



GREATER WASHINGTON SECTION MERCEDES-BENZ CLUB OF AMERICA

METRO TRI-STAR

www.gws-mbca.org

August 2005

Tri-O-Rama 2005

September 10-13, 2005, Virginia International Raceway

The Greater Washington Section will host the last Mercedes-Benz Club of America national event to be held this year on September 10-13, 2005. The headquarters hotel will be the Marriott Courtyard in Danville, Virginia.

Tri-O-Rama opens with early registration on Friday and a concours d'élégance on Saturday. We hope to attract beautiful and exciting cars from all over the East. On Saturday evening, everyone will celebrate the concours and our coming together with a welcome reception.

Sunday is a busy day! There will be a defensive driving school, an autocross and a rallye.

The concours d'élégance is a showing of cars. The cars are prepared and cleaned to appear as close to "showroom original" as possible. Cars are classed in accordance with rules established by the National Events Committee. The event is judged and trophies are awarded for Best of Class, Best of Show, Judges' Choice, and People's Choice (Display Class). Display cars are not judged.

Defensive driving is a non-competitive series of small specific courses, marked by pylons, which are designed to improve driving skills and assist the driver in better understanding how his/her car will react during turning and threshold braking. Most of the courses are low-speed events and are recommended for all drivers even if they will not be entering the autocross or track events. Drivers entering track events (other than acceleration runs) are required to take the defensive driving school.

An autocross is a low-to-moderate-speed driving event held on a parking lot or similar area. The course of gates, straightaways and turns is designated by

pylons. The object is to traverse the course as quickly as possible without striking the cones or going "off course." Drivers are permitted to walk the course beforehand to become familiar with the layout, the track surface, the turns and any unusual conditions. Trophies are awarded for all classes as established under the National Event Rules.

A rallye is a competitive drive on local highways and roads. A driver and navigator drive a selected route and answer questions from information gathered on the rallye (and occasionally some brain teasers). Mileage, time and answers to the questions all count toward the final score. Trophies are awarded for the best placings and are presented to both driver and navigator.

Since the concours, welcome reception, rallye and autocross all take place on the weekend, there's no excuse for not joining us in Danville!

On Monday and Tuesday, we'll be at Virginia International Raceway for a performance driving school, acceleration runs and time trials. (Paul Newman has called VIR the most beautiful track in America!)

The performance driving school is a noncompetitive and instructional school on a racetrack with a trained in-car instructor. Emphasis is on handling, control, braking and proper use of the hands and eyes. With 10 or more cars on the track at one time, safety is a primary concern, and drivers must attend a classroom session before beginning the school.

The acceleration run is an approximate quarter-mile race from a standing start. The object is to complete the distance in the shortest possible time. Cars



Continued on page 5

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Calendar of Events

Greater Washington Section Events 2005

August 20 DIY Tech Session
American Service Center
Contact: Steve Walters — (703) 765-9405
See page 8

August 21 GWS Picnic and Mid-Atlantic
Concours d' Elegance, Potomac, MD
Contact: Phillip Alexander
(703) 718-0128
See page 8

August 28 Autocross #5: Winchester, VA
Contact: Joe Wozney — (703) 437-7866
See page 6

August 28 Rain date for the GWS Picnic

August 31 GWS Board Meeting
Il Lupo Restaurant, Fairfax, VA
Social at 6 p.m.; meeting at 7 p.m.

Sept. 10-13 Tri-O-Rama
VA International Raceway (VIR)
Contact: Joe Wozney — (703) 437-7866

Sept. 14 Open Defensive Driving Day at VIR
Contact: Joe Wozney — (703) 437-7866

Sept. 25 Autocross #6: Winchester, VA
Contact: Joe Wozney — (703) 437-7866

October 2 Deutsche Marque
Nottoway Park, Vienna, VA
See page 9

October 16 Autocross #7: Winchester, VA
Contact: Joe Wozney — (703) 437-7866

October 22 Dent Wizard - Rockville, MD

October 23 GWS Annual Meeting
American Service Center, Arlington
1 p.m. - 3 p.m.

Nov. 5 VPC Tour
Information will appear in next month's
Metro Tri-Star

Nov. 6 Autocross #8: Winchester, VA
Contact: Joe Wozney — (703) 437-7866

Nov. 12 Junkyard School, 107 SL Windows & Heat
Potomac German Auto, Frederick, MD

Regional and National Events 2005

Sept. 10-14 Tri-O-Rama 2005
Danville, VA
Hosted by GWS
Contact: Joe Wozney — (703) 437-7866

Other Scheduled Events

August 27 Williamburg Winery Tour
Williamsburg, VA
This event will depart from the Richmond
area.
Contact Harold Suter at (804) 285-2239

October 8 Historical Photo Rallye and Dinner Party
Fredericksburg, VA
The history and the scenery are two great
reasons to join us for this rallye event. But
we'll also enjoy dinner at a colonial restau-
rant, event prizes and more. We'll meet in
the Fredericksburg area and drive the back
roads until we reach our destination. You
will be challenged to identify the landmarks
in the pictures provided to win rallye prizes.
Contact Richard Schwartz at (540) 891-
5334.

October 9 2005 Colonial Polo Cup
Shirley Plantation on the James River
Charles City County, Virginia
(The organizers would welcome antique MB
cars for the pre-game parade.)
Contact: Robby Ackerman — (757) 877-9113
E-mail: robbly@ackerman.net

From the President . . .

So Many Events...

So Much to See...

So Much to Do...

Summertime and early fall are very busy times for the Greater Washington Section. In August we have the Annual Picnic/Mid-Atlantic Concours d' Elegance, a DIY Tech Session, and an autocross. In September there's Tri-O-Rama and another autocross. And, in October and November, we'll have the rescheduled Deutsche Marque, two First Saturday tech sessions, two more autocrosses, a Dent Wizard tech session, the Junkyard School, and a trip to the MBUSA Vehicle Prep Center.

That's a lot of events! Have you put them on your calendars? How many are you planning on attending? You'll miss a lot of learning and a lot of joy in your life if you just blow them off one more time. If you just read the *Metro Tri-Star* and *The Star* magazine, you're missing the essence of the club. We're all people who've joined the club because we love the cars, but it's the people, too.

Most clubs and organizations are happy to get a 10 percent turnout over the course of a year. We probably do better than that, but it's still a lot less than we'd like to see.

Why not start with the picnic? Last year, nearly 200 members and guests were there. Thirty cars were on display. And we raised a bit of money for Children's Hospital and the Hospital for Sick Children at the silent auction.

Our host, member Steve Newby, has a marvelous home and pool, an incredible carriage house, and spectacular grounds. All for you to enjoy.

Please join us. Send in your registration form now (see page 15)... Don't put it off. And, don't forget... the rain date is the following Sunday, August 28 . . . just in case.

In September, we'll be in Danville, Virginia for Tri-O-Rama. It's four days of car events and social activities. There's a concours (car show), a rallye, a defensive driving school, an autocross and two days of track events. If that's not enough, we've added a third day at the track for those who can never get enough driving. Take a look at the article in this issue. If you still have questions, send me an email or give me a call. Tri-O-Rama is exactly what this club is about.



Hope to see you there!

— Joe

VPC Center Tour

One of the most popular events of the year is the tour of the Mercedes-Benz North America Vehicle Prep Center (VPC) in Maryland.

Plan on joining us on Saturday, November 5, 2005 for this exciting tour.

In past years, we have visited the "old" center in Belcamp. This year, we plan to see the "new" facility and lots where 10,000-12,000 can be parked after being directly offloaded from ships.

For those of you have 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 us to sit in, stick one's 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.

Details are still being worked out, so check next month's *Metro Tri-Star* for exact time, location and driving directions. Or check the web site (www.gws-mbca) for up-to-date information.

Planning for Tri-O-Rama 2005

A day before the joint Mercedes-Benz, Audi and BMW drivers' school at VIR, President Joe Wozney and Vice President Bill Hopper arrived early to scope out and finalize the venues for our event on September 10-14.

As Joe and Bill met with VIR's catering manager, several NASCAR teams were testing their cars on VIR's north course track. Coors, GMAC, Kodak and Ware Racing teams were preparing for a Sears Point Race the following week. Interestingly enough, before they took those "tin cans" out to run the track, the drivers took out some Enterprise rental cars (they all had the green "e" on the trunk) to get the feel of the track. What a sight that was, seeing mid-size GM sedans being driven professionally and squealing tires on the VIR turns.

Joe and Bill got to have lunch and talk with the crew of mechanics and a couple of the drivers. The GWS leadership has a new appreciation for the folks who make NASCAR a sport. These guys are technical gurus who work as an orchestrated team on these vehicles. They even saw the Coors driver miss a turn and bring a good amount of twisted metal back into the pits. It was not long before the mechanics had the damaged sections taken off the car and had it ready to go out again. Just another use for the Sawzall. Joe wanted a memento, but the pieces with the Coors logo were quickly put away in the trailer!

On the south course, a group that works for "various agencies" was using the track as well as an on-site shooting range for some anti-terrorism training maneuvers. Joe and Bill got to spend some time with these guys after hours. Both found it interesting to talk to folks whose line of work is "unspecified" other than they need to be trained in the dark to drive at high speed and be able to shoot guns. Joe and Bill felt like it was right out of the recent Mr. & Mrs. Jones movie! Be it NASCAR mechanics or "whoever they were," you do meet the most interesting people at the track!

And that track is Virginia International Raceway, which will be the main location for this year's Tri-O-Rama (TOR). VIR will be the site for the welcome reception, the Biergarten dinner and the final awards banquet. The Concours d'Elegance will be held at the Plantation House and the three full track days, one of which will be open to all members no matter the marque they drive, will be on VIR's full 3.27 miles of track.

For Mercedes-Benz drivers: Tri-O-Rama will be a great chance for you to have fun with your own car. The autocross and defensive driving school will be

held on a couple of closed runways at the Danville Airport, while everything else except the road rallye will be held at VIR.

Again this year, the Danville Courtyard Marriott will be the host hotel for TOR. It has a comfortable lobby, meeting room, free Internet access, swimming pool and fitness facility—and the special group rate even includes breakfast.

This year, the Oak Tree Tavern and Connie's Pub will be open and will offer us a taste of the local cuisine at the Plantation House, right on the VIR grounds.

For those of you who want to participate, check the section's web site (www.gws-mbca.org) for more information and a registration packet. You do not have to do it all—or everything. If you just want to come for the autocross or the rallye or part of the track time, you are welcome to do that. Or if you just want to get away from it all and make a weekend out of it, come down and enjoy the hotel and attend the dinners and events. All who attend will have a great time.

Tri-O-Rama — *continued from page 1*

are on the track one at a time and are given a minimum of three runs. Trophies are awarded for all classes as established under the National Event Rules.

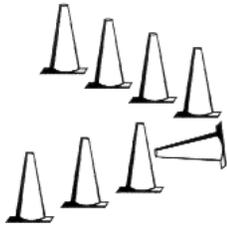
Time trials are competitive laps on the full race-course. No more than two or three cars are on the track at one time. The procedure consists of a warm-up lap, three consecutive timed laps, and a cool-down lap. To participate in time trials, drivers must have completed the defensive driving and performance driving schools. Trophies are awarded for all classes as established under the National Event Rules.

And, if that's not enough, there will be an optional extra day of track time on Wednesday, September 14. No competition. No pressure. Just hours of driving time.

We've planned four (or five) fun-filled days for you. However, this is a great opportunity for those members who cannot take off during the week to join us for at least two days of action on the weekend. Whether you come to one, two or all of the events, Tri-O-Rama 2005 promises to be an exciting affair and our best yet. And Danville is only a four-and-a-half-hour drive from Washington. Plan to attend what has become the club's premier national event. Check the section's web site (www.gws-mbca.org) for more information and a registration packet.

pylon alley

by
Joe Wozney



Autocross #3

On June 26, thirty-two souls braved the tremendous heat of the plains in Winchester, Virginia, for an autocross. You don't know hot until you've been in a parking lot where the ground temperatures reaches 135 degrees and you can fry an egg on the pavement! Okay, so it wasn't quite that hot. But it was hot enough to keep the wimps at home.

The course was a Ted Joseph special design—two full circles on a skid pad and in between a slalom, a few twisty bits, and two turns with negative Gs that pulled fillings out of teeth. The only thing missing was a four-foot jump from a ramp!

Ted's design was his undoing in the 16-Valve class, as Bill Stewart wrapped up another win—making it something like 100 victories and 1 loss since he bought his car. Ted ran a reasonably close second at a tick-and-a-half back. Denise Dersin was third—another 4-tenths behind, but easily took Fastest Women's Time of Day. This was her third LFTD in a row for 2005.

Jim Lozoskie, “JLo” to the sporting world, romped in the sedan class (190s, Cs, and Es). Julian Reeves is back (!) and took second. Newcomer Craig Scheele was third and will be back! He was grinning so hard his ears hurt.

Debbie and Klaus took the ancient car class in their 1967 230SL. Both were unopposed as Hans and Greta abandoned their trusty Mercedes to run a new-to-them foreign car. And, in the big V8 class, John Robinson eked out an 8-tenths win over Bill Repass.

Men's Fastest Mercedes Time went to Bruce Roth, giving him three “King of the Mercedes” titles in three events. John Krahulec is gaining though, and considering it's only his second season, has made great progress. So has Tom McQueen, who took third.

In the non-Mercedes Ladies Class, Sharon Payne took first with a half-second indexed win over Bobbie Wozney, although Bobbie had non-Mercedes Fastest Ladies Time of Day. Barry Gochman was a close third, another half-second back. Elizabeth Krug, a new driver (and fiancé of Mike Wirt), was absolutely amazing for a first-timer, finishing fourth—very impressive indeed! The aforementioned Greta was still learning the ins and outs of the new car... Little did she know that Hans had sabotaged the car and that the fender was eating the tires.

Pete Gochman returned to the top of the non-Mercedes men's class with both the FTD and first place finish. Pete had an incredible run and beat former champion, François Bru, by 3-tenths. Mike Wirt drove his Audi S4 to a very strong indexed second place. François was third and only 1-tenth back. Harry Newman is back! Having missed one event with a bad toe, he was just 2-tenths further back. The Puig brothers, Gonzalo and Fernando, were fifth and sixth, respectively, in yet another Subie and a Mustang (gasp!).

Don't forget! The next autocross is on August 28, the same day as the rain date for the Picnic/Mid-Atlantic Concours. Watch the web site for any changes! Better yet, come to the Picnic so you'll know for sure we're still on.

Autocross Schedule

- Autocross #5.....August 28
- Autocross #6.....September 25
- Autocross #7.....October 16
- Autocross #8.....November 6

2005 Autocross #3 Results

DRIVER	CAR	BEST TIME	POINTS	TOTAL PTS
Bill Stewart	86 190E16V	57.453	10	30
Ted Joseph	86 190E16V	59.165	9	27
Denise Dersin*	86 190E16V	59.552	8	24
Jim Lozoskie	91 190E 2.6	57.985	10	20
Julian Reeves	03 C320	60.102	9	24
Craig Schelle	05 E320	69.568	8	8
Deborah Hirtes	67 230 SL	62.253	10	30
Klaus Hirtes	67 230 SL	60.419	10	30
John Robinson	88 560 SL	60.472	10	30
Bill Repass	93 400E	61.219	9	18
Bruce Roth**	02 SLK32 AMG	56.375	10	30
John Krahulec	04 E55 AMG	58.266	9	18
Tom McQueen	04 SLK32 AMG	59.120	8	16
Jim Glenn	03 E55 AMG	62.572	7	22
Gary Wallick	03 C32 AMG	63.386	6	6

OTHER MARQUES

DRIVER	CAR	BEST TIME	CLASS	INDEX	INDEX TIME	POINTS	TOTAL PTS.
Sharon Payne	93 Saab Viggen	63.540	GSL	0.782	49.688	10	29
Bobbie Wozney***	85 Porsche 911	60.027	BSL	0.821	50.103	9	28
Barrie Gochman	02 Subaru WRX	63.151	STXL	0.802	50.647	8	24
Elizabeth Krug	02 VW Jetta	65.779	GSL	0.782	51.439	7	7
Greta O'Malley	87 Porsche 944T	63.806	BSL	0.821	52.384	6	6
Pete Gochman****	03 Honda S2000	53.903	BSP	0.839	45.224	10	23
Mike Wirt	00 Audi S4	57.224	DS	0.796	45.550	9	24
François Bru	02 Subaru WRX	54.226	SM	0.842	45.658	8	20
Harry Newman	97 Subaru SVX	58.622	GS	0.782	45.842	7	8
Gonzalo Puig	02 Subaru WRX	55.073	SM	0.842	46.371	6	7
Fernando Puig	99 Mustang GT	57.886	FS	0.805	46.598	5	11
John Jens	02 VW GTI337	58.389	STS	0.799	46.652	4	14
Bob Robinson	87 Corvette	56.764	AS	0.828	47.000	3	8
Joe Wozney	85 Porsche 911	59.049	BS	0.821	48.479	2	4
Kurt Ostermann	05 WRX STI	59.435	AS	0.828	49.212	1	1
Matthew Zint	05 VW Jetta TDI	65.669	HS	0.782	51.024	1	3
Hans O'Malley	87 Porsche 944T	66.109	BS	0.821	54.275	1	1

* LFTD - Ladies fastest time of the day

** MB-FTD - Fastest time of the day in a Mercedes-Benz

*** OM-LFTD - Ladies Fastest time of the day in a non-MB marque

**** FTD - Fastest time of the day

Scores also are available on-line at
www.gws-mbca.org

August 20th DIY Tech Session at ASC

American Service Center in Arlington has invited us to join them in their newly renovated service area for a Do-It-Yourself Tech Session on Saturday, August 20. It is a fantastic opportunity to work on your Mercedes (on a lift), consult with a dozen expert Mercedes technicians, and enjoy the company of the ASC staff and your fellow club members.

If you just want to polish the underside of your car before the Mid-Atlantic Concours, that's okay, too. We will also be able to provide vehicle tech inspections for Tri-O-Rama track events (please download the inspection form from the section website, and bring it with you).

Your Tech Chair will begin on-site check-in at 7:00 a.m. ASC will open the parts department and service bay doors by 8:00 a.m. Early birds will enjoy snacks, and lunch will be available for everyone at midday.

Cars will be "down and out" by 2:30 p.m. Please remember to order the parts for the work you have planned in advance from ASC at (703) 525-2100 to ensure the parts are on hand.

Just as a refresher, a few ground rules: Members are expected to perform the work themselves using their own tools, hence the name "do-it-yourself." Please dress for the shop environment (for example, no sandals). The ASC techs will be available to provide advice and pointers but not to do the work for you. Lift time will be allotted based on the total

attendance, but you should plan to complete your work within two hours.

If you are planning to do work beyond a fluid change or minor maintenance, please advise the Tech Chair when you register (just jot down a note on the registration form). The ASC shop foreman will have the final decision on the jobs that can be performed—just to be sure that everyone can drive home at the end of the event. Members who bring more than one car can expect the extras to be at the end of the line.

Please fill out the registration form in the center-fold (page 14) and mail it immediately. The event charge will be \$15 per person, but there is no charge for pre-event inspections. If you have questions, please contact Steve Walters at gwsTech@earthlink.net, or (703) 765-9405.

Mid-Atlantic Concours and Picnic *Sunday, August 21*

Don't forget that Sunday, August 21 is the date for our annual picnic and car show (conours d'élégance). Please fill out the registration form on page 15 and send it in so that we will know how many people to expect and, therefore, how much food and beverages to buy.

In addition to the concours, we are holding a silent auction for the benefit of The Hospital for Sick Children and Children's Hospital. All items will be sold to the highest bidder, so if you have an item you'd like to contribute, please let us know.

Membership anniversary pins also will be presented at this event to those section mebers who are celebrating five-year multiple (5, 10, 20, etc.) anniversaries of membership in the Mercedes-Benz Club.

Check out the web site (www.gws-mbca.org) for additional information.

Directions: From I-495 (the Beltway), take I-270 north. Take the local I-270 lanes toward Montrose Road. Take Exit 6B - Montgomery Ave/MD 28 west toward Darnestown. Turn left onto Darnestown Road. Turn left onto Travilah Road. Turn right onto Split Creek Court. The house is at 12716 Split Creek Court. (The rain date is August 28.)

**Moving?
New Address?
Don't contact the Tri-Star!
send your changes to:
MBCA
1907 Lelaray Street
Colorado Springs, CO 80909
or call
1-800-637-2360**

22nd Annual Deutsche Marque Concours d'Elegance

Sunday, October 2, 2005 — 8:30 a.m. - 5:00 p.m.

Nottoway Park, Vienna, VA

The 22nd Annual Deutsche Marque Concours d'Elegance has been rescheduled for Sunday, October 2, 2005 from 8:30 - 5:00 p.m. at Nottoway Park in Vienna. (Heavy rain caused the cancelation of the May 1 scheduled event.)

Everything from vintage classics to the modern marvels belonging to members of the Mercedes-Benz, Audi, BMW and Porsche Clubs will be on display.

The Concours d'Elegance is a time in which one can appreciate fine German automotive design. Each marque will be judged on its appearance, condition, authenticity and cleanliness, with special emphasis given as to how well the vehicle has been kept to its original design.

Two classes will be on display: (1) Street/Show, and (2) Display. Experienced judges trained for each marque will judge the Street/Show class. The general public will judge the Display class with a "peoples' choice" ballot to determine a winner in each marque.

Nottoway Park and the historic Hunter House are located at 9601 Courthouse Road in Vienna. Situated on 84 acres of parkland, Nottoway Park, a former vineyard, is the perfect setting for the 22nd Annual Deutsche Marque Concours d'Elegance. This event is open to the public. Those of you wishing to show your Mercedes-Benz, Audi, BMW or Porsche will need to register to show your car. The grounds open at 8:30 a.m. for vehicle placement and 9:00 a.m. for spectators. No vehicles will be placed on the field after 10 a.m.; judging starts promptly at 10:30 a.m. Parking for non-display or show cars will be available in Nottoway Park's various parking lots.

Directions to the Park:

Nottoway Park may be reached by taking Beltway Exit 49 (Route 66) west to exit at Route 243 or Nutley Street north. Turn left on Courthouse Road from Nutley Street. The park entrance will be on the left.

Schedule:

8:30 a.m.: Grounds open to show participants for placement onto the field.

9:00 a.m.: General admission to the public begins.

10:00 a.m.: Final staging of judged vehicles.

Vehicles not in place on the field will not be allowed to be shown—no exceptions.

*10:30 a.m.: Judging begins

* 3:00 p.m.: Scores are tallied.

* 3:30 p.m.: Wine and Cheese Reception — Awards will be given at the reception.

**Denotes approximate time—actual time depends on the number of judged entries.*

For those showing or displaying vehicle(s), the entry fee is \$25 per vehicle if pre-registered by September 25, or \$30 per car if registered afterward (including registering on location the day of the show). Registration includes one Wine & Cheese Reception ticket; additional tickets are available at \$10 each.

For registration, please send the year and model of your car, along with your check (made payable to GWS-MBCA) to: Bill Hopper, 5455 Broad Branch Rd., N.W., Washington, DC 20015-1753. A registration form is available on page 14.

Awards will be the following: Best of Marque, Judges' Choice, 1st, 2nd and 3rd place for number of anticipated classes in the Street/Show Class. Display Awards (1st, 2nd and 3rd) will be selected by popular vote of members and attendees. All vehicles participating will receive a dash plaque to show their participation in the event.

Those of you who registered for the May event will need to re-register. Please fill out the form on page 14 and send it to Bill Hopper at the address indicated.

Additionally, anyone who would like to volunteer to help out that day—staging and directing cars, tallying score sheets, etc.—is welcome. It's a great way to see all the cars and meet their owners.

High Gear

What are the chances of strolling along the shore of Long Island Sound on the walkways of a pleasant public park and of encountering a totally clapped-out Mercedes 300SL gullwing for sale by owner? Well, it happened to me last weekend. The Connecticut shoreline is dotted with quaint villages and early suburbs. Old maple and oak trees shadow expansive lawns and well tended gardens. Wrap-around porches shelter the pampered denizens of New York's northern "bedroom communities." There she was, in the dappled sunlight under a mature arbor stand, a 1956 gullwing with cracked and chalky paint. Gray, ancient stuffing peaked out of the tears and seams of moldy upholstery. Dry rotted Dunlop tires sagged, under-inflated.

Could this be the car enthusiast's dream, an original super classic pulled free from the cobwebs of a dank garage by an unspoiled, innocent vendor who is unaware of its potential value? Not on your life! No way Jose! Guess again! This 300SL jalopy was offered for sale by the Christie's auction house at their spring sale, held in conjunction with the Greenwich Concours d' Elegance.

I carefully scrutinized the starship in distress. The engine obviously hadn't turned over in years, nay decades. Large areas of rust had spread over the Mercedes comely flanks. The instruments were cloudy and the steering wheel was broken. There was no component that did not require complete restoration or replacement. I was astonished at the auctioneers' estimated valuation: \$110,000 to \$140,000. Offered without reserve. Well, guess what, when the hammer finally fell, this vehicle fetched \$240,000. Life is full of surprises. But not the Greenwich Concours. A pretty location, but not a particularly exciting assemblage of vehicles at the show or at the auction.

However, it had been a pleasant day and I determined to follow some byways on my drive back to New Jersey after the event. The old fashioned Yankee village of Port Chester looked like a promising place to stop for a late lunch. No, I am not addicted to tea rooms, scones or clotted cream. Despite its New England architecture, virtually every shop in the cen-

ter of Port Chester had its sign in the Spanish language. The restaurants offered a dizzying array of Latin cuisine: San Jacinto Mexican; Coppa Cabana Brazilliano; Chavin Peruvian; Pueblo en Guatemala. I have never sampled a Latin American kitchen that I didn't like. Because I've never tried Peruvian, the die was cast.

Chavin Peruvian Restaurant is a wonderfully clean and friendly place just off the town square. The building was originally built to house a bank at the turn of the 19th Century. The central room is two stories high, with a night depository drop by the front door and a vault in back by the kitchen. The new occupants have painted the interior walls to look like adobe and the colorful Andean textile tablecloths make a striking impression. As I savored my frijoles, I read an interesting article in *The New York Times* about Attorney General Alberto Gonzalez. All the food was outstanding and very different. I really have no frame of reference in order to describe what I ate, but it was delicious.

During the meal my eyes kept being drawn back to a mosaic mural high on one wall. No it was not a mystical, geometric, Inca design. It was obviously something left over from the decoration of the erstwhile bank. The mural showed an old colonial farmstead with a coach and four dashing across the foreground. Underneath was a subscription: "Ye Olde Bush Homestead, 1690." As I enjoyed my cup of Peruvian tea at the conclusion of the meal, I thought about the cultural panoply created by the waves of successive immigrants who have found their way to our shores and of the fate of the old Connecticut Yankee Bush family.

After my meal I casually strolled back to my starship on the other side of the town's verdant central square. In the middle of the public garden was a poignant statue of a soldier mourning by the grave of a fallen comrade. The monument had a simple inscription: "To the Sons of Port Chester Who Sacrificed Their Lives in the War Against the Spanish Empire."

— John Kuhn Bleimaier

Marque Madness — Two June Days of Track Time

When more than 85 car aficionados gather at a place that is as close to heaven as you can imagine, you know there is going to be a fun time for all involved.

Members of the Mercedes-Benz, Audi and BMW clubs gathered this year at Virginia International Raceway (VIR) outside of Danville, Va. for a joint drivers' education school. As has been the experience of Greater Washington Section members who held their Tri-O-Rama event there in 2003, the weather was incredible. Sunny and hot, but with an ever-so-subtle breeze blowing through to cool everyone off.

This event was designed for the novice and the experienced alike. We had members like Al Angulo and Jim Smith, who have been driving track events for a long time, as well as first-timers like John Krahulec and Gail Farr. Some, like Michael Wasylyszyn and Jim Glenn, had been out only a couple times. Others brought family and friends along, like Pete and Barrie Gochman, who both drove in the event. And Firoze Lafeer brought his wife and son with him, and they acted as the club's cheering section. Brothers Gonzalo and Fernando Puig were there, driving their machines, as was Bill Lear and Eric Stieve, who work together and took off some time for a little employee bonding at the track. We think the guys back at the shop might be just a little bit envious of the fun these two had!!

This joint event was designed to have classes for those who have never had their car on a road track before and also for the experienced driver who races regularly. There was no competition involved, and no timing—just the opportunity to drive with a seasoned instructor who helped all drivers work on their control and handling in their own cars. Mercedes-Benz, Audi and BMW were not the only cars represented. There were lots of marques: Porsches, Subaru, Toyotas and VWs, too. So if you secretly have always wanted to drive on a track and passed this event up because you thought you couldn't do it, you missed a great time, but rumor has it that it will be repeated again next year at VIR.

The festivities started on Wednesday afternoon as club members arrived at the hotel and checked in. Hans O'Malley was one of the first to change his tires, while Klaus Hirtes worked on his brakes. As drivers checked in, stories got swapped and friendships were made and rekindled. Everyone was anxious for two days at the most amazing driving facility on the East Coast: VIR. Dinner plans were made and everyone was sure to retire early to rest up for the first day of the driving school.

Thursday morning started with Joe Wozney heading up the technical inspections on the grid, making sure all vehicles were safe, secure and ready. A driver's meeting was held, and the rules were laid out. Be safe, learn and have fun were the main objectives.

The school was divided into five groups: an instructors group and four student groups. A driver's meeting was held during which time students were informed how corner workers communicate with the drivers by means of a variety of colored flags, as well as how drivers communicate with other drivers via hand signals.

One of the advanced groups went out when the instructors came in from their initial runs, while the two beginners groups got additional class time, talking about the physics of a moving automobile and about weight transfer. VIR takes a lot of thinking and advance planning to drive it to its full advantage.

Students concentrated on different aspects of the course during each of their four daily runs. They learned to find the apex of a turn and how to approach and exit it properly. They learned that the time gained in speed on a straightaway can easily be lost in a turn and that if and when you put it all together, it can be a very smooth ride around the 3.27-mile course.

Thursday night, a group dinner of down-home cooking was held at the Pagoda Room atop the VIR hospitality building just off the paddock. How could you resist the good southern cooking, pork barbecue and chicken served with corn on the cob and all the

Continued on page 17

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Mercedes-Benz Classic Center Offers High Mileage Awards

The Mercedes-Benz Classic Center USA (MBCC), based in Montvale, N.J., is reintroducing the High Mileage Awards program. The table below shows the different levels for which MBCC grants the awards.

Award Milestones

250,000 km (155,000 miles)
500,000 km (312,000 miles)
750,000 km (466,000 miles)
1,000,000 km (625,000 miles)
1,000,000 miles

This offer is available for cars registered in the U.S. or Canada. If you are interested, go to the website at www.mbusa.vom/classic (or call 1-866-MBCLASSIC), print out the application, have it verified by your friendly Mercedes-Benz dealer and submit it. About four weeks later, there should be a shiny new decal on your Mercedes radiator grille and an attractive display certificate on your desk commemorating the reliability and excellence of our favorite automobiles.

Looking forward to seeing more of the club's cars with decorated grilles.

— Eric Wagner

Here's the press release from MBUSA:

The Mercedes-Benz Classic Center, the first of its kind to be established by an auto manufacturer in the U.S., has re-launched the brand's popular High Mileage Award to recognize Mercedes owners' brand loyalty and their cars' durability. Mercedes-Benz cars have been known to routinely travel hundred of thousands of miles, with more than a few eclipsing the one-million-mile mark.

The High Mileage Award is available free to Mercedes owners who have traveled at least 155,000 miles (250,000 kms), and nearly 3,000 owners have downloaded the award application since it became available from the <http://www.mbusa.com/classic>

web site on March 1. After completing the application, the owner must take the car to a Mercedes-Benz authorized dealer for odometer verification.

Mercedes-Benz first introduced the High Mileage Award in the 1960s, and owners proudly attached the Star and Laurel radiator grill badges that signified the milestone they had achieved. For the award re-launch, the badge has been redesigned and recognizes cars that achieve the 250,000, 500,000, 750,000, 1,000,000-kilometer and one-million-mile marks. In addition to a badge for the car's grill, the owner also receives a presentation folio with a High Mileage Award certificate.

The current Mercedes-Benz High Mileage champ is Gregorios Sachinidis, a Greek taxi driver who holds the known record of more than 2.8 million miles in his 1976 Mercedes-Benz 240D. The latest Mercedes to be recognized for surpassing the one-million-mile mark is a 1970 280SE acquired for the Mercedes-Benz Museum Collection from its original owners, George and Luzstella Koschel of Orange County, Calif. The Koschels had bought the car new and drove it for 1,019,000 miles.

"Mercedes-Benz is pleased to honor the owners and their cars that have achieved high mileage," said Christian Treiber, General Manager, Aftersales Marketing. "The High Mileage Award demonstrates customers' brand loyalty and pride of ownership, as well as Mercedes-Benz engineering. The award badge is a powerful visible reminder that Mercedes cars are built unlike any other."

Also new from the Mercedes-Benz Classic Center, Mercedes owners can now purchase the Classic Certificate, the document that verifies a car's build-date and original factory specifications. Available for new or vintage Mercedes models for \$100, this "birth certificate" comes professionally bound in a black case, and makes an excellent pride-of-ownership display that is suitable for framing.

The DaimlerChrysler Archives make it possible to establish the original specifications of almost every vehicle built under the Mercedes and Mercedes-Benz brands. Some factory records date back to 1890, and the scope of archived data ranges from internal order

Continued on page 16

ASC DIY Tech Session
Saturday, August 20, 2005, Arlington, VA

Name _____ Member # _____

Address _____

E-mail Address _____

Phone (h) _____ (w) _____

Number of persons _____ x \$15 per person = \$ _____

Please make your check payable to: GWS-MBCA

Send to: Steve Walters, 1307 Warrington Place, Alexandria, VA 22307

Deutsche Marque Concours d'Elegance
Sunday, October 2, 2005, Nottoway Park, Vienna, VA

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Address _____

E-mail Address _____

Phone (h) _____ (w) _____

Model and Year of Mercedes-Benz entered _____

Concours Class: Show/Street _____ Display _____

\$25 for each car entered – Show/Street or Display \$ _____

\$10 each for each Wine and Cheese Reception ticket \$ _____

(one reception ticket is included with concours registration)

Total enclosed \$ _____

Please make your check payable to: GWS-MBCA

Send to: Bill Hopper, 5455 Broad Branch Road, Washington, DC 20015-1753

Mid-Atlantic Concours and Picnic

Sunday, August 21, 2005

North Potomac, MD

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Street Address _____

City _____ State _____ ZIP _____

E-mail Address _____

Phone (h) _____ (w) _____

Number of adults (18+) _____ x \$15.00 = _____

Children (12 - 17) _____ x \$10.00 = _____

Children (under age 12) _____ x \$ 0.00 = _____

Total enclosed (Make your check payable to GWS-MBCA) \$ _____

Car entered: Model _____ Year _____ (circle one) Show / Street / Display

Car entered: Model _____ Year _____ (circle one) Show / Street / Display

We will bring a Silent Auction item (optional) Yes / No

Send to: Phillip H. Alexander
6641 Wakefield Drive, #605
Alexandria, VA 22307

Last week I was called by a *Wall Street Journal* writer who covers Daimler-Chrysler in Germany. He had my name from an earlier e-mail message I had sent to the newspaper's automotive editor in New York about Mercedes quality control issues.

The German-based writer was interested in reactions to the new S class, which is to hit North America this fall. Luckily, I had seen early photos of the car in *AutoWeek* and could thus offer my observations.

I explained that I was a "traditional" MB owner who valued the marque for all the obvious reasons but was also an MB enthusiast who loved to drive. I told him about my wonderful 126 bodied S class from 1990 and how I looked forward to driving it each day.

That got me thinking...what is it about my experience with my 126 that is different from the reaction of "modern" S class owners. Is it the wonderful "bank-vault" sound of the doors as they close? Is it the ability to really "drive" the car, even on the narrow streets of Georgetown? Is it the seeming simplicity of the various systems used in my car as opposed to the highly sophisticated, computer-controlled environment now thrust upon us by the com-

pany's engineers in Stuttgart?

The new S class will have, as reported by *AutoWeek*, a computer-controlled radar system in the front bumper that will allow the driver to creep along in bumper-to-bumper traffic without needing to use

OPINION

the accelerator or brake. Good lord...what has happen to us? Automotive engineers around the world seemingly view all potential owners as nearly incompetent...unable to actually drive the car they have purchased. How else does one explain the proliferation of computer technology whose only goal appears to be to take the act of driving away from the driver!

Don't get me wrong. I am not a techno-phobe, but I am a guy who thinks that simple solutions are often the best. My 126 represents all that was best about MB products...attention to detail, elegance of purpose, minimal intrusion into the act of enjoyable driving and the use of wonderful, high-quality materials from the exterior's paint to the interior's wood and leather

Personally, I think the company became seriously confused, in the mid-1990s, as to its on-going role in the automotive market place. How else does one explain their decision to build and market both a Maybach and a two-door, C class hatchback? My plea to the team at Sindelfingen is this: Give us back the cars that we have loved for generations. You may not sell as many units with this strategy, but your customers will remain devoted and your quality control issues will be a problem solved.

— Bill Canfield

High Mileage Awards

Continued from page 13

number to bodywork and engine codes, to the place of delivery. Ordering the Classic Certificate records the owner's name in the Mercedes-Benz Corporate Archives, thus integrating the owner with the car's history.

Currently operating from the Mercedes-Benz USA corporate headquarters in Montvale, N.J., the Classic Center provides spare parts information for vintage Mercedes-Benz vehicles to callers to its toll-free number 1-866-MBCLASSIC (1-866-622-5277). Scheduled to open this summer, the Mercedes-Benz Classic Center USA in Irvine, Calif. will be the perfect place for Mercedes-Benz owners, collectors and enthusiasts to connect with the legendary brand.

GWS Members Featured in British Car Magazine

GWS members Deborah Hirtes and Gary Wallick were featured in the May 2005 issue of the British *Mercedes enthusiast* magazine. The issue was devoted to the W113 Pagoda SLs—"the romance and reality of W113 ownership, restoration and driving, backed up with first hand stories from Pagoda owners across the world."

Mercedes-Benz E320 CDI Breaks World Records Around the World in 30 Days—Four Times

LAREDO, Texas, May 3/PRNewswire/—The new Mercedes-Benz V6 CDI diesel engine has achieved an impressive list of world records this weekend in Laredo, Texas. Three standard-production E320 CDI (Common-Rail Direct Injection) vehicles equipped with the 221-hp powerplants covered distances of 100,000 kilometers, 50,000 and 100,000 miles respectively in world-record times.

Combined, the three record diesel vehicles traveled the equivalent of almost eight times around the world, with the 100,000 mile record vehicle achiev-

Marque Madness — *Cont'd from page 11*

fixin's, finished off with fruit cobbler and ice cream. No speeches—just good times with good friends, fellow drivers and corner workers.

Carolina blue long-sleeved event logo shirts were handed out to everyone as a memento of the event (after all, you do have to drive into North Carolina to get to this Virginia track).

Friday started off even better than the day before. Everyone was ready and knew where they had to focus their energies to improve their skills.

By the end of the day, many drivers found that their cool-down laps were much faster than their warm-up laps the day before. There was no doubt that by day's end on Friday, everyone was tired but still full of excitement and stories of the event. One common feeling was that everyone was happy that they had two days to rest before having to return to the real world.

This joint club event was a success for those members who participated. If you have ever had any desire to drive in a controlled track environment, VIR is the place to do it. And as a Mercedes-Benz Club member, you have another chance this September with Tri-O-Rama, which is hosted by our section. Come out and experience a few days of heaven.

— **Bill Hopper**

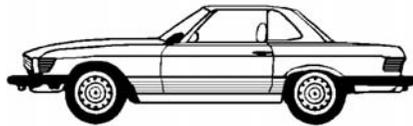
August 2005

ing an average speed of 139.699 mph. Despite the extreme stresses, the maintenance-free diesel particulate filter held up magnificently over the entire record distance without any deterioration in performance—further testimony to the reliability and durability of this exhaust technology.

This historic event follows last year's successful return of the Mercedes-Benz diesel engine to the luxury brand's lineup. The E320 CDI exceeded sales expectations by more than 38 percent with 4,158 units sold. Boasting strong acceleration, excellent fuel economy and low noise levels, the latest generation of electronically-injected CDI engines is helping to change U.S. consumers' dated perceptions about diesel powertrains. The E320 CDI achieves 27/37 mpg for city and highway driving, respectively, translating into up to 30 percent better fuel economy than comparable gasoline engines. A showcase for the latest in diesel engine technology, the 3.2-liter diesel engine can propel the E320 CDI from 0 to 60 mph in just 6.6 seconds and cruise up to 780 miles on a single tank of fuel.

With precise electronic control of fuel delivery, hand-in-hand with an oxidation catalyst, the E320 CDI can pass current 45-state emissions standards. With increased availability of low-sulfur "clean" diesel fuel in the U.S. imminent, Mercedes-Benz engineers are optimistic that the CDI diesel can eventually meet emissions standards in all 50 states.

A pioneer in diesel powertrain technology, Mercedes-Benz invented the world's first diesel passenger car in 1936, the 260 D. Seven decades later, the Mercedes-Benz brand has produced more than 7 million diesel passenger cars, many of which are still in service today.



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M Class Promotion – the M Class Road Rally

Over the Memorial Day weekend, MBUSA hosted an M Class Road Rally at FedEx Field in Landover, Md. It held another one in early June at M&T Bank Stadium in Baltimore.

For those of you who have never attended one of these no-pressure sales demonstrations, you really have missed something. It's an opportunity to see, feel, touch and drive first-hand and up-close the new Mercedes-Benz vehicles. In the past, there have been other events, each highlighting different models and offering the public a chance to drive each of the models to see which one suits their needs and lifestyles.

Even though many of the manufacturers now run these driving sales tours to highlight their current model lines, Mercedes-Benz seems to do it best. GM runs a huge one with all their vehicles (as well as those of their competitors) for guests to drive. BMW now and again has a more race-oriented event. Lexus recently hosted some very good events, especially with off road courses. Even Mitsubishi held a drive event last year at FedEx Field to show off its line of cars and trucks.

For this year's M Class Road Rally, the driving lot was filled with the recently unveiled '06 Mercedes-Benz M Class. The viewing area consisted of the complete Mercedes-Benz model line, from the C Class to the S Class. Though not to be driven, you could sit in them, open hoods, trunks doors and glove boxes, play with the sound system, check the engine out, and really see the car as a whole. And if you had questions, there were plenty of product specialists right there to answer them. Also this year, booths were set up for both Michelin and Mercedes-Benz Credit, each offering great no-pressure information about their products and services, as well as little gifts for those who stopped by to talk to them about their offerings.

With more than just tire kicking as the main attraction, inside the main tent was a complete display from a variety of vendors, with the '06 Mercedes-Benz M Class taking center stage. Pottery

Barn, Saks Fifth Avenue and the Fifth Avenue Club, Sirius Satellite Radio, N.V. Perricone, M.D. line of skin products, as well as a make-up booth for the ladies. I asked what they had for men, and was quickly laughed at!

Besides looking at cars, there were other things to do. If you were thirsty, Kitchen Aide refrigerators were stocked with Voss artesian water from Norway in both flat and sparkling versions. For those who were interested in sound, Harmon Kardon had a complete audio-video setup to experience. In past years, there also have been cooking demonstrations and golf competitions.

But if what you came for was the driving, there was plenty of that, with two tracks set up running plenty of MLs. Both the ML 350s and ML 500s were in abundance! Track One was somewhat of an off-road course with obstacles to climb over and clear as well as a chance to take the vehicle in the "wheel up in the air" setting. A skilled trainer walked beside the ML as you drove through a course where first one rear wheel would be off the ground, and as you progressed, one of the front wheels would lift after the rear wheel had returned to the earth. This demonstration allowed the driver to experience first-hand the permanent four-wheel drive system, which is standard on the M Class. After that, the driver climbed through simulated deep potholes, and then got to give it some gas to check out the acceleration and handling of the new M Class. The course ended with some timbers over which the driver had to navigate before entering the pit area to give his or her vehicle up to another anxious and adventurous driver.

The other driving course was more basic, with a skid pad and wet traction area as well as slalom and accident-avoidance course.

If you missed this event, keep an eye open next year, as each year MBUSA hosts these types of promotions to bring you, the Mercedes-Benz driver, closer to their new products.

— **Bill Hopper**

August 2005

Buying a Car on eBay

Jim Smith needed a car for autocrossing (after his son wrecked his 190!). He debated using his wife's E320 for the events "but that discussion wasn't going well," he notes.

Jim then took to the Internet to find a car locally and ended up checking what was available on eBay.

He says he saw several 190s listed, but wanted the same model and color as the old car.

"I found this one in New Jersey," he said. "Joyce [his wife] used to sell on eBay several years ago because of her antique business, and so was very familiar with the process. We had my son check the VIN for warranty and recall purposes. And we won the bid on this 190. I sent 10 percent to them and, two days later on a very cold Friday in January, my son and I left for New Jersey. We found the home of the seller, and my son checked the car out. I had taken cash along with a certified check for the balance. (I did this to negotiate if we found defects.) The car was 95 percent as advertised.

"What I didn't get that day was the title. Trying for the title was a month-long ordeal of telephone calls, letter writing and threats. I finally received it from a bank. It seems that the owner hadn't paid for the car in full.

"The 190 needed approximately \$500 worth of parts to satisfy me. And it needed a good cleaning inside and out.

"Would I do it again? Yes. In fact, my son just bought a car on eBay and, so far, it's been fine.

"I did have the advantage of my son being a mechanic and was able to check the VIN and drive it. He knew if it was OK before we left New Jersey.

"So, if you're looking to buy a used car, eBay is

fine. I would have liked to buy locally, but what I wanted was not available.

"I guess my purchase was OK, since I won my class last year with it in the autocross series."

— Jim Smith

If you have had an experience—positive or negative—with buying a car on eBay, why don't you share it with your fellow GWS members. Send your articles to
Janet McFarland at
janetmcfarland@earthlink.net
or to Deborah Hirtes at
kdhirtes@comcast.net.



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Maryland license tags with the section logo and the words "Mercedes-Benz Club" on them are still available. These plates will not be available through the MVA. You can purchase them only through the club, and they can only be put on a Mercedes-Benz. Please send the form below to Ed Hainke, coordinator of the program, with two checks: one payable to GWS-MBCA in the amount of \$10, and the second check payable to MVA in the amount of \$25. Ed will then contact you for the required MVA information.

Maryland Greater Washington Section Tags

Name _____ Member # _____

Address _____

Phone (h) _____ (w) _____

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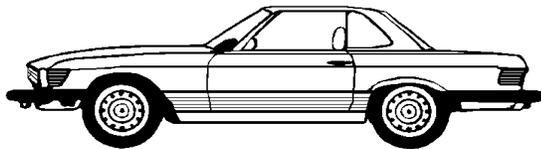
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New Members

The Greater Washington Section welcomes all its new members. We hope that you will join us soon at one of our upcoming events. Please feel free to call any officer for information on our activities and what you can do to get involved.

Bryant Y. Anderson
Marshall, VA

Antonio P. Araujo
Bethesda, MD

Lynn M. Buzzella
Alexandria, VA

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DRIVE YOUR FUTURE: The Mercedes-Benz USA Scholarship Program

Mercedes-Benz USA (MBUSA) will award \$1 million in scholarship funding to 500 college-bound students who are the first in their families to attend college. These high school seniors are all recipients of the DRIVE YOUR FUTURE: The Mercedes-Benz USA Scholarship Program, which grants \$2,000, one-time scholarships to help students offset tuition and school expenses. Nearly 2,000 high school seniors nationwide applied for the scholarships this year. Five hundred students, representing each state, were selected based on financial need and exceptional achievement in the areas of academic performance, leadership and school and community activities.

"It is extremely rewarding to have the opportunity to assist so many students across the country—students who have demonstrated significant achievements despite financial hardship or personal obstacles," said Paul Halata, president and CEO of Mercedes-Benz USA. "DRIVE YOUR FUTURE celebrates the accomplishments of these dedicated young people who will go on to shape our world through new inventions, the arts, technology, business and maybe even the automotive world.

The principles of success—hard work, determination and a commitment to excellence—have served Mercedes-Benz well for over one hundred years and we hope to inspire the same ideals in our youth today."

Now in its second year, DRIVE YOUR FUTURE was created in collaboration with Scholarship America and is part of MBUSA's broader philanthropic initiative aimed at educating and empowering future generations by helping young people reach their full potential and become the leaders of their generation. Through support from MBUSA and the fundraising activities of Mercedes-Benz dealers nationwide, DRIVE YOUR FUTURE scholarship awards have doubled for 2005.

Committed to the communities in which employees live and work, MBUSA also has built alliances with a number of youth organizations across the country. The company supports many of these efforts through employee volunteer activities. Philanthropic initiatives are reviewed and implemented through MBUSA corporate headquarters in Montvale, N.J. and through its six regional offices around the country. For more information, interested students may visit:

<http://www.mbusa.com/drivefuture>



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The Trading Post

E320cdi, 2005: Silver/gray, 5,500 miles, \$48,250; or **350SD, 1991:** Rebuilt engine. New exhaust, starter, brakes, water pump, alternator. Refinished wheels and bumpers. New windshield. \$19,500. Best 350SD in the area! Call Greg at (301) 948-7354.

190E 16V: Immaculate charcoal grey. I used to collect 16Vs and so have two for sale. This one is completely unmolested, and I doubt one can find a cleaner one available anywhere. Asking \$15,000. Call Romanus at (301) 897-2535 or e-mail romanus@romanus.com.

240D, 1977: Burgundy with standard shift, good clutch and Michelin tires. Leather seats with fairly new pads! Recent oil change with both fuel filters and air filter. Runs well with great mileage. Located in Alexandria. Best offer. Call Mark at (202) 513-2684 or e-mail mwagner@npr.org. Photos can be seen at www.parsifalfoto.de/240D.html.

250S, 1967: Dark green/tan. One owner since 1976. External restoration, garage kept. Old style alloys. Asking \$5,000 OBO. Call Ralph at (301) 868-3974.

280SL, 1970: Collector's dream! NO rust, all original, only 1 prior owner. Green with black interior, includes hard top, all books/manuals. A/C, new stainless exhaust, new canvas soft top, new brakes and tires. Asking \$20,500 OBO. E-mail for pictures. Call Phoebe at (703) 276-8666 or e-mail wcpb@msn.com.

280SL, 1970: Silver/red leather. 93K original miles, auto. 6-cyl. fuel injected. Hard and soft top, jumper seat, AC, original tool kit. Owner and parts manuals. \$30,000. Call Tom at (410) 573-1528 or e-mail sdhyatt15@aol.com.

300TD Parts: Becker radio/cassette player, OEM service manuals, hood ornament, back-up lenses, parking brake shoes, rear door shocks, oil filter & case of 15-40W oil. All to fit 1985 (W123). Call George at (410) 570-4449.

300SD Turbo, 1984: Silver/Grey, Grey interior, no rust, 1-CD changer. 230K miles, reconditioned engine 35K miles ago, all records, been to a lot of tech sessions for fluid changes and the like. Runs great. Asking \$2,975. Call Nasir at (703) 360-9422.

450SL, 1977: Bronze/tan leather. Mint condition. 106K miles. V-8, garage kept, 2 tops. Original owner! You've got to see it. We love it and so will you! \$13,200. Call Judy at (703) 620-9091.

E55, 2004: Silver/charcoal and blue. COMMAND, 6-Disc in-dash CD, more! Showroom quality. 20K miles. \$74,400. Full details at home.comcast.net/~acvanetten/e55. Call Andy at (240) 876-4729 or e-mail: acvanetten@comcast.net.

Mercedes-Benz Bicycle: Ridden only 4-5 miles (less than a half mile). Original value: \$1,700. Asking: \$1,000. Will be available at the picnic for viewing. Contact Jim (703) 360-1669 or e-mail: jrglenn@erols.com.

Trading Post Advertising Information

Any GWS member may place an ad of up to six lines in length free of charge in the *Metro Tri-Star*. Include your name, membership number, address and phone number(s) with area codes on your hand-printed or typed copy. Personal ads will appear for two issues. Ads should be sent to: Metro Tri-Star, 1307 Warrington Place, Alexandria, VA 22307, (703) 765-9405; or e-mail: janetmcfarland@earthlink.net

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We will print a photograph (from color or black and white original or from high-resolution digital image) with your ad for \$20. If you would like the photo returned, enclose a stamped, self-addressed envelope. All checks should be made payable to: GWS-MBCA. Advertising copy must be received by the 15th of the month preceding publication or the ad will appear in the following issue. The editor of the *Metro Tri-Star* shall have sole discretion in determining ad acceptability.

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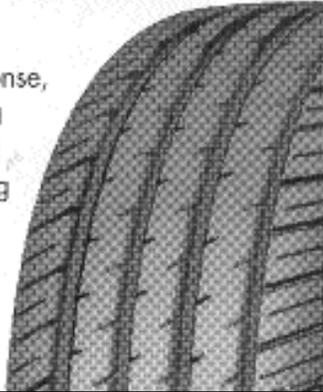
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