



December 2000-January 2001

Summit Point Driver's Ed

Do you pretty much have your early spring plans in place - some gardening, a little work on the car? Want to have some real fun? Why not plan on coming to our two-day performance driving school at Summit Point Raceway on March 24 and 25. If you can't make two days, then join us for one day.

The Point is a two mile long track with a half mile straight and ten turns. It's a safe and fun track to drive with lots of runoff room. For a good look at what it's like doing a hot lap, call up the [Summit Point](#) site on the Internet.

Are you a novice with no previous track experience? No problem! Instructors from Bill Scott Racing will be on hand both days to teach you performance driving.

You'll love the track and the instructors. No one will force you to drive any faster than you comfortably want to. We want you to progress at your own pace.

Don't want to drive the new Benz? Or the old one? You can drive any car you wish, as long as it has \$100,000 liability coverage and will pass the mandatory tech inspection. Rag tops require a roll bar or a hard top.

Pre-event car safety inspection sheets are available [here](#) in PDF format for downloading.

We are currently trying to arrange for a Tech Session for your safety inspection. Watch for it!

We will only accept the first 70 drivers. So, it's first-come-first-served.

Rates for the event are \$285 for both days or \$150 for one day (cheap!) and include a catered lunch. You can opt for additional lunches for your guests and family.

Optional hotel arrangements have been made with the Shoney's Inn in Winchester for Friday and Saturday at a discounted rate. The room block will be held until March 10. Call them at 540-665-1700 and tell them you're with the Mercedes-Benz Club. Shoney's is only 15 or 20 minutes from the track.

Listen! This stuff is good for your soul and will help eliminate the stress in your life. You won't know what fun is until you get off the *#%ø Beltway and try performance driving. Plan now on joining us!

If you have any questions, please call Joe Wozney at 703-437-7866. The two-page registration form is also available [here](#) in PDF format.

Calendar of Events

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Greater Washington Section Events

March 24-25	Performance Driving School Summit Point Raceway Summit Point, West Virginia Contact: Joe Wozney Call: 703-437-7866	May 20	Autocross #2
April 28	Walking Tour of Forest Glen Silver Spring, Maryland Contact: Bill Hooper Call: 202-363-4189	June 10	Autocross #3
April 29	Autocross #1 James Wood High School Winchester, Virginia Contact: Joe Wozney Call: 703-437-7866	July 8	Autocross #4
May 6	Deutsche Marque Concours Mercedes, Porsche, and BMW Contact: TBA Call: TBA	August 26	Autocross #5
		September 23	Autocross #6
		October 14	Autocross #7
		October 21	Annual Membership Meeting American Service Center Arlington, Virginia Contact: TBA Call: TBA
		November 4	Autocross #8
		December 1	Annual Holiday Party

Regional and National Events

May 6	Northern New Jersey Rally Info next month	August 4-7	Tri-O-Rama 2001 Summit Point, West Virginia and Winchester, Virginia For registration information: Contact: TBA Call: TBA For Concours information: Contact: TBA Call: TBA
June 16-19	Gemütlichkeit 2001 See The Star		
July 19-22	StarTrack 2001 Pittsburgh Section More when info is available		

President's Message

Thoughts of a Car Guy

Happy New Year! My very best wishes to you and yours. Our MBCA National Board meeting hosted by the Virginia Section was held in November in Williamsburg. I took the opportunity and drove down for the weekend to look and listen. Committee meetings were held on Thursday and Friday, with the main board meeting scheduled for Saturday. I sat in on several committee meetings and was impressed with the civility among the participants. Everyone was trying to get along and conduct the club's business in a professional atmosphere.



That evening the section arranged a walking tour of historic Williamsburg ending at one of the old colonial taverns where we all enjoyed dinner. On Saturday, the full board meeting began at 8:00AM. A facilitator set the ground rules to keep the meeting on schedule. When Board members repeated the same position on a particular issue the facilitator broke in and asked them to say "ditto" and moved them along.

Our new Regional Director, Rob Fini of the South Jersey Section, took office at this meeting. Rob waded right in and commented on many issues. Rob will definitely be a voice on the National Board.

Retiring Director John Bleimaier was given a nice good-bye gift by the Board for his eight years of service. Well done, John.

Issues of interest to us were the early \$1.00 per member raffle rebate to the sections on the just completed raffle, which should bring us about \$1800. National Events Committee (NEC) Chairman Frank Cozza asked for the approval of three national events in 2001. The Board approved sponsorship of the three events: June, Gemütlichkeit sponsored by the International Stars Section in Michigan; July, a new event, StarTrack at a new track near Pittsburgh; and August, our own Tri-0-Rama 2001. There should be some hot competition for national points next summer and all within a days drive.

Each year a national high point award goes to the man and woman who accumulate the most points in national events. Attending all the events this year is a must because of the close proximity. Points are awarded for up to five places in each competition, including the Concours, acceleration runs, autocross, and time trials (depending on the number of entrants.) The first place award is 10 points; second 8 points; third 6 points, fourth 5 points, fifth 4 points. So plan early and hit the road this summer to have some fun. You will meet some great people.

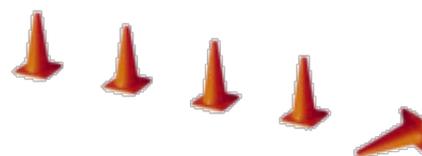
Beginning in March we hold a full tech session in March at American Service Center followed by the March driving school at Summit Point. Vern Luke, our tech chairman also wants to put on another tech forum in the spring, and a possible ladies tech session later in the year. Planning is underway for a drive and dine in April, May or June to the eastern shore. Our autocross season will begin in April followed by the Deutsche Marque Concours on May 6.

As you can see we have another full season ahead of us culminating in the picnic in July and Tri-0-Rama in August. See you there.

Dick

pylon alley by Joe Wozney

Autocross 2001



Warmer weather is just around the corner! And with it comes our Summit Point

Driving School and the beginning of the 2001 Autocross Series. There's still time to sign up for the "Point!" The registration form is in the centerfold. If you need a pre-event tech inspection sheet, you can download the PDF from the GWS web site at or I can fax or mail one to you.

This year we will hold another preseason "meeting" and social at Season's in Fairfax City. Season's is on Route 123 two blocks south of the intersection with Route 236 on the left side of the road. The date has tentatively been set for April 19 at 7:00PM. (Confirmation next

Summit Point Performance Driving School March 24-25, 2001

2001 Autocross Schedule

April 29 May 20 June 10 July 8 August 26 September 23
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issue.) Snacks are on the club.

Anyone having recommendations on rule changes or class realignments should contact me in advance of the meeting.

October 14
November 4

Although I would have liked to have found a way to avoid it, we will have to raise rates this year to meet the recently increased rent for our trailer storage space. Members will pay \$18 per event and nonmembers will pay \$20 for their first event. Member's children ages 16 through 18 will not be charged. Members can opt to prepay for the full season at \$115 for all eight events - a savings of \$29. See you at The Point!

Do you have an SL? Love SLs? Looking to buy an SL? The SL Market Letter is essentially subscriber financed research into the myths and realities of the collectible Mercedes-Benz marketplace.

Covering SL models, as well as all low production niche models, subscribers receive: * For sellers, an exceptional audience - our readers are the most intensive Mercedes-Benz enthusiasts in the USA and 11 other countries. * For buyers, a pre-screened collation of Mercedes offerings; priority on SLs and the most collectible niche models of each decade. * The most detailed M-B price trends anywhere, based on 17 years of trends analysis using a system that critiques its own accuracy every six months. * Candid slants on all Mercedes-Benz news, the marketplace, the cars, the company, and the clubs that serve our favorite marque.

Founded in 1982 by John R. Olson, the SLML is the world's premier publication for aficionados of Mercedes' most collectible cars and is published 16 to 18 times per year. It is not affiliated with any car manufacturer or automotive club. In addition to helping you buy or sell a Mercedes, the SLML includes objectively written advice on which models tend to be more collectible, and why. Every six months a comprehensive price trends report draws on (what is now) the world's largest database on the rarer M-B models. For example, issue 248 includes a table showing the current average asking prices for all SLC and SEC models from 1971 through 1995, in any of six levels of condition. Information in the SLML is unavailable elsewhere, and is invaluable to anyone thinking of buying a Mercedes as an investment. For more information go to .

The Ultimate SL Resource Book

In addition, John has recently published The Ultimate SL Resource Book. The book has five decades of information on the SL from 20 years of SL Market Letters. Topics include: why people collect them, design appraisals, smart maintenance, insurance alternatives, new restoration technologies, photographing your car, driving comparisons, how to pack an SL for a trip, touring in an SL, vintage racing, and more!

The book sells for \$49.95 and U.S. first class mail is \$4.05. Purchasers of The Ultimate SL Resource Book are entitled to an introductory discount when subscribing to the SLML. To subscribe, simply contact John by phone, fax, or email. SLML accepts Visa, MasterCard and American Express.

Club News

Enchanted Walking Tour

On Saturday April 28 at 1:00PM, join us for a guided walking tour of the National Park

Seminary Historic District at the Forest Glen section of the Walter Reed Army Medical Center in Silver Spring, Maryland.

Forest Glen has been called "one of the most whimsical places in the country." We will be led by Save Our Seminary docents to see one of the area's most interesting and endangered collection of architectural

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Metro Tri-Star Editor

treasures. Despite its rustic setting (and its location adjacent to the Capitol Beltway), it is to architectural and artistic idealism what Coney Island was to amusement parks.

What you will see is an amazing collection of buildings from a Pagoda to an English Castle, a Greek Temple, and interesting garden ruins. On this visit you will learn about the fascinating history and the future of this most surprisingly unique historic site.

The tour will last between one and two hours. Portions of the site are wheelchair and stroller and accessible. However, the terrain and length of the tour may be difficult for young children and those with disabilities.

Cost for the tour is \$8 per person or \$15 per couple. Please fill out and mail the registration form in the centerfold.

Directions: exit I-495 at the Georgia Ave. exit (Exit 31), south towards D.C. Turn right on Seminary Road (just after Staples). Take Seminary for a short bit and bear left onto Linden Lane. Follow Linden Lane. The buildings will be on your right. There are parking lots on both the right and left near Woodstock Ave. (across from shuttle bus shelter near the Indian Statue).

Restorations at White Post

Many of us have been fortunate to attend one or more of several GWS tours of White Post Restorations in White Post, Virginia. And over the years, we have seen the results of White Post's great work at various Concours.

White Post Restorations was started in 1940, and is now celebrating more than 60 years of working on and restoring antique and collectible cars. White Post has twenty employees, and only does complete frame up restorations.

It all started with a four bay garage and two employees. It's now a half acre under roof with all necessary departments in house. The company's success is mainly due to its selection of very skilled restoration technicians. The story beginning in the next column was written by one of those technicians. Photos are by Jim Bost, White Post's house photographer.

We're hoping to hold another tour there this year. Watch for it!

Labors of Love---The Restoration of a 1962 Mercedes-Benz 190SL

It all starts with a sentimental relationship with the vehicle. It may have been a car you always dreamed of, or a car like it that you once owned, or still held by the original owner, or a car you remember as a child. In the case of this 190SL case it was the latter.

Mr. Neal Sullivan brought his 190SL to White Post Restorations in late 1999. This is a car that a neighborhood friend had bought brand-new. Mr. Sullivan recalls that he was just a young teenager at the time. The first owner had not used the 190 very much. It only shows 31,000 miles on the clock - mostly pleasure trips on nice days. The hardtop was put on the 190 every winter but seldom driven after the weather turned cold. It was always garaged and Mr. Sullivan never remembers it sitting outside.

Joe Wozney
Regional Vice President

Robert Fini
Appointed Members

Al Angulo
Vern Luke
Janet McFarland

Committee Chairs

Driving Events

Joe Wozney

Membership

Debbie and Klaus Hirtes

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Social

Judy Roth

Bill Hopper

Technical Advisors

Larry Digges

Younger Mercedes-Benz

Rick Ellinger

RC Imports

Larry Hook

American Service Center

Bob Hafenmair

Star Auto Service



Click for more "before" pictures

When a new project is brought to White Post it is first given to the most knowledgeable restorer of that particular kind of car. The customer is then introduced to the restorer. They go over what is to be done to the car, what the customer intends to do with the car after it is restored, and any changes or concerns about the car. This gives a one-on-one approach that has proven to be very reliable, both for the customer and the restorer.

Then the fun starts!

The project is photographed inside and out. Notes are taken concerning anything that might be a potential problem, including poor panel alignment which might indicate prior accident damage. Every part of the car is checked out - drive line, interior, and body. A report of what is found is then transmitted back to the owner.

Each and every part is taken from the car and labeled with a number and a description onto a master list that stays with that car until it is completed. This is what we call "bagging and tagging" the parts.

As the project is disassembled, a list of replacement parts and parts to be serviced or repaired is also created. This process is the most important part of our project research. As the vehicle is dismantled the true colors shine through. The original paint finish, interior fabrics, and details can be seen.

The body and all of its parts are then hand stripped to avoid any damage. Then each part is examined to determine its condition and whether or not it is best to repair or restore it. In some cases it is impossible to replace a part and the part must be restored or fabricated using the original as the pattern.

All body and other parts needing metal repair are then taken to our sheet fabrication department. Any rusted, twisted, bent, or otherwise damaged parts are repaired. At that point, the rough-out bodywork can begin. The body and all of its parts are made as straight and true as the factory had them.

The most modern and up-to-date products are used, including urethane primers and paints. All finishes are wet sanded and buffed to a high luster. While all of this is going on, the drive line and suspension parts are disassembled, cleaned, inspected, repaired, reassembled and detailed. When the finished body and all of its related parts are reassembled, the drive line and suspension parts are reinstalled.

Everything is checked and rechecked. We are our own quality control department. All parts are reinstalled one-by-one with loving care. Special care is given to ensure that everything on that car is correct and authentic.

The original photos we took are used in the reassembly of the car. Other cars are sometimes used as "examples" if they are found to be low-mileage and very original. All details are done in the same way the factory would have done them. Not only do we install a part, we figure out how the factory actually did it and install it in the same manner to make it truly authentic. Using the old parts as a guide the new parts are placed in the same fashion. Even all inspection marks are documented and re-marked as the car is reassembled.

Correctness and authenticity, as well as quality



Click for more "after" pictures

workmanship, will give a restoration "that look" that can be seen from across the show field. Not only must a restored car look original but it must also perform as it did when it was new.

In some cases customers compare their newly restored car to modern counterparts. This is not a fair assessment. The modern day vehicle is leaps and bounds beyond the cars of yesteryear. But the joy of driving in a newly restored car can seldom be compared to anything else. A flash back in time, if you will... a bright blue day, the wind in your face, and the hum of a well-tuned machine. Grace, power, and speed at your disposal.

Paul J. Rose

New Social Chairmen

Hello GWS members! Judy Roth and I would like to introduce ourselves to you as your new Social Co-Chairs. We first met at the club's Annual Meeting and offered our "social services." And the board gave us such a sell job on the position... you would have thought we were buying a used car from them! We told them that "yes," indeed, amazing as it is, we were actually volunteering to be the Social Chairs!

Both of us joined the club in 1998, Judy is often seen tooling around in a 1998 SLK230. She and her husband, Bruce, have been active in the autocross activities, Tri-O-Rama, as well as the Annual Picnic. I drive a 1997 C280 and have attended a variety of club events like the White Post Restoration Shop Tour and the Vehicle Prep Center tour.

The Committee met at the Washington Auto Show to work on some possible social events for the club. Both of us are hoping to incorporate several new activities into the club's schedule of annual events - Deutsche Marque, the picnic, the Holiday Party, Tri-O-Rama, the VPC, and Summit Point. We want to offer some diverse opportunities for socializing with other club members. Some of the possibilities under consideration are: a Dine and Drive, a Poker Run (if you don't know what this is that's all the more reason to come out and have a blast), and some interesting local trips. Our goal is to have a good time driving our cars, and in the process, get to meet and know other members, and to learn more about our local area and the club.

The activities we are planning are not only in the immediate Washington area, but reach to Annapolis, the Eastern Shore, or even a drive to western Maryland or the nearby Virginian Blue Ridge. And, please don't think we've forgotten Baltimore! I am sure that many of us want to know more about Charm City! After all it gave us John Waters, Edgar Allen Poe, and Wallace Simpson! (Gee, were there any other famous people from Charm City? And did any of them drive Benzes?) [How 'bout Babe Ruth? Mr. ed]

As of this writing we are planning a spring trip to visit Historic Forest Glen Maryland. If you do not know of this interesting place, it's where you will find a Pagoda, a Greek Temple, an English garden castle, and other interesting sights! You can catch a glimpse of it during the winter (while the leaves are off the trees) from the innerloop of I495, between the Connecticut and Georgia Avenue exits. Take a look or better yet, sign up and come out to this surprisingly unique historic site. It will both interesting and exciting to see what we have in our own back yards (Yes Virginia... it's your backyard too!) The event is scheduled for Saturday, April 28. Details are on page 9 and the registration form is in the centerfold.

Judy and I would like to know what things you would like to do. We are open to any and all suggestions and any and all help! Both of us look forward to meeting many more members than we currently know. Better yet come and drive with us to interesting places, find out more about the area, your fellow members, and your club. Judy can be contacted at 301-774-5390 or via email at

judybroth@earthlink.net and I can be reached at 202-363-4189 or WWHRestoration@worldnet.att.net

See you soon folks.!

Bill Hopper

High Gear

Ferryboats, I love 'em. Perhaps it's because they transport my favorite objects, automobiles, across my favorite feature of geography, a body of water. There's nothing like pacing the deck of a trim vessel, feeling the breeze whip up frothy whitecaps, sensing the drumming diesel engines through the soles of your shoes and admiring your starship as she sits proudly athwart the poop (no, not that kind of poop!).

I've taken the ferry from Harwich in East Anglia to Hook van Holland on the Continent. The food is excellent on these Dutch boats and there is an almost philosophical transition as you cross the channel from perfidious, right-hand-drive Albion to the sensible Continent, where folks know which way to go around a traffic circle.

Crossing the Danube was quite an experience. The four car ferry was tethered to a steel cable crossing the river and the current pulled it from one bank to the other with the use of enormous lateral rudders. The dead silence of this passage gave a mystic sense of harmony with time and the river. The fact that we were in the shadow of the ruins of an ancient castle where Richard the Lion-Hearted had been held prisoner on his return from Palestine, added to the special experience.

Then there was the steam powered ferry that crossed the Gulf of Bothnia from Finland to Sweden. The waters were like tooled lead except for the white bow wave and the churning wake. The external combustion reciprocating engines provided classic propulsion.

The saucy ferry which plies the waters of Casco Bay in Maine is a sheer delight. It forms the only link with the outside world for the sturdy residents of the Calendar Islands (so named because there are 365 of them). This ferry has ample freeboard and rides high in the water. This is particularly important as you round the cape off Cliff Island and you take the Atlantic rollers squarely amidships. Only one car at a time, please, but there is plenty of room for passengers, mail and freight.

The ferry from Larkspur to San Francisco traverses the fabled bay. Perhaps the harried commuters from Marin County to the Pacific rim financial center get a cautionary message as they pass under the guns of two well known institutions, San Quentin and Alcatraz. In this benevolent clime the parking lot for the ferry at the terminus of Sir Francis Drake Avenue often hosts some fine vintage starships. Last time I was there I saw a Finback diesel with a 500,000km badge which looked as good as new and was apparently in regular service.

During a rallye held by the MBCA Greater Washington Section some years back I remember crossing the Potomac on a two car ferry near Balls Bluff (aptly named for serious rallyists). As it happened we made our crossing along with another participating car. During the entire "voyage" I kept thinking of ways to be first off ashore... without making too big a splash!

On the subject of rallyes, I've long entertained this desire to organize a midnight island hopping rallye in New York harbor. We could flag off our teams from an all night diner on Staten Island; cross on the ferry to Battery Place on Manhattan Island; dash open throttle up deserted Wall Street; see the sights from Radio City to the Dyckman House (18th Century farm house on the Harlem River). We'd greet the dawn and have an awards breakfast at a 24 hour deli off Times Square.

Just cannot get these ferries off my mind, ever since last weekend when I took my 16-Valve on a free (!!!) ferry across the placid James River from Glass House Point to bucolic Surrey County.

But there's one ferry ride I'll never forget. It was back in the mid '60s. My parents and I took the old Finback (it was actually a new Finback then) on board one of the Canadian super ferries from

Yarmouth, Nova Scotia to Bar Harbor. As we chugged out into the steel blue waters of the Gulf it was a beautiful early autumn day. But half way through the eight hour passage a savage nor'easter struck with a sustained gale force wind. It happened quite suddenly. One of the 18-wheelers in the hold went over on its side and the ferry took a 15 degree list to port with a violent lurch. On the whole there was no panic as the public address system called out the license numbers of the cars and trucks which they attempted to move to starboard, below decks. All passengers who were not moving their vehicles were ordered to the boat deck and two crew members were stationed in each lifeboat. If she went over to 25 degrees we would have to abandon ship.

I was only a peach-fuzz kid at the time, but I already had my priorities right. I distinctly remember making my way to the bridge where I asked the stern faced first officer, "If we have to go over the side, is there any provision for rescuing a car?"

John Kuhn Bleimaier

TradingPost

230SL, 1965: Ivory Cream body and hard top/brown soft top and interior. 4 spd manual. Runs like new, excellent condition. Very strong engine. Wife and new CLK430 forcing sale. Call Leo at 301-431-1500 or 703-648-3230.

560SEL, 1988: Traded on my 600 SWB from original owner. Flawless in and out. All books and maint. records. \$15,900. Call Ronald at 301-855-7774 or <rwmyoung@aol.com>.

560SEC, 1991: Pearl black/cream interior. New lambs wool covers. Recent major tune-up. Two sets wheels incl. chrome and alloy. Normal wear for 116k mi. Every option incl. 2 airbags and CD. Asking \$19,900. Call Mike at 410-326-3144 eve. and wkends. Distress sale!

E300D, 1999: White/tan. Showroom condition. 12k miles. Garaged. No smoke. \$45,000. Call Goetz at 301-365-1061.

Wheels: Four 16 in. alloys and spare from 00 E320. Less than 200 miles, \$400. Five 16 in. Borbet Type R alloys. Less than 1k mi., \$500. Four Michelin MXV4 215/55R16. Less than 1k mi., \$250. Call Ed at 703-308-2823 or email <thegeneralts@juno.com>.

Wheels/tires: Four 225/55R16 Pirellis on orig. factory wheels from 1998 SL500. Update your 1990-1995! Price incl. dust shields. Perfect. \$995. Call Ian Speisman at 301-469-6683.

Wheels/tires: Four perfect 1991 SL factory wheels with almost new Pirelli 6000 tires w/15k miles. \$450. Call Rick at 703-607-6301.

126 Series parts: 2 oil filters, \$6 ea. Upper radiator hose, \$4. Lower radiator hose, \$20. Ignition wires (8), \$50. Blower motor, \$80. Front/rear brake pads, \$50. Call Robert at 301-251-2894 or email <chefrobert1966@hotmail.com>.

300E/190E parts: For 86-95 300E: gray MB-Tex rear seat, good shape, \$75 offer. For 190E, black MB-Tex front/rear seats, good condition, \$50 ea./offer. 190E complete dash, no cracks, \$75/offer. Other misc. W124/W201 interior parts and driveshafts. Call Pete at 703-759-4413 (h) or 410-290-3322 (w).

123 Series parts: Euro headlight, both tail light lenses, gray trunk mat, spare steel wheel/tire (175SR14), 123 jack, 3 Becker Europa radios, factory service manuals (several). **116 Series parts:** 4 pc. brown MB mats, 1 set wheel well liners, 4 (15-slot) alloys w/205/70-14 Michelin XH4 (new cond.), factory service manuals (several). **124 Series parts:** 4 (15-slot) alloys w/195/65-15 **Misc.:** 2 ski racks roof mount, 1968 114-115 Series factory service manual. Contact Paul at 410-461-3480 or email at <pf928S4@erols.com>.

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[Dent Wizard](#) 800-336-8949

EMB Parts 703-425-5380

Wheel Worx 410-969-7301

[MB Roadside Assistance](#) 800-367-6372

Electronics Service Center 301-881-8637

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