



GREATER WASHINGTON SECTION MERCEDES-BENZ CLUB OF AMERICA

METRO TRI-STAR

www.gws-mbca.org

February - March 2006

2006: Celebrating MBCA's Golden Anniversary Year

This year marks the 50th anniversary of the Mercedes-Benz Club of America. In this issue of the *Metro Tri-Star*, you will find many articles about the special events planned to celebrate this occasion.

Since the club was founded in New Jersey and Chicago, both the Northern New Jersey and Chicagoland sections will host a number of events, including a tour on Route 66 from Chicago to California in September; several trips to Germany in July, August, September, October and November; and StarFest2006, MBCA's national convention, hosted this year by the Las Vegas section from Oct. 1-5. More information on these events can be found in the pages of this issue as well as in the January/February edition of *The Star* magazine.

Our own section officers and board members are planning a number of exciting events for GWS members in 2006, the first of which is a tour of David Cammack's collection of Tucker automobiles and memorabilia in Old Town Alexandria (see page 5). The last time our section ran this tour, there was a waiting list, so be sure to get your reservations in early (see *reservation form on page 15*).

On April 29, GWS will host a dinner with Rob

Allen, head of AMG operations in the United States. It will be held at EuroMotorcars of Germantown, Md., and Mr. Allen will talk about AMG, the brand and the products. This event will be especially meaningful to those who have purchased an AMG, who are thinking about buying one, or who merely dream of owning one.

Our annual Deutsche Marque Concours d'Elegance will take place May 7 at Nottoway Park in Vienna. This event showcases some of the most beautifully maintained examples of German engineering, and it includes not only our own members' Benzes, but also the cars of members from the Porsche, BMW and Audi clubs. So start polishing now!

The club will join Audi and BMW at Virginia International Raceway (VIR) in mid-June, and we'll hold our ever-popular two-day driving event on the new Shenandoah circuit at Summit Point on July 29 and 30.

Be sure to mark these dates on your calendars.

Of course the autocross series will begin in April and last through November, and our annual meeting and elections will take place in October.

Keep an eye on the calendar section in future issues of the *Metro Tri-Star*—or check out the latest news on our web site at www.gws-mbca.org.



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

- Feb. 25 (Sat.) Tour of the Tucker Collection
10 a.m. *or* 1 p.m.
Old Town Alexandria, Va.
Contact: Bill Hopper at (202) 363-4189
- Mar. 5 Rain/snow date for Tucker Tour
- April 8 Autocross Social (afternoon)
More details to come
- April 29 AMG Dinner
EuroMotorcars of Germantown, Md.
Contact: Bill Hopper at (202) 363-4189
- May 7 Deutsche Marque
Nottoway Park, Vienna, Va.
Contact: Bill Hopper at (202) 363-4189
- May 21 Deutsche Marque rain date
- June 15-16 Defensive Driving (combined event with Audi and BMW Clubs)
Virginia International Raceway (VIR)
Contact: Joe Wozney at (703) 437-7866
- July 29-30 Defensive Driving (Shenandoah Circuit)
Summit Point, W. Va.
Contact: Joe Wozney at (703) 437-7866
- Aug. 20 Annual Picnic and Concours d'Elegance
- Sept. 12-15 East Coast Drive to Chicago
for start of Route 66 Tour
- Dec. 3 New Members' Reception
Contact: Bill Hopper at (202) 363-4189

Some of these dates are tentative. Be sure to check the web site for more information or as changes occur. Additionally, the eight-event autocross series will start in April and end in November. Exact dates were not available at press time; tentative dates are listed on page 6.

Regional and National Events

- 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 a future edition of the *Metro Tri-Star*.
- Oct. 1-5 StarFest2006, Las Vegas, Nev.

50th Anniversary Information

Diana Quinn, the webmaster for the Chicagoland section, has volunteered to put together a web site for the MBCA's 50th anniversary. It will keep track of scheduled events for ALL sections.

Check it out at www.mbca50th.org

GWS to Drive to Starfest2006

Former GWS President Chuck Landenberger, who now lives in Phoenix, Ariz. and is part of the Desert Stars section, volunteered to coordinate the planning/implementation of StarTrip2006 to the next national convention, StarFest2006, in Las Vegas, Nev. He is trying to gauge the interest of GWS members in attending the Oct. 1-5 event and being part of StarTrip2006. After judging the interest, the next step will be laying out various routes and arranging for overnight accommodations. If you are interested, drop him an e-mail at pnzrwgn@mac.com.

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From the President . . .

The Automotive Collecting World Is On Its Head!

As I write this, I'm watching the Barrett-Jackson auction from Scottsdale on the Speed channel. In fact, I've been watching the auction (not continuously) for five days. Having all those cars on the block right here on my TV is like having your favorite addiction delivered to your front door.

More than 20 years ago, I started receiving the Barrett-Jackson catalog in the mail. I'm not sure how I got on the list, but there it was, every year, like clockwork. And every year I would sit down and go through the catalog car by car. Sometimes, I'd checkmark the cars I would "bid" on if I had the cash. There was always a great mix of Mercedes-Benzes, Duesenbergs, Jags, Packards, Alfas, and Cords—just about any pre- or post-war car classic car you can imagine.

But something happened a few years ago. I read an article about Otis Chandler, the heir to the *Los Angeles Times* fortune and former publisher of the newspaper. Mr. Chandler was a well-known car and motorcycle collector who eventually opened a museum of his collectibles, including wildlife, in Oxnard, Calif. It seems that someone discovered that Chandler was buying every rare muscle car he could find. The article stated that most were the rarest of the MOPAR cars from Chrysler—factory 'Cudas, Chargers, Super Bees and Road Runners among them. These cars, the writer stated, would not be on display in the Chandler Museum.

What Chandler started turned the automobile collecting word on its head. At the very least, he started a stampede.

As I watched the auction this week, I saw the results of the stampede. Gone were the high dollar classics. Gone were the Duesenbergs, the Auburns, the Franklins and the Cords. Of the 1,100 or so cars sold, more than 100 were Corvettes. There were more street rods than you could shake a pot of chrome at. But most of all, there were muscle cars. Sure, there were some T-Birds, some Caddies and even a few

Mercedes. And yes, there were some real exotics like a 1958 Devin, a 1937 Pierce-Arrow (\$52, 920 with the buyer's fee) and a Cord, which garnered \$118,000. But even mundane 1957 Chevies got more money than those exotics!

The saving graces (in my eyes) were the three GM and Chrysler show cars. The strange but beautiful Harley Earl-designed Pontiac Bonneville Special Motorama car sold at \$3 million. The 1964 John DeLorean Pontiac Banshee XP-833, which was killed by GM when it was thought to be a threat to the Corvette, sold for only \$210,000 with fees. The 1952 Virgil Exner designed Chrysler D'Elegance brought \$1.1 million. This car was one of my favorites. It is considered to be the design that influenced 50 years of car styling. And finally, the incredible 1950 Art Deco, Harley Earl, GM Futurliner Parade of Progress Tour Bus sold for \$4 million.

But! A 1970 Hemi 'Cuda convertible sold for more than \$2 million! A 1970 Chevelle LS6 brought more than \$1 million! Yes, the color and motor made the 'Cuda a rare find, and the racing history of the Chevy was incredible, but this is Ferrari territory!

Will the muscle car still be king of the auction block in 10 years? In 20 years? Or will the pendulum swing once again and bring the "classic" back in favor at Barrett-Jackson? I suppose the pendulum could continue on a totally new path and make truly ugly cars the next "big thing." I can see it now... Pacers and Gremlins, Trabants and Toyota Space Cruisers, and even Pontiac Azteks selling for seven figures.

Before I wrap up this semi-rant, I've got to express my dismay at the terms that are now appearing at auctions. Just what the (bleep) is a "tribute" car. It seems the Speed channel folks felt it was a car that was meant to look like another "famous" car. One example was a 1967 Ford Mustang GT500 that was rebuilt to look like the "Eleanor" car of Gone in 60 Seconds fame. It brought \$118,800. Why? I guess I'm a purist.

Continued on page 6

February-March 2006



Tour of the Tucker Collection

Saturday, February 25 at 10 a.m. or 1 p.m.

This is a great chance to see a fine collection of rare American automotive history!

David Cammack's collection of Tucker automobiles and memorabilia in Old Town Alexandria, Va. includes numerous Tucker parts, engines and rare items pertaining to the Tucker automobile. The highlight of the tour is seeing three fully restored Tucker cars: serial numbers 1001, 1022 and 1026.

Mr. Cammack started his collection in the early 1970s by acquiring and then restoring the three cars. In the years since, he has collected many artifacts from the Tucker Automobile Company, including original factory parts in boxes, original mechanical drawings, and many letters, pictures and special objects.

Preston Tucker was a car-crazy kid who hung out around auto speedways and grew up to create an automobile—the Tucker—that was years ahead of its time. He was a man of pioneering spirit, ingenuity and daring who revolutionized Detroit in the 1940s with his stunning "Car of Tomorrow." It was streamlined, futuristic and fast—the car every American dreamed of owning and at a price many people could afford. A man of endless enthusiasm, Tucker publicized his model all over the country to wild acclaim. He sold stock, set up a factory...and then the auto industry launched a devastating anti-Tucker campaign and he went bankrupt.

Though it was called the Tucker Torpedo, it was referred to as the Tucker 48 since that was its model year. Many of the safety features that we take for granted as standard equipment on today's cars were part of his 1948 car. Some of them—like crash zones, safety belts, impact absorbing dashboards—we couldn't imagine driving without today. Others, like headlights that turn with the steering of the car, are being revived in some current automobile models.

The 4,200-lb Tucker could go from 0 to 60 in 10 seconds and could reach a top speed of 120 mph. Powered by a horizontally-opposed 6-cylinder, 335 cubic inch engine with 166 hp and 372 lbs of torque, the predicted sales price at the time was \$2,450. One recently sold for \$259,000. Some of the other surviv-

ing Tucker Torpedoes are valued at up to \$500,000.

If you haven't had a chance to see the 1988 Francis Ford Coppola movie, "Tucker, the Man and His Dream," try to watch it before this tour.

There are a limited number of spaces for this tour. The last time GWS ran this event, there was a waiting list, so get your reservation in early to ensure a spot. There will be two opportunities on Saturday, Feb. 25 to take the tour: 10 a.m. and 1 p.m. The cost for each person will be \$10. (*See reservation form on page 15*). Be sure to specify your choice of tour time and get your reservations in early.

Once your paid reservation is received, you will receive a notice of where and when to meet for this fascinating tour.

(The tour is open to adults over 16. Photography IS allowed; touching of these rare cars IS NOT.)

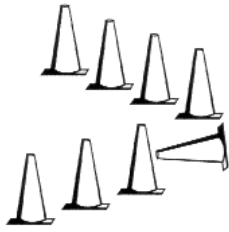
New Members' Reception



GWS member Jim Lozoskie and his son, Alex, check out the wheels that were on display at Mercedes-Benz of Alexandria Dec. 11, when they helped welcome new members to the club. The get-together was a great opportunity for old and new members alike to meet and celebrate the holiday season—and contribute to the Toys for Tots annual holiday toy drive collected by EuroMotorcars of Germantown.

pylon alley

by
Joe Wozney



Autocross, VIR and Summit Point

The 2006 Autocross series will begin in April—a short 90 days away. We'll start with the Autocross Social on April 8. The time and place of the Social will be announced in the next issue and on the web site. At this event, we'll discuss the rules for 2006 and present the awards for the 2005 series. It's a great opportunity to finish those tall tales and excuses from the previous year and describe how great you'll be "next" year. This is also a great beginning event for those of you who've not yet autocrossed but might want to give it a try. There will be lots of folks there to answer your questions and encourage your participation.

While we've not yet received confirmation from the school, these are the tentative dates:

AX 1	April 23
AX 2	May 21
AX 3	June 11
AX 4	July 23
AX 5	August 13
AX 6	September 10
AX 7	October 1
AX 8	November 5

The Mercedes-only defensive driving school and autocross will be posted at a later date.

Note: If you are planning on participating in 2006, it is very important that you send me an email with your contact email address(es). If there are any changes in the schedule, it will be the single best way to notify you of those changes without your having to go to the web site or wait for the newsletter, which might be too late. Send it now!

The club will hold two track schools this year. The first will be held on Thursday and Friday, June 15-16 at VIR. Like last year, the Audi, BMW and Mercedes-Benz clubs will sponsor this event, and we will be running the full course. Membership in at least one of the clubs will be required to register for the event. The registration forms and hotel information will be made available as soon as we have the contract in hand and can set rates. If you've not attended an event at VIR, you have really got to plan on going to this one. This is a spectacular track!

On Saturday and Sunday, July 29-30, we'll be at the Shenandoah circuit at Summit Point for the first time. Summit Point has added two new race series and one of them falls on our "regular" Summit weekend, so we'll be trying something new. This past weekend I had the opportunity to see a short film of the Shenandoah track. It is challenging and can be run both clockwise and counter-clockwise.

This is going to be another fun-packed year. Please mark these dates on your calendars and plan on joining us!

President's Report — *Cont'd from page 4*

Another term that's hard to grasp is "resto-rod." The best I can gather is that it's a car that looks like it is original but has modern running gear and even air conditioning, in spite of the fact that it was built in, say, 1937.

Finally, there's the "recreation" car. That's re-creation. While all these definitions blur, it seems it is a car that started life as a low-end model of a desirable line of cars that is "upgraded" with the paint, motor and touches to make it one of the rarer and most desirable single models of a car. For example, there were several Chevies, Mustangs, 'Cudas and Challengers that started life with small block motors. When undergoing restoration, hemis and 427s and 454s replaced 340s and 289s. When finished these cars looked "just like" rare models and had the parts to prove they were, at least, pretty close. Some of these cars went for very big bucks, even though the buyer and seller both knew they were far from original. Like I said, I guess I'm a purist. See it all at www.barrett-jackson.com.

— Joe Wozney

Holiday Party Gets Year Off to a Good Start

With the hectic holiday season now over, GWS members were able to relax and enjoy the annual holiday party held Jan. 14 at the Belle Haven Country Club in Alexandria.

Many of us who had been to the country club for past events were amazed at the changes made to the grounds and buildings. After a massive one-and-a-half-year, multi-million dollar renovation, the club house has been transformed into a grand stone mansion in the Federalist style.

It provided the perfect setting for a delicious dinner—with choices of herb-roasted sirloin steak, a filet of salmon or a chicken breast roulade—and plenty of dancing. Music was provided by a DJ who was able to get even the non-dancers to the floor (you know who you are, Eric).

This event was the first of three this year in which anniversary pins were given out to those members who have been with the club for multiples of five



Steve Walters (center) was given the “Member of the Year” award from the GWS section. Presenting the plaque are GWS Vice President Bill Hopper (left), who won the award last year, and Regional Director Greg Magnus.



Jim Smith received The Kathy Kennel Memorial Award for his spirit of volunteerism at Tri-O-Rama 2005. From the left are Smith, GWS VP Bill Hopper and GWS President Joe Wozney.

years. (The other two events are the summer picnic and the annual meeting.) Membership Co-chair Klaus Hirtes presented Stephen Hunter with a 10-year pin; Werner Fehlauer was given a 15-year pin; and Joe Wozney received his 20-year pin. A number of new members also were present, and we hope to see them at future events.

“The Member of the Year” award was deservedly won by Steve Walters. Not only did Steve serve as technical chairman over the last year, setting up do-it-yourself sessions as well as excursions to Potomac German, Wagonwork, Brandywine and Curry’s, he also organized the “1st Saturday” events held in his own home. Additionally, Steve served as one of the safety directors for the autocross series and volunteered as concours chairman at Tri-O-Rama 2005.

Jim Smith was honored with The Kathy Kennel Memorial Award for his work at Tri-O-Rama 2005. This plaque is presented to the member whose extraordinary commitment, support and effort most embody the spirit of volunteerism and selflessness that characterized the exemplary contributions of Kathy Kennel to the Mercedes-Benz Club of America. This was only the second time this award has been presented. Deborah Hirtes was the first recipient for her work at Tri-O-Rama 2003.

50th Anniversary Trip from New Jersey to Chicago

Doug Ochwat (Northern New Jersey Section) is organizing a trip for any members in the Northeast U.S. along with Ohio, Michigan and Indiana who want to take advantage of this special experience. As many of you already know, our Past National President Richard Simonds is putting together a historic Route 66 trip from Chicago to Southern California as a part of the 50th anniversary celebration. That trip will leave Chicago on Sunday, Sept. 17 and arrive at the new MB Classic Center in California Sept. 30.

For those who either can't take advantage of the Route 66 adventure or for those who would like to make it a true coast to coast experience, Doug Ochwat plans to leave Northern New Jersey on Sept. 12, following for the most part U.S. 6 and arriving in

Chicago the afternoon of Friday, Sept. 15. The Chicagoland section will be sponsoring a concours on Saturday, Sept. 16 followed by a banquet that evening. The idea is to bring together the two sections that represent the beginnings of the MBCA we have today: Northern New Jersey and Chicagoland.

Aside from essentially following the U.S. 6 corridor across Northern Pennsylvania, Ohio and Indiana, there will be get-together dinners each evening along the way.

If you are interested in any part of this adventure—including just one day, a dinner, or the entire trip from New Jersey to Chicago—please contact Doug Ochwat at (908) 850-9643 or daocatswamp@yahoo.com.

Mercedes-Benz Club to Mark 50th Anniversary

COLORADO SPRINGS, Colo., Nov. 1/PR-NewsWire—The Mercedes-Benz Club of America (MBCA), the largest Mercedes-Benz club in the world, will celebrate its 50th anniversary in 2006 with a number of events, including a June Jamboree in New Jersey, where the club was founded in 1956.

The MBCA is planning a Route 66 tour scheduled to begin in Chicago on Sept. 16 and end in California two weeks later at the Mercedes-Benz USA Classic Center in Irvine. In addition, MBCA will publish a hardcover commemorative book featuring 50 years of photographs, historical records and member stories. A series of MBCA-organized European tours will include a pilgrimage to the new Mercedes-Benz Museum at their headquarters in Stuttgart, Germany.

With its national headquarters in Colorado Springs, Colo., MBCA counts more than 20,000 members in North America. More than 80 local sections range from about 50 to 1,600 members. Regional and local section events include defensive driving and track driving schools, autocross and track competition, on-road rallies, concours-type car shows and a wide variety of social events.

Past MBCA National President Richard Simonds said, "Our 50th anniversary year is an especially exciting time to join MBCA. Membership in the club always adds another dimension to the Mercedes-

Benz ownership experience, no matter what kind of Mercedes-Benz you drive, and no matter what your age or interests."

More than a third of MBCA members drive Mercedes-Benz vehicles less than five years old. Fifteen percent drive classic Mercedes-Benz vehicles that are 21-30 years old, and 18 percent own classics 31-plus years old.

Many Mercedes-Benz enthusiasts join MBCA to enjoy *The Star* magazine that is included with the \$45 annual dues. Published bimonthly, *The Star* features articles and photography by notable automotive journalists and photographers and also serves as a marketplace for members' vehicles.

In 2000, MBCA's Educational Foundation began awarding a \$1,000 scholarship at the McPherson College Automotive Restoration Department in McPherson, Ks. The first scholarship winner, Nate Lander, interned at the Mercedes-Benz Classic Center in Germany and now works for the MBUSA Classic Center in Irvine, Calif.

Although the Mercedes-Benz Club of America is not an affiliate of Mercedes-Benz USA or DaimlerChrysler AG, the club does enjoy the unique position of being sanctioned by MBUSA. A company representative serves as a liaison in support of the club's activities and business affairs.

High Gear

It's been 50 years since the founding of the Mercedes-Benz Club of America. I've been a member for half that time, and my affiliation with this gallant band of enthusiasts has been an important part of my life. From driving events to tech sessions; from car shows to social interaction with Renaissance people, it's been an unparalleled blast.

I remember when I first joined MBCA, a friend in the Porsche Club commented, "Mercedes Benz, that's the conveyance of choice for the Beverly Hills dentist, isn't it?" We settled that little matter out in the parking lot... At an autocross, that is!

At the time that my parents bought our Finback back in 1965, I actually had known that there was a Mercedes-Benz Club of America in existence. As the family's persuasive 14-year-old car aficionado who talked them into buying the starship in the first place, I probably could have gotten them to sign up for the club as well. However, I had the quaint notion that we should wait until our Mercedes acquired senior status before officially joining the fellowship of the silver star. Because of that decision, I missed out on getting formal defensive driving instruction while I was still a teenager, and we all missed out on a decade and a half of automotive nirvana.

I ultimately joined the club when our Finback was a teenager and I was pushing 30. Fortunately, I got to know some of the founding fathers and mothers of the MBCA who were still active at the time I joined. They were a dedicated cadre of car people who appreciated the unique performance qualities engineered into every vehicle wearing the three pointed star. Some of the founders owned pre-war classics; others were devoted to their 300SLs, both gullwings and roadsters; while the majority drove sedans, realizing that their four-door conveyances could out handle most contemporary English sports cars on "give and take" byroads. These starpeople laid the foundation for the fun organization which we have inherited.

At my first MBCA event, I met Frank and Lillian Conville, charter members who had originally piloted a 190SL through the "S" curves at Lime Rock when the club rented that venue for time trials. The Convilles subsequently owned a 230SL and a 280SL.

Their Mercedes at the time was a new 300CD, an ivory diesel coupe with sliding sun roof. They warmly greeted me as a new member at a concours d'élégance held at the Forsgate Country Club. Many years later I ended up buying Frank and Lillian's 300CD when they decided to de-acquisition it. Frank made me promise to properly maintain his car and not to sell it to anyone else during his lifetime. I've happily kept my promise. Frank recently entered his personal 9th decade. He is a classic.

The Mercedes-Benz Club of America was born in the middle Atlantic region, in the state of New Jersey. At the time, Dwight Eisenhower was in the White House and "sputnik" was just a glimmer in the eye of a Russian scientist at an undisclosed location. The last surviving veterans of the Civil War were still available for interviews, and you might sincerely ask, "Elvis who?" Dr. Milton Allen and Dr. Kenneth Bartlett met with a handful of like-minded individuals in order to form a car club. I understand that it was decided on a coin toss that Dr. Allen would be the new club's national president and Dr. Bartlett would be the president of the first local chapter, the Northern New Jersey Section.

As an aside, it should be mentioned that the Mercedes-Benz Club of Great Britain had a chapter in Chicago, Ill. back in the '50s. That group ultimately merged into our Mercedes-Benz Club of America in 1959.

The good doctors, Allan and Bartlett, were car people extraordinaire. The club which they launched immediately began to organize road rallies, track events and concours d'élégance. They also held social gatherings where great thinkers contemplated mechanical fuel injection, swing axle suspension, desmodromic valve actuation, existentialism, post modernism, the big bang and the beat generation. After Milt Allan served two years as our club's first national president, he was succeeded in that post by his friend Ken Bartlett.

It was a privilege to have met and known some of these luminaries. Incidentally, in the real world, both Dr. Milton Allen and Dr. Kenneth Bartlett were dentists.

— John Kuhn Bleimaier

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The 2007 S-Class: From the Press Wires of Mercedes-Benz . . .

MB Wins Car Award

Mercedes-Benz garnered the automotive “Best of What’s New” award from *Popular Science*, the oldest and best-known science and technology magazine in the U.S. The all-new Mercedes-Benz 2007 S-Class sedan is the grand award winner for cars, one of 12 categories covering 100 winners.

Mark Jannot, editor-in-chief of *Popular Science*, said, “Best of What’s New is the ultimate *Popular Science* accolade, representing a year’s worth of work evaluating thousands of products. These awards honor innovations that not only influence the way we live today, but that also change the way we think about the future.”

Each year, the editors of *Popular Science* review thousands of new products in search of the top 100 tech innovations of the year—breakthrough products and technologies that represent a significant leap in their categories. The winners—the Best of What’s New—are awarded inclusion in the much-anticipated December issue of *Popular Science*, the most widely read issue of the year since the debut of Best of What’s New in 1987.

The Mercedes-Benz Flagship

The successor to a long line of premium luxury vehicles, the 2007 S-Class sedan will arrive in the U.S. in early 2006 with a significantly evolved design and a new-generation 5.5-liter V8 engine delivering 382 horsepower. The “S” designation has long been used to identify top-of-the-line Mercedes-Benz cars, and the S-Class has embodied the brand’s flagship role for more than five decades. The S-Class is a technological showcase that has pioneered significant safety and comfort features for the entire auto industry, including the first ABS antilock brakes, the first ESP stability control and the first PRE-SAFE system.

The well-known DISTRONIC cruise control feature that maintains a preset distance behind the vehicle ahead is replaced by an optional “DISTRONIC Plus” system. Integrated with the latest PRE-SAFE, the radar-based system operates at nearly all speeds up to 125 mph and can be especially helpful in stop-and-go traffic.

Making its debut on the new S-Class, an optional enhanced version of Mercedes-Benz Brake Assist not only supplies full-power braking in emergency braking situations as soon as the driver applies the brake pedal, but also monitors the distance to the vehicle ahead and adjusts brake pressure if the driver doesn’t brake hard enough. While conventional Brake Assist is only triggered by the driver’s reflex reaction on the brake pedal, Brake Assist Plus also considers the closing speed of the vehicle ahead based on radar signals from DISTRONIC Plus. In tests conducted by Mercedes researchers using 300 drivers, the new integrated system reduced rear collisions in heavy traffic by 75 percent.

Another innovative technology making its debut on the 2007 S-Class is Night View Assist, a new option that can extend the driver’s ability to see the road ahead to nearly 500 feet. An industry first, and in contrast to other passive systems, this active system bathes the road ahead with infra-red light from two projectors mounted in the headlight assemblies. An infra-red camera discreetly mounted in the windshield receives the reflected images and displays them on a high-resolution instrument cluster screen.

Highest Year on Record for MBUSA

Mercedes-Benz USA (MBUSA) reported the highest sales month in its history with 31,192 new vehicles sold in December, bringing the company to its all-time highest annual sales volume of 224,421.

“Marking a dozen years of continuous sales growth in an increasingly challenging and complex market environment is an impressive achievement on the part of our employees and our retail partners whose enthusiasm and commitment to the brand have given us a competitive edge,” said Paul Halata, president and CEO of MBUSA. “Much of our success is a result of our having the most diverse offering in the luxury segment which enables us to adapt readily to changes in consumer demand. We plan to build on that accomplishment in 2006 with the launch of the much-anticipated new generation our flagship S-Class model line in just a few weeks and in the spring, an all-new GL to round out our light truck offering.”

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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 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) _____

Send this form and two checks payable to
GWS-MBCA for \$10 and MVA for \$25 to:

Ed Hainke
10755 Sawpit Cove Road
Lusby, MD 20657



New Members

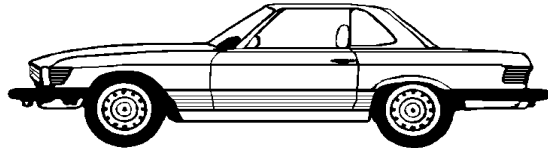
The Greater Washington Section welcomes all its new members. We hope that you will join us soon at one of our upcoming events. Please feel free to call any officer for information on our activities and what you can do to get involved.

Joe Angsten Manassas, VA	C. Eric Johnson Timonium, MD	Charles P. Price Warrenton, VA
Ivan T. Biss Mechanicsville, MD	Guy T. Jones Linthicum Heights, MD	Walter Raheb Leesburg, VA
Theresa L. Budd Bowie, MD	Maqsood A. Khan Sterling, VA	Kevin A. Robinson Ellicot City, MD
Evan D. Cohen Baltimore, MD	Governor Latson Jr. Ft. Washington, MD	Jacqueline Rosier Great Falls, VA
Robert A. Cunningham Hagerstown, MD	Ernie Lightfoot Winchester, VA	James H. Samuels Alexandria, VA
Ranji Eapen Washington, DC	Donna V. Little Manassas, VA	Marjorie A. Scott Alexandria, VA
Joern Esser Severn, MD	Tracy O. McAbee Hyattsville, MD	Jason Seale Castleton, VA
Jonathan Eves Reston, VA	Virgil L. McDonald Temple Hills, MD	Frederick Shaddock Arlington, VA
Sarah Ferguson Charles Town, WV	Darla A. McDonough Martinsburg, WV	Ken Sharp Reston, VA
Charles F. Fridrich Charles Town, WV	Irv Miller Berkeley Springs, WV	Michael A. Smith Fort Washington, MD
Roderick R. Harris Herndon, VA	Lydia Miller Washington, DC 20024	Steve Sprague Woodbridge, VA
Major Hillard Midlothian, VA	Jeffery Mitchell Culpeper, VA	Patsy Sumler Clinton, MD
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Tucker Collection Tour

Saturday, Feb. 25 — Old Town Alexandria, VA

Name(s) _____ Member # _____

Address _____

Phone (h) _____ (w) _____

Email address _____

Choice of Time: *(please circle)* 10 a.m. OR 1 p.m.

Number of attendees (\$10 each) _____

Total dollar amount enclosed \$ _____

Make check payable to GWS-MBCA.

Send completed form and check to: Bill Hopper, 5455 Broad Branch Rd., NW, Washington, DC 20015

The Trading Post

560 SL, 1989: White with tan hides. Both tops and HT holder. Exceptional in and out. CD, rear jump seats. Always garaged. Well maintained, 68,500 miles. Elegant looking. \$18K. Call Judd at (703) 296-5956.

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.

E300, 1998: Silver/gray interior. Excellent condition. Garaged, records, non-smoking. 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. \$15,250. Call Bob at (301) 262-2232.

190E 2.6, 1991: Arctic white/marble white, 16V cladding, 5-speed, excellent condition. Many modifications. Serious inquiries only, please! Call Jim at (703) 973-3370 or e-mail drmspc@aol.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; 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.

Manuals, parts and tools: For models 123, 124, 126, 107; engines M116 -117, 617, 103 and climate control for 123. Call Nepier at (703) 356-1274.

Membership Update

GWS members are well aware of the many benefits of MBCA membership. As MBCA National President Jim O'Sullivan wrote in his president's message in the January/February 2006 issue of *The Star*, "We can and should reach out to others and familiarize them with MBCA."

To encourage members to focus on recruiting, as of Jan. 1, 2006, MBCA started the "A-Member-A-Month" program. For each new member you recruit, you automatically receive a one-month extension of your own membership (up to a maximum of 36 months).

The rules are simple. First, you must be an active MBCA member (associate members may use their primary member's name and membership number). Second, your membership number must appear on the new member's application or be mentioned dur-

ing the initial telephone call to the national office.

Freshly redesigned MBCA membership applications are available from the national office at 1-800-637-2360.

A list of membership extensions will appear in *The Star*.

**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**

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1625 Park Overlook Drive
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E-mail: JoeWozney@aol.com

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E-mail: robb@ackerman.net

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Harry Newman (540) 869-4274
Debbie and Bill Repass (703) 503-9309
Dave Thompson (703) 406-1586

Board Members – Committee Chairs

Driving Events

Joe Wozney (acting chair) (703) 437-7866

Membership

(call 8:00 a.m. to 8:00 p.m.)

Deborah and Klaus Hirtes (703) 521-3120
E-mail: kdhirtes@comcast.net
FAX: (703) 521-0819

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Larry Hook, ASC (703) 284-2490

Keep Your New Year's Resolution

The new year is a great time to make resolutions. Maybe one of the ones you made is to get out more and have fun. And just maybe you want to indulge your inner car guy/gal at the same time!

This is an election year for the section, so you might want to think about running as an officer of the section. Or you may have an interest in a more specific area, such as working on the Concours, Technical, Social, Newsletter or other committees of the Mercedes-Benz Club.

Whatever your interests, the Greater Washington Section has plenty of exciting events coming up in 2006 that could use your help.

If you want to get more involved, meet more people and have more fun with your Mercedes-Benz, make a resolution to get more involved with the Greater Washington Section in 2006.

Contact Joe Wozney or Bill Hopper to find out more on how you can accomplish your new year's goals.



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