



METRO TRI-STAR

An Evening of Food, Fun and AMG

Saturday, April 29, 2006

EuroMotorcars of Germantown, 7:00 p.m.

Mercedes-Benz Club members have a taste for fine wine, fine food—and fine cars. And so, to kick off the spring season, GWS is putting all of these together for one evening on Saturday, April 29 at 7 p.m. at EuroMotorcars of Germantown, Md.

Rob Allen, AMG product manager at MBUSA in Montvale, N.J., will be the featured speaker. It should be noted, however, that this is not an AMG or Mercedes-Benz marketing event, but rather a one-on-one technical event in which Mr. Allen will give us an insider's look at the AMG high performance line of MB vehicles.

There is no question that Rob Allen is a true car guy, having owned, restored and substantially modified a '77 450 SLC.

He received his B.S. in mechanical engineering from Northeastern University and became fluent in German through German studies at Harvard and the Carl Duisburg Center in Cologne. While in Germany, he did postgraduate work on internal combustion engines at the Daimler Benz Research facility.

Allen started with MBUSA in 1991 as a technical editor of customer service information and workshop manuals and went on to become a safety engineer for MBUSA, where he conducted technical investigations of real-world Mercedes-Benz

vehicle accidents. He has been responsible for development of U.S. compliance input for Mercedes-Benz and has represented Mercedes-Benz in U.S. government safety and certification regulatory activities.

During Allen's tenure as product manager, AMG has achieved a five percent share of overall Mercedes-Benz sales in the United States, allowing AMG cars to replace BMW's M-series as the leading German OEM performance product. At 50 percent of worldwide sales, the U.S. is the largest AMG market.



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Calendar of Events

Greater Washington Section Events 2005-2006

- April 8 Autocross Social (afternoon)
All current and interested autocrosses welcome — *see page 5*
- April 23 First autocross of the season
Millbrook HS, Winchester, Va.
Contact: Joe Wozney at (703) 437-7866
- April 26 Board Meeting
Contact: Joe Wozney at (703) 437-7866
- April 29 AMG Dinner
EuroMotorCars of Germantown, Md.
19750 Germantown Rd., Germantown
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
- May 28 Autocross #2
- June 4 Defensive driving and MB-only autocross
Millbrook HS, Winchester, Va.
Contact: Joe Wozney at (703) 437-7866
- June 15-16 Performance Driving School (combined event with Audi and BMW Clubs)
Virginia International Raceway (VIR)
South Boston, Va.
Contact: Joe Wozney at (703) 437-7866
- June 25 Autocross #3
- July 23 Autocross #4
- July 29-30 Performance Driving School
Summit Point Raceway, Shenandoah Circuit
Summit Point, W. Va.
Contact: Joe Wozney at (703) 437-7866
- Aug. 13 Autocross #5
- Aug. 20 Annual Picnic and Concours d'Elegance
- Sept. 10 Autocross #6
- Oct. 1 Autocross #7
- Nov. 5 Autocross #8
- Dec. 3 New Members' Reception
Contact: Bill Hopper at (202) 363-4189

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*.
- Sept. 12-15 East Coast Drive to Chicago for start of Route 66 Tour — *see page 11*
- Oct. 1-5 StarFest2006, Las Vegas, Nev. (hosted by the Las Vegas Section) — *see page 7*

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

Vehicle Prep Center Tour Canceled

It looks like the ever-popular tour of the Mercedes-Benz Vehicle Preparation Center in Baltimore will not be a possibility this year. The new facility is still under construction, and the center is currently processing cars out of the old Toyota building as well as at their old facility in Belcamp, so there is nothing to show off at the present time.

But when it's ready, the site will occupy 104 acres situated right at the dock, so the new cars can be driven directly off the multi-level ships (approximately 10 ships arrive each month from Bremerhaven). Each automobile goes through a number of tests and inspections before being shipped off to the dealerships in covered trucks.

We were hoping for a glimpse of the new facility this spring—but we'll just have to be patient for a while longer. When the building is ready, we'll be sure to announce a tour—and it will be well worth the wait!

From the President . . .

Beauty Is Still in the Eye Of the Beholder

What makes a design good or even great? Not “good” as in the mechanical or technical design but, rather, the beauty of design. I’m not talking about formal art—paintings or sculpture—but the design of products, the things we use. Every once in a while you see something that just knocks you off your feet.

For example, I was absolutely wowed when I saw my first Eames chair and ottoman. It was simple and functional—even comfortable—but, above all, it was gorgeous. I suppose, in some sense, it has now become art and, like a painting, would enhance its surroundings in almost any setting.

The same might be said of a Tiffany lamp. When I was very young, I saw the design as “old” or stodgy—something from a bygone era. As I matured and my “intuitive eye” became more discerning, the colors, construction, craftsmanship and sheer beauty of Louis Comfort Tiffany’s designs grew on me. Granted, it was expensive to own one of these gems in its own time, but it was simply a lamp—albeit a very expensive lamp. Today, the remaining examples are priced beyond the reach of all but the wealthy, and they could very well still serve as lamps, but their design has made them collectors’ items—pieces of art.

In recent years, I’ve become fascinated yet again with the architectural works of the Art Deco period—in fact, most of the designs of the time. Among my favorites are the Chrysler building and Rockefeller Center in New York and the many small hotels built in Miami’s South Beach during the 1920s and 1930s. These examples are functioning work and resort sites today but were so well designed in their day that they have become national treasures. I suppose one of the reasons I love the reruns of the Poirot



series on PBS and the Biography Channel is the fact that so much of the shooting was done in Art Deco buildings with period furniture... and cars.

My appreciation of architectural design didn’t end with the 1930s. I also love the works of Wright, van der Rohe, Gaudi, Pei and Ghery. But to name these designers (architects) might lead one to believe they’re my only favorites. Far from it. My love of beautiful building design goes back to the works of the ancient Egyptians, Greeks and Romans.

What makes one building beautiful and another just a building? Great design! Will everyone who looks at these same buildings, or the Eames chair, or a Tiffany lamp see them as beautiful? No. We all bring a different “eye” to the viewing. But still, some things just stand out because of their design.

But what about cars and design? There are none more opinionated about what is “great design” than car “guys”—male or female car guys. For example, I think the last really great Firebird was the first one in 1967—clean, simple lines, and just the right size. Other (read: less perceptive) viewers love the later models with the flying chicken on the hood.

I’ve been to many car shows and museums and I’ve fallen in love with so many cars. But I’ve noticed that while I might spend 10 minutes looking at just one car, that car gets only a cursory glance from others. There are very few cars that a majority of us would spend the same inordinate amount of time drooling over. We’re different. We bring different experiences, memories and “likes” to the viewing. We see these cars differently.

For a period of time, I found many of the newer Mercedes-Benz models attractive but not screaming-out-loud fantastic. I had accepted that the last truly great designs were to be the W116 (or maybe the W126) models and the 1986-87 190E 2.3 16-Valve. Don’t get me wrong, I really thought the current E-

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Autocross and Driving Events Social

Saturday, April 8 — 12 noon - 3 p.m.

All autocrossers, would-be autocrossers, and folks interested in club performance driving events are invited to our annual social event on Saturday, April 8, to celebrate the very successful 2005 Autocross Series and to see what's coming up in 2006. If you've thought that you'd like to try autocrossing or perhaps one of our performance driving schools, this will be your chance to have your questions answered.

We'll have the long-overdue 2005 trophies to award. And this is the one event each year where lying, tall tales and cheating are allowed! So...come hear how the course designers made sure that their tricky little layouts did not, in any way, favor their own cars. Hear how tires just "have no grip" on some

days—is it a plot? Listen to tales of wins and losses. Hear new definitions of the work "stock."

Here's the best part! There is no charge! Snacks are on the club. You will be responsible only for your own beverage charges. The event is from 12 noon to 3 p.m. at Il Lupo Restaurant.

Il Lupo is on Route 123 in Fairfax City, three blocks south of the intersection with Route 236. It's on the left side (if you are traveling south) across from the Fairfax County Government Center and Courts.

If you plan on attending, please send an e-mail to Joe Wozney (JoeWozney@aol.com) so we can give a count to the restaurant. All those who do not give fair warning of their attendance will split the bar bill!

AMG Dinner Event — *Continued from page 1*

Even if you don't own an AMG, this evening will give you a chance to learn more about these high-performance vehicles.

The evening will start with a wine-tasting reception and a display of MBCA members' AMG cars. Rob Allen will then make a presentation on the AMG line, after which dinner will be served. While everyone is enjoying dessert, there will be an opportunity for a hands-on, on-the-lift technical question-and-answer session with Allen and the staff from EuroMotorcars Germantown.

For those more interested in high fashion than high performance, Chic to Chic boutique will offer a fashion and jewelry trunk show. Chic to Chic boutique in Gaithersburg, Md. is known for its great selection of designer women's clothes and accessories. This will give those less interested in AMG cars something interesting to do as well.

The cost for this event is \$49 per person, which includes the wine-tasting and dinner. While EuroMotorcars Germantown is hosting the event and Rob Allen has graciously volunteered his time, the section has to cover the cost of the food and wine. We have tried to keep the cost of this event reasonable so that anyone who is interested can attend.

Please register before April 25 to help us with planning. Complete the registration form on page 13 and send it, along with a check made out to GWS-MBCA, to Bill Hopper at the address indicated on the form. For more information, contact Bill at (202) 363-4189.

EuroMotorcars of Germantown is located at 19750 Germantown Road, Germantown, MD 20874. For directions, see:

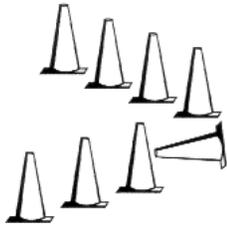
http://www.euromotorcars.com/Germantown/About/Hours_And_Directions/directions.html



If this C55 AMG is your idea of a real car, join us on April 29 for an insider's look at the AMG high performance line of Mercedes-Benz vehicles.

pylon alley

by
Joe Wozney



I'm sure that by now, you—like me—have had it with winter—even though it hasn't been especially bad this year. Well, good riddance to the cold! It's almost time to shed jackets and sweaters and put on T-shirts and shorts. And, it's nearing the time to clean the grime off the car and put the dancing "shoes" on your baby. It's autocross time!

We are now accepting payment for the 2006 Autocross Series. The fee for all eight events is \$150; that's a small \$10 increase over last year. If you pay for all eight in advance, it's like getting two events free. But most of all, it assures you of a spot at each and every event. There will be a limit of 55 cars. If all slots sell out, folks will have to hope some season pass holders have taken a day off.

What do you have to do to ensure you have a slot? Send a check for \$150 per driver, payable to GWS-MBCA, to Joe Wozney. First-come-first-served. Make sure your membership is current. We will be checking! If you've let your membership expire, you can rejoin by calling the National Business Office at (800) 637-2360 or you can rejoin on the club's web site at www.mbca.org.

Volunteers! This year we want to make sure we're training as many people as we can. So pick an area of interest. If you'd like to help with tech inspections, see Jim Smith or Harry Newman. For timing and scoring, see Deborah Hirtes or me. Anyone—even if you've chosen another area—can learn how to set up and take down the timing equipment. We'll try to run a little training class at one of the first few events. Finally, we always need someone to help move the trailer into our storage spot after each event. Anyone traveling home via the Dulles toll road can help.

To ensure that we can notify you of schedule changes and cancelations, or to get you last-minute information, we need your current email address(es). Please send me an email with yours right away!

Here's the full 2006 Autocross Series schedule:

April 23
May 28
June 4 (Mercedes-only Defensive
Driving/Autocross School)
June 25
July 23
August 13
September 10
October 1
November 5

It's payback time! Our autocross hosts at Millbrook High School in Winchester are holding their Annual Junior/Senior Prom Benefit Car, Truck and Motorcycle Show on May 20 from 10 a.m. to 3 p.m. The rain date is the following day. You can support the school by entering your car. Classes are: stock, street rods (pre-1955), street machines (1955 up), trucks, sport compacts and motorcycles. The event is open to all makes and models. Trophies will be awarded to the top 5 in each class and the first 100 entrants will receive a dash plaque.

The registration fee is only \$10. For more information, contact Aaron Barnes at (540) 545-2800, ext. 41077. There will be food—hot dogs and chips—on site. Please do what you can to support Millbrook!

Directions to the Autocross Site

From Interstate 81: take EXIT 315 (Route 7). Go East on Route 7 toward Berryville (West will take you into Winchester proper). Proceed approximately 1.2 miles East on Route 7 to the third stoplight. You will begin to see the school zone warning signs as an indicator. Take a LEFT up the hill to the school on First Woods Drive. You will be able to see a school building up on the hill from Route 7. The high school will be on the left, the elementary school will be on your right. The autocross lot will be straight ahead.

From Route 7/Leesburg area: proceed West on Route 7 from Leesburg, VA toward Winchester, VA. Go approximately 5.1 miles past the Summit Point turn-off (Route 632/Triple L Road) to the very next stoplight and take a right onto First Woods Drive. You will see the school zone warning signs as an indicator. After driving uphill, you will see the high school on your left and the elementary school on your right. The autocross lot will be straight ahead.

For maps and a trip plan, try MapQuest and select "Directions" or "Maps." Enter your city and state (street address not necessary) in the "from" box. Enter Winchester and VA in the "to" box. MapQuest's suggested routes are not always the best, so double check their recommendation(s).

Need a New Helmet?

The new 2005 Snell-rated helmets are here! The club has made arrangements with OG Racing in Sterling, Va. to make a group-buy at discounts of 10 to 30 percent, depending on the number of helmets we order. You can check out the selection at www.ogracing.com.

Note: The club—nationally and locally—will accept Snell 95 helmets for the rest of the year for autocross events. However, some tracks are now requiring Snell 2000—so be prepared!

Here's how the buy works: members go to OG and select the brand, model and size they want. Once you've made your selection, you email your order to Joe Wozney (JoeWozney@aol.com). **Do not place the order with OG!** When the entire order is complete, we'll send it on to OG. When the helmets are ordered and we have the final prices, you will send

your check for the discounted amount to the club.

We'll try to break the order into two parts so that the early birds can have their helmets for the first event of the year, and still allow late-comers a chance to get an order in. Please try to get your order in by April 10 if you want your new "hat" for Autocross #1.

Please remember to support our advertisers — they support our club and the *Metro Tri-Star* magazine.

StarFest '06

Help celebrate MBCA's 50th anniversary at StarFest '06, hosted by the Las Vegas Section. The national convention will take place Oct. 1-5 at the South Coast Hotel and Casino in Las Vegas.

A concours d'élégance will be held on the grass at Spanish Trail Golf & Country Club, followed by an awards ceremony. There also will be a rally, defensive driving, autocross, time trials at Spring Mountain Motor Sports track, trips, tours and special activities for the enjoyment of everyone.

Additional features of the event include tech sessions, a club store, receptions, family activities, anniversary recognition, national awards, exciting door prizes, parties, entertainment, fellowship, special guests and presentation, topped off by a grand finale banquet.

You can sign up by going to www.mbca.org or by calling (702) 253-0407. Make hotel reservations at (702) 796-7111 (\$89 rate guaranteed at the South Coast Hotel until Sept. 1).

From the President

Continued from page 4

Class was beautiful when I first saw it, and my feelings haven't changed. It just wasn't to me a "forever" gorgeous design.

However, I have been proven wrong before, and I am once again in apology mode for my errors. Mercedes-Benz has truly redefined great design. The new CLS is the most incredibly beautiful production automobile in 20 years. This car has all other manufacturers scrambling to redo their upcoming sedans. I am in lust! Finally, a design we can all say we love. We can throw aside our differences and accept the CLS as numero uno, top dog, king of the hill, the top banana.

If the differences you bring to the viewing don't accept that the CLS is "it," you have arrived with your cretin glasses on and you are in Philistine mode. But... you are entitled to your very limited opinion. And I thought you knew what you liked!

— Joe

23rd Annual Deutsche Marque Concours d'Elegance

Sunday, May 7, 8:30 a.m. - 5:00 p.m.

Nottoway Park, Vienna, VA

It's show time! Again! And, that means we are now in the season to show off our old and new "classic" Mercedes-Benzes. To regular concours participants, that means it's time to pull off the car cover, clean, wax, Q-tip, and bring your garage queen(s) out! To our newcomers, clean up your "baby" and come out and enjoy the good weather (that has been ordered), the wonderful sights of the fantastic vehicles and, most importantly, meet other car enthusiasts in our club.

The 23rd Annual Deutsche Marque Concours d'Elegance will be held May 7 at Nottoway Park in Vienna, Va. Following Deutsche Marque tradition, this will be a "top only" concours that is cosponsored with our fellow Deutsche Marque car clubs—the Potomac Region of the Porsche Club of America (PCA), the National Capital Chapter of the BMW Car Club of America (BMWCCA) and the Potomac-Chesapeake Chapter of the Audi Club of North America (ACNA). Just in case... the rain date is May 21.

A concours is a clean-car contest and car show. Vehicles are judged by their condition, appearance, and cleanliness. This event will offer two classes; Show (judged) and Display (a people's choice vote). In the strictest sense, it is not really a "Show" class as it is a "top-only" event. "Top-only" is where the exterior, interior (including engine bay) and luggage compartment are judged. The undercarriage is not. The Display class is one where the general public votes to determine the winner or winners.

Depending on participation, the Show class will be separated into several groups based on our national rules.

Event 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.

10:30 a.m. – Judging begins. Cars not in place and on the field by 11:00 a.m. will not be allowed to show.

3:00 p.m. – Scores are tallied.

3:30 p.m. – Wine and Cheese Reception – Awards for all clubs will be presented at the Wine and Cheese Reception.

The entry fee is \$25 per car (\$30 after April 24 or on site). Registration includes one Wine and Cheese Reception ticket and a commemorative dash plaque. Additional Wine and Cheese Reception tickets are available at \$10 each. There is no charge to attend the Concours as a spectator. See the form in the center-fold (on page 12).

Please note: This Concours is an all-day event. Resources are spent in preparation prior to the show, as well as on the day of the event, by both event planners and participants. If you enter the event, please be prepared to stay through the awards presentation. If your vehicle places in its class and you and the vehicle have departed, the award will be given to the next runner-up in class. Additionally, please be mindful that cars not registered and displayed in the show should not be parked in the show field.

Directions:

Nottoway Park and the Hunter House are located at 9601 Courthouse Road in Vienna. The 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 and the park entrance will be on the left.



One Hot Tour on a Cold Winter's Day!

A tour of a collection of historic cars on a cold, gray Saturday in February got MBCA members all warmed up! They came to see and learn about a legend of American automotive history, Preston Tucker.

David Cammack, owner of the Cammack Collection of Tucker Automobiles in Alexandria, Va., was kind enough to offer a morning and afternoon tour of his extensive collection that included much more than just automobiles. His amazing warehouse/museum is filled with memorabilia, pieces, parts and three authentic Tucker automobiles, as well as age tools, special gauge model trains, automotive toys and other interesting objects.

Coming from a family of avid car enthusiasts and collectors in the late 1940s, the Cammack brothers attended the Washington D.C. presentation when the Tucker automobile was first announced. They lost interest as the company fell into legal troubles and forgot about them until 1972, when one of the cars became available. Soon after, they acquired two more of the original 51 vehicles. Since then, David Cammack has focused his energies on preserving the marque. Just this year he acquired a large number of original engineering drawings from the Tucker Corporation and is now organizing them and trying to preserve them for posterity.

Cammack provided an interesting story as he detailed the development of the vehicle.

The presentation started off with a comparison between the chassis of a 1948 Tucker and a 1948 Cadillac. Even the untrained eye was able to see the differences between the Cadillac with its front engine and solid axle suspension and the Tucker with its rear engine and independent suspension.

Attendees were then shown the different engines that were developed by the company and a display of how disc brakes were to be used on a Tucker. He also presented drawings, posters and other memorabilia, including the original employee identification card of Preston Tucker's secretary. Also on display were reproductions of articles written about the business side of the corporation and about the infamous trial



David Cammack shows one of his restored Tucker automobiles to those in the morning tour.

and SEC investigation that brought a quick end to the Tucker Corporation.

Being able to walk around the three restored Tucker automobiles "up close and personal" was a thrill. What is really impressive is how forward thinking Preston Tucker was—with his designs and desire to build a safer, more fuel-efficient automobile. It did not take long before one could see the similarities between the Tucker and some autos that were released in the 1990s, like the Plymouth Prowler.

There was just so much information and history stored in one place.

One young guest, Phillip Mackey, was so looking forward to seeing this collection that he even brought along his own scale model Tucker, given to him by his grandmother, as well as a balsa wood racecar that he carved himself to show to Mr. Cammack. Everyone was happy to see and encourage a new generation of car aficionados.

The club members were very appreciative of David Cammack's generosity in giving us a full day of his time to show off his collection. GWS has made a contribution to both the Tucker Automobile Club of America and the Antique Automobile Club of America in his honor.

Thank you, David Cammack, for doing what you do to preserve a piece of American history.

—**Bill Hopper**

High Gear

The fresh snow crunched under the knobby off-road tires of the Mercedes 240GD Gelaendewagen as we advanced through the primeval forest in central Poland. The low, rumbling diesel exhaust note somehow did not seem to disturb the wintry stillness. It was 8 p.m. and dusk was a distant memory. Yet we could see fairly well down the forest track because the moonlight was reflecting off the snowy ground. Our Hella headlights, Bosch fog lights and Marchal driving lights were switched off. Behind the wheel of the sturdy, short wheel base SUV was Franek, the local, professional forester. As we slowly jounced along the rutted trail, I held tightly on to my classic Savage model 99 lever action rifle.

It all began six weeks earlier when my good friend Mark Jurkevich sent me an e-mail that said, "Come to Poland for turkey and wild boar!" It was an invitation to spend Thanksgiving in Warsaw with Mark, his wife, Bogusia, and their son, Sergius, and to go on a pig hunt at his dacha near Spalo. Spalo is where tsars Alexander III and Nicholas II had their hunting lodge; more recent visiting nimrods have included Hermann Goering and Leonid Brezhnev. Mark is an American engineer living and working in Warsaw. I've known him since he was a feisty four-year-old and I was a intolerant and condescending teenager. Our friendship has somehow stood the test of time.

That's how I happened to find myself in the passenger seat of a Mercedes four-by-four with doused lights, picking our way through a dense pine woods in search of Europe's most dangerous game. As anyone who has read George Orwell's *Animal Farm* should know, pigs are the most cunning of quadrupeds. Wild boar in Poland can reach 700 pounds and face off with tusks (lower incisors) measuring eight inches in length. Because they are possessed of impressive physical and intellectual credentials, boars are usually hunted from stands placed high in a tree overlooking a game trail where the pigs are known to travel. However, I am a romanticist. I only hunt that which I plan to eat, and if I want to enjoy the bragging rights which come with bagging dangerous game, I want to honestly face the danger,

at ground level.

Franek stopped the Mercedes at a featureless location in the middle of the snow-covered woods. I loaded my Savage 99 with 180 grain Remington Corelokt ammunition. Franek uncased his Russian made, sportized Moisin-Nagat bolt-action rifle. While I may be a romanticist, I am not totally crazy. Franek would be my back-up. If I failed to stop my charging boar, Franek's job would be to kill the beast before it made a meal of my internal organs. He also had a cell phone to call in a medevac. Yes, I realize there is a certain inequality of opportunity here. The medevac is only available for bipeds.

We proceeded on foot for 40 minutes through the wintry landscape. Franek had told me that we were heading for a swampy meadow where the pigs had recently been digging up roots. Abruptly he stopped, motioned to me and whispered, "There they are 50 meters ahead, do you see them?" Initially I saw absolutely nothing in the gloom. However, after a few seconds of excruciating concentration on the location toward which my companion was pointing, I could make out dark forms in a clearing to our right. I brought the Savage to my shoulder, steadied the piece and squeezed off a round. The deafening roar of the rifle and the blinding muzzle flash invaded the forest stillness.

Two days later I was eating Thanksgiving turkey in Mark's gracious dining room in Warsaw. He and Bogusia are lions of the anglophone community in the Polish capital. Among the invited guests were the ambassadors of South Africa and of Lebanon as well as a beautiful Polish diva and an English fashion model. In this sparkling company it was, nevertheless, the boar liver paté which took center stage!

Postlude: Whenever I travel internationally from now on, I intend to take my rifle with me. In Europe you actually get the red carpet treatment when you have a gun in your checked baggage. At Warsaw International Airport, I bypassed all the entry lines

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VIR and Summit Point Driving Events

This year the Greater Washington Section will hold two performance driving events. The first is being held in conjunction with the local chapters of the BMW and Audi clubs at Virginia International Raceway on June 15-16. We do not have our contract yet, so the fees have not been set. Watch the web site for updates. This event will fill up fast! Don't wait until the May newsletter to register.

On July 29-30 we'll be on the Shenandoah circuit at Summit Point Raceway. This will be the club's first

time on this new course. Our insiders who instruct at the track absolutely love it, and their initial misgivings have turned to great respect for the track and the teaching value of its design. Watch for more info next month and on the web site!

We're working on online registration and payment with PayPal for both events. These are both new to GWS but we'll give it a shot. Thanks to Paul Vandenberg for starting the process.

See you at the track!

Different Ways to Celebrate MBCA's 50th Anniversary

A number of events are being planned to celebrate MBCA's 50th anniversary. The Northern New Jersey section will kick off the festivities with their 43rd annual June Jamboree (June 9-11) in Montvale, N.J. and will honor MBCA founder Dr. Milton Allen of Summit, N.J. Included are cocktails, dinner, a concours and autocross.

The Mercedes-Benz Club of America (MBCA) is planning a Route 66 tour as part of its golden anniversary celebration. Past National President Richard Simonds is putting together a historic Route 66 trip from Chicago to Southern California. It will leave Chicago on Sunday, Sept. 17 and arrive at the new MB Classic Center in California on Sept. 30.

Registration for the Route 66 tour is now available on the national web site (www.mbca.org). The National Business Office also has copies of the Route 66 worksheet and registration form that can be mailed via USPS to members as well.

For those persons 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 (Northern New Jersey Section) plans to leave Northern New Jersey 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 e-mail him at: daocatswamp@yahoo.com.

Additionally, MBCA is publishing a hardcover commemorative book featuring 50 years of photographs, historical records and member stories. To order a copy, call toll-free 1-800-788-3350 or order online at: www.mbcainhistory.com.

A series of MBCA-organized European tours will include a pilgrimage to the new Mercedes-Benz Museum at their headquarters in Stuttgart, Germany. The currently scheduled dates for these tours are July 24, August 14, September 18, October 9 and November 13. Each of the tours will feature behind-the-scenes guided tours of DCAG facilities, including the new Mercedes-Benz Museum and the new Mercedes-Benz Center Stuttgart.

Contact Jim O'Sullivan as soon as possible to indicate your interest in one of these trips to Germany and reserve a spot for a particular date. He may be reached at jimo@attglobal.net or (919) 401-9861. Registration also is available on the www.mbca.org web site.

For more information, check out the web site for the MBCA's anniversary at www.mbca50th.org.

Deutsche Marque Concours d'Elegance

Sunday, May 7 — Nottoway Park, Vienna

8:30 a.m. - 5 p.m.

Name(s) _____ Member # _____

Address _____

Phone (h) _____ (w) _____

Email address _____

Model and Year of Mercedes-Benz entered _____

Concours Class: Show (Street) _____ Display _____

(After April 24, the Concours fee will be \$30)

\$25 for each car in Show (Street) Class.....\$ _____

\$25 for each car in Display Class.....\$ _____

\$10 each for additional Wine and Cheese Reception tickets ..\$ _____

(One reception ticket is included with the Concours registration)

Total enclosed\$ _____

Make your check payable to GWS-MBCA.

Send to:

Eric Wagner

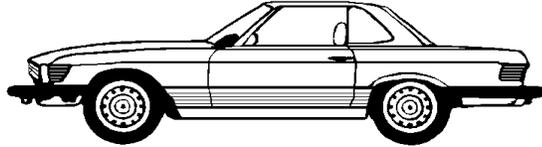
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AMG Dinner Event

Saturday, April 29 — EuroMotorcars Germantown — 7 p.m.

Name(s) _____ Member # _____

Address _____

Phone (h) _____ (w) _____

Email address _____

Number of attendees (\$49 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

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World's First Car Celebrates 120th Birthday

The automobile celebrated its 120th birthday on January 29. On that date in 1886, Karl Benz applied for a patent for his “vehicle with gas engine operation.” Patent DRP 37435 for the Benz Patent Motor Car granted in November of the same year is regarded as the birth certificate of the automobile. In later years, the Benz organization and the company formed by fellow automotive pioneer Gottlieb Daimler would merge to form Daimler-Benz. Karl Benz is, therefore, credited as cofounder not only of Mercedes-Benz but also the automotive industry itself.

Seven months after Benz filed his patent for the automobile, Daimler—with his master engineer Wilhelm Maybach—attached his Daimler engine to a four-wheeled coach producing the first “horseless” carriage. Following Daimler’s death in 1900, his largest distributor, Emil Jellinek, asked Maybach to design a car more advanced than any other; to be named for Jellinek’s daughter, Mercedes. The resulting Mercedes of 1901 defined the car as we essentially know it today.

Unlike other inventors, Benz did not merely install an internal combustion engine into an existing coach chassis. His design extended to the entire vehicle: it was quite clear to him that a vehicle powered by an internal combustion engine was subject to engineering principles quite different from those applying to a horse-drawn carriage.

Benz created innovative technology with classic engineering methods: a small horizontal, single-cylinder four-stroke engine running on gasoline, electric ignition, carburetor, water-cooled radiator, steering and tubular frame. With these features, the first motor car came into being in 1886. The vehicle was an absolute original. All automobiles produced since that time stand as heirs of the Patent Motor Car.

The rest of the Patent Motor Car story belongs to history. Three vehicles were completed by 1888. One of them was secretly taken out by Bertha Benz, the inventor’s wife, who drove it with her sons 53 miles from Mannheim to Pforzheim. Thus Bertha Benz became the “first woman driver.” The journey

gained much publicity for the vehicle, and Benz sold a number of cars to customers as a result.

A four-wheeled vehicle, the Benz “Victoria,” followed in 1893. This again incorporated numerous innovations, including double-pivot steering, which is still employed in today’s automobiles. And so it continues: with each new vehicle, the automobile improves just that much more—to this very day with the introduction of the 2007 Mercedes-Benz S-Class, which exemplifies the essence of generations of innovative technology from Mercedes-Benz, the world’s first car company.

In addition to the original patent for the automobile, Mercedes-Benz “firsts” include: development of the safety car body with rigid passenger cell and front and rear crumple zones (1951); electronic antilock brake system “ABS” (1978); and Electronic Stability Program “ESP” (1995).



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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.

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2006 Membership Contest

Each year the Mercedes-Benz Club of America has a contest to recruit new members. This year there is a “dual incentive opportunity” to become active recruiters of new members and to encourage former members to renew their memberships.

The dual incentive program offers you two opportunities to help the club gain members and for you to personally “WIN BIG”!

A Member-a-Month Program for 2006

For each new member you recruit, you will receive a one-month extension of your membership. A successful recruiter can extend his or her membership to a maximum of 36 months.

The Traditional Annual Membership Contest

This contest awards wonderful prizes. The more members that you, as a member, are able to recruit, the greater the opportunity to win a valuable prize. (A multiple-year membership counts as one new member).

The National Business Office will track how many new members you have sponsored between January 1 and December 31, 2006 and report the results in *The Star* magazine. Remember, a portion of the dollars generated from new GWS members’ dues goes into our own section’s treasury.

Examples of prizes that have been awarded in the past include car-care products, club store gift certificates, Mercedes-Benz memorabilia, reference and workshop books, new tires and national gas gift cards, among others.

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 during the initial telephone call to the national office.

Freshly redesigned MBCA membership applications are available from the National Business Office at 1-800-637-2360.

For additional details of the dual incentive opportunity for you to win BIG and help the club in 2006, read the January/February 2006 article in *The Star* (page 6) entitled “Recruit a new member and extend your membership free,” written by David Cummings, our executive director.

Raffle 2006 — Watch your mail! By mid-April the latest raffle flyer will be out. The next drawing date will be June 15, and the exciting prizes include MSRP cash equivalents (of a 2006 E430W and a 2006 SLK), so you can select exactly what you want.

**Moving?
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High Gear — *Continued from page 10*

and was admitted through the diplomatic gate. The only inconvenience was that all the attractive, young, mini-skirted Polish immigration and customs officials insisted on examining and re-examining the incoming weapon. The last one, a tall, brown-eyed brunette, quite took my breath away. She looked long and penetratingly into my eyes and then intoned, with a throaty eastern European accent, “You will now show me your tool, please.”

— **John Kuhn Bleimaier**

The Trading Post

E320 Wagon 4-matic, 1999: Midnight blue/beige interior. Third-row seat, heated seats, 39K. Sunroof, perfect condition. Asking \$22,000/bo. Contact Joe at (410) 788-1551 or e-mail Corbittjl@comcast.net.

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.

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.

240D, 1979: Blue. Original owner. All records available. 228K miles. Rebuilt engine and clutch have 16K miles. Looks good and runs well, but aging owner needs to be replaced by new caretaker. Can be adopted for \$2,700. Call Bob at (703) 435-0366.

250C, 1972: White with red interior and sunroof. 145,000 miles. Very good condition inside and out. Runs great. Located in Davidsonville, Md., near Annapolis. \$4,500. Call Kevin at (410) 798-0456 or leave message on voice-mail at (301) 651-4946.

300 SEL 3.5, 1971: Excellent correct red leather interior, very good drive train and suspension. Light body rust. 117K miles. \$4,300. 280 SE e.5 parts car available. Call Tom at (540) 987-9466.

280SL, 1970: Silver/red leather, 93K original miles, auto, 6-cyl. fuel injected, hard & soft top, jumpseat, AC, Original tool kit, owners & parts manuals. \$30,000.00 call Tom@ (410) 414-8014 or e-mail sdhyatt15@aol.com.

280 SEC, 1968: 111 coupe, original silver with black roof.

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.

Correct black interior. Automatic on floor, A/C, very good to excellent overall. \$14,000. 111 and 108 parts also available. Call Tom at (540) 987-9466.

230SL, 1966: White with red interior, auto, AC, new black canvas top, white hardtop. Stainless steel exhaust, 57K original miles. New tires, perfect condition. Asking \$23,000 obo. Contact Joe at (410) 788-1551 or e-mail Corbittjl@comcast.net.

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.

Wheels: Four 500E wheels (knockoffs) with BF Goodrich Comp T/A R1 tires. 245/45R16. Asking \$150 (or best offer). Bought from another MB-GWS member to use for autocross but decided to autocross with my other car instead. I never used them. Was told they have a few events left of rubber. Wheels in good shape, minor rash. Call Brian at (202) 276-8141 or e-mail bjrmk@yahoo.com.

Lambskin front seat covers: Gray, for 560SEC. Bought at MB dealer for almost \$600. Very limited use. Mint condition. Best offer. Call John at (301) 493-5064 or e-mail kermomd@comcast.net.

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