



METRO TRI-STAR

www.gws-mbca.org

November 2005

Upcoming Events

New Members' Reception **Sunday, Dec. 4, 2005**

On Sunday, Dec. 4, the Greater Washington Section will host a get-together for new members. This will be a great way for all of us to celebrate the holiday season and meet and welcome some of our newest members.

The location and exact time of the event are still up in the air, so check the GWS web site (at <http://www.gws-mbca.org>) for final details.

Invitation postcards will be mailed to all members who joined our section within the last two years, but this event is open to *all* GWS members. It's the perfect chance to socialize and get to know other members.

While there is no fee for this event, we would like to get an idea of how many people are attending. Please reply to Phillip Alexander at (703) 718-0128 or e-mail him at phlxdr@aol.com. All attendees are asked to bring an unwrapped toy for the Salvation Army's annual holiday toy drive. If you can't make it to the event and still would like to help with the toy drive, send a check to GWS

Treasurer Jim Glenn, payable to GWS-MBCA, and we'll get it to the Salvation Army as a part of their Toys for Tots program. Jim's address is on page 17 in this issue.



Annual Holiday Party **Saturday, Jan. 14, 2006** **Belle Haven Country Club**

The newly renovated clubhouse at Belle Haven Country Club in Alexandria will be the venue for this year's holiday party. As we have done over the last couple years, we're celebrating the holidays at the beginning of the new year to avoid the hustle and bustle of December shopping and other celebrations.

Many of you may remember our past holiday parties at Belle Haven Country Club. Well, this year, after a massive one-and-a-half-year, multi-million dollar renovation of the grounds and buildings, the club house has been transformed into a grand stone mansion in the Federalist style.

This event will be the first of three occasions in 2006 to hand out anniversary pins to members who have been with the club for multiples of five years.

Continued on page 3

**For the latest club news, go to the GWS web site at:
<http://www.gws-mbca.org>**

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Calendar of Events

Greater Washington Section Events 2005-2006

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

Dec. 4 New Members' Party
 (Sun.) Check the web site for exact time
 and location.
 Contact: Phillip Alexander – (703) 718-0128

Jan. 14 Holiday Party
 (Sat.) Cocktails: 6 p.m.; Dinner: 7 p.m.
 Belle Haven Country Club
 6023 Fort Hunt Rd., Alexandria, VA
 Contact: Phillip Alexander – (703) 718-0128
{Please fill out coupon on p. 15}

May 14 Country Drive (with water sports and a crab
 lunch). This is a joint event with the Central
 Virginia Section. More information will
 appear in the next edition of the *Metro Tri-
 Star*.

Holiday Party — *Continued from page 1*

(The other two events are the summer picnic and the annual meeting.)

Various other awards also will be presented, including one to our “Member of the Year” as well as recognition of those who won their various classes in the 2005 autocross season.

Join us for a fun evening of dining and dancing (to the tunes of a D.J.). The cost will be \$49 per person (which will include a voucher for one drink). Additionally, there will be a cash bar.

Choices for the dinner will include a chicken breast roulade, herb-roasted sirloin steak and filet of salmon.

Please fill out the coupon on page 15 and mail it as soon as possible to Phillip Alexander at the address listed.

Postponement

VPC Center Tour

The anticipated tour of the Baltimore Mercedes Vehicle Preparation Center (VPC) has been postponed until the spring of 2006. The postponement is due to planned extensive construction at the facility. As you may know, the VPC has greatly expanded its capacity to a 10,000-12,000 vehicle parking area, and is to have an associated facility to handle that many vehicles. This facility is yet to be completed.

So put the next VPC tour on your calendar for the spring of next year. There should be much more to see at the new facility. Additional details and information will appear in a future edition of the *Metro Tri-Star* and on the web site.

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From the President . . .

Some good notes . . .

As the year's heavy activities wind down and with just the MPT Drive, an autocross, the New Members' Party, and the Holiday Party to go, it's obvious that the Greater Washington Section has had a good year. The first big "warm" event of the year is always the Deutsche Marque. This year—for the second straight year—it was washed out and was rescheduled. The redo was in October, and we had a surprisingly good turnout. However, next year we'll have a much earlier "rain date."

The joint track event with the BMW and Audi clubs at Virginia International Raceway was a great success. The track is spectacular and one of the best we've ever driven. We're working on a date for 2006 right now! Our own Summit Point Driver's Ed event in July was the best ever for many reasons—turnout, weather and wonderful instructors.

The Picnic/Mid-Atlantic Concours proved to be as popular as ever, and we have Steve and Barbara Newby to thank for the wonderful site at their home and their gracious hospitality.

Steve Walters brought our tech sessions to a new level this year. There were lots of small sessions—First Saturday events, as many DIY events as he could convince dealers to give us, and a dyno day at Curry's. The Concours Judges School at Mercedes-Benz of Alexandria was well attended and brought out a lot of new folks.

Tri-O-Rama 2005 was an exceptional event. We did see a drop in attendance from previous years due to worries about gas prices and availability caused by Hurricane Katrina. But drivers enjoyed the Rallye, two days at the track, an autocross on an airport runway, and simply scrumptious dinners.

Finally, the autocross program continues to be one

of our strongest series of events. Attendance is down a bit from last year's record, but we've lost the lot in Silver Spring, and we've lost some drivers who don't want the hour to hour-and-a-half drive from suburban Maryland. We're looking for additional lots!



. . . And a sad one . . .

Last week I received a phone call from Elaine Darmstadter that her husband, Neill, had died at the age of 81 on October 10 after a long illness. Neill was a 41-year member of MBCA and served as Greater Washington Section treasurer from 1964 to 1965 and as its president from 1965 to 1966 and again from 1966 to 1967. He received his 40th anniversary pin from GWS last year. Neill worked for the American Trucking Association for 51 years and was consulting for them until his illness prevented him from continuing to work.

I remember Neill's great rallyes. He created some of the most ingenious routes and always had the cleverest clues. One of the instructions I can still recall from Tri-O-Rama 1987 or StarFest 1988 had rallyists "turn on the first highway where the third number is the product of the first two." The correct road was Route 236 in Annandale.

Neill was also a BMW motorcycle enthusiast. Many times he'd show up at the Annual Picnic or Deutsche Marque on one of his bikes. He was still riding until a little more than a year ago.

I'm sure there are many members out there with other fond memories of Neill, but since I felt it was important to make sure this news got out in this newsletter, there wasn't time to ask folks for input. Please feel free to send me any memories you'd like to share and I'll add them to a future column.

— Joe

Second Time Is the Charm

October 2 was finally time for this year's Deutsche Marque Concours at Nottoway Park in Vienna, Va. The original date in May was canceled because of heavy rain in the days preceding the event. My daughter and I went to the "canceled" event and still had a fun time watching the cars in the parking lot adjacent to the soggy field. We enjoyed the Mercedes-Benzes, BMWs, Porsches and some Audis, not to forget a few nice piles of pebbles for diversion....

Finally, on a beautiful, very warm October Sunday afternoon, scores of cleaned-up, polished and detailed examples of German engineering convened to just show off or compete in the concours d'élégance. Claire and I were in charge of soliciting votes for the "Peoples' Choice Award," which gave us a chance to walk around the Mercedes exhibit and talk to many of the members who showed their cars. I finally met a number of long-time members that I had heard about—such as former president Norbert Lamp. It sure takes a long time to meet everyone!

The most memorable car at the show for me was the white 1969 W115 (aka "stroke eight") 200, which was imported from Poland by the son of the original owner. The car was not entered into the competition, but there were several people very interested in the storied history of the car and its way into the U.S. Among the interesting things I remember from our conversation was that the car has been in dozens of weddings, including the current owner's. It was in Poland for several years for a body restoration and is currently best described as a rolling mechanical restoration. I hope to see the owner again at one of our next events.

My daughter really enjoyed playing with Ellen Ruck's toy dog around her two 190Es—but the highlight for her was certainly when she was appointed Mistress of Ceremony. By the end of the award ceremony, Claire handled her duties like a pro, and she was so happy that she had come to another car show. Many thanks to Joe Wozney and Bill Hopper who lent Claire a hat (who would have thought that it would be that hot!) and all the volunteers and partic-

ipants from the four clubs who made this a great fall day to spend around fine automobiles.

— Eric Wagner

See page 18 for concours winners.

Mercedes-Benz Offers More than Just Cars!

All of us have been to the Mercedes-Benz web site to research specs on our favorite models, configure a dream car or calculate the savings from European delivery. However, there are many hidden treasures deep inside the Mercedes-Benz web site, and some of them I would like to share with you in a loose sequence of articles.

Did you know that Mercedes offers some cool downloadable music in mp3-format in a series called "mixed tape"? Or that it is about to launch a new audio book download service called "text tracks"? Amazing, isn't it?

You can also click on a link to watch recent Mercedes-Benz commercials (including some from models not available in the U.S.). The site also includes a link to a 15-minute film called "The Porter." That concept is somewhat reminiscent of "The Hire," the series of films starring Clive Owens that BMW had commissioned starting in 2001 with directors like John Frankenheimer, Ang Lee, Guy Ritchie... In "The Porter," the CLS is the car that holds the plot together, along with a performance by Bryan Ferry.

If that is not enough, invite your little kids to spend some time with "Cedy," the comic character who will introduce them to Mercedes history, model line-ups and fun games around the tri-star.

I hope you'll have fun exploring some of these items. I have bookmarked the site and plan to check back often.

— Eric Wagner

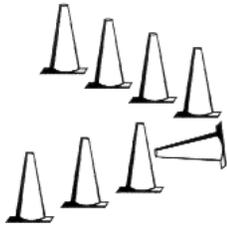
Links to the web sites referred to in this article:

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pylon alley

by
Joe Wozney



Autocross #6

Was the previous event a fluke? Could Bill Stewart come back to reclaim his title as King of the 16-Valves? But of course! And, Bill did so handily, besting Ted Joseph by nearly 7-tenths and Denise Dersin by more than a second. Must have had some bad air in his tires in August...

Jim Lozoskie tightened up the 190E/C-Class group with a convincing 6-tenths-plus win over Julian Reeves and another second over rival Jim Smith. This class will go down to the wire and will likely not be decided until the very last event in November.

With her competition stuck in bed with an illness, Greta O'Malley made short work of claiming the Ladies' Classic Class but did so admirably by staying close to the men in the same class. That's a lot of car for anyone to toss around, but Greta seems to think it's her Honda and drives the big Benz as if it were the smaller car!

Greta's spouse, Hans, took Klaus Hirtes for the first time this year and did so easily with a 6-tenths spread. With only two events still to go, Hans cannot take Klaus for the series this year, but he can set up a threat for 2006 by winning two more times. Last year this race went down to the wire. Klaus and Hans were tied after six events. Klaus then won the seventh event of the year. Hans could tie for the season championship in event eight. Alas, it was not to be. The last

event of the year went to Klaus, giving him a two-point win for the season title.

Bill Repass and Ben Weber were unchallenged in their classes, and each added 10 points to their totals. Ben cannot lose this year's diesel championship as no one has had the guts to come out and challenge him. Bill cannot challenge class leader John Robinson for the title this year, but he did solidify his second-place standing with a really good time.

In the AMG/SLK Class, Ted Joseph eked out a one-tenth win over Denise Dersin. Ted took Fastest MB Time of Day and Denise Fastest Ladies Time of Day—her sixth of the year.

Sharon Payne was bested by Barrie G in raw time but took the indexed time by 6-tenths. The ladies' season race to the finish will be determined by the results of the last two events.

Mike Wirt made it three wins in a row in his S4 and appears to have wrapped up the season title. Mike and his car are a truly quick combination! Pete G was second in his new S2000. Pete and François Bru are knotted at three FTDs each for the year. Let's see how the season ends up when François shows up with his new Subie!

John Jens took a great third with his STS GTI and produced a very respectable raw score. Separated for fourth through sixth by a tenth or so each were John Brubocker (R32), Ramsey Khoury (WRX), and Bill Lear (Integra GSR). In fact, the first through eighth place cars had an indexed time spread of only 1.5 seconds! That's competitive driving!

The results of Autocross #6 are on page 7,
and the results of the Oct. 16 autocross
(Autocross #7) are on page 8.
The next—and last autocross
of the season—will be:
Autocross #8November 6

2005 Autocross #6 Results

DRIVER	CAR	BEST TIME	POINTS
Bill Stewart	86 190E16V	40.967	10
Ted Joseph	86 190E16V	41.609	9
Denise Dersin	86 190E16V	42.638	8
Jim Lozoskie	91 190E 2.6	42.809	10
Julian Reeves	03 C320	43.482	9
Jim Smith	92 190E 2.6	44.566	8
Greta O'Malley	72 300SEL 4.5	44.958	10
Hans O'Malley	72 300SEL 4.5	42.856	10
Klaus Hirtes	67 230 SL	43.432	9
Bill Repass	93 400E	43.879	10
Ted Joseph**	05 SLK 350	39.851	10
Denise Dersin*	05 SLK 350	39.988	9
John Krahulec	04 E55 AMG	40.928	8
Alex Senehi	06 CLS AMG	43.804	7
Ben Weber	81 240D	48.974	10

*	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

Other Marques

DRIVER	CAR	BEST TIME	CLASS	INDEX	INDEX TIME	POINTS
Sharon Payne	93 Saab Viggen	45.690	L-GS	0.782	35.729	10
Barrie G***	04 Subaru WRX	45.266	L-STX	0.802	36.303	9
Mike Wirt	00 Audi S4	40.613	DS	0.796	32.327	10
Pete G****	05 Honda S2000	39.373	AS	0.828	32.600	9
John Jens	02 VW GTI 337	41.674	STS	0.799	33.297	8
John Brubocker	04 VW R32	41.893	DS	0.796	33.346	7
Ramsey Khoury	04 Subaru WRX	40.450	AS	0.828	33.492	6
Bill Lear	92 Integra GSR	40.894	SP	0.822	33.614	5
Mick Frankel	01 Boxster S	39.712	ASP	0.850	33.755	4
Jeremy Jens	04 VW R32	42.244	STX	0.802	33.879	3
Harry Newman	97 Subaru SVX	43.706	GS	0.782	34.178	2
Bob Robinson	87 Corvette	41.493	AS	0.828	34.356	1
Carl Beveridge	03 Subaru WRX	42.447	SM	0.842	35.740	1
Richie Crim	04 Pontiac GTO	44.922	FS	0.805	36.162	1
Ron Mummert	93 Nissan240SX	46.421	GS	0.782	36.301	1
Matthew Zint	05 VW Jetta TDI	49.872	HS	0.777	38.750	1

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

2005 Autocross #7 Results

DRIVER	CAR	BEST TIME	POINTS
Bill Stewart	86 190E16V	49.954	10
Denise Dersin*	86 190E16V	50.536	9
Ted Joseph	86 190E16V	51.705	8
Jim Lozoskie	91 190E 2.6	50.742	10
Jim Smith	92 190E 2.6	52.384	9
Bill Hopper	97 C280	53.226	8
Al Angulo	89 190E 2.6	56.106	7
Ben Weber	86 190E 2.3	56.109	6
Deborah Hirtes	67 230 SL	55.173	10
John Robinson	88 560SL	51.943	10
Julian Reeves	03 SL500	52.549	9
Bill Repass	93 400E	53.045	8
P. T. Vandenberg	04 E500	53.731	7
Paul Vandenberg	04 E500	57.811	6
Ted Joseph**	05 SLK 350	48.233	10
Bruce Roth	02 SLK 32 AMG	48.437	9
John Krahulec	04 E55 AMG	48.852	8
Jim Glenn	03 E55 AMG	52.694	7

* 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

Other Marques

DRIVER	CAR	BEST TIME	CLASS	INDEX	INDEX TIME	POINTS
Barrie G***	04 Subaru WRX	55.167	L-STX	0.802	44.243	10
Sharon Payne	93 Saab Viggen	57.674	L-GS	0.782	45.101	9
Mike Wirt	00 Audi S4	49.372	DS	0.796	39.300	10
Pete G****	05 Honda S2000	47.879	AS	0.828	39.643	9
François Bru	05 WRX STI	48.132	AS	0.828	39.853	8
Fernando Puig	99 Mustang	48.531	ESP	0.826	40.086	7
John Jens	02 VW GTI 337	50.215	STS	0.799	40.121	6
Ramsey Khoury	04 Subaru WRX	48.914	AS	0.828	40.500	5
Jeremy Jens	04 VW R32	50.624	STX	0.802	40.600	4
Harry Newman	97 Subaru SVX	52.564	GS	0.782	41.105	3
Bob Robinson	87 Corvette	49.715	AS	0.828	41.164	2
Gonzalo Puig	02 Subaru WRX	49.094	SM	0.842	41.337	1
Bill Lear	92 Integra GSR	50.390	DSP	0.822	41.420	1
Joel Watkinson	00 Mustang GT	51.776	FS	0.805	41.679	1
Eric Stieve	88 Toyota GT4	49.952	SM	0.842	42.059	1
Matthew Zint	00 Audi S4	52.394	STU	0.818	42.858	1
Richie Crim	04 Pontiac GTO	54.411	FS	0.805	43.800	1
Greg Knoll	98 Porsche	53.556	AS	0.828	44.344	1
Ron Mummert	93 Nissan240SX	OC	GS	0.782		

High Gear

Why vintage rallye? What purpose is served by piloting a classic car near the limits of adhesion along forgotten byways? Are we wise to pull on string-backed driving gloves in order to grasp a slippery, wide-diameter tiller linked to a non-power assisted recirculating ball steering box? Is there a reason to snick a close ratio manual tranny up and down the cogs in order to find the sweet spot on a voluptuous torque curve? Can we justify the risk of jacking up a swing axle as we take on a series of switchbacks?

I take it on good authority that “the foolishness of God surpasses the wisdom of men.” There are some questions that just aren’t worth asking when it comes to theology. The same can be said for motor sports.

A friend and I are thinking about participating in an international vintage rallye. It is a multi-day affair run on roads of varying quality in a distant, exotic land. This provides almost endless food for contemplation, day dreams and fantasy. It also will necessitate hours of careful planning and arduous preparation if we really get into this project. Take a forty-year-old vehicle which has traversed some hundreds of thousands of kilometers; been used and abused by several different owners. Now try to bring that car up to spec for a contest which would strain the capabilities of a brand new SUV. A daunting project indeed.

Day dream: It makes sense to wear corduroy pants when you know the g forces will build up so as not to slide off unbolstered seats of shiny leather or old MBtex. Lederhosen also works! Never try to preserve the hard rubber surfaces of old brake or clutch pedals with “Armorall” or glycerin. In some contexts, friction can be your friend.

Contemplation: There are two sorts of compressors which might find a home under the bonnet of an automobile. Both relate to coolness... in a way. A supercharger is a compressor (“Kompressor” in German). It compresses the charge of incoming air to the combustion chamber and increases power output. Cool! On the other hand, an automotive air conditioner also has a compressor. While it cools your fevered brow, it saps power from the engine. Having an air-conditioning compressor in the engine bay of a competition car is... uncool.

Of course my friend and I want to run our vintage rallye in a Mercedes-Benz. This was an easy decision, and not because we are both members of the MBCA. You see, vintage starships are among the most sturdy and dependable automobiles of their era. Stuttgart always built their products with generous reserves of strength and integrity. When they were new, the Mercedes production cars of the ’50s and ’60s were entered in grueling international rallye competitions in nearly stock trim. In their day, they covered themselves with glory. I guess we’ve got a tough act to follow!

Fundamental strength and integrity are not the only virtues possessed by vintage Mercedes autos. They are also of simple, straightforward design. This is critical. In any motor sport, complexity is your enemy. The more convoluted the components, the more things there are to go wrong. And in vintage rallying, you want simple mechanicals which are capable of being fixed by the side of the road using chewing gum and baling wire. Mercedes of the ’50s and ’60s fit the bill.

We need to start with a sound car whose structure has not been compromised by rust. In order to be competitive, we need a vehicle with a powerful engine and low curb weight. Because the vintage rallye we plan on running covers a couple of thousand miles and traverses regions of widely disparate altitude, we need fuel injection so as not to face the task of frequent carburetor adjustment. Our best candidate is the model 220SE. Its six cylinder “einspritz” engine produces ample horsepower and torque. The body structure is rigid and has plenty of room for installation of the requisite roll-over protection. The basic vehicle is light weight as it did not come equipped with unnecessary gadgetry. For instance, the windows are opened and closed with a crank. No heavy electric motors for seat adjustment either. There’s no air conditioning to sap horsepower. The manual transmission is rugged with well spaced ratios.

Ah, yes, I can see it now. A vintage rallye championship trophy on my mantle. All we have to do is get title to the car!

— **John Kuhn Bleimaier**

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MBCA 50th Anniversary Trips to Germany

Celebrate the Club's golden anniversary with a very special event. The Club is working with DCAG and Mercedes-Benz officials in Stuttgart to offer special MBCA 50th Anniversary Trips to Germany. These trips will feature unique, behind the scenes guided tours of DCAG facilities including the New Mercedes-Benz Museum opening in May 2006 as well as the new Mercedes-Benz Center Stuttgart.

Comprehensive guided tours of the AMG facility and the Classic Center in Fellbach, along with visits to Daimler's birthplace and workshop, are included. Guided tours of the Sindelfingen facility and delivery center and the Unterturkheim factory, including the test facility and perhaps even the Maybach Center of Excellence, will be featured. A visit to DCAG corporate headquarters is also planned. These special guided tours are being arranged by DCAG especially for MBCA members and are not available to the public. A visit to the Technical Museum Sinsheim is also contemplated. After four days of intensive Mercedes-Benz tours, members will be free to relax and enjoy Stuttgart on their own after breakfast on Saturday. The MBCA Anniversary Trip concludes with a grand finale dinner Saturday evening.

The MBCA trips start on a Monday evening with dinner at our Stuttgart hotel and conclude with a Saturday dinner. Six nights lodging at a five-star hotel in Stuttgart, six breakfasts, six dinners and four lunches are included. Ground transportation and all admissions are also included.

The currently scheduled dates for these tours are July 24, August 14, September 18, October 9, and November 13, 2006. The September trip is the same time as the Route 66 tour, but members wishing to tour Route 66 may choose another Germany trip date. The September 18 date gives participants the opportunity to visit Munich's Oktoberfest on their own before or after the trip.

These once-in-a-lifetime trips will never be forgotten. The contemplated trip price is \$2,500 per per-

son, subject to change. Members will be responsible for their own airfare and personal expenses.

Since there is a maximum of 30 members per trip, please contact Jim O'Sullivan as soon as possible to indicate your interest and reserve a spot on a particular trip. He may be reached at jimo@attglobal.net or (919) 401-9861.

Concours Results

MBCA Mid-Atlantic Concours

August 21, 2005

Show SLs

Best of Show

Bob Platz - 1970 280 SL 439.5 pts.

2nd Place

Howard Byron - 1955 300 SL 428.5 pts.

3rd Place

Steven Rigoli - 1985 380 SL 403.5 pts.

Sedans

1st Place

Greg Harrison - 1991 350 CD 373.5 pts.

2nd Place

Ted Joseph - 1986 190 E 2.3 16V 373.5 pts.

3rd Place

David Vanduzer - 1967 250 SE 359.5 pts.

SLs

1st Place

Charles Taylor - 1984 280 SL 393.5 pts.

2nd Place

Arnold Weisshaar - 1985 380 SL 375.5 pts.

3rd Place

Bob Urdal - 1984 380 SL 364.5 pts.

Judges' Favorite

Howard Byron - 1955 300 SL Gullwing

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Goodyear, Kumho, Michelin, Pirelli, Toyo, Uniroyal, Yokohama

Helping in the Katrina Relief Effort

I had been looking forward to Tri-O-Rama 2005 all year and instead I found myself in D'Iberville, Mississippi, one mile north of Biloxi. When MBCA members heard I was headed to Mississippi to assist with the Hurricane Katrina relief effort, I received more than \$3,500 in cash and was told to use it where I saw a need. Within 24 hours, the Northern New Jersey Section had sent me a check for \$1,000, and checks were forthcoming from Frank Barrett, Dave Cashour, Walt Puryear and others. The Greater Washington Section had already sent a check in the amount of \$1,000 to the Red Cross, but Joe Wozney passed the hat at the Tri-O-Rama banquet and received an additional \$240 for my use. One of the instructors even contributed his entire check.

I chose to drive my 400,000 mile 1983 300D, which I knew was suited for an area where gasoline would be impossible to purchase. Little did I realize that later in the week I'd be driving it on the oil we used to cook catfish for 390 people!

As I entered the city of D'Iberville, I was greeted by a sign that read "Residents and Emergency Relief Workers only" with the Missouri State Highway Patrol manning the roadblock. I soon met up with Tim Kidder and his son, Steve, who had driven down from Michigan. (Tim's restoration shop, K & K Manufacturing, had completed the 25-month body-off restoration of my infamous 190 SL, Pea Soup, years ago.) Tim, instead of hauling 190 SLs on his triple car hauler, was bringing a tractor, chain saws, 100 gallons of gas, 40 gallons of diesel fuel and tools. He and his son have the talents that are very badly needed in Mississippi. They both can drive any type of construction equipment and know how to use chain saws. I loaded up my 123 diesel with my chain saw and ancillary clearing tools. I spent 10 years in Equatorial Africa and know how to start and finish constructions on roads, bridges and buildings with little in the way of resources.

We thought we might remove trees from roads

and houses and use the blue tarps we brought along to cover roofs. But when we got there, to sum it up, it was total devastation.

The immediate need was something I was totally unprepared for—food. People had no way of cooking, and most couldn't buy food even if it were available.

We bought a 14' second-hand U-Haul truck with a very leaky transmission in Florida. I pulled the toolbox out of the 300D and Tim repaired the transmission on the spot. We used the truck to find food wherever we could, buying it ourselves if necessary. We scrounged for supplies, and five of us prepared meals using a Little League concession stand that was just a couple feet above the 30-foot wave that rolled across D'Iberville.

The MPs joined us at our location, as did just about everyone else. A distribution center and a medical clinic took form while we were there, and the mayor used the room above the concession stand as his nerve center to coordinate assistance for his residents.

We had hot coffee out by 7 each morning and a schedule we followed throughout the day. We turned no one away. Even if it wasn't mealtime, we'd put something together. I cracked more eggs in those days than I have in my entire lifetime. On the first day, I purchased 25 dozen eggs for breakfast and had to go out and find 10 dozen more. I was the only one in our group who knew what the four sinks in the concession stand were for—hands only, wash, rinse and sanitize—a holdover from my assisted living days—and sanitary standards had to be maintained here more than ever!

Steve and I slept on the floor above the concession stand while Tim slept on the table that the mayor used as his command post.

It was nice to have the money to buy what was needed! Thanks to everyone who contributed.

—**Robby Ackerman**

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.

Stephen L. Alred
Upper Marlboro, MD

Jacob Grossman
Kensington, MD

Mehrdad Shirazi
Leesburg, VA

John R. Askins
Laurel, MD

Leonard L. Haynes III
Silver Spring, MD

Paul T. Vandenberg
Reston, VA

Christopher Baggan
Lutherville, MD

Kathy Moston
Manassas, VA

Douglas J.C. Van Norden
Leesburg, VA

Paul A. Davidson
Potomac, MD

Gabrielle Von Rabenstein
Sykesville, MD

Joanne M. Dolgow
Baltimore, MD



Nichole Waters
Accokeek, MD

Maryland Greater Washington Section License Tags

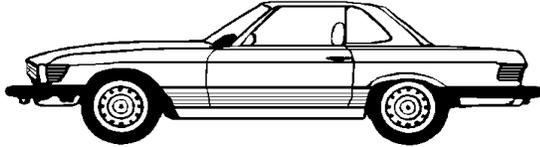
Maryland license tags with the section logo and the words "Mercedes-Benz Club" on them are still available. These plates will not be available through the MVA. You can purchase them only through the club, and they can only be put on a Mercedes-Benz. Please write to Ed Hainke, coordinator of the program, at 10755 Sawpit Cove Road, Lusby, MD 20657. Send him 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.



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Annual Holiday Party

January 14, 2006 — Belle Haven Country Club, Alexandria, VA

Name(s) _____ Member # _____

Address _____

Phone (h) _____ (w) _____

Email address _____

Meal choices: _____ Total Number

Chicken breast roulade _____

Herb-roasted sirloin steak _____

Filet of salmon _____

Enclose your check for \$ 49 per person made payable to GWS-MBCA.

Send to: Phillip Alexander, 6641 Wakefield Dr., Alexandria, VA 22307

The Trading Post

E300, 1998: Silver with gray interior. Excellent condition. Garaged, records, non-smoker. New Michelin tires. New front-end parts and 4 shocks. New muffler and pipes. Replaced HVAC control module and blower unit. Trunk-mounted CD changer. Very clean inside and out. Asking \$16,500. Call Bob at (301) 262-2232.

300 SEL, 1988: Gray with black leather. 83K miles. Exceptional condition. Asking \$6,800 obo. Call Richard at (703) 644-1563 or e-mail rgiardina@cbbb.bbb.org.

560 SL, 1986: Light ivory with palomino interior, approx. 66K miles. Maintained by Family Auto Care. Chrome wheels. Like-new condition inside and out. Hardtop-assisted lift garage storage unit, non-smoker. Call Mike at (410) 326-3144 evenings or Karen at (703) 205-0666 daytime. A very fair price is \$19K, but willing to listen to offers. Car kept in heated and A/C-controlled garage in Solomon's Island, Maryland.

560 SL, 1986: Almost ready for show. Dark Gray/Burgundy (199/277), exterior restored w/pictures, cover, top w/cover, cart & hoist, 3-yr-old black soft top, excellent mechanically, just did 150K and more, back jump seats, records, always garaged. Asking \$16,700. Call (571) 251-6850 after 6 p.m. or e-mail jerry3111@msn.com.

280 SL, 1970: Silver/Red leather, 93K-original miles, auto, 6-cyl. fuel injected, hard & soft top, jumper seat, AC, original tool kit. Owners & Parts manuals. \$30,000.00. Call Tom @ (410) 573-1528 or e-mail: sdhyatt15@aol.com.

Tires/Rims, 500 SL (2003): Like new (1,900 miles) Continental 255/45 R17 98W radial tubeless transport mounted tires on stock 500 SL 7-spoke rims. Perfect condition. Asking \$1,300. Call Sandy at (301) 785-8100.

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 one issue. Ads should be sent to: *Metro Tri-Star*, 1307 Warrington Place, Alexandria, VA 22307; telephone (703) 765-9405; or e-mail:janetmcfarland@earthlink.net.

Nonmembers may submit a single personal ad for \$45. For business ad rates, contact Janet McFarland at the same number.

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.

Wanted: Autocross wheels and tires for 190E 2.3.

Stock rims were 6.0Jx15, 15-hole alloys. Stock tires were 185/65H 15, but anything that will fit without interference will do. Will consider tires without rims. Contact Ben at ben@mastermediagroup.com.

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Concours Results

Deutsche Marque - Oct. 2, 2005

Classic SLs

- 1st — Howard Byron - 1955 300 SL 391 pts.
2nd — Harry Cherner - 1969 280 SL 376 pts.
3rd — Tom Sargent - 1971 280 SL 367 pts.

Classic Sedans

- 1st — Ellen Ruck - 190 397.75 pts.
2nd — Ellen Ruck/Fred Perry - 500 SEC 394 pts.
3rd — Ellen Ruck - 190 387.5 pts.

Historic Sedans

- 1st — Morrison - 1966 250 S 378 pts.
2nd — Charles Taylor - 1973 280 C 323.5 pts.

Best of Show

- 1st — Rebecca Feldman - 1980 SLC 409.5 pts.
2nd — Arnold Wisshaar - 1985 380 SL 406.25 pts.
3rd — Fred Perry - 1989 560 SL 409.5 pts.

Peoples' Choice

Frank Kauer — 1971 280 SE 3.5 Coupe

Judges' Choice

Fred Perry — 1989 560 SL

National Election Results

The results of the national election are in. The newly elected Directors at Large (DAL) are: Rodger Van Ness, Robby Ackerman, Peter Lesler and John Olson.

The new Regional Directors (RD) are: Doug Dees, Ed Johnson, Steve Dierks and Stacy Rollins.

Additional information about the election, including vote totals, are posted on the www.mbca.org web site.



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