



April 2002

Deutsche Marque

Spring is here! What better way to celebrate the beginning of the spring season than by washing and vacuuming your car and joining the Mercedes-Benz, BMW, and Porsche clubs in the first Concours of the year. Come one... come all... and participate in the celebration of German cars. It's our annual clean car contest and a time to show and to talk about these wonderful cars. Join all of us on May 6 at Nottoway Park in Vienna, Virginia!

Want to show your car but not motivated to clean it yourself? No problem! There is a drive through car wash very close to Nottoway Park. For a few dollars, get it washed and vacuumed on the way. No muss no fuss and you have a clean car to place in the street or show class.

You'll have a wonderful day walking the paddock looking at other German cars, showing your car, and chatting with other car enthusiasts. The day is capped off by a reception with beer, wine, soda, water, and light fare at 3PM.

The Concours entry fees are \$25 for Show Class and \$15 for Display Class. All cars need to be at the park by 10:00AM. Judging will begin by noon. Cars are judged for originality and cleanliness. Several classes are established, usually based on the car's age and type. Display cars are not judged. Trophies are awarded just prior to the reception.

The cost to attend the reception is \$12 per adult (to be paid on site). There will be other cold beverages including soda and ice water. At the reception, children must be accompanied by a parent or guardian.

The event is free to spectators. Children of all ages are welcome. Nottoway Park is located off I-66. Get off at the Nutley Street exit towards Vienna. Go three traffic lights and make a left.

The Concours registration form is in the centerfold. Don't wait! Register now!

Calendar of Events

Greater Washington Section Events

May 2	GWS Board Meeting 7:00PM	June 23	Autocross #3
	Season's Restaurant	July 7	Autocross #4
	Fairfax, Virginia		

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	Contact: Dick Pedersen Call: 703-771-2205		Date changed!
May 5	Deutsche Marque Concours Mercedes, Porsche, and BMW Contact: Ed Ayre Call: 301-654-0837	July 14	Annual Picnic Mid-Atlantic Concours Hank Harris's Estate Potomac, Maryland Contact: TBA
May 19	Autocross #2 James Wood High School Winchester, Virginia Contact: Joe Wozney Call: 703-437-7866	August 25	Autocross #5
		September 22	Autocross #6
		October 13	Autocross #7
		November 3	Autocross #8
June 9	Mercedes Only Autocross Date changed!	January 2003	Annual Holiday Party
June 16	Drive and Dine Shepardstown, West Virginia Contact: Bill Hopper Call: 202-363-4189		

Regional and National Events

June 22-25	Great Lakes Tri-Star Challenge	August 11-16	StarFest 2002 Indianapolis, Indiana See The Star for information
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President's Message

Thoughts of a Car Guy

Not bad for March 2. Those of little faith who thought it was too early for a driver's ed romp at Summit Point. Just ask the fifty plus who had a great time in the dry, wet, dry, cool conditions. Thanks to Joe Wozney and his crew for organizing another successful driving event. Kudos again to the Hillbrook Inn and Bed and Breakfast for the great food prepared for the hungry drivers and workers.

Board member Vern Luke and longtime member Bill Stewart completed this year's GWS financial audit. They found we are on the straight and narrow and their suggestions for better vouchers are appreciated. Jim Glenn did another yeoman's job of getting the financials ready for Vern and Bill. Next on the financial front is getting our CPA ready to file our tax return. A familiar statement this time of year.

Vern Luke has also been busy preparing a technical day at Merchant's Tire training facility in Manassas for Saturday April 20. The event features notable speakers, including the ever-popular MBUSA technical representative Tom Ishler. Demonstrations are also being planned of common preventive maintenance and repair procedures. Last year, Bob Hafenmair of Star Auto Service in Cockeysville demonstrated the installation of new rotors and wheel bearings on a member's Mercedes at the Merchant's facility.



On the semi social side, don't forget our German car show at Vienna, Virginia's Nottaway Park on Sunday, May 5. Our club, along with the Porsche and BMW clubs, displays our cars, new and old, on the grass at the park. The serious show folks prepare their cars with painstaking attention to detail and vie for trophies for the most original and clean examples. Everyone is welcome, and for those who just want to watch and mingle we may give a trophy or two for the cleanest non-judged Mercedes. At about 3PM all the clubs gather for a wine, beer, and cheese reception for a small fee. So wash your Benz and come join us on a beautiful spring day.

Plans are firm for a great drive and dine to the Bavarian Inn in Shepardstown, West Virginia on Sunday, June 16. I know it's father's day, but what a great way to celebrate. Bill Hopper says we will have a special parking area and lunch.

Thanks again to Hank Harris for again allowing the club to hold our annual picnic at his estate in Potomac. The date is Sunday, July 14 for this popular event. Bring the kids and lawn chairs! They will love Hank's pool. We will also have our annual car show on the lovely grounds. So, wash that baby and come on out.

And again, don't forget StarFest, MBCA's national convention with show, social, driving, and technical events for everyone to be held in Indianapolis beginning August 11.

See you there,

Dick

MB News

MB Unleashes Supercharged SL55 AMG

Hot on the heels of the all-new, award-winning SL500 roadster, Mercedes-Benz unveiled the SL55 AMG roadster to arrive here this fall. Brimming with performance, this new SL55 AMG uses a newly-developed, hand-built, 5.5-liter supercharged engine with over 465 horsepower to catapult itself to 60 mph in just 4.5 seconds from rest, making it the fastest production Mercedes-Benz ever. The SL55 AMG also provides braking power to match the horsepower. Immense vented brake discs at each corner and calipers are engineered with the industry's first electronic braking system. The SL55 AMG uses a further evolution of Mercedes' ABC active suspension to imbue the car with cat-like handling reflexes while simultaneously offering ride comfort to surpass any competitor.

The new SL55 AMG is the latest in the SL line, which began in 1954 with the legendary Gullwing 300SL. The SL55 is a technological tour de force, with ABC active suspension and ESP stability control, plus the world's first electronic brake system. The new SL55 also boasts breathtaking styling, capped by a retractable hardtop that combines the open-air fun of a convertible with the quiet comfort of a coupe.

Visually, the SL55 employs aggressive looks with sculpted rocker panels and rear valence with four chrome exhaust tips and 5-spoke, 18-inch forged alloy wheels. The SL55 AMG also tours the world as the Formula 1 Safety Car.

Each SL55 AMG engine makes a towering 465-plus hp and a truly massive 516 lbs.-ft. of torque, making easy work of the 0-60 mph sprint. Every new SL55 AMG's 5.5-liter, supercharged and intercooled V8 engine is hand-assembled by experts at AMG in Affalterbach, Germany and is bench-tested to ensure performance. The V8 engine uses a positive-displacement, Lysholm-type (screw-type) belt-driven supercharger with scrolling aluminum rotors, providing usable boost virtually from idle speed, and generates a maximum of 11.6 psi boost pressure (or 0.8 bar). The rotors are also Teflon-tipped for more positive sealing and long life. The Kompressor uses a specially developed crossflow air-to-water intercooler that reduces intake air temperature, creating a denser charge. Other developments include a fast-acting electronic throttle, revised cam timing, high-rate valve springs and

lightweight valves.

The SL55's prodigious torque has a high-capacity five-speed automatic transmission with SpeedShift programming that nets 35-percent quicker gear changes. Gear changes can also be accomplished by pressing either of the two steering-wheel mounted shift buttons - left side for downshifts and right side for upshifts. By holding the gear lever to the left when in Drive, the SpeedShift transmission can also automatically downshift and can determine the best possible gear for maximum acceleration in any situation. The SpeedShift transmission will also hold a selected gear under high cornering loads, preventing an upshift in mid-corner. A lightweight torque converter can lock up in all forward gears when conditions warrant. This makes for the liveliest, dynamic performance possible when needed, yet exhibits refinement when driving serenely under normal conditions.

Like all Mercedes-Benz cars, the SL55 AMG uses ESP stability control to prevent skids and spins in poor weather driving. Because the SL55 AMG shatters the performance envelope, ESP is programmed specifically for the model, with the high power, handling grip, dynamics and braking performance all playing a crucial role its new programming.

The SL55's chassis has a fully independent, double A-arm front suspension and Mercedes-Benz' patented five-link rear suspension. The latter is mated to a substantial steel subframe that takes the place of the SL500's aluminum subframe due to the SL55 AMG's astounding performance levels. The active suspension is Mercedes' revolutionary system that virtually eliminates body roll in cornering, squat under acceleration and dive during braking. The SL55 uses new software programming specific to the model, loosely akin to increasing the spring rates, shock damping and anti-roll bar stiffness of a conventional suspension.

Mercedes engineers use ABC's interplay of hydraulic, electronic, and mechanical parts to reduce body roll by 68 percent (compared to the same vehicle with a conventional suspension), providing the driver with needed feedback through the vehicle chassis. A Sport switch on the center console can further limit roll to 95 percent along with tighter shock damping, if the driver prefers sportier handling. The active suspension system uses four hydraulic servos (or pistons), one on top of each steel coil spring, applying additional forces in response to split-second signals from the ABC computers. Active suspension solves the traditional tradeoff between ride comfort and handling precision.

Because of the SL55 AMG's performance potential, Mercedes fits unique braking hardware to the SL. All brake rotors - not just the fronts - are fully vented. The front rotors are 14.2 inches in diameter, while the rears are 13 inches. Clamping onto those generous discs are eight-piston front calipers, a direct result of Mercedes-AMG's Championship Touring Car racing program. Mercedes also offers the world's first electronic brake system to see production on SL500s, and also on next fall's SL55 AMG. This system provides faster, more sure-footed brake response, especially in emergencies.

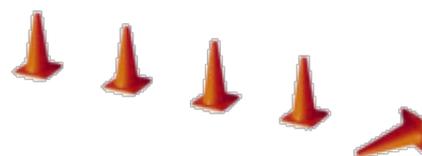
The brake pedal works with a computer that tells four fast-acting valves exactly how hard to apply the brakes on each wheel. A backup hydraulic master cylinder comes into play if there's a serious problem or electrical failure. With split-second accuracy, the system can change brake pressure on each wheel over uneven surfaces and can increase brake pressure on just the outside wheels when braking in turns, taking advantage of the higher loading during cornering. Even ABS anti-lock and ESP stability control work more efficiently since they are more deeply integrated with the brakes, instead of functioning as parallel systems.

If the driver switches his foot quickly from accelerator to brake pedal, the electronic brake system recognizes the early signs of an emergency situation and reacts automatically. With the help of the high-pressure reservoir, the system raises the pressure in the brake connectors and instantaneously moves the pads onto the brake discs, which can then spring into action with full force as soon as the brake pedal is pressed. At highway speeds, this pre-loading of the braking system reduces stopping

distance by about three percent. The system also automatically senses when the road is wet and imperceptibly applies the brakes just enough to keep the discs dry, so that brake operation remains fast and consistent in the rain.

At the push of a button, the new SL55's retractable hardtop can be fully opened or closed in just 16 seconds. As the power roof retracts, the rear window glass "spoons" the stowed roof panel, providing a surprisingly large cargo area of 8.3 cubic feet. With the top up, the trunk holds 11.2 cubic feet. A hydraulic pump and 11 computer-controlled hydraulic cylinders power the system, and top operation is controlled by a distinctive switch on the center console.

Driver and passenger benefit from new, highly bolstered sport seats. Mercedes-AMG also fits the interior with new aluminum trim that has the same texture and look as the sand-cast aluminum supercharger housing. This can be augmented by additional wood trim at no charge. AMG gauges with silver dials and an Alcantara headliner also adorn the functional, yet inviting interior. With supercharged acceleration, handling agility, a top that folds in next to no time and even a pop-up rollover bar that deploys in 0.3 of a second in emergencies, the SL55 AMG compresses time.



pylon alley by Joe Wozney

News and Notes

We're still waiting for final confirmation from the school, but we have received tentative approval for two date changes. The original June date we selected for the Mercedes-only autocross was unavailable due to an event at the school. The "new" date is set for June 9 - a week later.

The other problem date was July 21. This turned out to be a really bad selection. The ALMS race on the streets of Washington is the same day. In addition, that is the date of the Pittsburgh Grand Prix. Dick and Pam, Mason, and I attended last year to have some fun and to provide some support for the event. Where to go this year will be a difficult choice. The new autocross date is July 7.

Here are the 2002 PAX indexes:

	Stock	Street Prepared	Prepared	Modified	Street
SS	0.836				
A	0.828	0.846	0.874	1.000	
B	0.827	0.840	0.867	0.951	
C	0.812	0.842	0.854	0.919	
D	0.798	0.820	0.849	0.894	
E	0.802	0.826	0.868	0.904	
F	0.809	0.817	0.865	0.897	

Autocross Dates
April 21
May 19
June 9 (M-B event)
June 23
July 7
August 25
September 22
October 13
November 3

G	0.785				
H	0.779				
STS					0.784
STX					0.801
SM					0.834
SM2					0.856

Drive and Dine

Celebrate Father's Day In The Alps

Come celebrate Father's Day in Alpine style at the Bavarian Inn in Shepherdstown, West Virginia on Sunday, June 16. The day will start with members and their families who want to caravan up the twisty roads to Shepherdstown as a group, at Potomac German Auto at 4305 Lime Kiln Road south of Frederick, Maryland, just off Route 270.

[Potomac German Auto](#) is hosting morning coffee and a small tour of their facility for members who gather there at 10:00AM. At 11:00AM groups will take off for the drive to the Inn. Driving through historic Civil War country side, they will pass through the interesting Maryland towns of Middletown, Boonsboro and Sharps-burg, and cross the bridge into Shepherdstown West Virginia to the Bavarian Inn, where lunch will be served at 1:00PM.

The Bavarian Inn is built in the Alpine tradition with old world buildings and a great location atop a bluff overlooking the scenic Potomac River. The Inn brings the traditions of the old world with wonderful Alpine painted chalets that over looking the river's bend. And, a special Mercedes-Benz-Club-only parking area will be available for members who attend.

Lunch will be served with a choice of four entrees; Chicken Prince - tender breast of chicken served with asparagus and whipped potatoes; Sauerbraten - choice marinated beef served with red cabbage and dumplings; Crab Cakes; and, for the vegetarians, Portobello Wellington served with spinach and julienne vegetable in puff pastry. As well as hors d'oeuvres, salad, ice tea, wine and desert. A special reduced price children's meal of chicken tenders and potatoes is also available for the kids.

After our lunch, members are encouraged to go into the quaint town of Shepardstown and explore the many specialty shops and interesting tree-lined side streets of this very charming college town.

The cost is \$45 per person - \$30 for the children's meal. Please fill out the centerfold coupon and let us know your choice of entrée, Chicken, Bavarian, Crab Cakes, or Vegetarian.

If you are bringing Dad along, or will be celebrating yourself as a Dad that day, let us know when sending in your reservation, as we will be honoring Father's this year. Please send in your reservation coupon (see the centerfold) and your check made out to GWS-MBCA to:

Bill Hopper
5455 Broad Branch Road N.W.
Washington, DC 20015-1753
202-363-4189

Those looking to stay overnight should contact the [Bavarian Inn](#) directly at 304-876-2551. For Bed and Breakfast style accommodations, contact the [Thomas Shepherd Inn](#) at 304-876-3715.

Cherry Blossom Benzes

GWS Chosen as Prime Rides for the 2002 Cherry Blossom Festival Parade

The 2002 National Cherry Blossom Festival Parade featured eighteen of the Greater Washington Section member's fine Mercedes-Benz Automobiles. Many of them were used to provide local and national dignitaries their "parade rides." Parade queens, national sports stars, politicians, and team mascots were riding in style in section member's Benzes with American flags and the Greater Washington Section banner waving.

Brisk April weather and closed DC Streets proved no obstacle to members who participated in the parade. It is amazing how the three pointed star opens up a closed National Park roadway, especially on parade day.

This event brought out seasoned members as well as brand new members who showed off the great style of their Mercedes Benz automobiles. New members Ruby Miller and Paul Kelsey Williams had a chance to see what fun can be had at section events. A big welcome goes out to both of them!

Bruce and Judy Roth chauffeured Miss Virginia and Cherry Blossom Parade headliner/Redskin standout Darrel Green in a brand new black on black 2002 CLK 430 courtesy of Herb Gordon Mercedes-Benz of Silver Spring.

This year's parade paid tribute to Mr. Green's NFL career and his contribution to DC youth through his Youth Life Foundation.

DC United's team mascot - Talon the Eagle - was tagged to ride in Janet McFarland and Steve Walters newest ragtop family addition, a 1974 450SL. Al Angulo's 12 cylinder 1994 SL600 gave Miss Latin America Fiesta Queen her ride as David Van Duzer's 1967 250SE went along to chaperone!

Al's wife, Jeanne, who was supposed to provide Miss USA with a colorful ride, got sideswiped by a certain high line Japanese auto maker who paid big bucks to drive the reigning queen down the parade route. So Jeanne joined six other section members who closed out the parade in grand style.

Thanks go out to GWS members Pat Senatros; Ruby Miller; Bruce and Judy Roth; Al and Jeanne Angulo; Mason Beale; Debbie and Klaus Hirtes; David Feske; Stephen Penhoet; Steve Stein; Paul Kelsey Williams; Anita Auerbach; Dick Renner; Ed Ayre; Steve Walters; Frank Spellman; Sonia Whittaker; and, David Van Duzer for participating in the parade.

Special thanks go out to Bill Hopper for organizing the section's participation in the parade and to Janet McFarland for putting out the notice of the section's participation in the parade through her Blast E-Mail updates.





Tri-Star Challenge

Saturday, June 22 through Tuesday, June 25. Four days of fun, and learning for the novice as well as the experienced driver, and those who love to show off their cars! Sponsored by the Western Reserve Section

Saturday

Registration, tech inspection, rallye, welcome cocktail party.

Sunday

Concours d' Elegance, performance driving school, rallye, and Concours banquet.

Monday and Tuesday

Driving School and Time Trials at Nelson Ledges Road Course.

Defensive driving, autocross, and acceleration runs at Thompson Drag Raceway.

Awards Banquet at Avalon Inn.

Headquartered in the Avalon Inn Resort in Warren, Ohio 800-828-2566. Ask for the MBCA package. For information and a registration package, call John Morrison at 330-673-7885 or email: gobenzing@aol.com

High Gear

There is an island off the Atlantic coast of North America where the tangled branches of live oaks overspread a prickly carpet of lush palmettos; where the fresh scent of Georgia pines is overpowered by the aroma of magnolia blossoms by the end of February. Here the wintry winds and driven sleet are as alien as any extraterrestrial. Gentle is the transition from a mild winter to a warm and early spring. Excuse enough for some to visit Amelia Island.

Ah, but I'm not a migratory avian who must head south to nest in the sun. Being of hardy stock, the chill winds and swirling snow bring color to my cheeks and warmth to my spirit. Florida's siren song fails to penetrate to my muffled ears. I can live without the tropics' sweaty embrace. Yet it's to Florida's Amelia Island that I set my star each year before the ides of March. Not for the balmy breeze's caress or for the warm, beckoning strand. No, it is the passion for the motorcar that drives me from my northern home to this island paradise. The March classic car rallye and Concours d' Elegance that take place here rival the fabled Pebble Beach weekend, and effectively begin the auto enthusiast year for those of us who live on the right bank of this continent.

When I recollect the beautiful conveyances which assembled on the island this year I want to write love sonnets to them all... How do I love them? Let me count the ways...

The Amelia Island classic car rallye takes place on the Friday before the Concours. As I am wont to say: cars are for driving! This applies all the more emphatically for timeless classics. The unique experience of driving a 40, 50, or 60 year old automobile is matchless. The direct mechanical nature of the gearshift linkage; the linear response of non-assisted brakes; the direct communion between the tiller and the tire patch which is provided by steering without power boost; these must be experienced in order to be fully appreciated. Furthermore there is no visual thrill more exciting in the world of mechanized transport than the sight of a fine vintage automobile on the road. Being overtaken by a 1932 supercharged Duesenberg, a 1936 Delage cabriolet or a 1963 300SL roadster far surpasses the pleasure of passive spectating at a car show or car museum.

Two vehicles participating in this year's rallye that particularly impressed me were the fin bodied 1947 Cisitalia and the fin bodied 1963 Rolls Royce coupe. Both these classics put the lie to the quaint notion that the automotive tail fins of the '50s and '60s were a Detroit phenomenon. The Cisitalia

single-handedly established the vocabulary of postwar automotive design. The fabulous fins on this Italian classic reflect the aerodynamic research undertaken by the gifted German engineer, Wunibald Kamm, during the '30s. The fine Rolls coupe has discrete, stylish fins on the Silver Cloud chassis. The British car is a contemporary of the glorious Mercedes finbacks built from 1959 to 1968, which were designed for Benz by the acclaimed fine artist Paul Braq.

I lingered for more than an hour in the parking lot of the Down Under Cafe on Amelia Island. This was the terminus of the rallye and all the fine classic cars were parked in conventional fashion while the drivers and navigators supped and socialized as the organizers tallied rallye results. I couldn't help thinking that if a regular Down Under Cafe patron had happened by for dinner on this particular evening, he or she would have experienced a time warp parking between a 1937 Alvis and a 1935 Mercedes 500K. The unsuspecting diner might well have reached the conclusion that he or she had died and gone to heaven.

The Amelia island Concours itself was a veritable automotive candy shop. Arrayed on pristine lawns were pristine expressions of mankind's mechanical genius and creative inspiration. The two cars that won my heart were a 1949 Packard woody wagon and a 1965 Lancia Flaminia with Touring coachwork. Both these conveyances were emotional favorites. When I was born, back in 1950, I was driven home from the hospital in our family's '49 Packard. My parents kept that car until 1958 when they sold it for \$150 in perfect condition despite three cross county junkets in the era before the interstates. When I was a student in the early '70s I had taken a drive across the Loire Valley with Baron Guy de la Tournelle in his fine dove gray Lancia Flaminia. I'll never forget the Baron's endearing little chortle of noblesse oblige as he sounded the Lancia's melodious air horn for a full half kilometer before traversing the quaint village of Montoire... at full tilt.

Flying back along Route 95 from the Amelia Island weekend I fell into a reverie of aesthetic elevation and nostalgic daydreams. Inexplicably I found myself sounding the melodious horn of my handsome starship for a full half-kilometer before traversing the quaint reduced speed zone in Lumberton, North Carolina... at full tilt.

John Kuhn Bleimaier

Shop Coat

Want to Look Professional while working on your Mercedes-Benz?

At a recent Tech session, one of the club members remarked that it would be nice to have shop coats to not only protect a person's clothing while working on our cars, but that it would also look professional to have such an item with the club logo on it. Well, we've found a source for a really nice Men's Shop Coat, in Navy Blue with the embroidered MBCA logo over the left breast pocket. These long sleeved shop coats are 7.5 ounce 65% polyester/35% cotton twill, have two breast pockets, two large lower pockets, concealed gripper closure, side and back vent openings, and are about 43 inches long. Sizes are from 38 to 50. We are now accepting orders for these coats from MBCA members. Member cost is \$49.

For further information, please contact Werner Fehlauer at 856-224-1792, or Email at: w.fehlauer@att.net.

TradingPost

280SEL 4.5, 1972: Blue/bamboo Tex. 64k miles. Exc in and out. Divorce forces sale. \$8500 obo. Call John Murray at 302-423-0122. Email: jmurray@state.de.us

300SEL 4.5, 1973: Brown. Automatic. PS, PB, PW, AC, sun roof. Not running. 125k miles. \$1000 obo. You tow. Call Steve Gundersen at 703-680-7293.

450SL, 1973: Both tops and holder and cover. Stainless exhaust. Recent chain. Professionally maintained/serviced. Garaged. \$10,000 obo. Call Dick at 703-533-3929.

450SLC, 1975: Excellent condition. Fully restored. Runs and looks great. \$8400 obo. Call 703-978-4564.

450SEL 6.9, 1978: Blue/blue velour. 73k miles. New alloys and Michelins. Exc. mechanicals. Could use some paint detailing. Gas is cheap - now's your chance. \$10,800 obo. Will negotiate. Call Francis Newburn at 410-963-3058. Email: fran_newburn@hotmail.com

280SL, 1983: Champaign/brown leather. Conv. to US specs. Auto trans, 6-cyl, ABS, heated front seats, folding rear seat, 2 tops, wind deflector, prof, maintained/serviced, garaged. 61.5k miles. \$20,000. Call Rosalia at 410-987-0255.

500SEC, 1986: Silver/blue leather. Euro model. Has DOT/EPA. 245 hp. 60k miles. SR. Stainless exhaust. Immaculate. Records. \$16,000. Call 202-822-0993. Email: petersb@tattc.com

560SL, 1986: White/white hard top/navy int. and soft top. 56k miles. Original. Exc. condition. Records. Garaged. \$27,500. Call Martina at 703-691-2187.

190E 2.3-16, 1987: Black/black. 59,600 miles. 5-Speed transmission, showroom condition, \$14,000. Call Mason Beale at 703-941-1055.

560SL, 1988: Smoke silver/dark red. 130k miles. Garaged. Runs great. \$19,500. Call David at 703-759-7046.

500E, 1992: Pearl black/blk. leather. Original. All dealer maint. records, incl \$82k sticker. Garaged. Never damaged. 126k mi. \$21,500 obo. Call Jonathan Butler at 703-759-7115. Email at: butlerbrothers@earthlink.net

S350 Turbo Diesel, 1994: Black/parchment. 158k miles. Sheepskins. Very nice. Fully serviced. Call Michael Cottone at 301-641-5727.

E320 Cabriolet, 1995: Emerald green/beige leather. Black top. Heated seats. 6 disk CD. ASR. Sheepskins. Some warranty. \$44,000. Call Al at 410-256-1857.

C280 Sport, 1997: Black/black. 45,000 miles. Starmark warranty, AMG wheels. Bose sound and MB CD player. Heated front seats. Excellent condition. Call Mason Beale 703-941-1055.

CLK320, 1998: Azure blue/charcoal. 60k miles. AC, heated/multi-contour seats; glass moon roof, auto dim mirrors, electric rear window shade, new tires, much more. Fully serviced. Excellent condition. \$28,400. Making room for a 2003 SL500. Call Greg Calabro 201-871-9792.

ML430, 1999: Green/parchment. 56k mi. SR, Bose Prem. sound, 6 CD, trailer hitch brush guard, fog lamps, Lojack. Ext. warranty - 7 yrs. Exc. cond. Garaged. Not off-roaded. All records. Dlr. serviced.

New Michelins. \$31,000 obo. Call Charles Emely at 703-795-9608 Email: chemely@cbc.org

Wheels: 4 alloy wheels for 123/126 series. Blizzak snow tires mounted. Only used 2 winters. 1 new Pirelli P44 195/70 tire. \$125 takes all. Call Nepier Smith at 703-356-1274.

Parts: W111 coupe parts. Taillight lenses, used and NOS, \$35-\$75 each. Exc. gray sun visors, \$85 pair. Restored perfect clock, \$95. Call Andrew Strasfogel at 202-452-7723. Email: squasher@starpower.net

Sheepskins: Champagne (beige) for 123 and most sedans. Good shape. \$75 pair. Call Andrew Strasfogel at 202-452-7723. Email: squasher@starpower.net

Tires: 4 205/60R15 Michelin Pilot XGTH4 90H, nearly new for C280. Warr. 50k mi. Have 11k. mi. on them. Were \$108. \$65 obo. Want to sell set at \$260. Call Claire Tieder 703-464-8519 or cell 202-489-4499. Email: CMTied@aol.com.

Wheels: OEM wheels for CLK. 7 x 16 polished aluminum. 7-hole design with 205/55/16 Michelin Arctic Alpines. Wheels like new. Tires have 1-2 seasons left. Call Ken at 410-461-4914.

Hard Top: For 1995 SL500. Black in mint cond. Garaged. Moving to Las Vegas - don't need it. \$4000. Call David at 646-221-6332 (cell).

Hard Top: 107 Exc. cond. Firemist color. \$600 obo. Call Jonathan Butler at 703-759-7115. Email at: butlerbrothers@earthlink.net

MB Car cover: Originally for '95 E320. Exc. condition with storage pouch. Used 4 times before selling car. \$120. Call Charles Meyers at 703-968-4718 or 703-867-4677 or email to: meyers.charles@hq.navy.mil

Wanted: 1998 to 2000 C43 AMG. Brilliant silver. Under 36k miles. Service records a must. Call John Huang at 703-421-6172.

Wanted: Privately owned 1998 or newer E320 with low mileage. Contact Rich at 703-670-9113.

Wanted: Well-maintained, clean 1985 300SD for daily use. Call John at 703-536-1692.

Wanted: Hardtop holder for SL model. Looking for a holder with wheels and a dust cover. Call Sandra at 410-439-9089.

Advertisers

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[EuroMotorcars](#) 301-986-8800

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