



METRO TRI-STAR

www.gws-mbca.org

June 2006

Last Call . . .

A number of events are taking this place this month that you really shouldn't miss.

Do-It Yourself Tech Session: American Service Center is hosting a DIY tech session on Saturday, June 3 from 8 a.m. to 3 p.m. This is a great opportunity to work on your car yourself—on a lift—in a no-fail environment, with ready advice and tips from knowledgeable and experienced Mercedes technicians.

The cost is \$15 per person.

The May 20 deadline for ordering parts with a 20 percent discount has passed, but a 10 percent discount still applies. Call ahead to make sure they have the parts you will need. The ASC Parts Department phone number is (703) 284-2450.

If you plan to attend this event, please contact Dave Thompson at jdt@ashtonlabs.com.

Defensive Driving School and Autocross: The section will offer a defensive driving school for all Mercedes-Benz owners on Sunday, June 4 at the Millbrook High School parking lot in Winchester.

The school will provide an overview of safe driving techniques followed by “hands-on” maneuvering (at controlled speeds) in your own Mercedes. This is an excellent opportunity to “improve” and “brush-up” on your driving skills, and also is the perfect time for your household’s young drivers to test their driving skills in a controlled environment. (Teens under age 19 will be permitted to use the car they would normally drive, even if it is not a Mercedes-Benz.)

After the defensive driving school, the section will hold a Mercedes-only autocross the same day. The start time for the autocross is planned for 1 p.m. (The only exception to the Mercedes-only rule will be for those teens who will have driven another car in the defensive driving school.)

Since time is running short, call Joe Wozney at (703) 437-7866 today if you would like to attend either or both of these events or if you have any questions. The cost is now \$25 but will be \$30 at the gate. (Teens under age 19 attend at no charge!) Both the defensive driving school and the autocross will be held at Millbrook High School in Winchester, Va. (directions are on the GWS web site — www.gws-mbca.org).

VIR Drivers’ School at VIR: This two-day event (June 15-16) is for those of you who want to learn the basics of car control in a safe environ-

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Calendar of Events

Greater Washington Section Events 2005-2006

- June 3 DIY Tech Session
American Service Center, Arlington, Va.
Contact: Dave Thompson at (703) 406-1586
- 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: Winchester, Va.
Contact: Joe Wozney at (703) 437-7866
- July 23 Autocross #4: Winchester, Va.
Contact: Joe Wozney at (703) 437-7866
- 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: Winchester, Va.
Contact: Joe Wozney at (703) 437-7866
- Aug. 20 Annual Picnic and Concours d'Elegance
Contact: Eric Wagner at (703) 549-5261
See page 5 for more information.
- Sept. 10 Autocross #6: Winchester, Va.
Contact: Joe Wozney at (703) 437-7866
- Oct. 1 Autocross #7: Winchester, Va.
Contact: Joe Wozney at (703) 437-7866
- Oct. 22 Annual GWS Meeting/Election of Officers
1 - 3 p.m., American Service Center
- Nov. 5 Autocross #8: Winchester, Va.
Contact: Joe Wozney at (703) 437-7866
- Dec. 3 New Members' Reception
Contact: Bill Hopper at (202) 363-4189

*Be sure to check the web site for more information
or as changes occur.*

Regional and National Events

- June 9-11 June Jamboree
Montvale, N.J.
Contact: JosephGrattan@aol.com
- Sept. 12-15 East Coast Drive to Chicago
for start of Route 66 Tour
Contact: Doug Ochwat at (908) 850-9643
- Oct. 1-5 StarFest2006, Las Vegas, Nev
(hosted by the Las Vegas Section)
Contact Don Loyd at (702) 253-0407

Nominations for Officers

Interested in getting more involved with and learning more about GWS activities? Here is your opportunity. The section's nominating committee is seeking candidates for officers who will serve for the years 2006-2008.

According to our section's bylaws, every two years the membership elects the president, vice president, secretary and treasurer. This year the election will be held during the annual membership meeting on October 22 from 1 to 3 p.m. at the American Service Center in Arlington.

If serving as an officer is more than what you are interested in, but you still would like to get more involved, please feel free to talk to anyone on the nominating committee or any of the current officers. The section is always looking for "new blood."

If you are interested in serving as an officer or would like more information, please contact one of the Nominating Committee members by July 15.

Harry Newman	harry.newman@adelphia.net
Tom McQueen	McQueenre@aol.com
Bobbie Wozney	bewozney@verizon.net

From the President . . .

Let's clean the car...

Having just attended the 23rd Annual Deutsche Marque and spending a few stolen minutes walking around and drooling over the fantastic cars, I can truly appreciate the work that went into cleaning and preparing those pieces of art for showing. Men and women all over the world spend hours, days and even weeks preparing and beautifying their cars—some for shows like the Deutsche Marque and Amelia Island, some for their own enjoyment.

And, it's not just cars that receive this attention. One of the contributors of technical articles to the *Metro Tri-Star* also is a writer for a motorcycle magazine. He is the magazine's cleaning and concours guru. I'm sure the same position exists in "fan" magazines for those who collect and show classic planes and boats.

Now, here's where it gets really strange. As loyal as people are to their car marques, they are at least as loyal to their brands of cleaning materials. Comments like, "I've only used Whizz-Bang-All-In-One since the car was new," are commonplace. Most have a list of products for each part of the car—something for paint, something for chrome, something for rubber (with maybe something different just for tires), something for leather, and something for valve stem caps and lug nuts.

Mercedes-Benz car cleaning products for the U.S. of A are manufactured by Meguiar's. I happen to like a lot of the Meguiar's products but do not use them exclusively. In fact, I use a mix of products. This mix is often determined by what's in the garage and won't require a trip to the local car cleaning products store.

But the true loyalist will drive to wherever he or she must to get the "proper" products. Some only order over the web and are willing to stay the immediate gratification of clutching the bottle, tube or bag.

Cost is a determinant for some. For others, the sky is the limit—literally and figuratively. I have a friend who picks up some of his cleaners when he goes to Europe. I have another who spends as much on his waxes and cleaners as we spend for a month's food. Just take a look at the Zymol web site. Their

Atlantique wax (estate glaze) lists for \$968 for an 8-ounce tub. It contains white carnauba wax, montan oil, cinnamon bark oil, sunflower oil, propolis (derived from bees), cetyl esters, and cetyl cocomaide (derived from coconut oil)—all very special ingredients. Zymol's Vintage Wax is \$1,650 for 22 ounces but is refillable "for life at no charge." There is another product on their site called Royal Glaze. It lists for \$7,118. That is not a typo! That's more than I spent on my first five cars—and two of them were new. The contents are unknown (the link was dead), but I would

imagine that it is made of that rarest of minerals—Unobtainium.

It's not just wax that one needs to prepare a car... The new hot ticket for pre-cleaning is clay. But not just any clay. That is, you can't go to Michael's and get modeling clay. These specialty clays are sold by many of the car care companies. They range from about \$20 to more than \$80. Whatever happened to Dupont Light Compound at less than \$10? Fact is, it's too harsh for modern paints.

Then there are wipes and towels and cloths. Do you use cotton, chamois or micro-fiber? Do you want to spend nothing (old t-shirts) or buy a chamois made from rare Tasmanian yak hides at \$400 a pop?

Whatever your brand favorites, whatever your price points, whatever the amount of time you (or your detailer) spends in preparation, please keep it up! Your work provides enjoyment for those of us who love cars.

—Joe

Dennis Frick's 1952 delivery sedan won Best of Marque at the recent concours d'élégance. See page 11 for a write-up about the May 7 event.

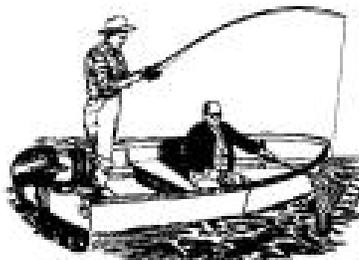


Urbanna Rally and Picnic

Saturday, July 8, 2006 — Richmond, Virginia

The Central Virginia Section invites members of the GWS and other neighboring sections to join them for a wonderful day on the Rappahannock River on July 8, 2006.

The journey will begin at 10 a.m. at Agecroft Hall, a 15th century English Manor House which was disassembled and brought piece by piece to the banks of



the James River in 1925 as a private residence. After touring the beautiful gardens, we will receive our maps and set out on the scenic route to the river.

By 12:30 p.m., we will arrive at the home of Robyn and Gary Tyer, ready to welcome our other

guests. There will be boating, fishing (bring your rod), swimming, croquet, water skiing, tubing and, of course, fine dining and making new friends. Homemade fried chicken from the Urbanna Café has been ordered along with their famous coleslaw, baked beans and bread pudding with vanilla sauce.

AND... for the crab lovers, we will have fresh-from-the-river steamed crabs. Your favorite beverages also will be provided. Feel free to bring whatever else you like.

Join us for the rally or simply meet us in Urbanna at your leisure. We will have a professional photographer available for photos of your automobile against a picturesque river backdrop. To join us in Richmond for the rally, mapquest Agecroft Hall, zip 23221, or call Robyn or Gary at (804) 358-8380 for more information.

Fill out the registration form on page 12 and mail it with your \$15 check (per person) to Robyn Tyer, 4308 Cambridge Rd., Richmond, VA 23221. Please make checks payable to: MBCA, Central VA Section.

Mid-Atlantic Concours and Picnic

Sunday, August 20, 2006 — North Potomac, Maryland

Sunday, August 20 promises to be a perfect day for a concours d'élégance, one of the most popular events of the year. GWS members Steve and Barbara Newby have once again offered to open the grounds of their lovely estate in North Potomac for our event.

There is no fee to enter the concours, but we do need to know in advance how many cars to expect, so **please fill out the registration form on page 12** and send it in as soon as possible.

Additionally, we will hold a silent auction for the benefit of The Hospital for Sick Children and Children's Hospital. Both local and national merchants will be contributing items for this worthy cause, and we ask that you contribute a "treasure" as well (no white elephants, please). All items will be sold to the highest bidder.

Membership anniversary pins will be presented to those section members who are celebrating five-year multiple (5, 10, 20, etc.) anniversaries.

Members with cars in the concours should plan to arrive between 9 and 10 a.m. We will have a clean car/display class that is not judged. Folks attending the picnic will vote for their favorites. All you need to do is wash your car and bring it out!

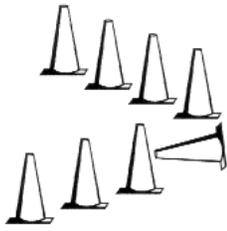
The street and show class cars will be judged. Show class cars will have their undercarriages included in the judging, which begins at 11 a.m.

The cost for the picnic is \$15 per person. The cost at the gate will be \$20. For questions about registration, call Eric Wagner at (703) 549-5261. The rain date is August 27.

More information (including directions) will appear in next month's *Metro Tri-Star*.

pylon alley

by
Tom Newman



YAWN...STRETCH...SCRATCH...YAWN...
SNORT...

That's how April 25th started for most of the 30 intrepid souls who were to begin their morning by kicking off the 2006 autocross season. Then, they looked outside. There was nothing but gloom in the skies. The perfect day for sleeping in—UNLESS you are an autocrosser!

We named the course in honor of the original movie version of the movie "The In-Laws" with Alan Arkin. The famous quote from the movie was "Serpentine Sheldon!! Serpentine!!" By the middle of the event, it should have been "Sloshing Sheldon!! Sloshing!!" We suspended the driving for 20 minutes to allow the heaviest rains to pass. It was reported that a group of bullfrogs was trying to make off with the last cone in the slalom, but no one was about to leave the tents to stop them.

The course was simple—an equidistant slalom into a series of gates and then back the way you came, hard left and then back through a decision gate with a final hard right to finish.

As you can imagine, the morning runs were an exercise in dexterity and throttle management. Many cars were out of shape because of the wet surface. When the timed runs began, the course was beginning to dry and the times started to get faster. Bruce Roth turned in FTD for the Benzes once he got the monster AMG power to the ground. Bill Lear continued to blister the course and turned in the "foreign" car FTD in his Acura.

Things really heated up in the E-class with Ben Weber debuting his "non-dinosqueezer" to take the class victory. For once, we were blessed with Ben's

presence, but only because there was no diesel smoke in the air. The Vintage class saw Hans and Greta O'Malley turn in impressive runs in their '72 300SEL. It is always fun to watch this couple drive their vehicle. Hans easily won his class, since his competition, Klaus Hirtes, in the '67 230 SL, was out of the country. Deborah Hirtes won the ladies fastest time of the day over Janet by just seven-tenths of a second.

In the non-Benz class, after taking a year off, Tom Newman came back to take the overall victory. He narrowly, I mean micrometer narrowly, beat Mike Wirt for the top honors. Sharon Payne took the overall ladies victory, proving that she was deserving of the "most improved driver - ladies classes" for 2005. There were strong showings from all of our participants once the pavement began to dry. All in all, a great start to the 2006 season.

See you all on May 28 for Autocross #2!!!

2006 Autocross Schedule

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

When You Swish Behind a Star

(a Mercedes autocrosser's anthem,
with apologies to Walt Disney)

When you swish behind a star
You're driving in the coolest car
Anything your heart desires will come to you.

If a trophy is in your dreams
No slip angle is too extreme
When you swish behind a star as autocrossers do.

Like a bolt out of the blue
ABS steps in and sees you through
When you swish behind a star your dreams...come...
true!

—John Kuhn Bleimaier

2006 Autocross #1 Results

DRIVER	CAR	BEST TIME	POINTS
Bruce Roth***	02 SLK 32	37.845	10
John Krahulec	04 E55	37.905	9
Bill Repass	93 400E	39.54	10
Julian Reeves	03 SL500	39.573	9
Bill Stewart	86 190E 16V	38.814	10
Ben Weber	86 190E 2.3	38.349	10
Bill Hopper	97 C280	39.202	9
Jim Smith	92 190E 2.6	42.947	8
Al Angulo	89 190E 2.6	45.153	7
Paul T. Vandenberg	90 190E 2.6	45.359	6
Paul D.J. Vandenberg	90 190E 2.6	47.563	5
Hans O'Malley	72 300 SEL 4.5	39.398	10
Deborah Hirtes**	67 230SL	40.121	10
Greta O'Malley	72 300SEL 4.5	40.843	9

*	FTD - Fastest time of the day
**	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

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

Other Marques

DRIVER	CAR	BEST TIME	CLASS	INDEX	INDEX TIME	POINTS
Tom Newman	02 Ford Focus	36.927	GS	0.794	29.320	10
Mike Wirt	00 Audi S4	36.756	DS	0.798	29.311	9
Haz Matt	02 Ford Focus	36.993	GS	0.794	29.372	8
Bill Lear*	92 Acura Integra	36.659	DSP	0.829	30.390	7
David Reeves	04 Subaru WRX/STI	36.919	AS	0.831	30.680	6
Carl Beveridge	06 Porsche Boxter	37.778	AS	0.831	31.393	5
Eric Stieve	88 Celica All Trac	37.224	SM	0.845	31.454	4
Ramzey Khoury	04 Subaru WRX/STI	37.871	AS	0.831	31.471	3
Steve Squires	00 Audi S4	39.858	DS	0.798	31.807	2
Matthew Zint	00 Audi S4	39.795	STX	0.804	31.995	1
Bob Robinson	03 Chevy Z06	38.207	AS	0.840	32.094	1
Ritchie Crim	04 Pontiac GTO	40.015	FS	0.805	32.212	1
Joel Watkinson	88 Pontiac Fiero	41.396	HS	0.780	32.289	1
Chris Higgins	95 BMW 318i	42.467	DSP	0.829	35.205	1
John Brubaker	04 VW R32	DNS	DS	0.798	N/A	0
Sharon Payne****	93 Saab Viggen	40.804	GSL	0.794	32.398	10

It's Summit Point Time!

July 29-30, 2006, Summit Point Raceway — Shenandoah Circuit

Want to have some real fun this summer? Why not plan on coming to our two-day performance driving school at Summit Point Raceway on July 29 and 30. If you can't make two days, then join us for one day at the West Virginia track.

This year we'll be on the new Shenandoah Circuit. This is from the Summit Point web site: "At variable lengths ranging between 1.68 and 2.2 miles, the Shenandoah Circuit is a no-holds-barred technical challenge that will take years to master. Sporting a dimensional replica of Der Nürburgring at 20-degree banking, camber changes (including negative) incorporated with decreasing radius corners positioned on vertical drops, the Shenandoah Circuit is the odds-on favorite to be the most technical track in the country."

Are you a novice with no previous track or performance driving experience? No problem! Trained instructors will be on hand both days to teach you about handling, turn-in points and proper turning, braking, apexes, track-out points and more. These are all lessons and techniques that will make you a better driver on the street.

You'll love the track and the instructors. And, no one, absolutely no one, will force you to drive any faster than your comfort zone allows. We want you to progress at your own pace.

Don't want to drive the new Benz? Or the old one? You can drive any car you wish, as long as it has \$100,000 liability coverage and passes a mandatory tech inspection. Convertibles require a roll bar or a hard top. All cars must be inspected before the event at a dealer or independent shop, and you must bring the signed or stamped safety inspection sheet to the event! The safety tech inspection form is available for download on the club's web site.

Rates for the event are only \$350 for both days or \$190 for one day. Summit Point's own track days (Friday At The Track or FATT) cost \$225, so you save \$35 for one day and \$100 for two days! Good news! We now accept PayPal. If you register on the web site, there is a link for PayPal payment.

Registration after July 10 and at the track will be \$385 for two days and \$225 for one day. To ensure we have small groups on the track, this event is limited to 100 drivers. So don't wait to sign up!

Optional hotel arrangements have been made with the Shoney's Inn in Winchester for Friday and Saturday at a special club rate of \$50, plus tax. The rooms will be held until July 17. Call them now at (540) 665-1700 and tell them you're with the Mercedes-Benz Club. Shoney's is only 15 minutes from the track.

Listen! This stuff is good for your soul and will help eliminate the stress in your life. You won't know what fun is until you get off the Beltway and try performance driving. Plan now on joining us! If you have any questions, please call Joe Wozney at (703) 437-7866.

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



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Route 66 Information and Registration

An MBCA 50th Anniversary Event

Richard Simonds, Past National President, has planned a tour that follows historic Route 66 from Chicago to Santa Monica, Calif. The route he described in his article in *The Star* magazine will be one of MBCA's 50th anniversary events. The Route 66 tour will depart from Chicago on Sept. 17 and arrive in Santa Monica Sept. 30.

Doug Ochwat (Northern Jersey) is organizing a trip for MBCA members in the Northeast U.S., Ohio, Michigan, and Indiana, who either can't take advantage of the Route 66 tour or who would like to make it a true coast-to-coast experience. The idea behind this tour is to bring together Northern Jersey and Chicagoland, the founding sections of what has become today's MBCA.

For the most part, the Route 6 tour will follow U.S. 6. The tour will depart from Northern New Jersey on Sept. 12 with a planned arrival in Chicago the afternoon of Friday, Sept. 15. That will leave a little preparation time for those who wish to participate in Chicagoland's concours on Saturday, Sept. 16. All Route 6 tour participants also are invited to participate in a banquet hosted by Chicagoland on the evening of Sept. 16.

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 email: dao-catswamp@yahoo.com.

When: Sept. 12, 2006 through Sept. 15, 2006

Where: Hackettstown, N.J. to Chicago, Ill. via Wellsboro, Pa., Cleveland, OH, Auburn, Ind.; mostly on US Route 6.

Why: Part of the MBCA 50th Anniversary
To take part in any of the Route 6 trip and/or celebration in Chicago and/or joining Route 66 Chicago to Los Angeles.

How: Join in for a day, a few days or the entire cross-country celebration.

Cost: \$50.00 up to July 30

\$75.00 after July 30 through August 30

Registration is closed after Aug. 30

Details:

- You are responsible for your own hotel reservations. A detailed list of motels will be furnished upon paid registration. Hotel rooms have been blocked with special rates available through July 30 on a first-come-first-served basis with an alternative hotel close by in Pennsylvania, Ohio and Indiana. Rooms are limited in all cases. There also are rooms blocked in New Jersey for Sept. 11 for those needing to arrive the evening prior to the departure on Sept. 12.
- The total distance from New Jersey to Chicago is less than 900 miles. The approximate daily drives in order are 200, 285, 220 and 165 miles, respectively.
- It is your responsibility to register for the Chicago event separately. You also will need to make your hotel reservations in Chicago, and they are also limited.
- There will be an optional group dinner each evening tying in with the local sections, in Cleveland (Western Reserve Section) and Auburn (Three Rivers Section).
- It will be your option to "convoy" with others or "drive it alone" each day. Breakfasts and lunches will be on your own.
- DOT maps of all five states will be provided along with a suggested route. You will receive a handout with the maps, some brochures and a couple of surprise items when you join the trip.
- On the third night in Auburn, Ind., a drawing is planned to give away some very nice prizes for all "cars" registered.
- The entire trip has been "scouted out," including the roads and hotels, by Joe Grattan and Doug Ochwat of the Northern New Jersey Section—"The First Star Section"—your hosts for this exciting adventure.

REMEMBER:

- Get your registration in ASAP.
- Hotels and special rates are first-come-first-served. Make reservations ASAP.
- Register for the Chicago event and make hotel reservations.

Check out the following web sites for additional information about the MBCA 50th anniversary events:

www/mbca.org

or

www.mbca50th.org

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Recent Events . . .

AMG Dinner

Saturday, April 29 turned out to be a delightful evening at the area's newest Mercedes-Benz dealership—EuroMotorcars of Germantown, Md.—as club members gathered to listen to Rob Allan, AMG product manager from Montvale, N.J., talk about the AMG product.

But first, everyone was treated to a variety of magnificent examples of AMG automobiles brought in by some members from the Greater Washington Section (GWS). Guests were able to take a closer look at these cars (everything from a Geländewagen to a race car) while enjoying drinks and hors d'oeuvres alfresco. At the same time, models wandered through the crowd, showing off evening-wear fashions from Chic to Chic, Inc., a consignment boutique in Gaithersburg.

In the downstairs garage area, GWS Vice President Bill Hopper welcomed the nearly 40 guests and introduced David Leslie from Tire Van, one of the advertisers in the *Metro Tri-Star*, who spoke about his company. Tire Van, which is growing at about 10-15 percent per month, provides tires—and only tires—via their web site or by telephone. (See ad and article on pages 16 and 17.)

Ken Brokaw, service manager at EuroMotorcars of Germantown, spoke to those assembled about the new dealership, which gives a 15 percent discount to club members for maintenance and repair work. He said the staff was great and they already have received a number of awards in just their first year of existence.

GWS member John Krahulec introduced the evening's main speaker, Rob Allan. Accompanied by

a slide show, Rob spoke on the topic "What is a performance car?" He talked about the history of AMG, its technology, strategy, the new "63" V-8 engine and new AMG models, and then took questions from the audience.

AMG was founded in 1967 and started racing in 1969, but it wasn't until 1999 that the sales really started on an upward scale. Each technician is responsible for assembling one engine from start through completion. There is no assembly line, and they produce about 20,000 each year. The U.S. represents more than 50 percent of the world market for the AMG models (with the Kompressor versions being the most popular).

GWS member Larry Paulick thanked Rob for participating in an extremely interesting and informative session—and a wonderful dinner followed.

—Deborah Hirtes

Deutsche Marque

It was the best show ever! That's what some people said. Maybe they meant it. Maybe they were just happy to get out of the house on a beautiful sunny spring day! The 23rd Deutsche Marque Concours was held in conjunction with the local Porsche and BMW clubs as well as the Audi club, which seems to have become an established force as evidenced by the growing number of cars they attracted to the event.

Participation by our members was remarkable including many first-time participants. Most of the roughly 30 entrants registered for the show class, but there were a few gems such as a 300SL Gullwing and a 300SL roadster in the display class. And when was the last time you saw a Ponton coupe??

As far as I was concerned, the star of the show was the 1952 W187 220 that Dennis Frick and his life and business partner, Lori, brought in from Pennsylvania, where they run a restoration shop. The car was originally built by the German coachbuilder Karosserie Authenrieth Darmstadt and was used as a warehouse delivery truck, hearse and motocross support vehicle before coming to the U.S. in 1971. There it lan-

Continued on page 15



Rob Allan, product manager, AMG, gave a very informative presentation at EuroMotorcars of Germantown, Md.

Urbanna Picnic

Saturday, July 8, 2006 — Central Virginia Section

Name _____ Section: GWS

Address _____

E-mail Address _____

Phone (h) _____ (w) _____

No. of people attending (\$15 each) _____

Amount total\$ _____

Will you join us at Agecroft? _____ Or meet us at the river? _____

Make check payable to MBCA, Central Virginia Section

Send completed form and check to: Robyn Tyer, 4308 Cambridge Road, Richmond, VA 23221

Mid-Atlantic Concours and Picnic

Sunday, August 20, 2006 — North Potomac, Maryland

Name(s) _____ Member # _____

Address _____

Phone (h) _____ (w) _____

E-mail address _____

No. of adults (18+) x \$15 _____

No. of children (12 - 17) x \$10 _____ *(there is no charge for children under 12)*

Total dollar amount enclosed \$ _____

Car entered: Model _____ Year _____ (circle one:) show / street / display

Car entered: Model _____ Year _____ (circle one:) show / street / display

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

Make check payable to GWS-MBCA.

Send completed form and check to: Eric Wagner, 18 West Uhler Avenue, Alexandria, VA 22301

Summit Point Drivers' Education

July 29-30, 2006

Name (Driver 1): _____ Home Phone _____

Name (Driver 2): _____ Work Phone _____

E-mail Address _____

Home Address _____

Driver 1 Driver's License # (req'd) _____ State _____

Driver 1: Total # of previous track events _____

Where _____

at Summit Point _____

Driver 1: Rate your track driving skill level (circle one):

Novice (no events) Beginner (1-2 events) Intermediate Advanced

Any other information related to your driving skills: _____

Driver 2 Driver's License # (req'd) _____ State _____

Driver 2: Total # of previous track events _____

Where _____

at Summit Point _____

Driver 2: Rate your track driving skill level (circle one):

Novice (no events) Beginner (1-2 events) Intermediate Advanced

Any other information related to your driving skills: _____

Please turn over to page 14 and complete the second part of the form.

Summit Point Drivers' Education — page 2

Car you will be driving: Year _____ Make _____

Model _____ Color _____

Insurance Carrier (required) _____

Policy # _____

Car Number(s) preferred (1st come, 1st served) _____

Fee is \$350 per person for both days and \$190 for one day.

A \$50 administration fee will be assessed for all cancellations before July 10.

Fees after July 10 and at the track are \$385 for 2 days and \$225 for 1 day.

Cancellations after July 10 will not receive a refund, unless there is a replacement for your spot.

A \$35 administration fee will be assessed for all cancellations.

Driver 1: Both Days or Saturday or Sunday \$ _____
(Circle one)

Driver 2: Both Days or Saturday or Sunday \$ _____
(Circle one)

Total Enclosed: \$ _____

Make check payable to: GWS-MBCA

Send this form and check to: Joe Wozney
1625 Park Overlook Dr.
Reston, VA 20190

Deutsche Marque — Continued from page 11

guished for a long time before Dennis and Lori were finally able to take possession of the car in 1996. It took them about five years of research, preparation and work to restore the car to its present condition. The concours judges shared my opinion, and the 220 won a well-deserved Best of Marque award. The Judges' Choice went to Chuck Taylor's 1984 R107 280SL while the People's Choice was a tie between Frank Spellman's 1963 W198 300SL and Martin Stickley's 1967 W112 300SE Cabriolet.

The members who enrich this event by entering more than one car always amaze me. Ellen Ruck and Fred Perry with their impressive collection of '80s and '90s Mercedes; Franc Kauer who brought two nice coupes of different eras; and, of course, Brian and Shannon Peters who entered a Mercedes, a Porsche and an Audi! But I was just as delighted to see a nice W123 300D Turbodiesel participate in the concours. It is nice to see these "bread-and-butter"

cars gain some traction in these events considering that the majority has always been used as daily drivers and workhorses.

Of particular note is how freely our members volunteered to help with the judging of the cars. We had two great teams (you know who you are and I thank you!) who spent considerable time judging the cars carefully and competently.

The reception after the show was well attended, and Claire Wagner—with her not-quite six years—is already a pro at the car show circuit and presented the awards to the winners and runners-up.

Thanks again to all the volunteers who helped make this event a great success!

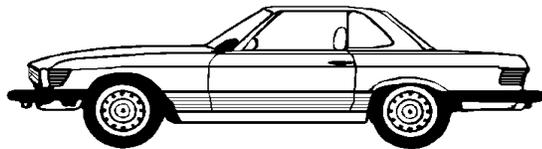
— Eric Wagner

*See page 20 for results of the
Deutsche Marque Concours.*

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More than Convenience And More than Just a Tire Delivery Van

Gosh these people really talked to me about my tires! This winter, when it came time for me to replace the OEM tires on my Chevy Van, I figured I would try GWS's newest advertiser, Tire Van. Since my van is often seen at GWS events carrying tires for different events, this seemed to be a perfect fit—call Tire Van for tires for the van that carries tires!

I sort of knew what I wanted when I called them. I gave them my wish list for tires. They listened to what I had to say and came up with a couple choices. I said I wanted a quiet ride, good wet and dry traction, and something tough that would not get flats and not drain my wallet.

A few days later, at the appointed time, two guys came out to my house in a box truck and mounted the tires right at my on-street parking spot. They were done in under an hour, so my time was not wasted, and I did not have to wait. And since this is my work vehicle, down time is an important factor for me.

I did spend time, however, asking about the mobile tire installation process and the equipment they have on their trucks. I found it to be a clean truck—cleaner than some tire shops I have been to in the past. Two big machines were on board for tire mounting and balancing, and they had just the tires they were installing for customers that day in the truck.

Pat Garvey was running the truck that day. It turns out he is one of the owners of Tire Van, and he proudly showed off what they had on the truck—one of three they have on the road servicing customers. On board is a Hunter TC-3500 tire changer—one of the finest tire changers out there. These machines do not touch the wheels, so there is no way to scratch them. This is a great for us Mercedes-Benz aficionados, as the TC 3500 is required by all the German manufacturers for tire warranty work. For balancing, two of their trucks have Hunter Road Force Balancers and one truck has a regular Hunter Balance machine. Before I knew it, the new tires were on my van. Since I had already taken care of the paperwork over the phone, only a signature was needed, and they were on their way. I did give each of the guys a tip, because anyone who gives you personal service these days deserves something extra.

Afterward, I wondered what is behind Tire Van. So I made a call to Pat's business partner, David Leslie, with whom I had spoken with when I first called in to talk

tires. What I found out was very interesting.

Mobile tire installations are something that is not common here in the U.S., though in Europe it is more so. David got the idea a few years ago when he had his Chevy Suburban windshield replaced, and was pleased when they sent out a truck and had the job done quickly and without him having to do a lot of driving and waiting at a repair shop. So when it came time to buy tires, he figured there had to be a similar mobile service.

He had always been a Tire Rack guy, with the convenience of on-line selection and ordering. But you still had to go through the hassle of finding a reputable installer. So after spending a number of days searching on the Internet for a mobile tire service, he realized that the need was there. And, being an entrepreneur by nature, he started to develop a business plan for such a business.

It was not as if he had not started a business before. David came from a classical high-tech entrepreneurial background, going to school in California and working for the Silicon Valley start-ups before ending up in Northern Virginia with his own computer company that he sold to Erickson a few years later.

Being a car guy, an auto-related business was something that Dave had an interest in. He decided to take the next step, starting the research phase and doing the obvious business planning process of speaking with attorneys to find out about the legal and liability issues. A short time into that, he called his long time friend, Pat Garvey, and got him to come out from California and spend a week, beating the Tire Van idea senseless. Neither of them could come up with an obvious reason why it would not work. So in the summer of 2003, the idea of Tire Van got some wheels under it and was born!

Pat also has a high-tech background, having worked with consumer marketing and branding as well as building on-line e-commerce business sites for several well known national publications.

For now, Tire Van's main market is the Northern Virginia Tech Corridor, offering tire services to those working at the numerous office parks along the Toll Road. Just last year they expanded their marketing to the Mercedes-Benz Club (their accountant is a GWS member) and now we are starting to hear advertisements on TV and the radio for Tire Van, and seeing

Continued on page 22

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.

John T. Adams
Annapolis, MD

Winston Roy Gunter
Laurel, MD

William S. Lofquist
Reston, VA

Samuel W. Baker
Burke, VA

Christopher D. Higgins
Williamsport, MD

Wayne Nelms
Baltimore, MD

Jo Anne Beasley
Bowie, MD

Tracey L. Holmes
Woodbridge, VA

Lynn K. Rogerson
Alexandria, VA

William J. Brattain
Baltimore, MD

Walter Francis Holtsmaster
Dowell, MD

Ellen Shimko
McLean, VA

Lawrence James Conner, Jr.
Fallston, MD

Dennis R. Jackson
Leesburg, VA

Stephen R. Sola
Arlington, VA

James Cooney
Easton, MD

Melvin T. Kearney
Silver Spring, MD

Dominick M. Valencia, Jr.
Baltimore, MD

Egon Frech
Rockville, MD



Larry A. Van Sant
Mt. Airy, MD

Michael K. Gallogly
Alexandria, VA

Douglas J. Walters
Laurel, MD

Upcoming Events

Continued from page 1

ment—or just improve your skills on the full track at Virginia International Raceway (VIR) in South Boston, Va.

Registration is open to members of the Mercedes-Benz Club of America, Audi Club North America, and BMW Car Club of America. The cost of \$375 (\$330 before May 20) includes one banquet ticket. Registration forms are available on the club web site

(www.gws-mbca.org). *Note: We now accept PayPal.* To pay your registration fee, just click on the PayPal link on the GWS web site.

Information about hotels, meals, helmets, inspections, etc. appeared in the May issue of the *Metro Tri-Star*. It also is available on the club's web site (www.gws-mbca.org).

For additional information, contact Joe Wozney at (703) 437-7866 as soon as possible, or e-mail him at JoeWozney@aol.com.

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) _____

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300 SL, 1990: Silver gray/navy leather. 54K miles! One owner/driver for past 11 years. Two tops, CD player, factory phone, perfect paint and interior. Looks new, runs great. Four brand new Michelin Z-rated tires, garaged. \$14,000 (\$2,000 below N.A.D.A. retail). Contact Joe at (703) 256-3930 or fax (703) 658-3556.

560 SEC Coupe, 1989: Black and tan beauty. \$87,000 when new. Fuel injected, dual air bags, anti-lock brakes, sunroof, plus every option. 117K carefully driven miles. Great shape. Only selling because I was given another auto. \$7,500. Call Hugh at (202) 216-2229, or e-mail honeill@jwidge.com.

450 SL, 1977: Bronze/tan leather, mint condition. 106K miles, 2 tops, V-8. Garage kept, original owner. Asking \$10,900. Call Judy at (703) 620-9091.

280 SL, 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@

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*. For more information, contact Janet McFarland, 1307 Warrington Place, Alexandria, VA 22307; telephone (703) 765-9405; or e-mail: janetmcfarland@earthlink.net.

(410) 414-8014 or e-mail sdhyatt15@aol.com.

220 S sedan (Ponton), 1958: Rebuilt engine; owned since 1976, last driven 1986 (garaged since then). Many valuable extra parts (e.g., transmission, grille, wood, instrument cluster, heads, manifolds, etc.). MB shop manuals. Minimal rust. Leather upholstery shot. Needs paint. Runs rough on 1986 gas. Best offer. Call Harold at (703) 361-7334 or e-mail devnull2@earthlink.net.

Tires: Four 205/55R16 ContiTouring Contact tires removed from a 1999 CLK320. Three are fair; one is nearly new—\$100; Eight **“Bundt Cake” alloy wheels, 14/6.5” ET 30—\$23 each.** These wheels have a W126 part number but fit a W123; **Headlights** for a W116—\$125. Contact Ted at (703) 893-3030.

New Deluxe Custom Fit Car Cover for 560 SL: Kimberly Clark’s newest film barrier fabric stops dust particles but still allows moisture vapor or heat to escape. Tan. \$150. Also selling dark blue hard top (for ’73-’89 560 SL). Mint condition. \$500. Call Jim at (410) 476-5274.

<p>Results: Deutsche Marque Concours 2006</p> <p>Best of Marque <i>Dennis Frick</i> 1952 W187 220 Delivery Sedan</p> <p>Judges’ Choice <i>Chuck Taylor</i> 1984 R107 280SL</p> <p>People’s Choice <i>Frank Spellman</i> 1963 W198 300SL</p>	<p><i>Martin Stickley</i> 1967 W112 300SE Cabriolet</p> <p>SL Class (combined)</p> <ol style="list-style-type: none"> <i>Fred Perry</i> 1989 R107 560SL <i>RJ Schissell</i> 1998 R129 SL600 <i>Chuck Taylor</i> 1984 R107 280SL <p>SEC (C126)</p> <ol style="list-style-type: none"> <i>Ellen Ruck</i> 1991 560SEC <i>Franc Kauer</i> 1987 560SEC 	<p>Coupe (all others)</p> <ol style="list-style-type: none"> <i>Andrew Strasfogel</i> 1970 W111 280SE 3.5 <i>Franc Kauer</i> 1971 W111 280SE 3.5 <p>Sedans (all)</p> <ol style="list-style-type: none"> <i>John McWilliams</i> 1985 W126 380SE <i>Ellen Ruck</i> 1988 W201 190E 2.6 <i>Tony Hernandez</i> 1999 W202 C43 AMG <p>Congratulations to everyone for a great job!</p>
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Convenience of Tire Van — Continued from page 17

write-ups in *The Washington Post* about them.

I asked David where Tire Van would be in five years. He sees the business operating in a number of cities, working south into North Carolina, and north toward New York. When I asked if he was going to franchise the business, he said no, he would rather see it stay an employee-owned business. He wants to see the business continue to be a 100 percent customer service-based business. And right now they are still building that here in our area.

I asked him how Tire Van and Tire Rack compare. David says you get more complete service from Tire Van, and you are in more control of the process, from tire selection, to installation. Tire Van is not a competitor of Tire Rack, rather they are a recommended installer for Tire Rack. Tire Van has the ability to sell at the Internet prices, and the transaction is easier, as the tires are not only sold and delivered but also installed and balanced—and the old tires removed.

The favorite customer of Tire Van would be one who will say, “I thought I needed a major brand name tire on my car, but Tire Van showed me a better value and a

superior tire for less money.” Tire Van wants to sell its customer the best product for their needs, even if it is less money. A satisfied customer is their number one goal.

When I asked him “What do you see is the reason that a Mercedes-Benz Club member will find your service attractive to them.” He said, “Just look at the ad in the *Metro Tri-Star*. “Your Time, Your Money, Your Baby. That says it all”

David told me that Tire Van’s relationship with GWS has been a great thing for their business. He loves working with MBCA members because they really care about what they are buying for their Mercedes-Benzenes. Though he drives a BMW and a Porsche, secretly he wants an SLR and longs for the S class that he traded in on his current BMW.

Keep an eye open at upcoming GWS events. You will get to meet David Leslie and Pat Garvey in person, as they will be participating in several of our events in this and coming years.

—Bill Hopper



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