



September 2002

Annual Picnic/Concours Rescheduled! -- Live Music!

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 swim suits 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 that 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 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.

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VPC Tour Filling Up Fast!

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.

Club News 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 biennial election of officers. All active members are entitled to vote. Our bylaws permit only one vote per membership.

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.

2002 GWS Election

The Nominating Committee (consisting of Bill Hopper, Janet McFarland, and Jim Smith) has spoken with several well qualified GWS member who are interested in serving the section as officers

GWS Officers & Board Members

President

Dick Pedersen

Vice President

Ed Ayre

Secretary

Mason Beale

Treasurer

Jim Glenn

Metro Tri-Star Editor

Joe Wozney

Regional Director

Robby Ackerman

Appointed Members

Al Angulo

Vern Luke

Janet McFarland

Committee Chairs

Driving Events

Joe Wozney

Newsletter

Joe Wozney

Membership

Debbie and Klaus Hirtes

Webmeisters

for the 2002-2004 term.

For the first time in several years, we have multiple candidates for both Vice President and Secretary. The Nominating Committee presents the following candidates for consideration by the GWS membership:

President: [Mason Beale](#)

Vice President: [Vern Luke](#), [Harry Newman](#), [Judy Roth](#)

Secretary: [Al Angulo](#), [Rob Kaplan](#)

Treasurer: [Jim Glenn](#)

At the Annual Membership Meeting at American Service Center in Arlington at 1:00PM, on Sunday, October 20, you will have your opportunity to vote for the officers who will serve the section for the next two years. You must be present to cast your vote. Additional nominations may be made from the floor. The [Club Bylaws](#) govern our elections and other club activities.

Following are the candidates' statements for your review.

President: Mason Beale

I have served the section as its Technical Committee Chairman and, during the past two years, as Secretary. While serving as section Secretary, I have become very familiar with the various responsibilities the President is required to fulfill on the local, regional, and national levels. As President of the section, I plan to continue building on our current foundation to ensure that quality programs and events are enjoyed by the membership. These events and programs include various technical sessions at both Mercedes dealers and independent shops, driving events for both beginning and accomplished members, social events that the membership has enjoyed in addition to new events that will hopefully attract members who have not attended events previously, and further enhancements to communication avenues to section members. I have enjoyed the camaraderie of fellow Mercedes owners afforded by the section's many events and desire as President to enhance that ownership experience with current Section members and future Mercedes owners.

Vice President: Vern Luke

I agree to serve one two-year term as Vice President of the Greater Washington Section of the Mercedes Club of America. My goals are to continue the tradition of having varied events for our members to include the concours; autocross; academic and hands-on tech sessions; social events such as the holiday party, picnic, drive and dine, etc. and other events that appeal to a cross section of our membership. Because I believe the President should be well versed and involved in driving events, I do not anticipate moving up to President but will help aggressively pursue a suitable candidate.

Vice President: Harry Newman

I have been a member of the Mercedes-Benz Club of America and Greater Washington Section since 1994. My brother, Sid, was then a member and suggested that I join. I did and have thoroughly enjoyed my association with the club and especially the camaraderie of the group of participants ever since that time. I have served on the section's Board of Directors as an appointed member. I also enjoy, participate, and assist in the numerous driving events the club section has for its members.

My wife, Ruth, and I have raised two sons, Tom and Kyle, who also participate in the club's driving events. Tom and I instruct at autocross and defensive driving, and Tom instructs at Summit Point

Dave Thompson
Paul Vandenberg
Past President
Chuck Landenberger
Technical
Vern Luke
Social
Judy Roth
Bill Hopper

Technical Advisors

Larry Diggles
Younger Mercedes-Benz
Rick Ellinger
RC Imports
Larry Hook
American Service Center
Bob Hafenmair
Star Auto Service

Raceway for GWS at our drivers' schools and Tri-O-Rama. It is very gratifying to see an inexperienced driver become confident in their car's capabilities and improve their own driving skills as I am instructing. And, after all, this is the purpose of the club's endeavors with the many driving events of the year. I know that my sons and I are much better drivers as a result of the club's efforts. The Greater Washington section can and should be proud of what it has done for so many of its members.

One could refer to me as an automobile enthusiast... yes, I'm a true car nut! Over the years, I have owned (among others) Triumphs, MGBs, VWs, Pontiacs, Chevrolets, and Subarus. However, the "camaraderie" of this club is one of the major attributes I most enjoy and I would like to see that aspect encouraged even more with all of the various club activities. I very much like and appreciate being treated as a person with a common interest. I would also like to see greater member participation in the driving events, and will encourage and promote this throughout the membership. I will promote and encourage increased participation in our social events. In many instances, folks just want to be made to feel welcome.

I ask for your support with the understanding that I will continue to work hard for our club.

Vice President: Judy Roth

My husband and I purchased our first Mercedes in 1998 and joined the club through the Glove Box Program. When we received our first Tri-Star, we decided to attend an autocross. We found the group to be friendly and open to new members – who we were or what we were didn't matter, it was all about the cars. We wanted to try autocrossing, however we had a "brand new" car and were afraid of doing damage to the vehicle. With the help of Joe Wozney and others we took the plunge. I was hooked! We also learned about a weekend at Summit Point for drivers' education and an upcoming event called Tri-O-Rama.

Excitedly, hubby and I registered and attended the first event. Both of us enjoyed all the driving and social activities. The picnics and the Holiday Parties were a blast, and we both attend the technical events. At "our" third Annual Meeting, Dick Pedersen indicated that no one had volunteered for Social Chair. Bill Hopper and I both came forward and have shared the position since. I volunteered because many members have interests other than driving and technical events. I believe that through the hard work of Bill and I, we have offered the members a wider selection of activities to enjoy. All of these new adventures have been successful. I was selected Member of the Year two consecutive years.

I am hooked on our club and enjoy the benefits it offers. If elected, I plan to remain as Cochair of the Social Committee. I will work with our Board to continue to strengthen our membership's participation in activities and increase membership. We are the most active section in the country. I want us to maintain this distinction and continue to grow.

Another goal is to work with neighboring sections to have a greater impact on what happens at the national level. There are opportunities to jointly sponsor activities and increase participation. The greater numbers involved in events can result in better discounts on the costs involved.

I look forward to the opportunity to serve you the members of the GWS.

Secretary: Albert W. Angulo

I will receive my five-year pin at the Annual Meeting. Since joining this wonderful organization, I have benefited through new friendships, opportunities to show our cars at Concours events, and the experience of driving our Mercedes-Benz automobiles in competition. I have been a steady participant in autocross, having progressed from my 1983 380SL to my current 1994 SL600; and, I have been a regular participant and volunteer at Tri-O-Rama. All four of our Mercedes have been put to the test.

I have served on the Board of Directors for two years and on the Autocross Committee, which was formed to make a great program even better. It is my responsibility to organize volunteers

assignments at autocross to ensure that all enjoy and share the work. My wife, Jeanne, and I attend Annual Meetings, picnics, Holiday Parties, tech sessions, etc.

I participated with GWS members at the Cherry Blossom Festival with two convertibles and, more recently, spent the day at Summit Point at the first AMG Challenge.

If elected, I pledge to provide clear and concise minutes of the meetings of officers and the Board of Directors. I also plan to continue the contributions that I have made to the club in providing guidance for strengthening the club and providing guidance for its future programs to assure that all members' interests are taken into account when organizing club events. Ours is a wonderful club – the best automotive club that I have ever belonged to. I am not shy about recommending Mercedes-Benz cars to friends and have converted a number who also benefit from our club.

I have served as President, Treasurer, and Concours Chairman of the Jaguar Club of Houston (before becoming truly enlightened). My career has been an international one, with service in banking, commerce, industry, and now government where I serve as Regional Director for the U.S. Trade and Development Agency. Through my international contacts I have been able to procure special raffle gifts from Lufthansa Airlines for our Holiday Party.

Please vote for me and I promise to work diligently for the benefit of our club and all of its members.

Secretary: Rob Kaplan

I have been a member of the GWS-MBCA for three years. I enjoy all of the activities and have met many wonderful people. As secretary I would like to get more members involved with the club. We have a wonderful core group of members who attend most of our events but I would like to see different faces at more events. I would also like to organize trips to the plant in Alabama and a trip to Germany to visit the Mercedes factory and AMG.

This past June I took a trip to Germany with German Auto Tours. We went to the Mercedes-Benz Factory, Museum, Classic Car Center, Daimler-Chrysler world headquarters, AMG and HWA. AMG and HWA were awesome! We got to see the upcoming 2003 E55, SL55, G55, CLK 55 cabriolet, the Maybach and the incredible CLK GTR. We got to see AMG engines being assembled by hand and in the AMG garage we saw dozens of one-of-a-kind cars being assembled for their owners.

I have participated in the Concourse judging school and was a judge at the annual club picnic in 2001. I always enjoy lending a hand and helping out at other events as well.

I enjoy all of the club events but among my favorites are: Performance Driving School at Summit Point, the VPC tour, and the do it your self tech sessions.

Since 1998 I have owned several Mercedes and have loved them all. It all started in 1998 with my very first Mercedes, a 1998 C230 from there I purchased a 1998 ML320, 2000 E55, 2000 ML320, 1996 SL500, 1997 SL500, 2000 ML55, 2001 ML55, 2002 SL 500 Silver Arrow, 2001 E55, 2002 SLK32, 2002 C32, and 2002 G500.

My current cars are the C32 and G500. I have my eye on the upcoming E55 and SL55.

Treasurer: Jim Glenn

I am a candidate for Treasurer. I am currently the club's Treasurer, and have been serving in that capacity since August 2001. I have been a member of the club for 12 years and take part in many of the club activities. I am retired from 31 years in the federal government, having served in many financial management positions. Being retired gives me the time to perform the duties of the position. By way of formal education, I have a Master's Degree in Business Administration from Syracuse University.

Requirements for the job include integrity, a working knowledge of Quicken, use of a computer and email, and time to make accounting entries, deposit checks, and attend officer and Board meetings

at night. I meet those job requirements. In sum, I have the education, on-the-job knowledge, experience, time, and inclination to perform the duties of the office.

President's Message

Thoughts of a Car Guy

What a great summer vacation. Fifteen GWS'ers journeyed to Indianapolis for MBCA's biannual national convention. We were headquartered at the full service Sheraton Keystone Crossing hotel in the upscale suburb of Carmel, pronounced like the brown sticky candy. The event officially began on Saturday but many of us arrived late Friday to prepare our cars for the Sunday concours at the Indy speedway. Early Saturday morning saw the concour preparation of some lovely models driven hundreds of miles. Bob Platz and his family drove a 1960s 280 convertible from Philadelphia and worked twelve hours in the hotel lot cleaning bugs and dirt from the car. The devotion of the concour crowd is amazing. I told Bob of a good self-service spray wash near the hotel. Bob later told me the place was wonderful. He spent two uninterrupted hours in a stall working on the car. The result was a first place in street class.



The Sunday concours saw a hundred cars displayed on the Indy infield. When I say infield, I am not sure which infield. The track is just huge and has several infield areas including four holes of an eighteen-hole golf course. I have been to Daytona and Talladega, but nothing compares to the sheer size of Indy. One of the highlights of the show was a 1902 or so carriage powered by a one cylinder Mercedes engine. Philadelphia's David Stizer won best of show with his 1962 300SL. David took top honors at Tri-0-Rama 2001 and this year's Deutsche Marque Concours.

Monday brought driving events at Indianapolis Raceway park. The raceway is a multi-use facility having a two-mile road course, a half-mile oval and a NHRA championship drag strip. We used the road course for performance driving and time trials, and the drag strip for acceleration runs. The autocross was run on one of the parking lot areas.

Wednesday night was a beautiful summer evening for the acceleration runs. We all lined up under the lights at the drag strip for three timed runs. The track did the timing with a light tree start and two large lighted signboards at the finish. Many of the AMG cars cracked the 100 mph plus mid 13 second barrier. The only thing lacking during the warm mid-western evening was a burger and a chocolate milkshake.

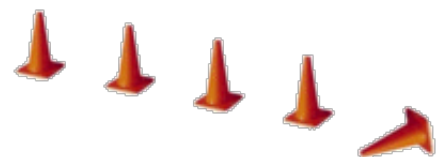
The driving awards on Thursday evening brought a good showing from GWS. Ed Ayre took a couple of 2nds in a tough class. Jim Glenn also finished in the money. Pam Pedersen won fastest women in all events and I won first in class and the MBUSA award. All in all, a great summer vacation.

The rain delayed date for our annual picnic at the Hank Harris estate in Potomac is Sunday, September 15. Wash the car and join our picnic car show on the lovely grounds. We will award trophies to those in the judged classes. Judged class means we judge the cleanliness and originality of the body, interior and engine. Display is just how the exterior looks.

See you there,

Dick

pylon alley by Joe Wozney



Autocross #5

There is no doubt... cars are getting faster! And better. Mac Henkel's Cobra R flat out flies.

So do the SM Audis. But it's not just the newer cars. If Larry and Richard get a handle on that 40-year old, wooden chassied, and, er... tweaked, British anachronism we're all in trouble!

Bill Brochu took top index honors but had the eighth fastest time. It seems things are tightening up. Fernando Puig, driving brother Gonzalo's WRX, was second with an impressive 52.175. Mac (and the Cobra) was third and took FTD by more than seven tenths.

Next up was Gonzalo (let's see if he lets his brother drive again). Joe Seward, in his British oldie was fifth. Andrew Lee had second fastest time of day and was only 92 thousandths back in sixth. Andrew Danforth (seventh) had his most impressive showing yet in his Audi grocery cart.

Angie Brochu took fastest woman's time by 22 thousandths and first in class over Dana Argiro in her brand new Audi TT. Should make for an interesting finish for the season.

In the Mercedes classes, Larry Taylor came from Pennsylvania to eke out a .005 second victory over Jim Smith. Great driving, guys! Larry and Mary are so recently married, I guess they're still honeymooners. Steve Lobell came out of "retirement" to take third.

Steve and Janet have now been joined by Debbie and Bill Repass in the old-timers class. (That's the cars... not the drivers.) Steve continued his winning ways and Janet took second. Debbie shellacked husband Bill. This might lead to the best "fight" of the year!

Ahhh, the SLs. Debbie is, as usual, the target. The target won again. Al Angulo was very, very close (81 thousandths). But Al had the problem some Mercedes drivers encounter if they change to wheels with a different offset---the lugs were hitting the emergency brake caliper.

Ouch! Let's hope the repairs are under five figures.

Bruce Roth took M-B FTD in his SLK rocket. No wonder the SCCA has classified it in Super Stock. Watch out when he gets some rubber that will stick. Even a little bit will help.

An apology to Ahnie Senft. In Autocross 3, she was mistakenly put in the men's class and (because I use an edit and cut and paste method of placing the scores on these pages) was placed there again for Autocross 4. Both the web and full season scores have been corrected.

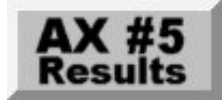
Only three more to go! Don't miss one. Placement for the season is still wide open.

High Gear

It was that week before the Pebble Beach Concours. You can get kinda crazy. The /mts/archive/images of classic cars on a bright green lawn sloping down to an emerald sea keep flitting before your eyes. Your every waking moment is shadowed by anticipation and your dreams at night are purely automotive. I was under the influence when I did it. I bought the 1926 Mercedes model "K." I know it was irrational now. But at the time the allure of the two-tone Saoutchik coachwork, the tall wire spoke wheels, the vertical V windscreen... It was overpowering. There was also the sentimental urge. My grandfather owned a similar type "S" back in 1929. It seemed like it was meant to be. You can't escape your destiny I'm told.

After consummating the deal I experienced a sense of peace. When I got on United Airlines flight 91 to San Francisco I fell into a deep and dreamless sleep which lasted right up to our landing at SFX.

The Pebble Beach weekend, you will recall, includes the Concorso Italiano, the Laguna Seca Historic Races, the exhibit of the Automotive Fine Arts Society, the main Concours at the Lodge, the



Blackhawk Museum open house and three classic car auctions. You might think that this would be enough to fill my five day visit to the west coast. However, I also had to address my passion for classic sporting shotguns. If this is being obsessive-compulsive... let the good times roll!

In any event, it was 7:00AM on the morning of the Concorso that I happened to be having breakfast with Roger Sanger, the president of the California Side-by-Side Society in old Monterey. We talked about sidelocks and hammer guns; about James Purdy and Antonio Zoli; about 28 gauge barrels and damascus steel. Then we started talking about cars. Why wasn't I surprised to learn that he used to have a Porsche 356 and now drives a vintage Coventry cat? Before our Darjeeling tea was luke warm Roger decided to play hooky from his practice and accompany me to the Italian classic car show taking place in nearby Carmel Valley.

As a Monterey peninsula local, Roger Sanger knew a back way to our destination. My Avis rental car stuck to the rear bumper of the vintage Jag through a series of magnificent canyon roads. We startled a flock of wild turkeys who were browsing under a stand of live oak as our exhaust note echoed down the arroyo. A couple of four-wheel drifts, some clipped apexes, a dash of oversteer and we were there. When we reached the Concorso Italiano, Roger confided that he wouldn't have risked those lonely back roads in the Jaguar without my Avis back up and the sturdy tow rope which he always kept in the boot. But that is part of the adventure of driving an English car, old chap!

From then on it started, that four-day dip into the true Nirvana of every autophile.

The brace of Lancia Lamdas facing down the sea of red Ferraris at Quail Lodge; the Maharajah's Roller on the block at Christies; the Porsche 550 Spyder dicing with the Testarosa in turn three at Laguna Seca; the pit crew pulling the clutch on a 4.5 litre Lagonda; the magnificent paintings by Charles Maher under the AFAS tent on the green; the woody Hispano-Suiza shooting brake and the naked Bugatti type 57S chassis cum engine with tranny; the miniature Offenhauser motor running full bore on its stand at the Blackhawk. It was all like a dream. Only when I look at my slides can I be certain that it all really happened. This way madness lies.

Madness, indeed. I bought the blower Bentley! Was it the green Van den Plas competition coachwork, the massive finned rootes supercharger or the cracked Connolly hides that seduced me? I know not. It was crazy Wolf Barnato who talked insane W. O. Bentley into building the 4.5 litre blown racer which was driven by daffy Sir Henry Birkin. What an automobile! Ettore Bugatti himself called it the "finest lorry in the world."

Now they hang together on my wall. Stanley Rose's great watercolor of the 1931 Bentley and Valery Belenikin's oil painting of the 1926 Mercedes model "K." I have said it before, a painting of an automobile is not a still life. Cars are animate. They ingest fuel; expend energy; expel waste; start out young and grow old; they have very distinct personalities. A great master can convey as much soul with automotive fine art as Rembrandt did with his portraits.

Stanley Rose is an Englishman who, following the finest tradition, paints in a chateau in France. He is a member of that elite corps known as the Automotive Fine Arts Society. Valery Belenikin is a world famous portraitist, landscape artist, surrealist and a personal friend. It was at my suggestion that he turned his hand to art of the automobile. He has proven the flexibility of his genius.

Yes I was extravagant. I didn't need the Belenikin Mercedes or the Rose Bentley. I could live with bare walls and a full bank account. But as long as the third weekend in August draws me to Pebble Beach you'll never know what to expect.

John Kuhn Bleimaier

MBNA News

New Mercedes U.S. Built

Mercedes-Benz will build a new vehicle described as a combination between a sport-utility vehicle, a station wagon, and a touring car at its Tuscaloosa plant.

DaimlerChrysler AG said production of the Vision Grand Sports Tourer will begin in late 2004 in Alabama. The vehicle was unveiled as a design concept at the North American Auto Show in Detroit in January.



The GST design displayed in Detroit was a six-passenger, 15-foot-long vehicle with a 5.5-liter V8 engine. The concept has 22-inch tires, butterfly side doors that open 90 degrees in opposite directions, and a glass roof that tints at the touch of a button.

The factory will begin building GST at roughly the same time it begins turning out a redesigned M-Class sport-utility vehicle that also is set to start production in 2004. The M-Class, currently made in Alabama, is near the end of its life-cycle. Although U.S. sales have fallen, worldwide sales of the M-Class continue to rise, climbing 33 percent to 8,800 in July.

The current plant is undergoing a \$600 million expansion that will double the number of employees to 4,000 and double production.

Joachim Schmidt, head of Mercedes-Benz Passenger Cars and smart sales and marketing, called the planned GST a "touring car, station wagon, large-capacity vehicle, and sport utility vehicle rolled into one."

Other automakers have unveiled potential competitors to the GST. Volkswagen AG introduced its six-passenger Magellan prototype also at the Detroit show, while Volvo AB showed details of its entry, the seven-passenger XC90.

New CLK Now On Sale

After five years of unprecedented success, the stylish Mercedes-Benz CLK-Class coupes are being replaced with two all-new exciting models that raise the design bar yet again. Base price for the V6-powered CLK320 coupe will be \$44,565 and the new CLK500—with a 5.0 liter V8—will start at \$52,865. Both prices include a \$665 destination charge. The current CLK320 and CLK430 Cabriolet models will continue for the 2003 model year.

Dave Schembri, vice president of marketing for Mercedes-Benz USA said, "The new-generation CLK coupe takes style to a unprecedented level with its pillarless hardtop design. With no visible B-pillar, the new CLK offers an expansive, airy feeling and panoramic views. Mercedes-Benz is the only manufacturer with the passion and engineering expertise to offer this type of design. Furthermore, we are pleased to announce that the CLK has won Automotive Lease Guide's residual value award for the highest projected resale value in the luxury car segment for the fourth consecutive year."

This new-generation of CLK-Class coupes enter the market a short five years after the first CLK came to market. Inspired by the premium-luxury CL-Class coupes, all four side-windows of the CLK fully retract without posts to create an open, airy feel that conventional coupes cannot match. The fun-to-drive quotient is also enhanced with a more responsive suspension and new steering system.

The CLK320 coupe is powered by a 215-horsepower, 3.2 liter V6, while the new CLK500 replaces the CLK430 and uses the same 302-horsepower 5.0 liter V8 as the larger CL500.

In addition to the larger-displacement V8 engine, the CLK500 is equipped exclusively with an

AMG wheel and body design package, plus larger brakes and additional detail differences from the CLK320. A five-speed adaptive automatic transmission with TouchShift allows manual selection of forward speeds by pushing the gear lever slightly left to downshift or right to upshift while in the Drive selector position.

The original CLK coupe's ability to carry four people and their luggage helped the car succeed in a market segment that has since seen other luxury coupes disappear. The new CLK is even roomier and more practical than its predecessor, adding rear headroom, elbow / hip room and knee room. The split fold-down rear seat now folds completely flat for even greater carrying capacity.

It took Mercedes-Benz engineering to design a coupe body that could ensure the highest level of side impact protection without using full-height B-pillars. Though no pillars are visible, the car benefits from a sturdy structure up to the windowsill line behind the doors. Torsional stiffness is 40 percent greater than before, thanks in part to the body structure's high-strength tubular supports in the A-pillars and lower B-pillars.

The new CLK adds the latest Mercedes-Benz safety technology, including two dual-stage deployment front airbags, four side airbags and two full-length side-curtain airbags. The full array of Mercedes dynamic handling technology is also present, including anti-lock brakes (ABS), straight-line traction control, ESP stability control, Brake Assist and the BabySmart seat recognition system.

Smooth contours and soft surfaces define the CLK interior. The flowing lines of the dashboard are complemented by the soft-touch surface made from a polyurethane skin, providing a luxurious feel and high-quality appearance.

The instrument panel uses new vertical LCD bar graphs for the fuel gauge and the coolant temperature, providing more accurate readings for these functions.

Exclusive to the CLK, the interior design adds automatic front seatbelt presenters. When front occupants close their doors, rods extend with the buckle for each side, making it easier for the occupants to reach the belts. The belt presenters retract once the belts are latched.

Standard luxury features include dual-zone electronic climate control with a sun sensor to optimize air distribution. A separate blower for the rear seat outlets ensures optimal comfort for each passenger. A new premium music system uses eight strategically located speakers and digital processing to actively adjust system output to compensate for ambient noise. The 10-way adjustable power front seats are unique to the new CLK.

The multifunction steering wheel comes from the SL roadster and is power-adjustable for tilt and reach. Rocker buttons on its spokes provide an easy and convenient way to control many of the car's systems. The display in the center of the speedometer is linked to the illuminated buttons on the steering wheel, allowing the driver to view the selected radio station, a personal phone book or even navigation instructions when the optional COMAND system with GPS navigation is ordered.

Standard rain-sensing windshield wipers, entrance lights and auto-dimming interior and left exterior mirrors add an extra layer of luxury that helps take some of the stress out of daily driving. All of these features are standard in both CLKs. The bi-level glove compartment's upper shelf accommodates the optional 6-disc CD changer, leaving a lower shelf that is still larger than the glove compartment in the previous model. The center console houses an adjustable-height armrest that also doubles as a storage compartment.

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

380SL, 1983: Grey/brown leather. Both tops. Dual timing chain. 160k miles. Well maintained. Runs well. \$9000 obo. Call Karl at 703-497-0239, email at drkarllouise@aol.com

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.

560SL, 1988: Smoke silver/burgundy. 132k miles. 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 C.H. Emely at 703-795-9608 or message at 540-286-2872.

ML430, 1999: Green/parchment leather. Bose, CD changer, tow package, sun roof, fogs, brush guard. One owner. All records. Extended 100k warranty. 63k highway miles. Asking \$25,995. Call 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 C.H. Emely at 703-795-9608 or message at 540-286-2872.

Wheels: Four 17-inch alloy rims for ML series. Includes P275/55HR17 Grid Track TR35 tires, used 5k miles. \$500. Call Toni at 703-980-7073.

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.

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: 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

Parts: '69 108 280 sedan) and '64 111 two-door parts. Free to a good home. '69 sedan body shell w/doors, hood, trunk lid, fenders, working sun roof. Body rusty, rest usable. '64 subframe w/susp. parts, complete rear axle. You pick up. Call Tom for details at 540-987-9466.

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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