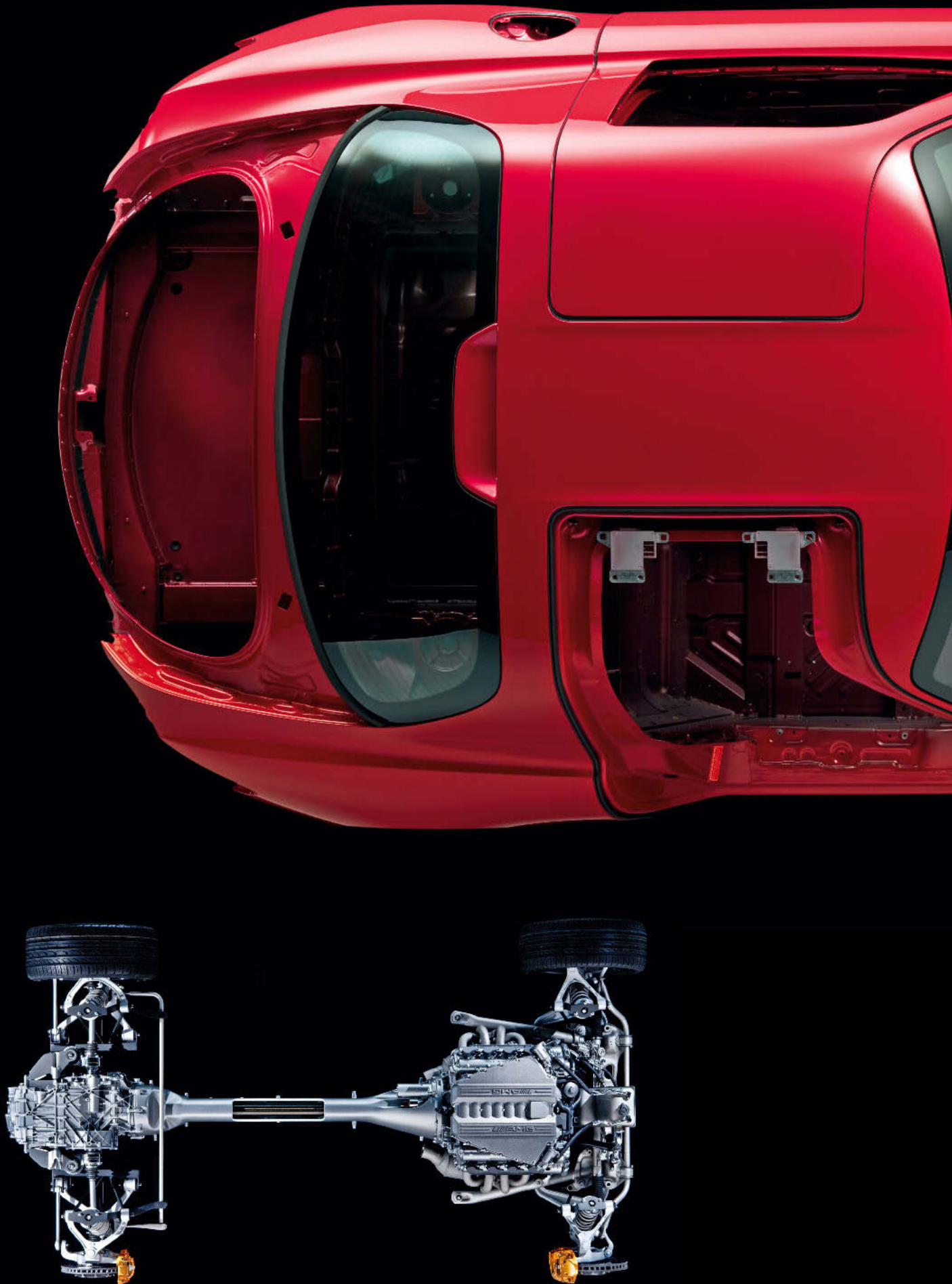
120 components in the basic engine. He is particularly proud of a regulated oil pump, which belongs to the sliding vane positive displacement pump (Eichler likes to mention this component because even most engineers can hardly manage to pronounce it correctly). "This reduces fuel consumption by two to three percent," he explains with satisfaction, making it clear that Mercedes-AMG regards low fuel consumption as an important factor even in high-performance cars.

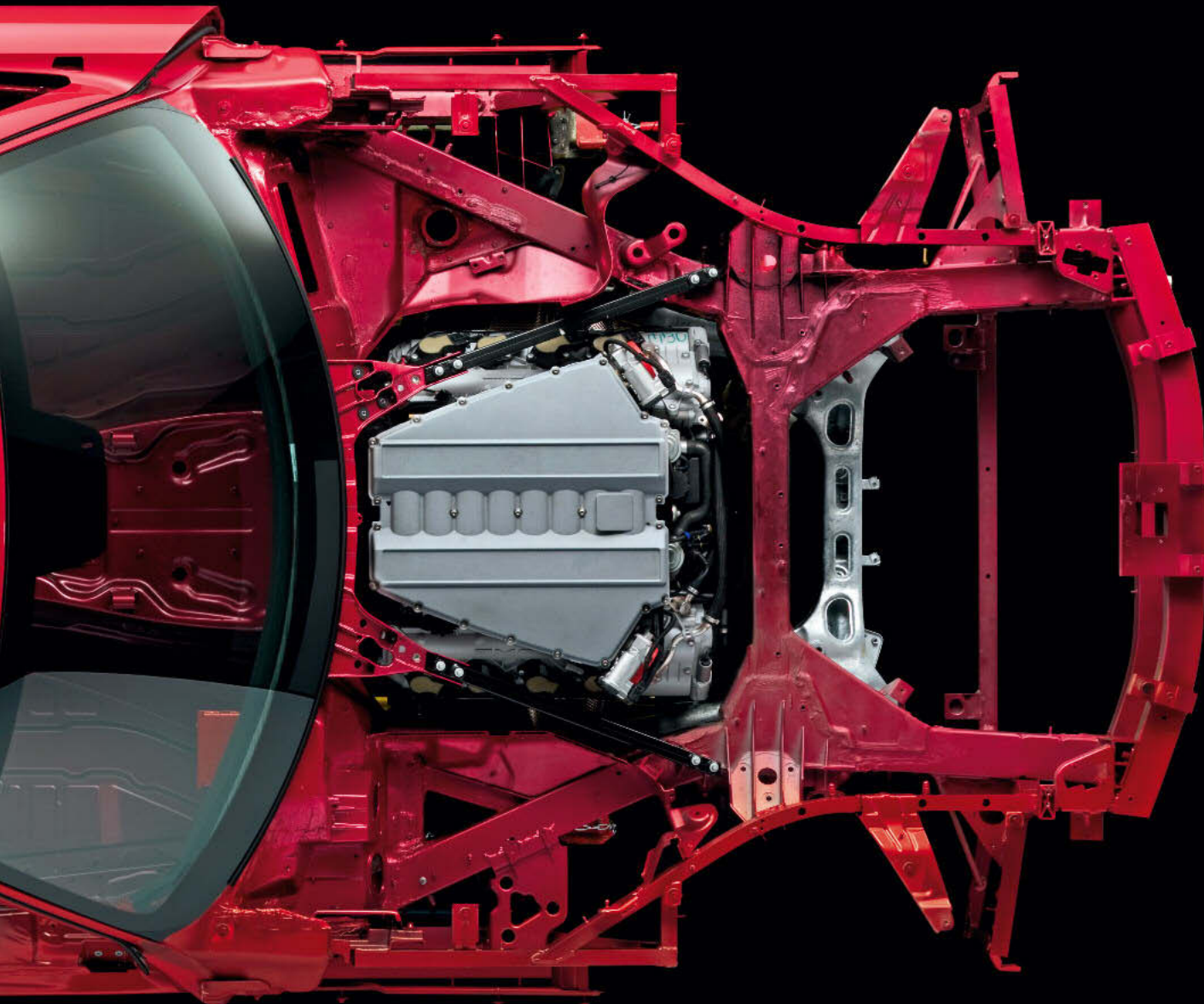
However, the greatest challenge for the engine designer was the optimization of the entire acoustic package. "We solved the problem by forming a task force. We call them focus teams. These teams concentrate one hundred percent on specific tasks and are relieved of their normal day-to-day duties." Eichler is a confirmed team player. That's why the basic concept for the new high-performance engine was the

result of numerous workshops. "Everyone had the opportunity to suggest ideas. I've got some really good people, so we get some really great ideas."

The ingenious ideas already implemented in the SLS AMG engine include the so-called pneumatic spring concept. It's worth quoting Eichler verbatim here: "This was the first time we took a consistent approach in creating a gas-tight space under the piston in a standard engine. The trapped air is compressed as the air moves downwards, thereby storing up energy and then releasing it again. This does away with the typical flow loss in the crankcase. The result of the sophisticated pneumatic spring effect: better performance and lower fuel consumption." At present the development team is working on how to minimize fuel consumption. After all, Eichler is convinced that AMG engines will continue to unite great perform-

ance with enormous character, but will also use less fuel. He is thinking about ways to combine high performance, sportiness, and low CO₂ emissions. These thoughts occupy his mind during the day in Affalterbach, or during the small amount of leisure time he dedicates to motorcycling, skiing, or mountaineering – the other passions of this engine expert.





C 197

ALUMINIUM SPACEFRAME WITH JUST 4 PERCENT STEEL: RAW BODY WITH ENGINE BLOCK (TOP); CHASSIS WITH FORGED ALUMINIUM WISHBONES (BOTTOM)

C 197

TRACK AND FIELD SPECIALIST

THERE'S NO DENYING THIS IS A GOOD-LOOKING CAR. BUT THE SLS AMG ALSO OUTCLASSES THE COMPETITION IN TERMS OF TECHNOLOGY AND PERFORMANCE, PARTICULARLY WHEN IT COMES TO WEIGHT MANAGEMENT. THE NEW GULLWING FROM MERCEDES-BENZ SETS NEW STANDARDS

TEXT HANS SCHILDER

CYLINDERS	V8
DISPLACEMENT CM ³	6,208
OUTPUT KW/HP	420/571
TORQUE NM	650
AT	4,750 RPM
TRANSMISSION	AMG SPEEDSHIFT DCT 7-SPEED SPORTS GEARBOX
0-100 KM/H	3.8 SECONDS
MAX KM/H	315 ELECTRONICALLY LIMITED

Naturally, the first thing they all raved about were the gullwing doors.

However, superior technology and incredible power also play a role in making the SLS AMG an extraordinary car on every count. Connoisseurs recognize in the new Mercedes-Benz Gullwing, developed independently by the AMG performance brand, an uncompromising concept that makes it exceptional in terms of driving dynamics. As every unnecessary kilogram is a hindrance when accelerating, braking, and cornering at speed, the designers placed the lowest possible weight, notwithstanding a high degree of rigidity, well up at the top of the specification

sheet. This aim couldn't have been achieved with conventional steel construction. For this reason, the constructors decided to manufacture all body panels and the entire body shell structure entirely of aluminum. In addition, they designed a bearing structure made from aluminum profiles. Die-cast aluminum components take over the role of joining, used at points of intersection and everywhere where substantial forces have to be transferred – at the suspension mounts, for example, or hanging the gullwing doors. This aluminum space frame, weighing just 241 kilograms, represents the backbone, as it were, of the SLS AMG. Each individual component is optimized to deliver the right amount of rigidity desired at each particular point while requiring the least possible volume of materials. This intelligent lightweight construction saves weight in low-stress areas. At the same time, the structure is very stiff – important for precise handling – and, thanks to precisely defined force dispersion, fulfills the high safety requirements of Mercedes-Benz in the case of an accident. Only four percent of the aluminum space frame body is composed of ultra-high strength, hot-forged steel. It is integrated into the A-pillars and provides a high level of occupant safety. The heart of the new Gullwing beats with eight cylinders, and with a front mid-engine layout, is located deep in the aluminum space frame behind the front axle (front/rear weight distribution: 48 to 52 percent).

This results in a low center of gravity, which in turn enables high cornering speeds. The naturally aspirated V8 engine delivers 420 kW/571 HP at 6,800 rpm from its 6.3 liter capacity. Especially remarkable: A maximum torque of 650 Nm at 4,750 rpm (at 2,550 rpm, the figure is already 545 Nm). No naturally aspirated engine in this engine class achieves more. Needless to say, this

powerhouse delivers enormous driving performance: from 0 to 100 km/h in 3.8 seconds and a top speed of 315 km/h. The power train is also imposing. The exquisite ingredients include an intricate, stiff valve train with 32 valves, light forged pistons, flow-optimized tubular steel header, dethrottled exhaust system, and an on-demand high-performance oil pump. The engineers dispensed with an oil pan in favor of the lowest possible engine position.

Instead, they provided the power train with dry sump lubrication, borrowed from the racing industry, around the edges. Weight counts, even in the engine. Using aluminum screws instead of steel screws reduce its weight by 0.6 kg. The SLS AMG complies with the emission thresholds of the EU 5 standard, and it consumes a relatively frugal 13 litres of Super Plus over 100 km (combined). Regulated generator management also contributes to economy, using the thrust phase of the engine to convert brake energy into electrical energy, thereby charging the battery. The engine transfers its power, via an ultralight, 1.64 m-long drive shaft constructed from extremely rigid carbon-fiber material, to a new 7-speed AMG dual-clutch transmission, mounted in front of the rear axle – specialists call it a transaxle configuration. The transmission changes gear with no interruptions to tractive force, but does not require a torque converter. This enables lightning-fast gear changes

with no loss of power. Change gears yourself, or trust the automatic setting – everyone who gets behind the wheel of the SLS AMG is able to decide this for themselves. The electronics provide a menu of four driving modes for that purpose – from comfortable to extremely sporty. In addition, the RACE START function can be used to automatically provide maximum acceleration potential. An integrated mechanical differential lock integrated into the transmission casing ensures optimum traction.

A bundant power, low kilos, fast gear Changes, and a low center of gravity represent the best conditions for extreme dynamics and a high level of maneuverability. The icing on this high-tech cake is the suspension system, with forged aluminum hub carriers. This configuration comes straight from the racetrack, driving the wheels with precision. As such, contact to the road surface is very direct – for comfort and control, even when pushing the limits. And when things are moving forward too quickly, the AMG high-performance braking system grips with force. Core components include internally ventilated, grooved, and perforated brake discs (front: 390 x 36 mm, rear: 360 x 26 mm) all around. The cast-iron discs are mounted to float on an aluminum pot via stainless steel joining components, resulting in the optimal dispersion of heat – this intricate principle has long been considered best practice on the racetrack. But everything can still be improved. There are also larger ceramic brake discs for additional potency. They are 40% lighter, and withstand even higher temperatures. Advantages include lower unsprung masses, a more precise pressure point, an even higher degree of rigidity, and shorter stopping distances. The performance of the new AMG ceramic brake system lies at 823 kw/1,120 HP at full braking capacity from 250 km/h to zero.

E ven the light-alloy wheels (front: 9.5 x 19 inch, rear: 11.0 x 20 inch) contribute to reducing unsprung masses in the new SLS AMG, thereby increasing driving dynamics and suspension comfort. They are manufactured according to the innovative “flow forming” principle. That means that the material is hot-forged in the rim well, and the structure thereby compressed. Thus, the same level of rigidity is achieved with lower

wall thickness – and that means less weight. As a result, every rim saves 1.1 kg. It's clear: The new Mercedes-Benz SLS AMG shines not only with a fascinating visual appearance and spectacular gullwing doors, but also with technical brilliance.

LEGENDS

1977

TOWARDS THE END OF THE 1970S, AMG TOOK ITS FIRST STEPS IN TOURING CAR RACING WITH AN EXPLOSIVE COCKTAIL. THE INGREDIENTS: A MERCEDES 450 SLC AND PLENTY OF EXTRA HORSEPOWER





IMPRESSIVE SPOILER, TREMENDOUSLY EXTENDED FENDERS, MOUSTACHE: THE MAMPE SLC AND CREW

NO ROOM FOR LUXURY: THE COCKPIT OF THE 450 SLC AMG "MAMPE"





THE 450 SLC IN AMG/MAMPE LIVERY COMPETED IN ONLY FIVE RACES – THE BUDGET DIDN'T ALLOW FOR MORE. NONETHELESS, THE CAR BECAME A LEGEND

TEXT HANS SCHILDER PHOTO AMG ARCHIV, M. BOLSINGER

The Silver Arrows are back,” heralded the *Stuttgarter Zeitung* in April 1978.

The international press also reported the sensational return of Mercedes-Benz to racing after an absence of 20 years. Despite all the skepticism, there were good reasons for the return. On the Easter Sunday of that year, a Mercedes-Benz 450 SLC was slated to start in the touring car race in Monza, Italy. However, there was one problem. Although the coupe that rolled up to the starting position in Monza carried the star on its radiator and was painted in the company’s silver livery, Mercedes-Benz had nothing to do with it – officially, at least. Instead, Hans Heyer and Clemens Schickedanz drove the car on the traditional Italian route on behalf of the Swabian auto tuning company AMG. It soon became clear: although the star had returned to the racetrack, this was not a comeback for the Untertürkheim silver arrows. Even if the car undeniably shared some genetic material with Mercedes-Benz, the much-admired racing car actually came from a different stable. AMG supplied the technical know-how and Willy Maurer, owner of the well-known Berlin spirits company Mampe, acted as sponsor, securing the finances for the racing project. In return, the drinks company was allowed to advertise its “Lufthansa Cocktail” product on the car. To this day, therefore, racing fans still refer to it as the “Mampe-SLC.”

The ambitious project was launched at AMG in October 1977. The technical basis for the racing car was provided by a standard Mercedes-Benz 450 SLC coupe. However, at the hands of the AMG engineers, the car was changed radically. The elegant body was given a huge front spoiler and enormously

extended fenders. The designs were first realized by a friendly Affalterbach-based plaster casting expert, who simply shaped these aerodynamic parts as positive forms in plaster of Paris. These were then used as the basis for the original parts made from fiberglass and plastic. When it came to the superstructure of the racing coupe, the AMG team were left to their own devices.

There was no support forthcoming from the Mercedes factory. Still in his apprenticeship in 1978, Werner Kaempfert was involved in the construction of the Mampe racer: “As well as doing their usual daily work, everyone in the business contributed to the SLC because AMG did not have its own racing department.” The chassis and brakes were very sporty in character. A double wishbone suspension front axle to the front and a diagonal floating axle with antiskid compensation ensured excellent wheel guidance. In its racing colors, the coupe rolled along on 12- and 13-inch BBS wheel rims at the front and back with super-smooth Goodyear racing tires, giving a broad, extremely streamlined, and aggressive look.

The Mampe differed greatly from the competition because of its surprisingly civilized accessories. These included the three-speed automatic gearbox (which the drivers shifted manually, however) – a real rarity on the racetrack.

The car also has power steering – also an unusual luxury for racing cars. The interior equipment was completely removed by the AMG racing engineers. Unpainted metal, the steel pipe work of a roll cage, metal-reinforced hoses in the back, and a single racing seat made up the picture. When the driver

pressed down on the huge accelerator pedal, the unfiltered engine roared away. “It was hot and loud,” said Hans Heyer, describing his vantage point behind the wheel.

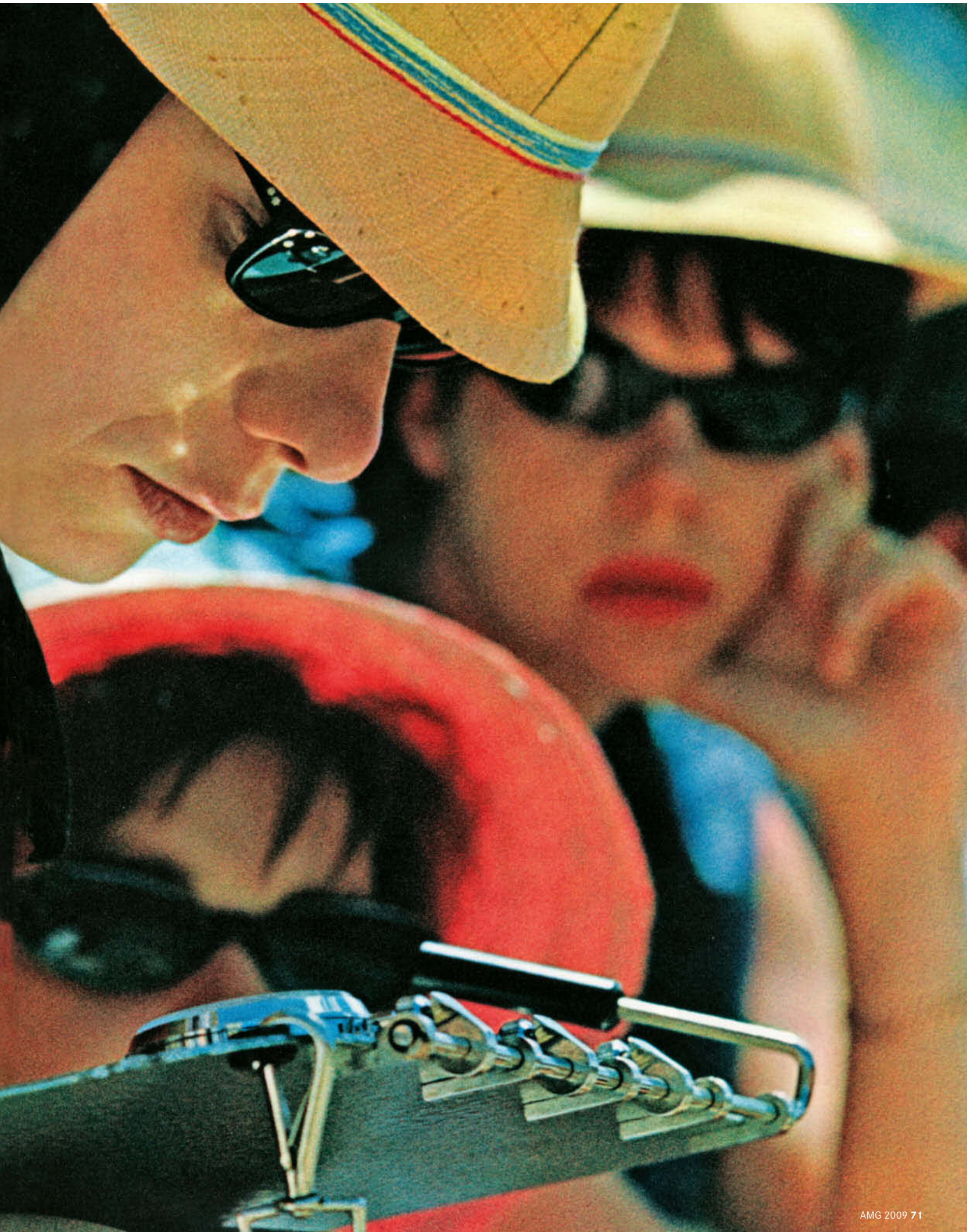
One of the big secrets was the output of the eight-cylinder V engine. Officially the engine’s designers admitted to 380 HP, something it achieved without difficulty with 6,800 rpm from 4,520 ccs. However, contemporary reports indicate the figure was closer to 520 HP. In relation to performance, the team had few worries. There was, however, a weight problem. The standard SLC weighed in at 1,635 kg, but the rules allowed for a maximum weight of just 1,225 kg. Despite the most ingenious dietary efforts, the AMG engineers only managed to reduce the car to 1,295 kg. This represented a huge disadvantage in relation to the competition and put huge stress on the brakes. Without ever having driven even a single kilometer in the Mampe SLC under racing conditions, Hans Heyer and Clemens Schickedanz made their way to the start in Monza on Easter Sunday 1978. The racing SLC came third in its first outing. Other appearances at the Salzburg Ring, the Lemans 24-Hour Race, and Silverstone followed.

In 1980, during the four-hour race on the world-famous Nürburgring north circuit, the SLC was clearly on course for victory, but twelve minutes before the end it rolled into the pit. Spectators and crew were shocked. Driver Jörg Denzel stopped only briefly to say, “Put the champagne on ice, I’ll be back shortly.” He then drove on to victory.



PHOTOGRAPHY

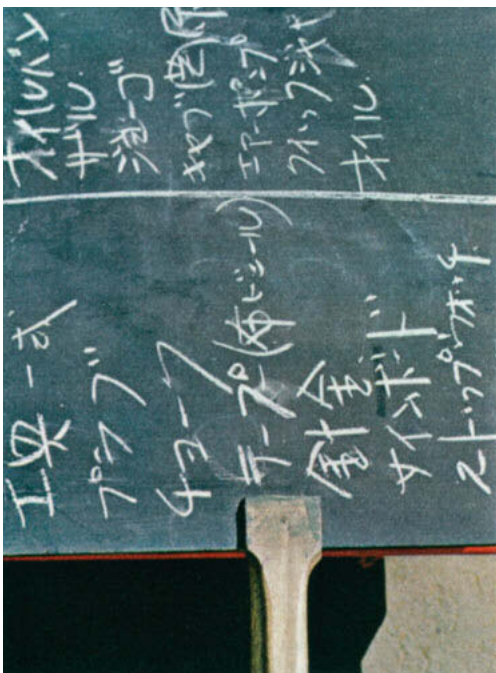
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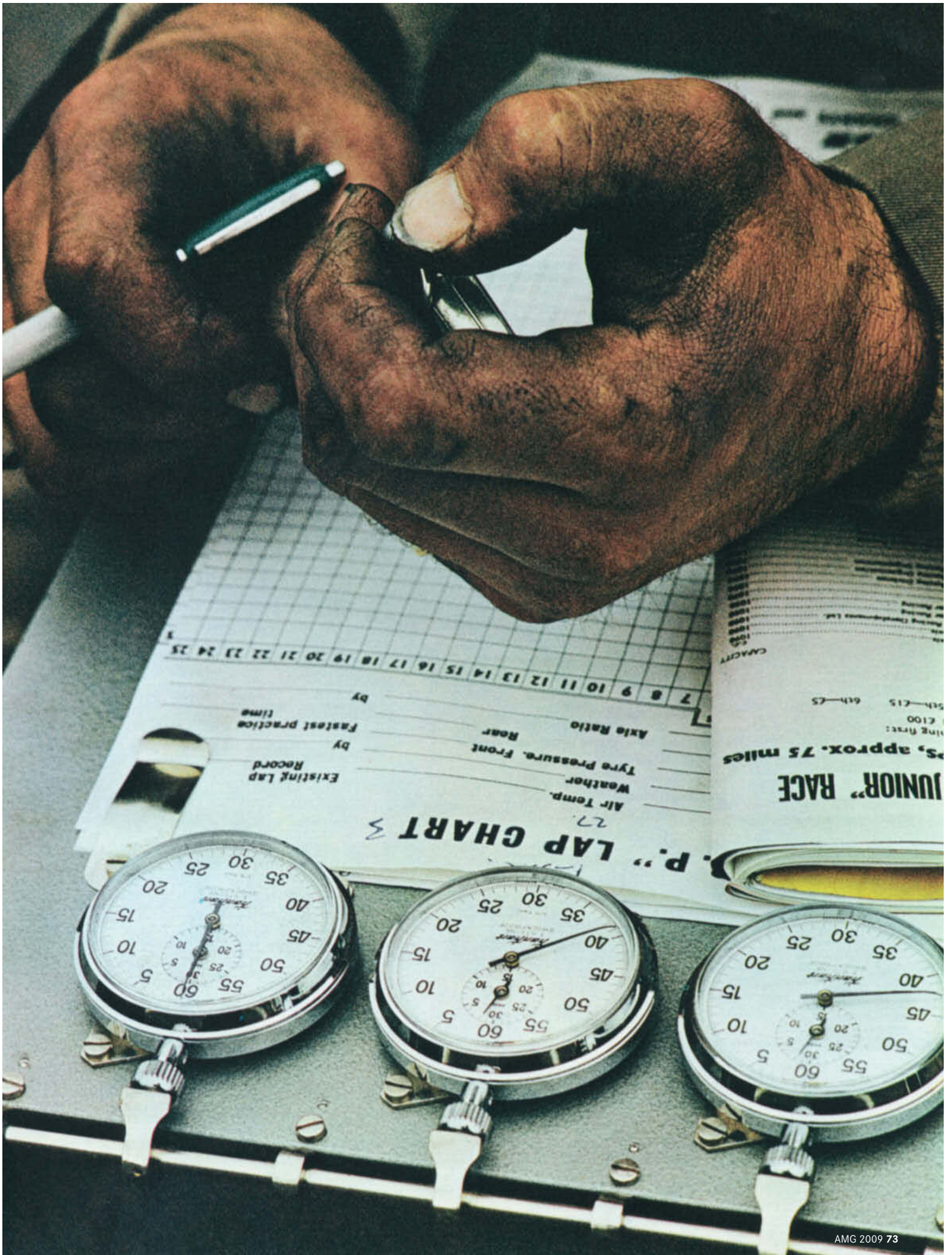




HEADY DAYS

THE REDISCOVERED PHOTOGRAPHS OF LEGENDARY PHOTOGRAPHER HORST H. BAUMANN TELL THE STORY OF THE DANDIES OF THE RACETRACK, THE FLAIR OF THE CHAMPAGNE SET, AND THE IMPARTIALITY OF THE STOPWATCH





7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25

Existing Lap Record by
Fastest practice time by
Axle Ratio
Tyre Pressure. Front
Tyre Pressure. Rear
Weather
Air Temp.

P. LAP CHART

JUNIOR" RACE
S, approx. 75 miles
6th-75





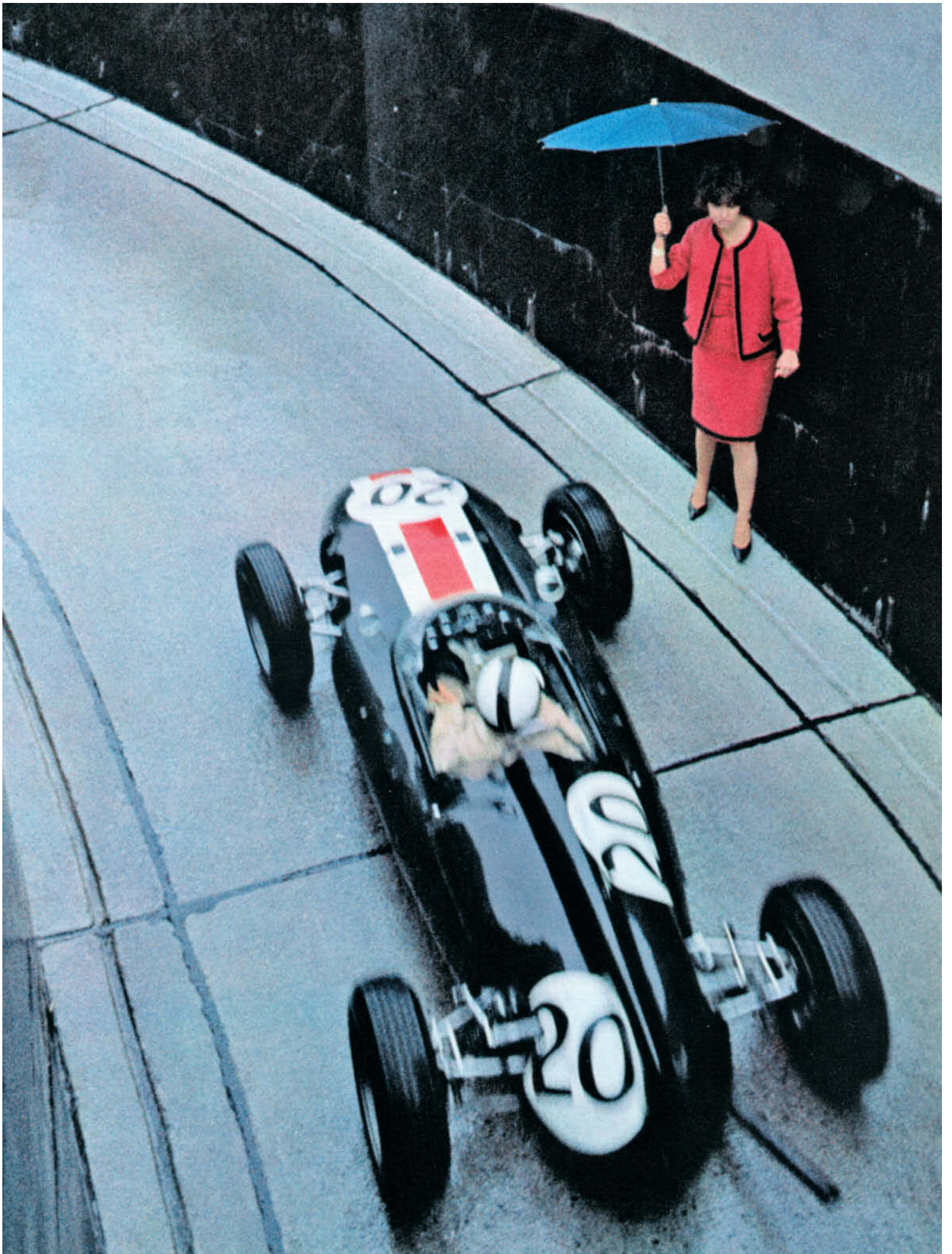


CAPTURED AT THE SIDE OF THE TRACK: JIM CLARK'S LOTUS, ELONGATED, BREATHTAKING
SPEED AND COMPLETE INTIMACY



A MOMENT

SOMETIMES IT'S JUST A FACE,
SOMETIMES A PAIR OF OIL-
STAINED HANDS. THE HONEST
TOIL OF THE PIT STOP. THE
CHEERING MASSES, HUNGRY
FOR EXCITEMENT. ALL OF
THESE IMAGES WERE SYNONY-
MOUS WITH A NEW ERA



HIS IMAGES FROM THE EARLY NINETEEN-SIXTIES OFFER A FASCINATING GLIMPSE OF THE FIRST GREAT POP STARS OF RACING, THE HEROES OF THE AGE WHEN AMG'S STAR BEGAN TO SHINE BRIGHTLY

His finger hovers like an eagle over the button of the camera. Then, seconds later, with a threatening, thundering noise, the car comes at him like a bullet. First it's just a shadow. The subject itself follows directly behind. This is the moment! The finger presses down. The shutter opens for just 1/250 of a second and captures an image that looks like a painting. A timeless photo: Jim Clark's green and yellow Lotus, elongated, traveling at breathtaking speed, and yet an image of complete intimacy. The Lotus and its driver dive into the next corner. Silence. Then a gentle, fluid movement: the young photographer swings his Leicaflex over his shoulder and climbs down from the low curb at the side of the race-track. He makes for the pits, which are once again echoing to the all-enveloping orchestral sound of the engines. Horst H. Baumann knows he's got his picture. That was 1963 at the British Grand Prix in Silverstone. However, this photographic moment would make history. Just two years later, the photo of Jim Clark was displayed at MoMA, the Museum of Modern Art in New York. Silverstone, Nürburgring, and Indianapolis are some of the stops on his journey in search of the perfect picture. As a racing photographer, he was part of the migrant family that comprised the racing circus. Baumann played the role of Harlequin at the center of the performance. Today he describes this world as the "flair of the champagne set." People loved his spleen and his taste for the latest technology: Formula 1 World Champion Graham Hill tested a helmet camera for Baumann and provided him with exciting photographs of the track such as had never been seen before. Baumann is full of energy. The risk of standing right on the edge

of the track and seeing a car turn just a few meters away from him is part of the job. Baumann witnessed his first race in 1961, the 24-hour Nürburgring race. Baumann worked as if possessed and went through an incredible 20 rolls of film in an endlessly long night and fast-paced day. "Photography became my personal method of perception," says the 75-year-old today, his face ablaze. While the listener may be left unsure of exactly what Baumann means by this, it's clear what photography means to him. He gives order to his world through the lens of his Leica. It is a world full of fun, full of pride in discovery and full of artistic power. Baumann has worked for all the great magazines. From Time to Life, Vogue to Stern and even Playboy, they all wanted his point of view. He never retouched a picture, finding the monotony of darkroom work just too much. "My pictures are the genuine article, I haven't played any tricks." He was also careful in the way he worked with color, something brand new at the time, and used it to create specific highlights.

Thanks to his sensitive eye, his photographs are always centered on the moment. Sometimes it is the enveloping clear blue horizon that makes the victory celebrations down below seem almost incidental, sometimes the faces of the crowd appear as grainy smudges in the distance, sometimes it's just a face, sometimes a pair of oil-stained hands. The hard yet honest toil of the pits. The cheering masses, hungry for excitement. The impartiality of the stopwatch as a symbol of permanent progress. All of these images were synonymous with a new era. Things really took off at that point. Motor racing became one expression of the belief that anything was possible. It was this mixture of technical enthusiasm and a love of adventure that was carried in the genes of AMG from the first day of its founding in 1967. This love of the sport and of its heroes make Baumann and the Affalterbach brand true soul-mates. And so we follow the story full-circle back to the year 1965. Baumann's famous photo hangs in the Gallery of Modern Art in



HORST H. BAUMANN

ARTIST, DESIGNER, AND PHOTOGRAPHER, WAS BORN IN AACHEN ON JUNE 1934. IN 1956, 1958, AND 1960, BAUMANN SHOWED HIS WORK AT THE PHOTOKINA SHOW IN COLOGNE, WHERE HE WAS AWARDED SEVERAL PRIZES. FOLLOWING MANY YEARS AS A PHOTOGRAPHER, HE MADE A NAME FOR HIMSELF MAINLY AS A LIGHTING ARTIST AND NOW WORKS IN DÜSSELDORF

New York. Author and art critic Tom Wolfe surveys Baumann's Jim Clark picture full of wonder. A distorted smudge of green and yellow, the Lotus shines out from the picture. Clark's helmet protrudes from the car, while Baumann almost disappears amid so many New York celebrities. Wolfe's fascinated gaze now switches back and forth between the photo and Baumann, culminating in this comment from the world's first lifestyle journalist: "That's pretty close." He defers to the master and expresses in a nutshell his attitude to life: Horst H. Baumann always tried to be right there in the thick of things – and very often he succeeded.



STARTING PISTOL
POLITICS, BUSINESS,
TECHNOLOGY: THINGS
TOOK OFF IN THE 1960S.
MOTOR RACING BECAME
A SYMBOL THAT
ANYTHING IS POSSIBLE



PERFORMANCE STUDIO





WHITE STAR

THE IDEA OF AN ALL-WHITE CAR. ERNST-VOLKER NIEWEG, A HIGHLY CREATIVE AMG CONSULTANT WITH A PASSION FOR HIS JOB, REALIZED HIS CUSTOMER'S WISHES IN THE AMG PERFORMANCE STUDIO. THE VIRTUOSO COUNTERPOINT TO THE VIRGINAL EXTERIOR? THE INTERIOR OF THE ML 63 AMG IS SKY BLUE

THE PRINCIPLE OF THE PERFORMANCE STUDIO: MAKING IDEAS A REALITY. THE PERSON LOOKING AT THIS ONE-OFF MODEL FROM THE ML 63 AMG PERFORMANCE STUDIO MAY BE FASCINATED BY THE RADIANCE OF THIS MYSTICAL WHITE CAR, BUT HE CAN ONLY GUESS AT THE CREATIVE EFFORT THAT WENT INTO ACHIEVING IT

Ernst-Volker Nieweg has been traveling the world for 20 years – on behalf of individuality, on behalf of AMG. Nieweg knows the geography of the globe as well as he knows the psychological maps of his customers. The 46-year-old business graduate is the first point of contact at AMG for individual requests in the Performance Studio. The extravagance of his customers manifests itself quickly in the discussions of the configuration of their unique AMG Mercedes. This dialogue is an important part of the design process. “Our customers are at least as extravagant as their vehicles,” Nieweg knows.

The idea for the White Star, a completely white four-wheel-drive, belongs to an AMG enthusiast from Croatia already known to Nieweg. His uncompromising order to the Performance Studio in Affalterbach: The external shell of the ML 63 AMG is to be completely radiant in “mystic white.” And he literally means every component, including chrome parts. The fact that this color isn’t even available from the factory was the smaller of the problems, or, more precisely, the smaller challenge. For Nieweg the individualist, however, only one thing counts: “You can discuss customer requests, but you can’t refuse them.” Not Nieweg. Not at AMG.

So much for the exterior. As far as the interior was concerned, the Croatian customer had his heart set on a combination of white and blue – or rather, a soft light-blue. The simplified, perhaps even crude, method of repainting was out of the question for Nieweg and his AMG Performance Studio technicians. Their self-imposed obligation to perfection would not allow it. The first step was to take the basic vehicle apart. The 510 HP ML 63 AMG with its eight-cylinder, four-valve engine, AMG SPEEDSHIFT 7G-TRONIC and AMG

sports suspension was reduced to its individual components in order to prepare the separate body parts for painting. The specialists around Nieweg paid special attention to the chrome parts. Prior to painting, these sensitive components had to be individually powder-coated using a spray-on procedure to ensure an adhesive basis for the subsequent application of color. However, an approach based on the modular principle was unthinkable for the artisans of the AMG Performance Studio, because the application techniques are not suitable as a template for the next model. “We confront a new challenge every time,” emphasizes Nieweg. A unique predicament? Yes, but in a positive way.

Nieweg smiles with satisfaction as he walks around the car. He glances at the air intake vents on the hood. “You can’t just paint over these parts with the slots, because the underside has to be sprayed as well.” He continues. “The door sills are plastic and held in place by clips, whereas the body is metal. The parts seal almost seamlessly, but there can’t be even the slightest scratch.” But as anyone can see, the AMG Performance Studio artists have delivered flawless work. Their masterpiece stands there, brilliant. The ML 63 AMG gives off a slight glint of pearl in the sunlight, an elegant, previously unseen effect. Nieweg touches the body of the ML 63 AMG gently, as if he wants to say goodbye.

“We worked on this model for three months,” he says. It’s certainly possible to grow fond of a unique specimen like this over that period. The emotional attachment to the exclusive vehicle was further strengthened in the work for the interior. Like all the other fabric components, the roof lining, for example, is made from Alcantara, a soft microfiber material re-

TEXT THOMAS SCHULZ PHOTO M. BOLSINGER



ERNST-VOLKER NIEWEG

THE 46-YEAR-OLD IS A BUSINESS GRADUATE. HE IS THE FIRST POINT OF CONTACT IN THE AMG PERFORMANCE STUDIO WHEN IT COMES TO INDIVIDUAL REQUESTS FROM AMG CUSTOMERS ABOUT COLORS, MATERIALS, INTERIOR FINISH, AND SO ON. WHERE OTHER PEOPLE SEE PROBLEMS, NIEWEG FINDS SOLUTIONS

sembling suede in terms of its surface characteristics. In order to manufacture a uniform blue in the interior, it was necessary to consider the various surface structures and reflective properties of Alcantara, leather, and metal. In the end, the entire interior of the vehicle exudes a consistent light blue, which calms in almost meditative fashion, assisting concentration without subduing the driver into sleep. The AMG Performance Studio specialists are used to quite a lot of demands. One customer gave them a piece of blue terrycloth as the color sample for the interior. “Of course we accepted that, no problem,” says Nieweg. Therein lies the singularity of the AMG Performance Studio: Making ideas a reality. But his simple, accommodating answer contains the real core of the AMG Performance Studio. When you look at the body of the car, you’d never suspect all the technical work, all the effort of the craftsmen, or all the creative exertion. And this is also Ernst-Volker Nieweg’s secret. Remarkably reserved on the outside, he is a true individual in terms of his professional dedication.



VISION



GIFTED & GREEN

SWISS CAR DESIGNER STEPHANE SCHWARZ HAS SWAPPED THE STREET FOR THE SEA, DESIGNING A SUPERLATIVE ECO-FRIENDLY YACHT

TEXT NICOLE HILLE-PRIEBE PHOTO THORSTEN DOERK

Someday, said Andy Warhol in one of his dry observations on the future, “all department stores will be museums and all museums will be department stores.” The interfaces between art and consumerism are precisely the home turf of star designers like Stephane Schwarz. The Swiss designer was one of the first European studio bosses at Nissan, where he spent 14 years, divided between Tokyo and London, developing the signature style of the Japanese car manufacturer. Once he had playfully filled the gap between the conventional charm of a station wagon with the aggressive touch of an SUV with the Qashqai, he left Nissan and set up his own business in London.

This was a good decision for many of the world’s other aesthetic puzzles that are just waiting to be solved. “Design needs dissatisfaction,” says Schwarz, who never wanted to get tied down to designing cars. It cries out for mobility and for the future. As it is, though, life has enough building sites; mostly things either look good and don’t work, or vice versa. The increasing complexity of technical processes demands a new self-confidence from designers who “need to bring solutions to the future” as Schwarz puts it. “It’s as if someone had spread millions of jigsaw pieces all over the world and no one can put them together. Our task will be to assemble the pieces in the hearts and minds of people.” The fact that design not only supports the development of a product, but can also determine its properties is something that the 43-year-old emphasizes to his students at the Royal College of Art in London.

However, to come up with ideas that no one has ever thought of before, you need courage and freedom. “The greatest enemy of the designer is avarice,” says Schwarz. “That’s why innovations tend to be something exclusive.”

And that’s why the trained automobile designer values AMG so much. AMG stands for ultimate performance paired with quality at the highest level.” Because the design also reflects the wishes and attitudes of the purchaser, Schwarz believes there is a huge potential in the luxury segment for extending the sphere of social responsibility. “Consumerism, luxury, and ecology do not have to be mutually exclusive,” he states. On the contrary. As well as conventional categories such as form and function, sustainability and environmental responsibility also play an increasingly important role for him.

Like all designers, Stephane Schwarz is also a bit of an inventor, someone who is always looking for a better way to do something. Take luxury yachts, for example: “When you take a look around the harbors and bays, you come across uninventive monotony. This is despite the fact that the owners place enormous importance on exclusivity, comfort, and privacy.” Yet the market is limited to floating five-star hotels in which the owners rarely find the privacy and relaxation they seek. “The bigger the yacht, the more people you need to run it.”

The prototype for a new generation of luxury yachts developed by Schwarz is named Ikko and is a 21st-century vision in a Formula 1 look, paired with an all-embracing extravagance. The concept for the 125-meter high-class pentamaran is based on a substructure developed by BMT Nigel Gee, which is stabilized on all sides by outriggers like a Polynesian fishing boat, and whose hydrodynamism reduces fuel consumption, even at high speeds.

Named after Schwarz’s favorite Japanese designer Ikko Tanaka, the yacht represents a new school of free thought. “I’m not a member of the Greens, but I want to live in a green

way wherever possible,” says Schwarz. Computer-controlled networks will make work easier onboard the Ikko, cutting the number of crew members required, thereby protecting the privacy of the owners. The electricity required for the numerous technical features found onboard will come from surface-treated solar cells, among other sources. The megayacht offers high-tech luxury on four decks with generously proportioned cabins, private balconies, individually adaptable saloons, and a pool. Under the helipad is a lounge measuring almost 400 square meters with a breathtaking 360-degree view and a glass floor. Schwarz is in talks with several shipyards who are interested in supplying the Ikko to potential customers. It’s likely that they won’t have to wait long for interested parties who are looking for a luxury eco-friendly yacht that is also part of design history.



DRIVING ACADEMY



LUIS FREIRE, THE MAN WITH NO PULSE:
"DRIVING SAFELY IS MY FIRST PRIORITY.
BEING ABLE TO ADD SPEED ADDS TO THE FUN

ASCARI DOESN'T DO STRAIGHT

SOME DRIVERS WANT
MORE THAN JUST SPEED.
A VISIT TO THE AMG
MASTERS SPORTS TROPHY
IN SOUTHERN SPAIN

November in Andalusia. The Ascari racetrack remains, for the moment, in the warm light of the winter sun. Untouched. Until now, the Saturday has been far too quiet on the private racetrack near Ronda. All of a sudden, a deep rumbling can be heard. A rumbling that swells stronger and stronger, finally erupting in an ear-piercing, howling, wonderfully raucous explosion. Welcome to training for the final two heats of the 2008 AMG MASTERS Sports Trophy. With a short, satisfying thud, a car door falls into place. The AMG Mercedes SLK 55 *Black Series* is ready to go. At the wheel: Daniel Stalder. The task the Swiss has been assigned by his instructor? Get to know the track. Four hundred horsepower pushes the coupe forward powerfully as Daniel approaches the first chicane. He breathes heavily. He knows that he has the first part of the 5.4-kilometer track behind him. But he also knows that 13 right-hand turns and 13 left-hand turns are about to shoot towards him without respite. Ascari doesn't do straight. Pylons along the 12.2 m wide asphalt strip mark the brake points and crowns of the numerous tight turns. Still, curbs and enormous safety zones provide safety.

Only the best drivers come to Ascari, drivers who can really control their car and who expect more than just speed. Sixteen men and one woman are taking part in the final of this race series. "Let's be honest," says instructor Hari Proczyk, "some of them are too good even for this. They have got to the stage where they can almost do more than the cars. And that's really saying something."

Proczyk, an Austrian and a successful racing driver, knows the Grand Prix tracks of the world. Is the defending runner-up of the German Mini Challenge surprised at the pace of the hobby drivers? "Well no, actually - I trained the best of them," he says, grinning. The instructors have a kind of inside competition to see who will have the winner in their training group. Ralf Köllges is leading the field confidently after four heats. But sometimes he simply wants too much; he wants to be even faster. "If you want to give 110% in the first training, you won't have anything left for the race, and neither will the car," says Hari. Ralf is the defending champion, having won the AMG MASTERS Sports Trophy in 2007. When he learned, after his overall victory last year, that his first prize was to drive the current German Touring Car Championship vehicle from AMG, he cried with joy. The other drivers rejoiced with him. This year, the burden of being favorite seems to have been a little too heavy. That's why Ralf's knee is now injured. "Doc Schmitt," aka

Markus Schmitt, is to blame. Doctor Schmitt is a race doctor, and has been the doctor for many drivers racing with a star on the hood since 1976. Schmitt loves the German Touring Car Championship, dotes on the drivers, and knows very well that regardless of the class of driver, in the cockpit one thing counts more than anything else: fitness. While training continues on the track outside, the grey-haired doctor with the smoky voice holds forth on heart rates in the pit lane: "In races, some drivers have heart rates over 190. That's terribly high," says Schmitt, and explains that the peak figures don't appear on the fast straights, but rather in the turns. "That's why Ascari is so hard on the drivers. Only turns, hardly any straights. There's only tress, you don't get a chance to relax." All drivers in the AMG MASTERS Sports Trophy wear heart rate monitors. Everything is recorded and evaluated in the evening. "Then I can see exactly who is fit and who isn't," says Schmitt.

The doc looks over his glasses at the laptop monitor in pit 5 of the Ascari Race Resort. Jagged lines. Phases of extremely fast heartbeats alternate with readings just above the level of relaxation. The question is: How long does it take for the pulse to recover? If it takes too long, something is wrong. "I took Ralf aside at one point and told him he could be even faster, if only he was in better shape." Ralf Köllges took the medical advice, and began jogging and cycling. Twenty kilograms of body weight disappeared. Then a car came out of a parking space, and Ralf and his bike landed first on the hood, then on the asphalt, and ultimately in hospital. All that just weeks before the final races! Up until just prior to this final weekend, it wasn't certain whether he would even be able to compete. Now Ralf is cutting his laps, followed by another CLK 63 AMG *Black Series*, which appears to glide through the turns of Ascari. With remarkable speed, admittedly. At the wheel: Luis Freire, businessman from Portugal. "Luis is quite a unique case," Doc Schmitt remarks. "He has practically no pulse at all." The black-haired man of around 50 years of age wears a comfortable pot belly. When he speaks, he does so quietly and with certainty. His dark eyes rest on whoever he is talking to. For all his calmness, however, Luis immediately commands respect. When he talks, people listen to him. Automatically. "Luis is kind of a textbook example of how stress impacts on circulation. He simply doesn't let anything stress him," laughs Doc Schmitt. Luis comes into the pits, chatting in a relaxed manner with the KW suspension expert. Things aren't quite right with the front axle. No problem. Mechanics bustle

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HOW FAST AM I?
WHAT IF I GET STUCK IN
TRAFFIC?
WHAT LAP AM I ON? THOSE
WHO MISCALCULATE OR
DRIFT FROM THE RACING
LINE CAN INCUR HEAVY
PENALTIES

.....

TEXT THORSTEN ELBRIGMANN PHOTO ANDREAS LINDLAHR

about his car. A short time later, he gets back in, helmet on, and races off. The run is unexceptional, despite the demanding track. Luis' car is practically always on the racing line. "I like to drive safely. I enjoy the fact that I can be fast at the same time. But it's not that important to me," says Luis. "The people here are far more important. He has completed more than 30 training sessions. "For me, the AMG training events are like coming home." The car oversteers slightly as it pushes through the turn. Luis corrects it skilfully, with small movements on the steering wheel, continuing to talk uninterrupted. "When I had to go to California recently, for example, the first thing I did was call Scott Preacher, our US boy here, to get a few traveling tips." Luis also stays in touch with other drivers, such as Athanasios Ladas from Greece, and the Briton Ed Strickland.

Coming home: All the other Sports Trophy drivers feel the same way as Luis. They give no quarter on the track, but by lunchtime at the latest they are all deep in conversation extending well beyond what is happening on the track. Scott Preacher, the American, towers above them all at 210 cm. The advertising guru from Atlanta, Georgia, bends down low to Antoinette Ang from Hong Kong. The graceful powerwoman clearly feels comfortable among all the "big boys." She calls Scott at least once a month. Sometimes for professional matters and sometimes privately, just to say "hello." In the afternoon, red flags are suddenly waved. Something must have happened on the track. It soon becomes clear. Ralf seems to have experienced problems on a bend. In the pits, the AMG mechanics decide that the CLK won't be driven again, for safety reasons. The spare car is put into action. Ralf is able to return to the track after just a few minutes, but an entire day of work on the right setup has been for nothing. Ralf now has to return to the pits after almost every training lap to correct tire pressure and to adjust the shocks to the track. A real competitive disadvantage. "It's my own fault," says Ralf, shrugging his shoulders. The self-made man from Mönchengladbach, in the Lower Rhine region, has a company which produces tools for the manufacture of screws. Some of these screws are currently orbiting the earth with the ISS, while others hold giant marine diesel engines in place. He is a "passionate constructor, absolutely obsessed with technology," he says. Ralf Köllges demands high performance from his employees, and from himself. He enjoys being the best. But he doesn't take himself too seriously. He laughs a lot, approaches the others, and enjoys it

when they tell him about their children. Work is not an issue either. Over the whole weekend, not a single mobile phone rings – not for any of the participants. They are all switched off.

It is Sunday morning. The day of reckoning. Two final races. Thoroughly prepared *Black Series* AMGs stand ready, each one adjusted perfectly to its driver. But instead of the wild, roaring start, the race seems quite un spectacular. Which is partly due to the fact that continuity is a key aspect of the AMG MASTERS Sports Trophy: Every driver records a reference lap, and then has to meet this time exactly in the following laps. In addition, there is a previously determined lap, which the drivers must complete as quickly as possible. This leads to a number of considerations: How fast am I? What if I get stuck in traffic? What lap am I on? Those who miscalculate, or deviate too far from the racing line, can incur heavy penalties. Clean and concentrated driving – that's the aim of the competition. It's not the checkered flag that announces the winner, but rather the final analysis of the figures on the computer.

I t's over. The AMG MASTERS Sports Trophy 2008 has been raced and won. The family of drivers gathers in front of the podium full of tension. Daniel has come in third, celebrating at the top of his voice, in a thoroughly un-Swiss manner. "Amazing, just amazing," shouts the man with the jumping milker on his red T-shirt. Second place follows on cue – and on crutches. Changing vehicles cost Ralf Köllges penalty points. In spite of that, he managed second place. He can't believe it! Tears in his eyes. He jumps up, hugs Hari, and can barely reach the podium for so much backslapping. And the winner's cup? This year it goes to the US. Scott Preacher has won! The tall man is standing a bit further back. His celebrations are quiet, he is visibly surprised. He wanders forward, as if in a dream, right to the top of the podium. The winner. The Star-Spangled Banner, the US national anthem, is played. The instructors move to safety before the obligatory champagne showers. Ralf doesn't have a chance, and ends up with the lion's share of the sparkling wine all over him. He pours the rest of his bottle over his curly hair. He'll be sticky and sweet-smelling until his shower afterwards.

The others don't care how he smells, that he's sticky and completely soaked: they simply want to give him a hug. And Luis? He quietly drove his way well up towards the front: Fourth place. He is satisfied. In spirit, however, he is already back in his car – this time in his own AMG. He has to leave shortly, back to

PHASES OF EXTREMELY FAST HEARTBEATS ALTER-NATE WITH READINGS JUST ABOVE THE LEVEL OF RELAXATION. THE QUESTION IS: HOW LONG DOES IT TAKE FOR THE PULSE TO RECOVER?

Portugal, as his 17-year-old son accompanied him to Ronda and has to go back to school tomorrow. "It's important," says Luis in a tone that allows no objection. The first thing for everyone else is to relax after all the hard driving work. The evening belongs to the party of people who simply get on unbelievably well. Because they have gasoline in their blood, and because they are as addicted to the AMG Driving Academy as they are to their own AMG at home. The next day, they are all back home. In Hong Kong, Russia, Greece, Great Britain, and Mönchengladbach. The weather in Andalusia will change. It is supposed to get cold and wet. The heroes of the AMG MASTERS Sports Trophy won't see each other until the coming June. And as happens every year, one new face or another will join the circle in 2009. In the company of Ralf, Scott, Luis, and all the others, the "additions to the family" will not only experience exciting races, but will also be able to have a whole lot of fun with like-minded people.



"IT'S JUST ONE CURVE AFTER ANOTHER, HARDLY ANY STRAIGHT SECTIONS. YOU DON'T GET A MOMENT TO RELAX."

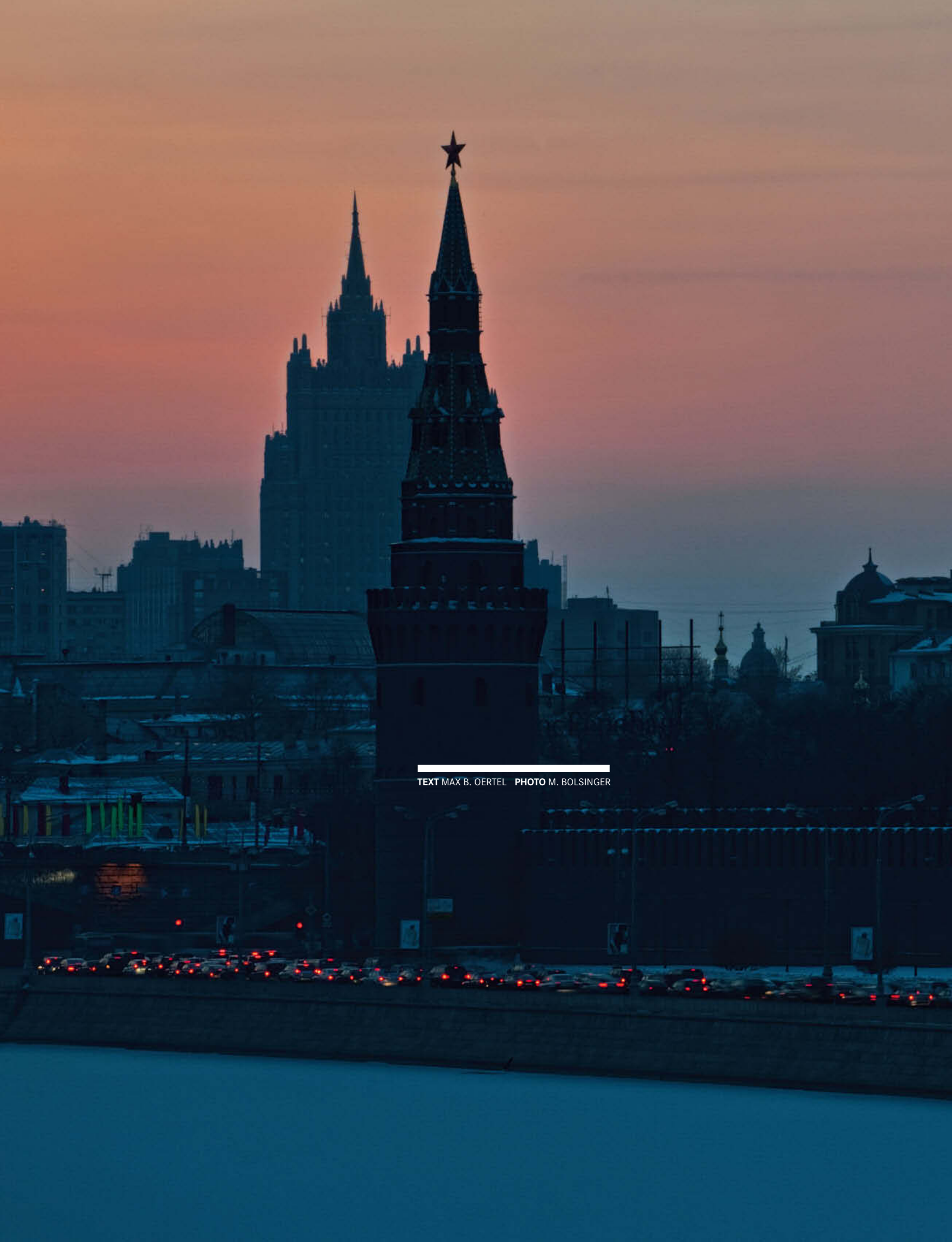


ARCHITECTURE

A WORLD OF LIGHT AND SHADOW







TEXT MAX B. OERTEL PHOTO M. BOLSINGER



M OS COW

THIS IS WHERE ASIA AND EUROPE COLLIDE, WHERE THE AUSTERITY OF THE WEST MEETS THE INFINITE VARIETY OF THE EAST: MOSCOW, A MELTING POT OF MODERNISM, IS REINVENTING ITSELF. TOGETHER WITH THE DESIGN ICON G 55 AMG, WE UNDERTAKE A VOYAGE OF DISCOVERY IN A NEW LANDSCAPE OF RUSSIAN ARCHITECTURE. THIS IS A JOURNEY BETWEEN OPULENCE AND SIMPLICITY, POETRY AND HIGH DRAMA



ANDREY V. BOKOV

ANDREY V. BOKOV PRESIDENT OF THE RUSSIAN ACADEMY OF ARCHITECTURE IN HIS LOFT ABOVE THE ROOFTOPS OF MOSCOW. A NATIVE MUSCOVITE, HE BELIEVES IN AN INDIVIDUAL, LOCAL BUILDING STYLE



M OS COW

RUSSIA'S CAPITAL IS DOMINATED BY THREE EPOCHS: THE EXTREMELY CLASSICAL TSARIST STYLE, THE SOCIALIST ICING-SUGAR STYLE WITH ITS HIGH-RISE BUILDINGS, AND THE KITSCH POMP OF CONTEMPORARY ARCHITECTURE

It's not hard to pick out Moscow from space – this city really lights up at night. Moscow is a town with two faces. By day, tens of thousands of cars wend their way through the broad, mostly gray streets. By night the buildings light up as if the city had just put on a string of radiant pearls, reflected in the waters of the Moskva, the river that gave Moscow its name and that flows through the metropolis like a sinuous backbone. The Moskva also flows past a new chapter in the almost one-thousand-year-old history of the city. It embraces Europe's largest building site, Russia's future business center. This gigantic modern office landscape consisting of glazed columns and reflecting cubes is known simply as The City. This was a controversial project from day one, which in Russia means that it was the subject of much heated debate. "In essence there are just two kinds of architecture," summarizes Julian Jusim, architect, artist, and our guide for the day as we take an architectural journey through the heart of Russia. "The first kind I call democratic architecture that is open to the observer and monumental. The second is dictatorial architecture that is designed to create anxiety." For him Moscow City is undemocratic: "All the glass seems to signal openness at first glance. However, in fact this is the external skin of a world that is hermetically sealed off from its surroundings and from the people."

The City certainly polarizes opinion. It garners applause from those who look forward to the future and who interpret the construction of the tower blocks on the banks of the Moskva as a visible sign of a strong, modern

Russia. They see Moscow being restored to parity with Paris, London, and New York. Criticism has come from those who do not want to see Russia become a carbon copy of the western economic model. This group obviously includes Julian Jusim among its number. His drastic, somewhat exaggerated judgments are the words of a man who is fascinated by Moscow, perhaps because he left the city of St. George the Dragon Slayer, the patron saint of Moscow, more than 20 years ago.

Julian Jusim (62) was born in Samara, on the banks of the Volga, grew up in Moscow, and now lives in Germany. The love of a woman enticed him away from his first great love, Russia's capital city. Julian tells his story with an intensity that is typical of people here. A short, simple question almost always opens up an impressive world of fables, words, and picturesque experiences. Stories so full of passion and enthusiasm that only a Russian could tell them.

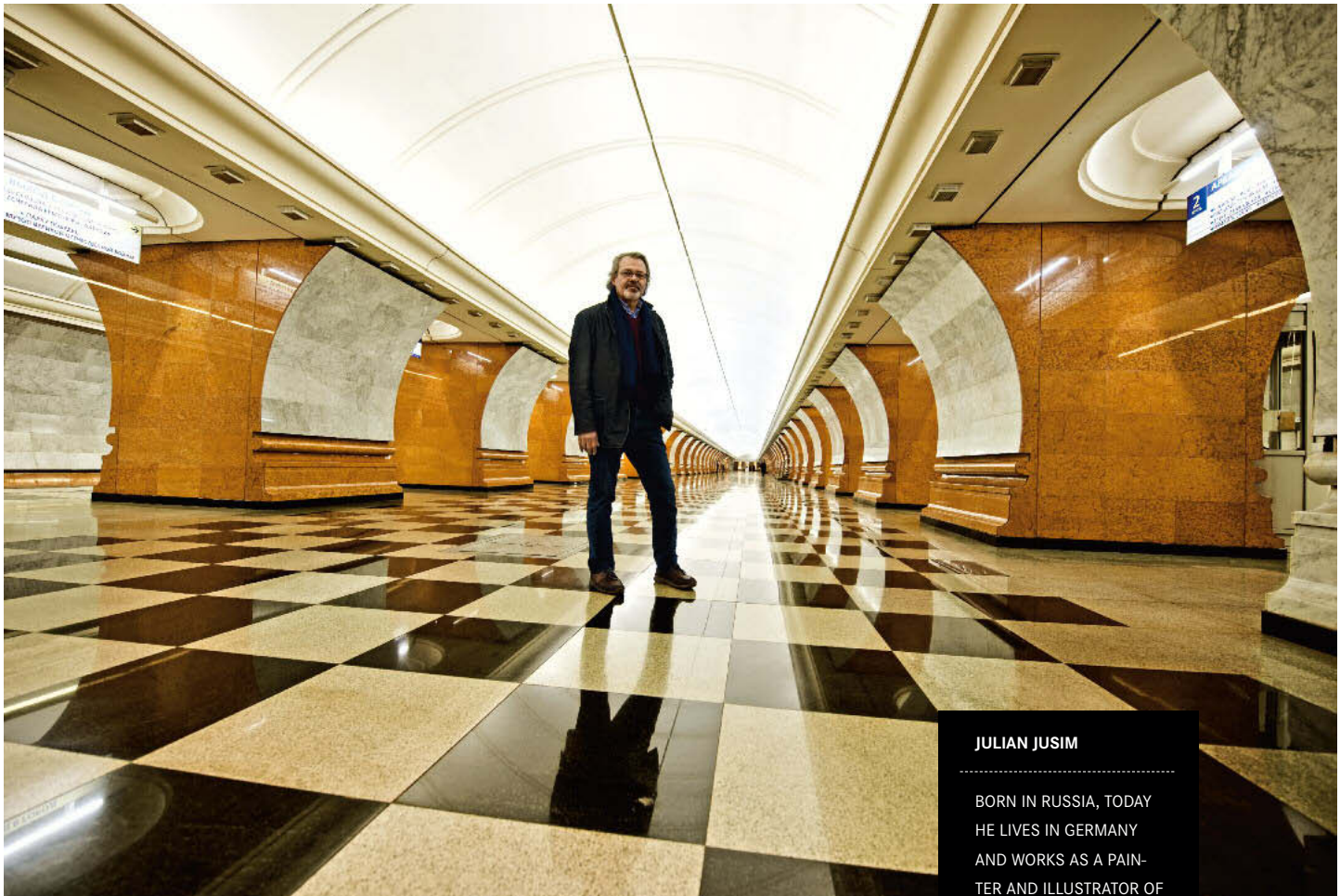
Words are important here. Thus, after 24 hours in Moscow, it is hardly surprising that our chauffeur does not simply take us where we want to go. It always takes a few minutes, sometimes longer, before we move off. The man at the wheel just loves a good argument. Sometimes he asks why we are taking photos in the new city ("It's really not very nice there.") and sometimes he considers the route we want to take too difficult ("It'll be traffic jams all the way in that direction."). Perhaps the need to have one's say is a leftover from the old socialist days, a world in which everyone was equal, in theory at least. But perhaps the reason is simply that our driver is well aware that we need him. Driving in Moscow is a black-and-white affair. You either wait, and wait, and wait in traffic jams, sometimes on highways three or four lanes wide, or you bowl across the city at furious speeds that frequently exceed 100 kilometers per hour. If you don't know what you're doing here, you'll soon find yourself hopelessly lost.

Because our chauffeur finally decides to start the engine, Julian Jusim can finally take us to see the seemingly endless complex of buildings that comprises a huge cardiac clinic. "I built this part here – back in the day." Thousands of windows, several stories high, with a façade that looks like it should be measured in kilometers rather than meters. Impressive, just like everything else here in Moscow. A little later, just before we reach our destination, we pass the press center for the 1980 Olympic Games – architectural clarity, very graphic and, of course,

THE BUILDINGS OF THE SOCIALIST ERA ARE CHARACTERIZED BY A PURELY VERTICAL
URGE, REACHING UPWARDS LIKE ROCKETS







JULIAN JUSIM

BORN IN RUSSIA, TODAY HE LIVES IN GERMANY AND WORKS AS A PAINTER AND ILLUSTRATOR OF CHILDREN'S BOOKS. THE TRAINED ARCHITECT'S FASCINATING BUILDINGS ARE HIS LEGACY TO MOSCOW, HIS NATIVE CITY



M OS COW



IN THIS CITY WE GET
TO KNOW NEW RUSSIAN
DIMENSIONS. HERE
EVERYTHING IS NOT
JUST VISUALLY BIGGER,
IT'S ALSO SOMEHOW
MORE INTENSE AND
MUCH MORE PASSIONATE.
UNFORTUNATELY,
THE SAME APPLIES TO
THE KITSCH

very big. This is another impressive building that is part of Julian's legacy to his city. Julian is an aesthete who learned to think big, the absolute antithesis to his present work. Julian Jusim now illustrates children's books, drawing finely detailed works of art for the appreciation of children. Thanks to Julian's contacts, we get to meet Aleksandr Skokan, a member of a family of great Moscow architects and, now in his sixty-six-year, something of a character himself. Kindly, but with decisive absolutism, he contradicts the dramatic critique of his friend Julian of the architecture of Moscow's business city: "I like the architecture. The buildings behave like individuals who are deep in conversation - it's great." Their great height makes them seem like basketball players stopping to bat the breeze.

Although he likes the design, in the next breath he pours scorn on the poor choice of location for the new office city. Skokan forecasts total traffic chaos. Already, before all the tower blocks are finished and with the offices still unoccupied, the atmosphere around the business city is one of pure panic. It seems that traffic jams will be the default. Skokan would have preferred to see a number of separate centers. This would best correspond to Moscow's basic layout. Aleksandr Skokan believes that existing buildings should be incorporated in the plan. This attitude is also an argument in favor of a sensitive approach to architecture: "We live in a time of change and should be careful with what we are left with." We should preserve the best of the old and enrich it with the new, he feels.

We debate the issues in Skokan's architectural practice. Whole districts are being planned and realized by him and his team of over 40 employees. He is currently working on a district of Omsk. The distance of 2,555 kilometers from Moscow to the Siberian city seems enormous to us, but from Skokan's perspective Omsk is practically just around the corner. We learn what it means to think in Russian dimensions: everything is relative in this gigantic country. This is just as true for traffic as for geographical distances. Normally the scene of an infernal chaos of excessive speed, endless traffic jams, and aggression, the streets are quiet today. That's because it's a national holiday here. Everything is opulent in Russia, even the tranquility. Regardless of whether we're talking about buildings or cars, "It's all a question of scale," explains Aleksandr. Car design is having an increasing influence on architecture, he continues. "In the old days architecture was regarded as the pinnacle of the arts, but these days the new kids on the block are teaching their elders a thing or two." Which is a rather poetic way of saying

that automobile design has taken on a leading role in determining the way our world is organized.

The proof of this is both simple and plausible: "Beautiful car designs can always be combined with classical buildings - they are the perfect pairing." Modern architecture frequently interferes with the image of car and building, particularly when the buildings are as overloaded and exaggerated as is frequently the case in Moscow.

"Modern architecture should be mobile, that would be the best solution. If necessary, you could simply tow it away and scrap it," smiles Aleksandr as he says goodbye, watching as we leave in a piece of automotive architecture that perfectly matches the clear graphic lines of his contoured office complex, the G 55 AMG.

Our car's paintwork is white - still. The choice of car is no coincidence. That's because even after 30 years the Bauhaus architectural style of the G Class is still bang up to date. The contours of the G 55 AMG are still very much part of the 21st century. This form has a timeless quality. Here, in the middle of a sea of dark automobiles - black is obviously the "in" color for Muscovites - we surge majestically forward in our car as if on the crest of a billowing white wave. Not that the boxy shape of the G 55 AMG is a rare sight here; Moscow seems to be the perfect environment for this car, judging by the surprisingly frequent sightings of this fairly exclusive automobile between Lenin Prospect and Pushkin Square. The size of the G population indicates that Moscow's drivers are very

M OS COW



IN TIMES OF CHANGE IT'S
IMPORTANT TO BE CARE-
FUL WITH THE VALUES OF
THE PAST, OTHERWISE WE
WILL SWEEP AWAY THE
WORK OF EARLIER ERAS
THAT WILL ONLY BE
MISSED TOMORROW,
WHEN IT IS TOO LATE

fond of this particular model. The Russians' love of the clear, almost purist lines of the G Class body is all the more surprising when you consider that its austerity and simplicity differ so much from the ubiquitous over-the-top style currently in vogue here. The popularity of the G 55 must have something to do with the attraction of opposites.

This is a thought that Andrey V. Bokov would not just contradict, but would actually wipe out entirely. Sixty-seven-year-old Bokov is the President of the Association of Russian Architects. He advises Moscow's mayor and has a firm hand on the reins when it comes to the design decisions made in the country. This is a man who is full of energy and full of soft-hearted sentimentality, the embodiment of the Russian soul. He speaks with the same vehemence when criticizing the glass structures of Moscow City as imperialistic architecture that seeks to impose the Anglo-Saxon business style throughout the world irrespective of established practice as he does when enthusing about the time he spent as a young architect in Western Europe; one of his best-loved teachers was Sir James Frazer Sterling. Sterling's most important building, the "Neue Staatsgalerie Stuttgart," is generally agreed to be his masterpiece and is situated just a few kilometers away from AMG in Affalterbach. This building unites numerous quotations from regional and cross-regional styles, as well as from examples of significant historical architecture.

Seated at the table in his somber office in the impressively renovated and extended headquarters of the Association of Russian Archi-

tects, Andrey argues for an indigenous, specifically Russian approach, even if this is currently expressed mainly in excess and exaggeration.

Having spent a lot of time abroad, this senior Russian architect is happy to defend local solutions. That's why he has so much sympathy for the young Chinese architects. He is particularly aware that China has had the same experience as Russia. The first new buildings to be constructed there were glass palaces in the western style. But now Andrey sees signs of an improvement. "The young Chinese designers are characterized by a local style, a decisive reaction to the huge number of soulless glass façades that originated in the studios of the big western architects."

Some time later, in his private loft in an historical building high above the rooftops of Moscow, Andrey Bokov draws our attention to Portugal and Alvaro Siza, whom he regards as the genius of the present age. "He creates poetic buildings without the need for absolute high-tech." It is hardly surprising that Siza likes to use regional references in his buildings. Nor is it surprising that his work fre-

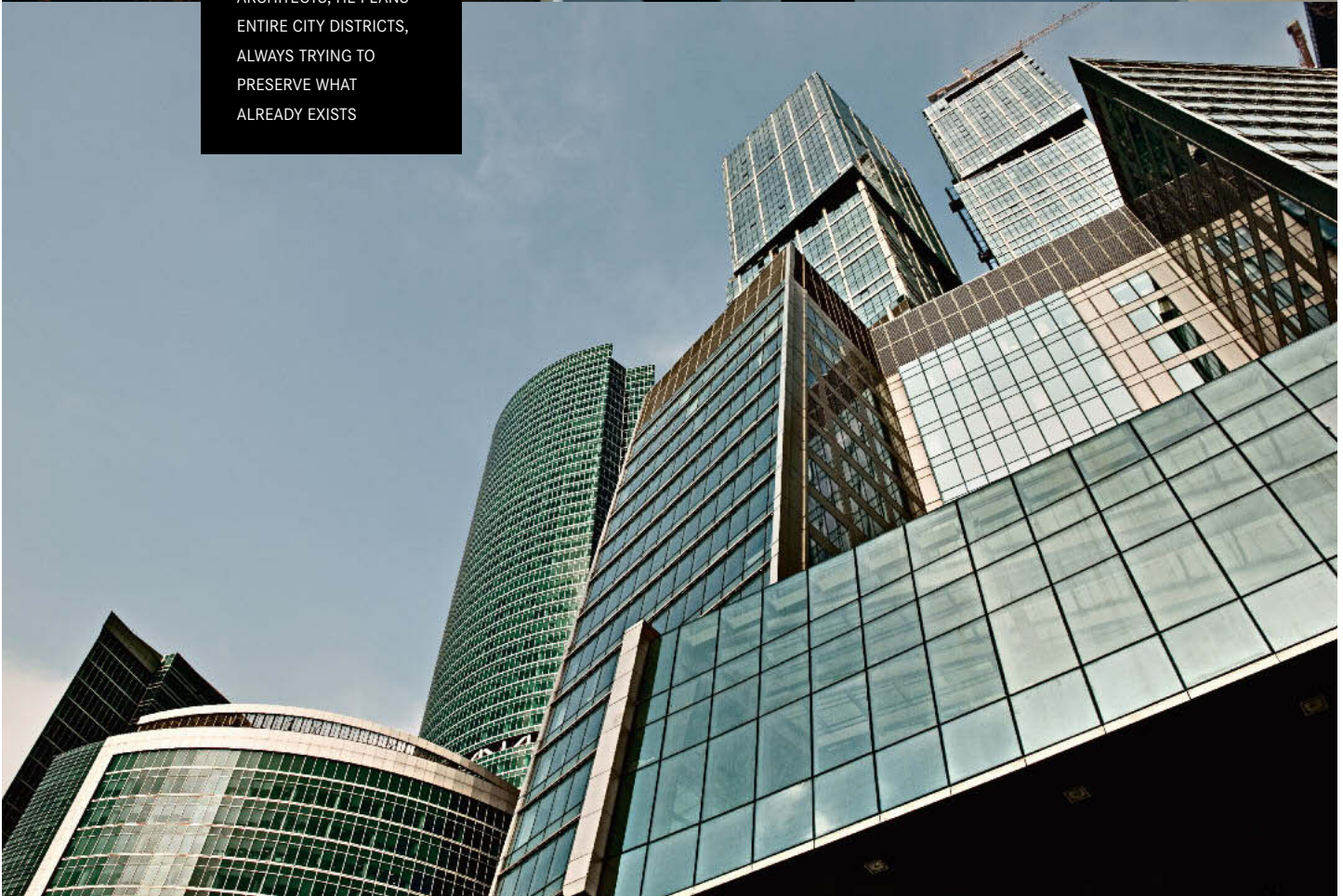
quently quotes from the Bauhaus period. Likewise, it is equally unsurprising that Andrey should savor the moment when he catches sight of our G 55 AMG downstairs at the front of the building. His aim is to create buildings like this car. "Buildings that serve people, even just in terms of their appearance."

On the return journey from the idyllic surroundings of the historical buildings to our hotel next to the Kremlin, the words we have heard still echo in our heads like a soundtrack to the structures we see around us: socialist confectionery, tsarist opulence and, again and again, kitsch modernism. And here we are in the middle of it all, safely stowed in our steel icon. A satisfying example of Bauhaus architecture on wheels. Thank you, G 55 AMG.



ALEKSANDR SKOKAN

SCION OF A FAMOUS
FAMILY OF MOSCOW
ARCHITECTS, HE PLANS
ENTIRE CITY DISTRICTS,
ALWAYS TRYING TO
PRESERVE WHAT
ALREADY EXISTS





AFFALTERBACH IS EVERYWHERE

WHERE TRADITION MEETS MODERNITY, WHERE PEACEFUL FORCE COLLIDES WITH EXPLOSIVE DYNAMISM, THE S 63 AMG WILL ALWAYS SEAMLESSLY FORM PART OF THE ACTION. HERE: ON THE L'ASSUT DE L'OR-BRIDGE IN VALENCIA, DESIGNED BY SANTIAGO CALATRAVA

Affalterbach

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IMPRINT

PUBLISHED BY:
MERCEDES-AMG GMBH
DAIMLERSTRASSE 1
D-71563 AFFALTERBACH

RESPONSIBLE FOR PUBLICATION:
VOLKER MORNHINWEG

CONCEPT AND EDITORIAL CONTROL:
DELIUS KLASING CORPORATE PUBLISHING
SIEKERWALL 21
D-33602 BIELEFELD

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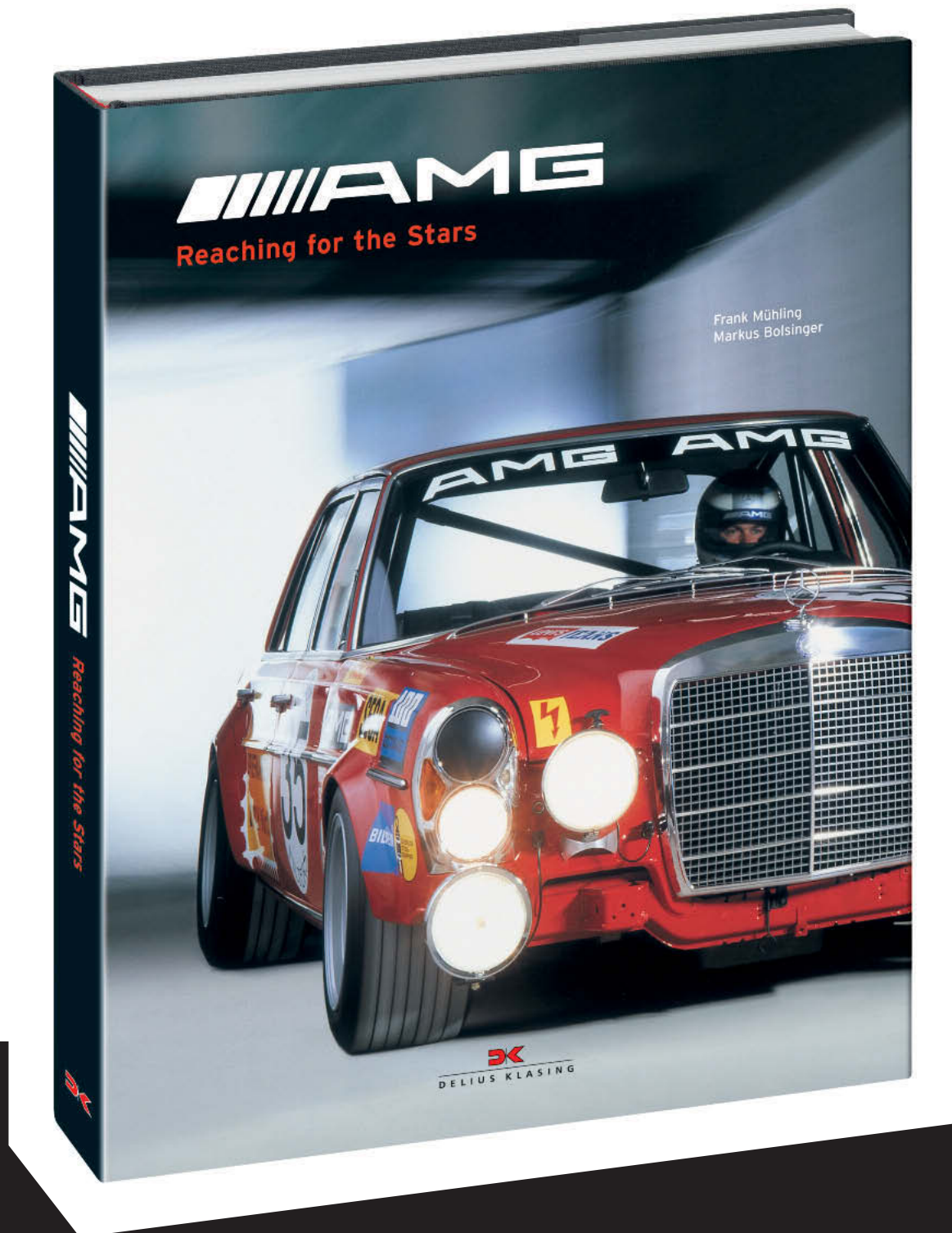
PRODUCTION MANAGEMENT:
OLAF KLINGER

LITHOGRAPHY:
NUREG, NÜRNBERG

TRANSLATION:
BÜRO BARBARA JÜRGENS, SCHLOSS HOLTE

PRINTING:
KUNST- UND WERBEDRUCK, BAD OEYNHAUSEN

CONSULTING:
ULI HACK
JULIAN JUSIM



FRANK MÜHLING / MARKUS BOLSINGER

AMG
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222 PAGES, 200 PHOTOS,
FORMAT 24 X 30 CM,
HARDCOVER WITH JACKET
EURO 39,90 [D]

ISBN 978-3-7688-1809-4 (ENGLISH VERSION)
ISBN 978-3-7688-1808-7 (GERMAN VERSION)

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POWER, EXCLUSIVITY AND DYNAMISM

AMG – the highly distinctive sound of these three letters is familiar to every automotive enthusiast.

This company, established in 1967, acquired its image as a professional tuner through spectacular motor sport successes and powerful Mercedes vehicles and is seen as the pioneer of this entire line of business.

The book grants extensive insights into the design and development work. With contributions from Eric Clapton and Mika Häkkinen.



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"Poser!"



Big Ingenieur. Ref. 5005: No matter what your reasons for being out in the wild, this watch will ensure you remain on top. The stainless-steel case is built to withstand any struggle for territory and to protect the impressive creation inside: the largest automatic movement manufactured by IWC, with Pellaton winding and a seven-day power reserve. All in all, a watch you can wear with pride. Even if you didn't need to go hunting to bag it. **IWC. Engineered for men.**

Mechanical IWC-manufactured movement | Pellaton automatic winding system (figure) | Seven days' continuous running | Power reserve display | Date display | Antireflective sapphire glass | Sapphire-glass back cover | Water-resistant 12 bar | Stainless steel

