



Because he can!

Wolfgang Harpenau

Before the company Vechta Motors was established, the founder Wolfgang Harpenau wondered which make of car he should pick as his figurehead. Since for him the Mercedes-Benz W112 300 SE was the most beautiful model Mercedes has ever built, the decision was not difficult for him. Mercedes-Benz was the status symbol.

One day during a trip Wolfgang saw a trailer standing in the rain. From far away he recognized the remains of an engine inside the trailer, so he stopped. He saw a W 100 Mercedes block. Wolfgang's objective: I want to have it and bring it back to life!

With a lot of diligence and skill the engine was as good as new a few months later. It even got a value appraisal of, believe it or not, 75.000,00€! The appraiser apologized to Wolfgang and said: "Mr. Harpenau, I'm very sorry but I must be below the Mercedes prices. That's why I had to deduct 15 percent. Otherwise an expertise of almost 90

thousand would have become due." That was the starting shot for the restoration of big Mercedes engines.

Wolfgang Harpenau did not only deal with engines, he also restored the corresponding gearboxes and injection pumps. Nowadays it is easy to tune engines. But 50 years ago, of course, it was not that simple. That is why Wolfgang also took the engine tuning into his program - because he can.



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The M100 engine is a gasoline engine with eight cylinders in the V-position of the Mercedes-Benz brand. The M100 was the first Mercedes eight-cylinder engine after the Second World War. In the 1960s and 1970s it was used in the Mercedes-Benz 600 representative car and



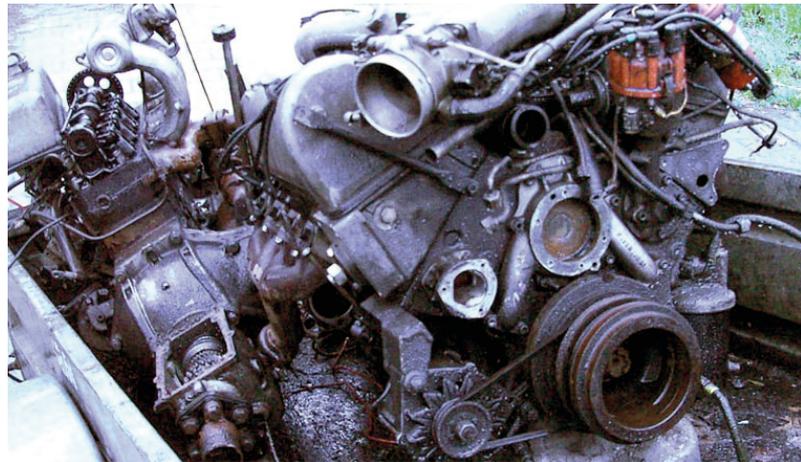
Wolfgang Harpenaus daughter Diana with a M100

in some of the top models of S-Class cars: the Mercedes-Benz 300 SEL 6.3.

Only 2.677 cars of the Mercedes-Benz W100 and 6.525 of the Mercedes-Benz 300 SEL 6.3 were built. All in all only 9203 engines were produced – M100 980 from the 600 and M100 981 from the 300 SEL 6.3. Some more engines were fabricated but the real number of units is unknown. The production of the M100 discontinued in 1982.

The German company AMG built its red racer nicknamed “Rote Sau” (“red sow”). They took a W109 as the basis and combined it with Daimler-Benz parts and a ZF five-speed transmission. At the 24-hour race in Spain 1971 they clinched class victory and second place overall with the red racer. At the end of its career the car reached 428 hp, 620 Nm and 265 km/h. Afterwards it was sold for testing purposes.

The M100 already made history and it is more desirable than ever. Over time the number of mechanics who were able to deal with these engines was dwindling. Nowadays there may only be a few mechanics left in the world and Wolfgang Harpenau (and his team from Vechta Motors) is one of them. According to Wolfgang the M100 engines are the best and most beautiful engines Mercedes has ever built. He repairs these engines like a Swiss clockwork - with much love for the details. And why is he doing that? Because he can. Mr. Wolfgang Harpenau is already well known in Germany as well as in Switzerland, Austria



Look at the amazing result: In the first picture you see the motor in its original condition. The other two pictures show the M100 after its complete restoration. What a beauty!

and France. He does not only reconstruct the V8 M100 engines but also the little siblings M116/117 or the



Other models like this W111 motor are also restored

6 cylinders like the high-quality M189 and 198 engines from the W112 300SE or the W198 300 SL. The engines with the most requirements are the most appealing to Wolfgang. And no matter what is broken, he can fix it.

The Vechta Motors team does not only take care of the engines but also of the gearboxes. The injection pumps can be repaired or converted and modified for engine tuning. Repairs of the M100 engines installed in the vehicle prove to be difficult, since the room is very cramped. But



On special request certain models can also be tuned by Wolfgang Harpenau and his team.

there is a solution to every problem. Wolfgang always says: "Problems are there to be solved. And if you can't solve a problem, you are the problem yourself."

Vechta Motors does not only repair engines, they also do restorations of all models as well as automatic transmissions or other components in the vehicle. They also have experience with engine tuning. If you consider that the M100 engine without gearbox weighs over 400 kilos, 250 hp is too little. But this is also being remedied: Vechta

Motors will provide different engine models with more power - but only on special request. In addition, Vechta Motors has a stock of spare parts as for the M100 engine alone, because when they restore the M100 engines, it is not only external, it is also all the parts on the inside.

It often happens that Wolfgang Harpenau is called to customers and afterwards they say that Wolfgang has magic hands, because he gets every engine running again. And it doesn't matter what kind of engine it is. After the customers M100 engine works again, Wolfgang always says: "You have to treat these engines like a beautiful woman. If you don't do that, the engine gets touchy and that's gonna be expensive." But no matter what kind of problems arise, Wolfgang and his team take care of them.

If your engine fails or if you want more power from it, Wolfgang is your partner. Visit his website and get in touch with Vechta Motors: www.vechta-motors.de

As far as Wolfgang is concerned, he is crazy about engines. And he has already pulled his daughter Diana into the train.



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