



July-August 2002

Annual Picnic/Concours Rescheduled!

For the first time in more than sixteen years, the Annual GWS Picnic and Mid-Atlantic Concours was rained out. The event has been rescheduled for Sunday, September 15, at the Hank Harris estate in Potomac.

Members already signed up will have their fees carried over for the new date. Previously registered members who cannot make the new date should contact Judy Roth for a refund.

If this picnic stuff is all new to you, here's the story. You can expect your officers and board members to be in charge of the cooking again. So you know the hamburgers and bratwurst will be great! And, of course, we're expecting a repeat of the excellent work of our biermeisters and wine sommeliers, who will dispense the "gute Deutsche bier und wein" to slake your thirst. We'll also have soft drinks and water on ice. And, there will be lots of watermelon. So be sure to bring a big bib!

Don't forget chairs or blankets for the lawn. It's too early to say whether or not the pool will still be open, but bring your swimsuits and towels just in case.

The Concours has no entry fee. On the registration form, fill out the car information so we can organize the classes. Please send in your registration form early.

We will hold a silent auction again for the benefit of The Hospital for Sick Children and Children's Hospital. In addition to items from both local and national merchants, we ask that you contribute a "treasure" (no white elephants, please) for the auction. Add something nice to the list of goodies! All items sell to the highest bidder. Please indicate your contribution on the centerfold registration form.

The picnic is the first of the three annual GWS section events where anniversary pins are presented to members celebrating their five-year, ten-year, etc., memberships.

Times: Cars entered in the Concours should arrive between 9:00 and 10:30AM. This year, we will have a Clean Car/Display Class, which is not judged. Wash it up and bring it out! Street and Show Classes are judged. Judging begins at 11:00AM and awards will be presented at 3:30PM. Food "judging" begins at about 11:30AM. Beer, wine, and soft drinks will be served all day. The silent auction ends at 3:00PM.

The rain date is Sunday, September 29.

Directions: From I-495 (the Beltway) take River Road, west, pass Potomac Village (five miles); turn

What's Inside

[Annual Picnic/Concours](#)
[DIY Tech Session](#)
[VPC Tour](#)
[Nominations for Officers](#)
[2002 Membership Meeting](#)
[Defensive Driving](#)
[Mercedes-Benz Autocross](#)
[MBUSA Best First-Half Ever](#)
[Calendar of Events](#)
 • [GWS](#)
 • [MBCA](#)
[President's Message](#)
 • [Thoughts of a Car Guy](#)
[High Gear](#)
[Fathers' Day at the Bavarian Inn](#)
[Trading Post](#)
[Advertisers](#)

[GWS Home Page](#)
[Newsletter Archive](#)

right on Esworthy Road; turn right after 0.8 miles onto Query Mill Road and then turn right again into the entrance of Hidden Hill Farm.

DIY Tech Session

Mercedes-Benz of Alexandria (the new store of the folks from ASC) has graciously agreed to host a Do-It-Yourself tech session on Saturday, September 7. This is your opportunity to shape up your Mercedes before the onset of winter.

The action starts with member processing at 8:00AM. The service and parts departments will open their doors at 8:00AM. Our hosts will have coffee and pastries for the early birds.

Lunch will be provided at about 11:30. The event will end promptly at 3:00PM.

Please remember to order your parts in advance from **Mercedes-Benz of Alexandria** at **703-341-2100**. This is the only way to be sure that the parts you need for the work you've planned will be on hand.

Mercedes-Benz of Alexandria will have a few service techs on hand to give you advice and keep you out of trouble. They are there to guide you, not do the job for you. Members are allotted two hours for their work. Do not bite off more work than you can finish. Second cars will be put at the end of the line. The event will end promptly at 3:00PM.

Space is limited and this event will fill quickly. So, it will be strictly a first come-first served event. If you have any questions, please contact **Vern Luke** at **703-323-1249**.

VPC Tour

One of the most popular events of the year is back! For all the fans of the latest and greatest from Mercedes-Benz, we will be returning to the Mercedes-Benz North America Vehicle Prep Center in Belcamp, Maryland. Plan on joining us on Saturday, October 5, at 9:00AM sharp.

For those who have not attended this event in the past, please put it down on your calendar. The Center goes all out for us by making sure there are special vehicles available for you to sit in, to stick your head in and under the hood, to ask any and all questions, and to just generally appreciate the vehicles Mercedes-Benz has built and will be creating for us, their customers. Three years ago we were surprised with the presence of an A-Class—the small car rumored to be coming here when it is next redesigned!

We can't divulge what surprises will be in store this year... our only suggestion is to fill out the centerfold registration form as soon as you can and get it in the mail to **Ed Ayre**.

The schedule: hot coffee and donuts upon arrival... tours start at 9:00AM sharp... and a very nice noonish lunch after satisfying all of our automotive appetites!

Directions: I-95 North, 20 to 25 miles north of Baltimore, take Exit 80 East onto Route 543. Go past Route 7, turn left onto Brass Mill Road (sign says Riverside Industrial Park) and then turn right onto Mercedes Drive. It's quite all right to park on the street.

Nominations for Officers

As a GWS member, maybe you have raced around cones, had a day at Summit Point, come out to the VPC or to one of the tech sessions. Or maybe you have gone on a Dine and Drive, visited an out of the way spot, or just hung out at the Annual Picnic. If you thought you would like to get

more involved in the club, here's your opportunity!

The Nominating Committee is seeking candidates for officers who will serve for the next two years (2002-2004). Every two years, the membership—that's **you**—elects the President, Vice President, Secretary, and Treasurer (see the [GWS Club Bylaws](#)).

The election will be held in October at the Annual Membership Meeting at ASC in Arlington, Virginia. (See following article.)

If you are interested in running for office, if you want to recommend someone, or if you are interested in serving on a committee let us know. For more information please contact a Nominating Committee member by August 15.

Bill Hopper 202-363-4189 [E-Mail](#)

Jim Smith 540-662-5156 [E-Mail](#)

Janet McFarland 703-765-9405 [E-Mail](#)

2002 Membership Meeting

Mark your calendars for this year's Annual Membership Meeting. The meeting will be held on Sunday, October 20 at 1:00PM at American Service Center on North Glebe Road in Arlington, Virginia. Our always gracious hosts at ASC will provide light hors d'oeuvres and refreshments.

And if that is not enough, it is time for the section to hold its biannual election of officers. All active members are entitled to vote. Our bylaws permit only one vote per membership. If you are interested in serving as a section officer please contact a member of the Nominating Committee. (See preceding article.)

Remember that the Annual Membership Meeting is one of the three annual activities where the 5, 10, 15, 20, 25 and 30 year anniversary pins are presented. So come out and enjoy the fine automobiles, wonderful hors d'oeuvres, and the good company of old and new friends.

There is no charge to attend the meeting, but we ask that you please send in a registration form (see the centerfold) so we can give our hosts a count.

Defensive Driving

A beautiful June day greeted more than forty participants in the year's only Defensive Driving School. The group contained various experience levels including several young "permit" drivers.

The school began with a classroom session where the different aspects of the driving course were explained. Next, the participants proceeded in their cars to the course starting point where they were joined by an instructor who accompanied them through the course.

After completing the course drivers received immediate feedback regarding how well they handled each of the challenging situations. The participants then waited patiently as their cars moved closer to the starting point for their next driving attempt.

After a minimum of three driving attempts, a new group of drivers moved to the starting point. This process was repeated until every driver felt comfortable with their performance.

Much improvement to driving skills was gained by each school participant. This was especially evident with the young permit drivers. Their skills appeared to greatly increase, possibly because dad and mom were not in the car! Just kidding!

However, the young drivers did improve and hopefully, provided them with enhanced skills that

can quickly be utilized, if a situation warrants it. The last aspect of the school was the lunchtime meal that included sandwiches, chips, a vegetable deli tray, and desserts. From my vantage point, it appeared that everyone enjoyed this final "pit stop" because the food disappeared fast.

The event was made possible through the cooperation and hard work of many club members who volunteered their time. Many thanks go to all of them.

A special thanks goes to all our instructors—Al Angulo, Ed Ayre, Bill Brochu, Harry Newman, Tom Newman, Dick Pedersen, Pam Pedersen, Bruce Roth, Jim Smith, and Matt Yip—who provided their expert advice.

Thanks to Joyce Smith for the wonderful lunch time meal. Also, thanks to Steve Lobell and Jim Smith for the local advertisement that made possible the recruitment of new members. Thanks to Bobbie Wozney who served as our registrar and to Joe Wozney who was the master planner for the driving school. And most of all, a special thanks to all the participants who were willing to expose their driving vulnerabilities. They did so with the hope of improving their deficiencies. The improvement made by the participants may one day save their lives and the lives of others. Truly this was an investment that will last a lifetime. If you were unable to participate in this year's defensive driving school, please make plans to attend next year. The time and effort will be well worth it—and possibly priceless.

Mason Beale

Mercedes-Benz Autocross

Our Mercedes-Benz Autocross was held on the campus of Winchester's James Wood High School. The autocross followed the section's defensive driving school with several participants remaining for the competition. A total of twenty-one Mercedes-Benz drivers entered their cars for the friendly, timed event.

Among those in attendance were previous section autocrossers Jim Van Valkenburg and Vern Luke. Even Jim's mom, who wanted to attend, sent her regrets.

The afternoon began with a "walk-through" so the competitors could familiarize themselves with the autocross course. Next, the competitors were divided into three groups and allowed six attempts to maneuver the course with the goal of obtaining a lowest possible elapsed time.

Autocrossers not in the group driving the course assisted with safety chores as they studied the driving styles of those on the course with the hope of improving their own elapsed times. Interwoven between driving and safety chores was the opportunity to mingle with other participants where new friendships were established and former friendships were reestablished. Yet, the competition was keen.

With each driving group the course elapsed times continued to diminish. This was evident with the last driving group, which featured mainly experienced autocrossers in high performance AMG cars. At the conclusion of the event, the best time was produced by Jim Van Valkenburg while the women's best time was accomplished by Pam Pedersen. Click the button on the right to see each participant's lowest elapsed time.



This event would not have been possible without the hard work of many volunteers. Leading the volunteer effort was our Driving Chairman, Joe Wozney. Assisting with course setup was Al Angulo, Bill Brochu, Bruce Roth, Steve Lobell, Tom Newman, Jim Smith, and Matt Yip. The registrar was Bobbie Wozney and the chief scorer was Judy Roth. Many thanks to each of you for an excellent job! An additional thanks goes to Bill Brochu who used his outstanding mechanical abilities to ensure an "ailing" Benz had a safe trip home. And finally, a special thanks to all the participants who made the day an enjoyable and memorable event. I look forward to seeing each of you at our next event!

Mason Beale

MBUSA Best First-Half Ever

Mercedes-Benz USA reported its best first-half of the year ever with sales of 16,159 new vehicles for June 2002, bringing the year-to-date total to 102,927, a 2.7 percent increase versus the same period last year. "We're happy that the first two quarters have been so strong, especially considering that our traditional volume leader – the E-Class – is phasing out the current edition model in preparation for the introduction of the all new E-Class this August. This leaves us well-positioned for the third and fourth quarters to post our sixth consecutive record-breaking year," said Keith May, vice president of sales for MBUSA.

The new C-Coupe boosted C-Class sales, making it the volume-leader with a soaring 72.1 percent increase for the month (5,516 units vs. 3,205 in June 2001). Year-to-date, the C-Class led with sales of 32,857 vehicles, an increase of 45.7 percent over the same period as last year.

Highlights included the growing popularity of coupes and roadsters as the SL, CL, and CLK posted June increases of 67.8 percent, 48.7 percent and 40.7 percent respectively. Year-to-date, the SL and CL also posted strong gains.

Separately, through its Starmark pre-owned vehicle program, MBUSA recorded sales of 3,602, an increase of 2.4 percent over last June. On a year-to-date basis, Starmark sales increased 17.8 percent to 21,733 units sold.

| Model | June 2002 | June 2001 | Monthly % | YTD 2002 | YTD 2001 | Yearly % |
|-------------|-----------|-----------|-----------|----------|----------|----------|
| C-Class | 5,516 | 3,205 | 72.1% | 32,857 | 22,550 | 45.7% |
| E-Class | 1,886 | 4,708 | -59.9% | 16,563 | 23,421 | -29.3% |
| S-Class | 1,346 | 1,829 | -26.4% | 9,988 | 12,770 | -21.8% |
| CL | 333 | 224 | 48.7% | 2,022 | 1,824 | 10.9% |
| SL | 1,082 | 645 | 67.8% | 7,416 | 2,515 | 194.9% |
| CLK | 1,307 | 929 | 40.7% | 8,862 | 8,884 | -0.2% |
| SLK | 791 | 1,285 | -38.4% | 4,481 | 5,853 | -23.4% |
| M-Class | 3,608 | 4,497 | -19.8% | 19,098 | 22,399 | -14.7% |
| G-Class | 290 | n/a | n/a | 1,640 | n/a | n/a |
| Grand Total | 16,159 | 17,322 | -6.7% | 102,927 | 100,216 | 2.7% |

Calendar of Events

Greater Washington Section Events

Aug. 25

Autocross #5

Oct. 5 (Date **Mercedes-Benz USA**)

| | | | |
|----------|--|---------------------|--|
| | James Wood High School Winchester, Virginia Contact: Joe Wozney Call: 703-437-7866 | is Tentative) | Vehicle Prep Center Tour Belcamp, Maryland Contact: Ed Ayre Call: 301-654-0837 |
| Sept. 5 | GWS Board Meeting Fairfax, Virginia Contact: Dick Pedersen Call: 703-771-2205 | Oct. 13 | Autocross #7 |
| Sept. 7 | DIY Tech Session Mercedes-Benz of Alexandria Contact: Vern Luke Call: 703-323-1249 | Oct. 20 | Annual Membership Meeting American Service Center Arlington, Virginia Contact: Dick Pedersen Call: 703-771-2205 |
| Sept. 22 | Autocross #6 | Nov. 3 Jan. 2003 | Autocross #8 Annual Holiday Party |

Regional and National Events

Aug. 11-16 **StarFest 2002**
Indianapolis, Indiana

President's Message

Thoughts of a Car Guy

Our Mercedes-Benz Club defensive driving event held in Winchester on a gorgeous June Sunday was both fun and instructive for the thirty some folks who made the trip. Mason Beale organized the event with the able assistance of course-master Joe Wozney. I was thrilled to see several teenagers complete the course. I instructed two youngsters and felt after the lessons they could handle a pure reaction steering or braking event. Their dads should feel proud that they made the extra effort to get them out to the event. I know I felt proud in telling the parents we had faith in their kid's ability to handle the car well in an emergency. The lunch and cookies were also a smashing success. Thanks to our cookie-master, Joyce Smith. If Joyce cooked for me I'd be the size of a house.

With the success of the event, we will definitely schedule another DD event for next Spring. I feel it's our duty as a car club to provide this training at least once a year. Of course, this kind of training is available in another form many times a year in our autocross series. The autocross events demand quick driving decisions on a short course making the driver go through what could be emergency maneuvers but in a fun atmosphere. Come out and try it, you'll like it.

Our summer drive and dine to the Bavarian Inn in Shepardstown, West Virginia was a great day in the country and about thirty-six GWS'ers shared father's day in a superb setting. Thanks to Bill Hopper for organizing and running this wonderful event.

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

Bill Hopper is organizing a possible StarTrip to StarFest, which will be a member caravan to Indianapolis. Call Bill if you are interested in participating in this drive.



Don't forget to put these upcoming events on your calendar—the Do-It-Yourself Tech Session at the new Mercedes-Benz of Alexandria, the Annual Membership Meeting at American Service Center, and the Vehicle Prep Center tour in Belcamp.

A quick recovery is hoped for our editor, Joe Wozney, who is now missing that misunderstood organ, the gall bladder. Joe had the painful thing removed the last week of June and is gaining strength. Joe spoke of the pain to be akin to being interrogated by the Taliban. Being true to his love, Joe set up and started the June 23 autocross two days after leaving the hospital. Way to go, Joe!

See you there,

Dick

High Gear

There is poetry in the meshing of helically cut gears. There is music in the engagement of a high friction clutch plate. As a duplex chain spins a forged steel camshaft a masterfully choreographed ballet sets valve tappets in motion. Flame propagation in a hemispherical combustion chamber creates a picture of spectral light and color of surreal magnitude. Down the power train, at the tire's contact patch with the road, there begins a drama of epic proportion. Ah, the art of mechanical engineering!

The silent, lifeless journey of electrical current over a bland, silicon chip cannot hold a candle to the bursting creative energy of internal combustion. I am a mechanical person. The growl of a high compression gasoline engine; the rumble of a mighty diesel; the bark of competition tail pipes; the chirp of low-profile, performance tires... these are the sensory inputs which light up my life. There is an almost impolite sense of arousal that comes from contemplating a well-formed exhaust manifold. On the other hand, I simply cannot get excited casting a furtive glance at my laser printer.

Thus my favorite automobiles are those that are most directly mechanical. I took my beloved 1965 Finback for a drive today. I can fantasize about the torrid plungers in my mechanical fuel injection pump. I can feel the engagement as I slip the manual transmission lever into gear and let out the clutch pedal. As I crank down the side windows there is a linear relationship between my personal torque input and the ratcheting movement of the glass. No mysteries here, no black boxes.

It is perhaps this straightforward, comprehensible reasonableness of things mechanical that appeals to the rational humanist in me. No enigmas, no unknowns, no hocus-pocus! Indeed the mechanically actuated automobile is the quintessential, tangible symbol of the achievements of Western culture. There is a systematic progression from the invention of the wheel to the transformation of fuel into energy. The scientific method as well as the intellectual contemplations of the Renaissance man have seen their culmination in the attainment of sustained locomotion. This is heady stuff!

When I adjust my valves or set my timing; when I bleed my brakes or replace my shock absorbers, I am affirming the values of the Enlightenment. When I replace the brushes in my generator or replace a relay in my electrical system I am turning back the darkness. Suddenly, the chores of auto maintenance have been transformed into a categorical imperative.

The creation and maintenance of mechanical objects requires creativity, tactile sensitivity and manual labor. All of these things ennoble the spirit and make life worth living. The traditional automobile with its complex, interrelated mechanical systems is the ultimate mechanical object. But it is by no means alone in the pantheon of exciting technology.

At a recent Concours d' Elegance, I strolled back to my faithful 1965 190Dc Finback. I looked down at my 1949 Omega "bumper action" chronometer. I placed my 1948 Leica IIIc camera in the boot next to the case for my 1896 Parker double-barreled shotgun that I planned to use for a round of sporting clays that evening. Suddenly I realized that I was in the presence of some of my most

cherished mechanical possessions.

Each one of these items is a classic in its own right. Each is dear to me not because of its monetary value, but because I appreciate the technical sophistication coupled with elegant simplicity exhibited by each. While not being an engineer, I am able to fully understand their operation. I esteem the intellectual acuity of the great minds who designed these things and the delicate labors of the skilled hands which brought them to fruition.

As I sit at my desk and finish this column on my computer, I am moved to retype it on my old manual Underwood and to mail it to the editor by way of the U.S. Postal Service! How exciting to imagine my missive passing from mail carrier to mail handler; from truck to train to plane; upon its journey... and, how infinitely superior to the cold transmission of an impulse along fiber optic cable!

John Kuhn Bleimaier

Fathers' Day at the Bavarian Inn

More than thirty members and guests joined in the Dine and Drive celebration of Father's Day at the Bavarian Inn in Shepherdstown, West Virginia.

We started the day at Potomac German Auto—the world's largest supplier of recycled Mercedes-Benz parts. Everyone had the chance to see the operation of a modern automotive recycling service, and all were amazed at the large inventory—row after row of old and new Mercedes. Some cars were really, really old and some were really, really new! The employees of PGA offered suggestions and gave members information on parts for their beloved Benzes. Now we know where to get extra wheels for those racing tires, not to mention gauges and other hard to find goodies—forget eBay, we have it all right here in our backyard!



Revelers chat outside Potomac German Auto before the ride to the Bavarian Inn

Departing PGA, we navigated the twisty mountain roads in wonderful scenery to the Inn—though some did it faster than others—as there was a strong contingent of AMG badged vehicles in attendance.

Reserved Mercedes-only parking at the Inn drew admiration for such a large group all in one place. A few Benz drivers—not with our group—benefited from the special parking area. Each received a membership application as a reward.

The feast at the Inn was just that! Good food, good wine, good beer, and plenty of great conversation on a wide variety of subjects. One would have thought each table was in competition with the others to see who could have the best time and laugh the most.

The day ended with a walking through historic Shepherdstown where we checked out the back streets and quaint shops. A rather large contingent of club members was seen hanging out at the ice cream shop. What a way to end a glorious summer afternoon!

We thank everyone for partaking in a great day, at a great Inn. Those with suggestions for other Dine and Drive locations, please let the social committee know – and we will add it to the list of places

to check out for next year.

TradingPost

250 Sedan, 1972: Beige/blue interior. 20k miles on rebuilt engine. Overall very good condition. Grandfather purchased new at factory. Growing family forces sale. \$7000 obo. Call Steve at 301- 229-8445.

450SL, 1975: Parting out. Silver/red Tex int. Silver hard top(\$550), most everything but fenders. Call 703-719-0406, email capstack@aol.com

300SD, 1981: Fair shape. Great engine & trans. 250k miles. Will part out or sell all for \$1300 obo. Call 703-719-0406, email capstack@aol.com

500SEL, 1984: New bone white and clear-coat paint and new gray velour interior. 150k miles. An audiophile Alpine disc/cassette sound system. New exhaust. 17 inch 3-piece chrome and aluminum AMG wheels. New Bridgestones. Beautiful. \$9000. Call Val at 410-822-9600 x319.

190E 2.3-16V, 1985: Smoke silver/black leather. 5-speed. 2nd owner. Always garaged. Excellent in and out. All records. 103k miles. \$10,950. Call Doug Ochwat at 908-850-9643.

300D Turbo, 1987: Blue/blue with matching sheepskins. Orig. owner. All records. Always garaged. Great condition. 94k miles. Call Allan at 703-256-7372.

560SL, 1987: Champagne/palomino. Only 54k miles. Many extras. Outstanding condition. All service records. Call Allan at 703-256-7372.

560SL, 1988: Smoke silver/dark red. 130k miles. 3k miles on rebuilt engine. New brakes, rotors, steering box, and canvas. Runs well. Garaged. \$18,500. Call David at 703-759-7046.

400E, 1992: Silver/blue leather. 143k miles. Well maintained. New tires, front brakes, cat, steering box, plugs, tie rods in past 10k miles. Very smooth and strong engine. \$9500 obo. Call Joe at 703-689-4048.

S500, 1993: White/Java. 82k miles. Starmark warranty. Calif. car. Outstanding condition. Just serviced. New Michelins. Garage kept. \$25,000. Call 443-535-8498.

C220, 1995: Dark green. 61k miles. Clean. 2nd owner. Dealer maintained. CD player. Sun roof. Michelins. \$17,000 obo. Call Pastor Henderson at 301-864-9464.

C280, 1999: Bordeaux red metallic/parchment leather. 49.5k mostly highway miles. One owner. Dealer maintained. 25-yr MBCA member. 6 CD chgr. Sun roof. Non-smoker. 100k ext. warranty. Lojack. Exc. cond. \$23,495. Call Dr. C.H. Emely at 703-795-9608 or message at 540-286-2872.

Wheels: 5 alloy wheels from 1984 300D (123). Good condition. Servicable for winter or refinishing. \$150 plus shipping. Call Dr. C.H. Emely at 703-795-9608 or message at 540-286- 2872.

Wheels: 4 16-inch wheels from 1997 SL. Excellent condition. Tires marginal. \$150 obo. Call Peter

Garahan at 703-757-7985 or email at: peter@garahan.com

Wheels: 17-inch AMG Monobloc II for E-Class. Incl. 215x45R17 Michelins (some miles left). \$650. Call Ken at 301-320-2513.

Headlights: One pair of W126 Bosch Euro headlights in like new condition. Complete w/ two, six pin connectors, extra wire to connect parking lamp. Serious offers considered. FOB Hickory, NC. Email for digital pix. Will trade for W124 Euros in good condition. Call Darrell Sigmon at 828- 328-4648 or email to: darrellws@charter.net.

Hard top: For 1981 380SL. White. Excellent condition. \$6000. Call John at 301-942-2775.

Parts: Bosch Euro light covers for 560SEC, new. \$75/pair. Folding cup holder for M-Class, new, fits on console, never installed – list \$110 at BHMA, sell for \$55. Four 6.5x15 alloys for 560SEC with okay Aquatreds take-offs. Asking \$275 for all 4. Call John at 410-886-2555 or email at switzarch@aol.com

Roof carrier bars: Mercedes bars and locking luggage container. From 2000 S500 but fits others. New was \$1000. Will sell for \$300 if you pick up. (Will install it to get it home.) See pix on web site at www.fareinc.com. Call Jim at 301-277-8374 or email at: jakirk@eng.umd.edu

Parts: ML 6-disc CD player. Perfect. Plugs into any ML. Cost \$645. Sell for \$150. Also, for 1968-1972 SL, four in-the-box bumper rubber chrome. \$250 each new. Sell all 4 for \$100. Call Jack at 301-657-8333 or 301-980-7536.

Parts: W126 1985 headlights, used 4 months. \$150/set. Five 1986 126 alloys (with lugs) in good cond., \$150. W126 SEL black left-rear door, excellent condition, \$200. Call J D at 703-644-6614 or email at Jleverett@starpower.net

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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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