



September-October 2000

Annual Holiday Party

Kick-off the coming holiday season with an evening of good company and great food on Saturday, December 2, starting at 6:30 PM at the Belle Haven Country Club for our Annual Holiday Party! The food and ambiance of the Belle Haven are always superb and the setting spectacular.

The music, hors d'oeuvres, dinner, and wine are subsidized by the section, making the cost to you only \$39.00 a person. As one of the two major social events of the year (along with the picnic), your Board of Directors agreed several years ago to help finance the Holiday Party to keep costs low and to encourage maximum member attendance. So join us of for an evening of holiday fun and great conversation.

Along with the social aspects of the party, the Member of the Year/Hank Sloane Award will be presented, as will the 2000 Autocross Series trophies and door prizes donated by our sponsors. Members who have not accepted their anniversary pins for five, ten, fifteen, etc. years of membership in 2000, will receive them at the party. This is the last event of the year at which to receive your pin if you are eligible, otherwise you will have to wait another five years.

Bring a Toy!
Send a Toy!
Send a Check!

Five years ago, the Greater Washington Section began a tradition of bringing unwrapped toys to the party for the Salvation Army to give to needy children in the Washington area. Last year our members were very generous with a wide variety of wonderful toys. We promise you that your thoughtfulness will make some needy child a lot happier in this joyous season. No time to run to the store for toys? We'll gladly accept your check made payable to the Salvation Army. This effort has been championed by Claire Luke and we thank her in advance for her great work.

The Holiday Party registration deadline is Friday, November 24. Send your checks for the Holiday Party and/or the Salvation Army to **Treasurer Craig Dabroski**.

You will **not** receive a dinner confirmation or event tickets in advance of the party. If you have any questions please contact [Janet McFarland](#).

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President's Message

Thoughts of a Car Guy

What a summer! We attended another fun filled Gemütlichkeit 2000 held in Warren, Ohio in August. The event brought together old and new friends along with spirited competition in the Concours d' Elegance, rally, autocross and high speed time trials held on the fast Nelson Ledges track. These national events are so much fun and a perfect short vacation. After four or five days it's difficult to remember work or other bothersome endeavors. The camaraderie is perhaps the most fulfilling for me. I love the welcome reception where one has the opportunity to meet old and new friends and catch up on what's been happening. You will never be disappointed in attending one of these events.



Then came our own Tri-O-Rama 2000 in September. The rain in Washington over the weekend was not present over the mountains in Winchester. We had a splendid sunny Saturday for the Concours and a cloudy day on Sunday for the autocross and rally. The track driving at Summit Point was cool and damp, but did not get in the way of a thrill packed event.

Ohio's own Frank and Mary Alice Cozza captured the coveted Mercedes-Benz USA Award by their near top finishes in the four events. Congratulations Frank and Mary Alice!

Northern New Jersey captured half the Concours with Ellen Ruck and husband Fred Perry with their beautiful cars. Our own Bruce Roth just edged out the Cozza's for 1st place in the newer car division and saved some face for the home team.

John Bleimaier and Marina Pushkareva continued their streak of winning every rally they enter. They are a skilled team and, more important, just plain fun to be around. I wish to thank John for his years of work for the club as our Regional Director. We could not have had a better RD to work with. Knowing John, he will still be at many of our events and the good times will continue.

A big "thank you" to the volunteers who gave countless hours making TOR another success. Joe Wozney, Mason Beale, Sid Newman, Bruce and Judy Roth, Al and Jeanne Angulo, Craig Dabroski, Werner Fehlauer, Neil Darmstadter, and Jim Gallimore, President of the 500 Section.

Our board voted to hold the next Tri-O-Rama next August. The next scheduled StarFest will not be until the summer of 2002. Moving our date to August will allow Virginia and Tri-O-Rama to become a vacation destination. The International Stars Section may host Gemütlichkeit next summer near Detroit. Those plans are still in the works and hopefully will be final later this fall.

Our year is closing fast. The Vehicle Prep Center tour in mid October was its usual informative success, and the Holiday party on December 2 is approaching. Sign up early for the party, it will fill up fast. See you there.

See [Pylon Alley](#) for breaking news about an event at Summit Point Raceway in March!

Kathy Kennel, past national president and a good friend of our section, has been quite ill. She is now at home in California. Kathy has been devoted to the club and worked tirelessly on our behalf for many years. Please keep her in your thoughts and prayers.

Dick

Calendar of Events

Greater Washington Section Events

December 2 **Annual Holiday Party**

March 24-25 **Performance Driving School**

Belle Haven Country Club
 Alexandria, Virginia
 Contact: Janet McFarland
 Call: 703-765-9405

Summit Point Raceway
 Summit Point, West Virginia
 Contact: Joe Wozney
 Call: 703-437-7866

Regional and National Events

August 4-7 **Tri-O-Rama 2001**
 Summit Point, West Virginia and
 Winchester, Virginia

Mr. Ed

To All Would-be Scrooges:

In a few short weeks, the Greater Washington Section will celebrate the holiday season with its annual party. The event is always marvelous. The setting is beautiful and the rare opportunity to be with so many friends is especially welcome at this joyous time of year.

As Janet McFarland mentions in her article on the [Holiday Party](#), we will continue our five-year young tradition of collecting toys for needy children in our area.

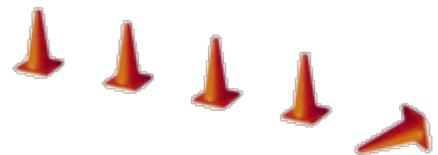
Listen up folks! I realize that many of you have other commitments and will not be able to attend the party. However, over the next few weeks you certainly have the time to sit down and write out a check for us to pass on as a gift to kids. You can make the check payable to GWS-MBCA or to the Salvation Army... either way the money will get there.

There are nearly 2000 of you out there. That's a lot of people. If we received an average of only \$1 from each member - not including spouses - we would collect, ummm, \$2000. If we averaged \$5 per member, we would have (let's see... carry the one) \$10,000! Wow!

Over the years, we have given thousands of dollars to Children's Hospital and the Hospital for Sick Children. But those donations have always been a result of a raffle or event.

Let's make this a really happy holiday. The economy is booming. Share a bit of your prosperity. Sit down now and send us a check for what you can afford to give. Thank you!

Joe



pylon alley by Joe Wozney

Autocross #4 & #5

Autocross #4 saw the appearance of a long lost ghost! Jim Van Valkenburg showed up with his E55 and two little (girl) monsters. Not much has changed... he took FTD for Benzes.

In both #4 and #5, Bill Stewart continued his magical winning ways in the 16-valve class. John Bleimaier, Robby Ackerman and Mason Beale are learning about their cars quickly and will soon be nipping at his heels.

In the 300E/2.6 class, we had a swap. Jim Smith ran unopposed in 4 but was clobbered by his

devil, Steve Lobell, in 5. Should be a scary final two events!

Steve Walters has worked the bugs out of his SEL and is now a demon behind the wheel. When you consider that the car is 33 years old (and primeval technology by today's standards) yet finishes only two or three seconds off fastest Benz times, one has to be awed.

Klaus Hirtes bewitched Ted Joseph in 4, but with Klaus absent in 5 Ted did the same to Ben Weber. Bruce Roth spooked all opposition in both events in his silver bullet SLK.

Debbie Hirtes broomed away John Robinson and Al Angulo in 4, but when she disappeared for 5, Al mesmerized John by nearly a second and a half as measured on the sun dial.

Bill Brochu swept the pair of events and is nearing a stranglehold on the non-Benz class. But Bill was foiled in the FTD race as Marty Gallagher wolfed down one and Steve Church (another missing spook) scarfed up the other.

Ken Lober came closer to putting a stake in Tom Newman's hopes for a second in class with a second and a third. But Tom is no pumpkin. He came back from a sixth place in #4 to take a second in #5 and skunked Ken by two tenths.

Steve Roberts conjured up a third in #4 but went missing in #5. Warren Wang was fourth in #4 driving his Acura R before the goblins broke it. Warren then drove one of the Rent-An-Audi(s) in #5 and finished sixth.

Mysteriously, Marty finished seventh in both events. Coincidence? His stead is fast but the high index hangs like a noose around his... car.

Harry Newman is batty for Subaru. His "new" 4WD version is heavier and must have a steep learning curve... he went from ninth in #4 to fifth in #5. So, there must be something left in that old belfry. Lief Graham is driving like a possessed man. His times aren't bad either, finishing eighth and fourth.

The druids are having their way with the two Morgan boys. Tsk, tsk, tsk. Larry and ~~Mac~~ Richard have slipped back in the standings. Is it age? Nah! Is it an aging British car? Nope? It's all that damned noise! Like the chains on Jacob Marley's ghost. Well enough Halloween puns... I have to start carving up some turkey humor.

Bulletin! Just into the newsroom. We have a confirmation from Summit Point Raceway... our next Performance Driving School will be held on March 24 - 25, 2001. Make sure your membership is up to date. There will be a price differential for nonmembers.

High Gear

Once upon a time.... there lived a gallant company of gentleman and lady racers who piloted mighty machines around the storied competition circuits. These were not akin to rock superstars or megabuck athletes, but rather were passionate amateurs who adored the thrill of motorsport and staked their all on the cars they loved. These noble competitors did not deign to have their fine mounts transported on flatbeds by lackeys. Rather they drove their mighty machines to the tracks where they would joust for the laurels and plaudits. What a romantic image.... a Knighthood of the Round Wheel dedicated to sportsmanship and valorous deeds!

Ah, gentle reader, do you think that I would harken you back to a bygone era when the Bentley Boys of Albion and Madame Elizabeth Junek of the Bugatti Team were in their flower, when tires were biased and exhaust systems flowed free? Nay, the eugene cadre of which I bear witness is as contemporary as the morning dew and as modern as tomorrow. Yes, there still are men and women of the motorcar who sally forth into the lists without thought of lucre, free of the taint of garish commercial display.

I have just returned from a national event of the Mercedes-Benz Club of America and can happily report that the age of chivalry and daring-do are alive and well in the fellowship of the silver star. Aptly enough named, *Gemütlichkeit*, this gathering of our clan is the embodiment of genial good spirits, as starpersons from all over the eastern half of the United States assembled to pit their starships against the challenges of all comers.

This year we pitched our tents and let our banners catch the breeze in fair Ohio between the rolling hills of Nelson Ledges sports car course and the fevered tarmac of Thompson's drag strip. Here Mercedes of every vintage and configuration took up the challenge of the open road. From a 1938 230 to a 2000 CLK, out they came to play for keeps at the games for which they are all so amply qualified.

For me this is the quintessence of motorsport; to drive your street-legal motorcar to a beautiful venue; there to compete with fellow amateurs for bragging rights and exciting memories. It took me five and a half hours to dash across Pennsylvania to the Buckeye State in order to participate in a rallye, autocross, time trials and acceleration run, as well as to act as a sober judge in a Concours d' Elegance. I rode out on street tires and returned on the same, slightly scuffed but none the worse for wear.

At any national, regional or section event only a relatively small percentage of our membership actually come out and participate. However, the vast majority of club members are by our sides in spirit. The mundane obligations of everyday life prevent many of our friends from coming out on any given occasion. However, these very folks who figuratively cheer us on from the sidelines enjoy our sport vicariously when they read accounts in section newsletters and national publications. The fantasy armchair racers of today are the enthusiastic participants of tomorrow.

Make no mistake, our Club is much more than a mere magazine subscription. The heart and soul of the MBCA is the membership at play, engaging in fellowship and communing with our starships. We demand a first class magazine. But we are, first and foremost, a gallant company of car enthusiasts. We enjoy nothing more than participating in, and contemplating, the ineluctable joys of the open throttle.

As I drove home from the MBCA event which we call *Gemütlichkeit*, I was thrilled to be a part of that fabled Knighthood of the Round Wheel. Recalling the good fellowship, good sportsmanship and good fun, I felt confident that our fine Club will live on happily ever after.

Gentlemen (and ladies), start your engines!

John Kuhn Bleimaier
Mid-Atlantic Regional Director

Club News

Photo Contest

Hey, we're not kidding! You were warned! Many of you continued to show up at events and leave your cameras at home. We threatened to have the Camera Police confiscate those expensive cameras, but many continued photographing the bottom of drawers and the insides of closets, making great dust collectors and paper weights. Well, the Camera Police will strike! Use 'em or lose 'em! The Annual Holiday Party is now only weeks away, so time is getting short. Start taking pictures now for the Photo Contest. Prizes will be awarded at the Holiday Party.

As of this writing, there are not enough entries to fill a five page

GWS Officers & Board Members

President

Dick Pedersen

Vice President

Ed Ayre

Secretary

Mason Beale

Treasurer

Craig Dabroski

Metro Tri-Star Editor

Joe Wozney

Regional Vice President

photo album, much less enough to be judged for the contest. You do not have to attend the Holiday Party to enter your photos - but we'd love you to join us.

Categories will be:

1. Mercedes-Benz art (car, grill, reflection, etc.)
2. Mercedes-Benz people and their cars, and scenic vistas
3. Mercedes-Benz action (driving events, rallyes, etc.)

Use your "intuitive eye" and look for that perfect shot. Washing the car? Is there a special gleam on the star? The perfect shot is out there.

Rules: amateurs only; professionals may submit for display; no limit to the number of entries; black and white or color prints 5 by 7 or larger; no slides; pictures must have been taken after January 1, 2000; affix a label or write your name and address on the back of the photo only; include a title (optional); and, include an envelope with return postage or plan to pick up your photos at the Holiday Party.

Send your photos to Joe Wozney. Entries must be received by November 24, 2000. The Camera Police know where you live and know what you drive. You will be reminded just one more time about the contest dates, so there is no escape!

Annual Picnic & Concours

The weather could not have been better with nice temps and humidity for over 200 GWS'ers from near and far who enjoyed a spectacular day at the Potomac estate of Hank Harris. Steel drum music in the background, Tom and Mary Kestel, Klaus and Debbie Hirties cooking burgers and sausage, with Jim Van Valkenburg passing out, ah, serving, beverages. Thanks, again for all the help to Registrar Judy Roth, Joe and Bobbie Wozney for running the silent auction, Ed Ayre, Mason Beale, Bruce Roth, Vern Luke, and Craig Dabroski for judging the concours. A special thanks to our host, Hank Harris, for allowing us to gather at his beautiful property.

The silent auction raised \$450 for Children's Hospital and the Hospital for Sick Children. The club also matched Jim's \$150 in drink tips for the Ronald McDonald House. Thanks to everyone who made donations.

The concours produced 34 MB's for judging and another twelve for display. President of Northern New Jersey Section Valerie Cristiano and husband Joe, along with Ellen Perry came down from the Northern New Jersey Section and did very well in the concours. It was great to see such widespread attendance. Best of show went to Tom Rieger for his outstanding strawberry 1956 190SL. Along with the Best of Show award, Tom also received the Hank Harris, Jr. award. The Hank Harris award is for the highest point vintage Mercedes (over 20 years) and is a perpetual trophy with winner's names engraved on the award.

Concours Results

Best of Show

John Kuhn Bleimaier
Appointed Members
 Harry Newman
 Vern Luke
 Janet McFarland

Committee Chairs

Driving Events

Joe Wozney

Membership

Debbie and Klaus Hirtes

Past President

Chuck Landenberger

Technical

Mason Beale

Social

Judy Roth

Bill Hopper

Technical Advisors

Larry Digges

Younger Mercedes-Benz

Rick Ellinger

RC Imports

Larry Hook

American Service Center

Carlos Nunez

HBL

Bob Hafenmair

Star Auto Service

Tom Rieger	1956 190 SL
Show Class	
1st Tom Rieger	1956 190 SL
2nd Frank Spellman	1963 300 SL
3rd Keith Morgan	1967 250 SE
Street Newer Cars	
1st Rob Kaplan	2000 E55
2nd Ellen Erickson & Mike Rierson	1998 SLK
3rd Bruce Roth	1998 SLK
Street Older Cars	
1st Ellen Perry	1988 190E 2.6
2nd Brian Leinbach	1991 420 SEL
3rd Chris Currcio	1981 300 TDT
Older SLs	
1st Howard Byron	1962 300 SL
2nd Sue Widome	1968 250 SL
3rd Bruce Wilmarth	1969 280 SL
Newer SLs	
1st Fred Perry	1989 560 SL
2nd Ken Harmon	1978 450 SL
3rd William Price	1987 560 SL
Display Class Popular Vote Winner	
1st Len Sokolof	1959 220S Cabriolet
2nd David VanDuzer	220 S
3rd Robby Ackerman	1957 190 SL

MBCA News

C-Class Coupe

Mercedes-Benz has announced that it will offer a sporty two-door coupe version of the C-Class in about a year. Visually distinctive and noticeably smaller than both the C-Class sedan and the highly successful Mercedes-Benz CLK coupe line, the C-Class sports coupe made its first public appearance at the Paris Auto Show on September 28.



A U.S. version of the new sports coupe will come with the 2.3-liter supercharged engine that

powers the popular SLK roadster, and the new model is expected to be priced under \$30,000 when it arrives in the States next year. "The name sports coupe really sums up what this fascinating car is all about," said Professor Jurgen Hubbert, Board Member of DaimlerChrysler AG responsible for the Mercedes-Benz Passenger Car Division. "As a two-door car, it underlines the dynamic and progressive nature of the C-Class particularly clearly, while its youthful appearance sets new trends for sporty, exciting driving with the high standards of engineering typical of Mercedes."

The new sports coupe can be distinguished by its high rear end with an integrated spoiler (that provides aerodynamic downforce for extra stability at cruising speeds) and a tinted panel between the rear lights. In addition, a three-pointed star in the grill clearly identifies the two-door coupe as one of the sportier members of the Mercedes-Benz family.

The C-Class sports coupe is over seven inches shorter than its sedan sibling, and the coupe is about a half inch lower as well. However, legroom, headroom, and elbowroom, as well as the adjustment range of the seats, are nearly as generous as in the sedan. The driver and front passenger have contoured sports seats with extra lateral support, while the two rear seats are asymmetrically divided and can be folded forward either individually or together, to increase cargo volume to nearly 38 cubic feet. Low liftover height makes easy work of loading this spacious luggage area.

The sporty styling of the cockpit is accented by high-quality aluminum trim and a three-spoke steering wheel with illuminated control buttons for the car radio, telephone and other functions.

The panel between the taillights doubles as a window, giving the driver extra visibility to the rear, which is especially helpful when parking. The new sports coupe will also be available with an optional panorama sliding sunroof. From the front windshield to the rear spoiler, nearly everything is glass.

Just press a button, and the front half of the roof glides over the rear, leaving a roof opening that is about a third larger than a conventional sunroof. And because the front part of the panorama sunroof slides over the outside of the car, it doesn't reduce headroom. Two electrically operated roller blinds on the inside shade the interior from the sun when the roof is closed.

All the technical innovations that will make the new C-Class sedan such a trendsetter in the U.S. have also found their way into the sports coupe - everything from curtain side airbags and the ESP stability system to the optional COMAND integrated display with GPS navigation and an enhanced Tele Aid system.

Mercedes-Benz Guard

DaimlerChrysler AG is offering a car for security-conscious U.S. drivers who can afford some extra protection - an armored Mercedes sedan that sells for a minimum of \$153,950. The Mercedes-Benz S500 Guard goes on sale in November, but the automaker already has sold 22 of the 2001 V8-powered models.

Until now, Mercedes-Benz sold armored cars only in Europe, Russia, Brazil and Mexico - the largest markets for armored passenger vehicles. But a growing segment of security-conscious drivers convinced Mercedes-Benz it could sell armored cars in the United States at a handsome profit. "Americans already spend a staggering \$90 billion a year on security services and devices," said Robert F. Allan, manager of special vehicles for Mercedes-Benz U.S. "There's room for the market to grow."

Built by hand at a Mercedes-Benz factory near Stuttgart, Germany, the S500 Guard sedan features steel armor plating and multiple layers of polycarbonate security glass. For the first time on a Mercedes-Benz, it has standard 17-inch tires that can run flat up to a speed of 35 miles per hour.

It is designed to provide protection from kidnappings, carjackings, and firearms as large as .44 caliber. Prices start at \$153,950. "No armored car is impenetrable, but our primary purpose is to give S500 passengers more time to escape a random violent attack," Allan said.



TradingPost

250SL, 1967: White/red MB Tex. 4 spd manual, new SS exhaust and tires. Fresh tune, oil. No rust. 51k miles. Asking \$19,500. Photos avail. Call Fran at 410-963-3058.

600SWB, 1970: Mint 41k mile example of this rare series. Price reduced to \$37,500! Call Ron at 301-855-7774.

350SL, 1972: Red/black. New black soft top. Euro lights. AC/PW, AM/FM/tape. 103k miles. First year for V8. Only driven wkends. Looks and runs good. An easy restore. \$8,500/obo. Email Bruce at <bdblanchard@ssu.edu> or call at 410-250-2058.

280SE 4.5, 1972: Dark green/tan MB Tex. 4-dr sedan. Mechanically excellent. Interior good. Becker Europa, sheepskins. Some rust, needs paint. Mileage unknown. \$2,400. Call Dave Pearson at 703- 516-0300, M-F, 9-6.

280SEL 4.5, 1974: Green. Body fully restored in 1998. Always garaged. No winters. Stated value by insurer is \$15,000 obo. Call Duncan at 410-785-2430.

380SL, 1983: Bronze/tan interior. 34k miles. Both tops, hoist, parts, manuals. Suitable for show/collector. Now \$24,000. Call 703-356-1274.

300D, 1985: Silver. Excellent condition. \$4,500 obo. Call Jim or Phyllis at 410-269-1521.

500SEL, 1985: White/burgundy. Loaded. Sun roof, tint. Flawless. Well cared for. To good home for \$5300. Call Bob at 410-750-0890.

300CD, 1985: Champagne/tan. 140k miles. All the goodies, incl. factory phone. Best looking '85 in VA. Bought from teacher - original owner. \$8500 obo. Call Haywood at 540-373-2885.

Misc: MB mountain bike(large). New in box w/ carry case, \$2700. Large MB 100th Anniv. book. Still in box, never opened. Rare! \$1750. MB 190E ski rack w/key. Expensive new, never on car, \$150. MB sheepskins for SL. Palomino. New in bag, \$150. Call David at 410-268-6886.

Misc: For 126 model (sold 420SEL), 2 snow tires on MB 15 hole whls, \$350/pair. JVC cass stereo w/12CD changer, \$350. Ignition wires, \$80 set 8. Oil fltrs \$8 each. Upper rad. hose used, \$9, lower hose, \$20. Frt/rear brake pads, \$65 set. Blower motor used \$100. Call Robert at 301-251-2894 or email at <ChefRobert1966@hotmail.com>.

Seat covers: Tan front sheepskins from 300D sedan. Great condition. Asking \$95/pair. Call Min at 410-668-7077 or 410 908- 0998.

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The Metro Tri-Star is published monthly by the Greater Washington Section of the Mercedes-Benz Club of America, Inc. It is furnished to each of the approximately 1,750 Section members. Please send all materials for publication to **The Metro Tri-Star, 1625 Park Overlook Drive, Reston, VA 20190**. For display advertising information, contact Joe Wozney, Editor, at 703-437-7866. Explicit permission to copy or republish any article is given to all sections of the Mercedes-Benz Club of America, Inc. The articles in Metro Tri-Star are the opinions of the writers and no authentication is given or implied as to the validity of any expressed opinion.