

Metro Tri-Star



Deutsche Marque Concours, Detailing the Stars, Philadelphia Flower Show kick off spring season

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GWS at the Philadelphia Flower Show: (from left) Bob Buhner, Helen Buhner, Rebecca, Jamison and Nick Maumenee and section President Bill Hopper. (See article on Page 5)

One of the annual rites of spring for the Greater Washington Section is the Deutsche Marque Concours d'Elegance. This year will be the 25th celebration of fine German automobiles and, as has been our tradition in the past, we will join with our friends from the Potomac Region of the Porsche Club of American, the National Capital Chapter of the BMW Car Club of America and the Potomac-Chesapeake Chapter of the Audi Club of North America. The concours will be held at Nottoway Park, which is located at 9601 Courthouse Road in Vienna and is easily reached via Route 66. As we did last year, we will mark the entrance with large car club banners so that you cannot miss it. Just in case the weather does not cooperate, a rain date has been scheduled for May 18.

In the Deutsche Marque Concours d'Elegance, vehicles are judged by their condition, appearance and cleanliness. This event will offer two classes: Street (judged) and Display (not judged, but a prize is awarded based on a people's choice vote). The Street Class is a "top-only" event. In the top-only category, the exterior, interior (including engine bay) and luggage compartment are judged. The undercarriage is not. Usually, the Street Class will be separated into several groups based on MBCA rules.

The Display Class is open for everyone who has a clean, nice car but does not feel up to the more demanding Street Class requirements. (This is also a great way for newcomers to get accustomed to what it takes to compete successfully in Street!)

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Calendar of Events

April

4/7 Driver Education Monday – Summit Point Raceway, Summit Point WV (See Page 8)

4/13 Autocross Social – M&S Grill Reston Town Center 2 – 4 pm (See Page 21)

4/19 Coucours Judging School w/ Pete Lesler – MBUSA VPC, Baltimore MD (See Page 5)

4/27 Autocross # 1 – Millbrook High School Winchester VA (See Page 8)

May

05/04 – Deutsche Marque Concours – Nottoway Park Vienna VA (See Page 5)

5/18 Rain Date Deutsche Marque Concours

5/15 – 5/17 MBCA National Board Meeting, Finger Lake Region NY State

5/25 Autocross # 2 - Millbrook High School Winchester VA

June

6/15 Defensive Driving School and MB-only Auto Cross (See Page 21)

6/22 Autocross #3 - Millbrook High School Winchester VA

06/19 GWS Board Meeting

July

7/12 Summer Tech Session / Track Inspection – ASC, Arlington VA

7/13 Autocross # 4 - Millbrook High School Winchester VA

7/26 – 27 – Drivers Education Weekend – Summit Point Raceway, Summit Point WV

7/27 Summer Rally and Parade Lap at Summit Point Raceway

August

8/17 Mid-Atlantic Concours & GWS Picnic

8/31 Autocross # 5 - Millbrook High School Winchester VA

September

GWS Board Meeting

9/14 Autocross # 6 - Millbrook High School Winchester VA

October

10/12 Autocross # 7 - Millbrook High School Winchester VA

10/19 – GWS Annual Meeting – ASC, Arlington VA

10/25 to 10/28 Tri-O-Rama – Thunderbolt Raceway – Millville NJ

November

11/2 Autocross # 8 - Millbrook High School Winchester VA

GWS Board Meeting

December

12/7 New Members Reception

On March 14th, 2008, Clifford Floeck III passed away and we lost our rolling MBCA Ambassador.

GWS Members got to meet Cliff at StarTech 2007 when he unveiled the newly wrapped MBCA Tractor Trailer. Cliff an independent, over the road trucker was an avid Mercedes-Benz enthusiast who owned three classic M-B's and attended many local section events through out the country with either his rig or his Mercedes-Benz's.

He will be greatly missed; he was an enthusiastic spokesman for the club, having visited each of the continental U.S. states.

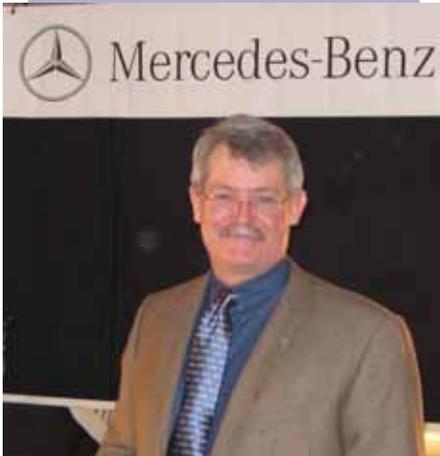
God Speed Cliff! We're sorry we did not get to know you better.



Cliff, second from left, with Chuck Landenberger, Roger VanNess, Doug Dees and Josie Lesler in front of the MBCA trailer.

Correction: Last issue's announcement of the death of Angie Bracht indicated that she worked for the Credit Community Corporation. Angie was the Comptroller of the Credit Commodity Corporation. In addition, she worked for the Agriculture Stabilization and Conservation Service, not the Agriculture Stabilization and Cultivation Services. We regret the errors.

From the President



Bill Hopper

Putting lessons learned to the real-world test

What you learn at a club event could be more beneficial than you know—and usable when you most need it.

This winter I was driving my Chevrolet van out to the mid-west and encountered a severe winter storm along the way. Driving on Route 68 through western Maryland into West Virginia, though the roads had been salted and plowed earlier, I came across a section of untreated, unplowed, roadway that was covered with fresh snow. All of a sudden I got into a major skid situation, one of those situations where you don't have any time to think, only act.

Though I admit I was driving faster than conditions dictated, I was able to immediately respond in the appropriate manner to keep the van on the road and headed in the correct direction, not spinning out of control into a ditch on the side of the road, in the middle of nowhere, in a snow-storm. My being able to react with the correct amount of steering input was due to monthly practice and experience that I have gained at GWS-MBCA autocross events over the last few years.

Knowing that you lift off of the accelerator, and steer into the skid is something we all learn. But having experience in a real-life, controlled situation in our driving schools gave me the skills to better handle the real-world situation even in a vehicle I had never auto crossed before. My split-second, automatic response was because of my attendance at MBCA driving events. Knowing how a vehicle feels in a skid situation is a key component to knowing how to respond and not overrespond making the skid worse.

This year you will again have the chance to attend our annual GWS Defensive Driving School, as well as an autocross in the afternoon. We encourage all of our members to attend this school, especially if they have young drivers in the family. You

may think that because you in Arlington, Annapolis, Baltimore or Charles County, and the GWS school is all the way out in Winchester VA, that is just too far to drive for a few hours of driving school. Plus you may think you never will need it.

Think again. That day trip to Winchester and those precious hours you spend with a GWS driving instructor may keep you from putting your vehicle in a ditch or make the difference between your being able to handle an emergency situation on the beltway when the car in front of you goes out of control.

This year we will not only have the chance to spend some quality time doing drills at our Defensive Driving School, but also will spend time combining those exercises into an afternoon of autocross. The more you practice, the more you learn.

Though this issue will be out just after we have held our Spring Driving Day at Summit Point on Monday April 7th, it is important for you to take this time and make a mental note of all of the driving events that GWS offers. The time you spend at them will be valuable at helping you drive your car at speed and understanding how it handles and what you need to do something out of the ordinary. Just like the commercial where the M-class is driving along, and the load of pipes falls into the road, you will have the experience to be able to handle it. GWS Defensive Drivers Training may just keep you from being part of such an accident.

So write on your calendar now that you will attend the GWS Defensive Driving School on June 15th. And if you miss that, another school will be held during Tri-O-Rama this October in Millville New Jersey. The day you take to participate in this driving school can pay big dividends to you when you least expect it. Come join us; you will be glad you did. 🚗



Judges fill out checklists, thoroughly inspect entries in the concours during the 2003 event.

Spring events, continued from Page 1

Both Street and Display are on the show field and represent our club's heritage and tradition, as you can see everything from a recent vintage C class to the classic 300SL Gullwing.

The entry fee for the concours is \$25 per car (\$35 after April 26 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. In order to allow us to plan appropriately for the number of guests, please register in advance and use the registration form on page 22, which also may be downloaded from our Web site (www.gws-mbca.org). Note: This concours is an all-day event. The organizers of all the clubs will be working hard prior to the show as well as on the day of the event. Please also respect the hard work by the participants who have prepared their cars for the show. If you enter the event, please be prepared to stay through the awards presentation. If your vehicle places in its class and you have departed, the award will be given to the

next runner-up in class. Additionally, be mindful that cars not registered and displayed in the show should not be parked on the show field.

Concours Judging School

As we announced a few months ago, the Greater Washington Section will be hosting a concours judging school taught by MBCA President Pete Lessler on Saturday, April 19. The program will begin at 10:00 am at the Vehicle Preparation Center and should last until approximately 3:00 pm. The class will begin with a lecture that will last until approximately noon,

when we will break for lunch, which will be provided. After lunch, and some informal touring around of the VPC, we will begin the "hands-on" session with the cars. At the conclusion of the program, we are organizing an outing in Baltimore (details to be announced on our Web site), and we hope you will plan to attend.

Deutsche Marque Concours Event Schedule:

8:30 a.m.—Field opens to show participants for placement onto the field.

9:00 a.m.—General admission

10:30 a.m.—Judging begins. (If you would like to be judged, please have your car on the field by 10:00 am. We do our best to judge everyone consistently and fairly and can do this best if we have sufficient time. Thank you!)

3:00 p.m.—Wine and Cheese Reception—Awards for all clubs will be presented at the Wine and Cheese Reception.

This event is free for spectators.

We are thrilled that we have received a great deal of interest in this program from both GWS members as well as our friends from the National Capital Chapter of the BMWCCA. We ask that those of you interested in attending please register soon, and please don't forget to tell us what car you are bringing! Once again, we would



Vintage Mercedes-Benz SL's awaiting the judges.

especially appreciate seeing cars at least ten years old, as it won't do as much good to judge brand new cars (and, yes, anything less than ten years old is new to me!) Knowing how many people, and cars we have coming a few weeks in advance will make it possible for us to better plan the day to make it as enjoyable as possible.

Contact Ray Lombardo at 301-388-0141 or by email (RaymondALombardo@yahoo.com) for more information on either the concours or the concours judging school. (See the advance registration form on page 21.)

Philadelphia Flower Show

The first thing you always notice about the Philadelphia Flower Show the moment you enter is that wonderful smell of spring, of fresh dirt and mulch mingled with the moist smell of flowers in bloom and leafy plants. The next thing you notice is how much there is to see, with 10 acres of exhibits and a gardeners market selling everything from gazebos to heirloom tomato seeds. This year's theme was Jazz it Up, a post Katrina look at New Orleans and Music, everywhere you looked there was a mix of Creole and gardens.

Our group of GWS members gathered early on Friday morning to see the show before the multitudes line up to descend on the Pennsylvania Convention Center as they do each day this show is open. Our private pre opening tour allows us to get to see the exhibits without all of the rest of the world crowding around you and also to

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Detailing the Stars: Members learn the art of sparkle

An afternoon with Ellen Ruck, courtesy of American Service Center

March is the time where we start getting itchy and want to start being outside more, enjoying the good life. There is one problem, the winter has been long and cold and it shows. No, I am not talking about the couple of pounds we have gained from the holiday food and beverages. I am talking about our cars.

They have either been in daily hand-to-hand combat a/k/a the Washington area commute or sitting in a confined storage space collecting dust and yearning for the next excursion out on the open road. OK, I admit that I gained a couple of pounds and my car has slogged faithfully through the daily grind, collecting some battle scars despite the frequent car washes. But the Greater Washington Section, together with MBCA member Ellen Ruck, devised a fitness program both for the cars and their owners: an afternoon of hard work aimed at learning how to prepare a car for the concours field and getting some hands-on instruction by Ellen herself.

Many of us have known Ellen for years. Together with her husband Fred Perry, she has been a fixture at our Deutsche Marque Concours events. Ellen is a woman of many talents and does not just focus on cars alone. She is also into 18th and early 19th century period correct clothing and runs an antique furniture business. After I approached Ellen last fall about organizing a hands-on detailing workshop, she immediately agreed to come down to our section and help our members understand the finer points of preparing a car for the show field.

American Service Center, our longtime sponsor, extended an invitation and opened up their shop for our members on March 15, a sunny Saturday afternoon. The hands-on section of the workshop filled up in record time and I had to turn down a number of requests since mid-February. However, all members who attended the presentation stayed long afterwards to watch Ellen demonstrate detailing tech-



Ellen Ruck demonstrates the proper handling of the random orbiter on Hanno Schill's 1979 450SEL 6.9. Looking on are (left to right) Shayegan Morad, Dean Turner, Bob Cooper, Henry Harrell and Ray Sanetrik.

niques on the assembled cars.

President Bill Hopper and I welcomed everybody to the event and explained how Detailing the Stars 2008 complemented the April 19 judging school with national president Pete Lessler and our two Concours events, the Deutsche Marque Concours on May 4 and our Annual Picnic in August. Al Lewis, the manager of ASC's car preparation operations, welcomed us and described how his shop handles the large volume of cars coming through the dealership each day. After everybody had a chance to fill up their plates with the tasty lunch that American Service Center provided for us, Ellen started her enthrall-

ing lecture. She gave us an overview of what it means to detail a car as compared to merely keeping a car clean. She also appealed to us to channel our competitive spirits appropriately: Regard detailing as a way of self-improvement and achieving a clean Star as opposed to making it a bitter fight to beat the other guy on the field.

Before Ellen described the five steps needed to achieve success in car detailing, she went

over some important habits to consider keeping a car clean throughout our ownership experience. Some of her guidelines included: use driving gloves to minimize smudging and contamination of the interior with body oils or hand lotions, do not eat in the car, enter the car correctly by tapping your feet together to shake off obvious dirt and above all, always hand wash your car! She also reminded us that focus is important when detailing. When working on the car we should not wear any jewelry or belts, work in small manageable sections and keep an orderly workspace. I must have not paid full atten-

tion on that point of the lecture since Ellen miraculously produced a cleaning rag from the side of my battery when she inspected my car at the end of the session. Oops!

The five steps of the detailing process are

1. Wash
2. Clean
3. Polish/ Prep
4. Wax
5. Dress/Trim

I could definitely see some light bulbs going on in the audience when Ellen described how to work through these steps and which of the products were appropriate to use. As part of the registration, the workshop participants each received a little

basket with cleaning products that Ellen selected based on her experience and she brought a number of specialized professional products for all of us to share while working on our Mercedes-Benz automobiles.

When it was time for us to go out and finally get to work, Ellen made sure she spent some time with each of us to show us the successful approach. Concours chair Ray Lombardo was kind enough (or should I say imprudent enough) to volunteer to work with me on the engine compartment of my 200. We had a great time and the results were amazing even though we definitely took the time to talk with the other attendees.

Our members gathered a great collection of cars at the event: From Howard Byron's breathtaking silver 1962 300SL to Steven Spector's 2007 SLK350 we covered almost the full spectrum of the Mercedes-Benz line-ups over the years. Seth Turner, a new member and proud new owner of a red 1996 C280 had to be glad he was wearing his Teflon suit because Ellen used his car to point out some of the damage that years of sub-optimal treatment by previous owners can cause. I am sure Seth will provide much better care for this nice C280 than the previous owner. The car is on the best way now that Seth has been able to remove most of the burn marks left on the trunk lid by some detailer using the wrong tool for the job!

Besides the two bookend roadsters spanning 45 years of history, we had three more convertibles. Bill Lofquist was busy working away on his attractive 1984 380SL, no doubt to keep up with the tough competition in the SL-class at our section events while Jerry Chenault was fine-tuning his award-winning 1986 560SL which had just come out of ASC's body shop after Jerry was broadsided earlier this year. Beth and Bob Maslowsky were putting their newfound knowledge and the new products to good use on the exterior of their beautiful 1995 E320 Cabriolet. That

model is one of my dream cars but Beth and Bob did not want to trade for my 200.

We had another couple working on their car together: Laurie and Henry Harrell worked on the exterior of their "still-new-to-them" 1990 560SEC as well as on the rims, tires and wheel well. The impact of the cleaning effort on the hood was astonishing: Their arctic white coupe looked as though someone had removed a grey veil! Paul Vandenberg's 1986 190E 2.3-16 did not seem to me to need any detailing, considering its award-winning past and careful attention that Paul has given it since he bought it last fall. However, Paul knows his car like the back of his hand and was able to treat successfully a problem area below the gas filler gap where fuel had caused some damage. His engine cleaned up amazingly as well!

The car with the longest trip to the workshop was Hanno Schill's 450SEL 6.9 who came down from Delaware. This is the car that made auto testers and owners rave in the 1970s when it was released. I will never forget the quote in one German magazine that described its awesome horsepower and torque band thus: "Hills do not exist anymore on the Autobahn." Nonetheless, even such jewels of engineering need careful attention as they age and Ellen provided some expert guidance on how to restore this super-car's paint.

After a full afternoon of hard work, we all packed up, smiling, and took away with us a new appreciation for what detailing really entails. Speaking of taking away: Ellen

and Al Lewis each received a very nice shop coat with the MBCA logo on the front and the full name on the back and they wore it proudly the rest of the day.

The hallmark of a good event is the number of attending members who are not regulars and the number of participants asking about the next event. Many of the attendees were new members or members who had not been too many events in the past and I have heard many requests for another session during the workshop. I hope Ellen will agree to come down and work with us again soon!

Thank you Ellen for all the hard work you invested in making this a great day for all of us. Thank you Al Lewis and American Service Center for providing a perfect environment in which we could work on our cars. Thank you members for coming out and filling this club with life. Your enthusiasm and feedback make it worthwhile and satisfying to organize such events! 🚗

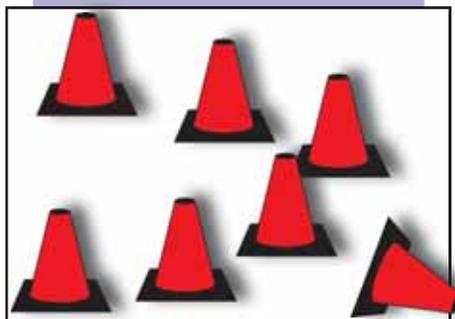
—Eric Wagner

Photos by William West Hopper



Members Beth and Bob Maslowsky apply tender-loving-care to their 1995 E320 Cabriolet.

Pylon Alley



Joe Wozney

Autocross 2008

An autocross is a timed driving event held on a parking lot or any large paved area. The course is defined by traffic cones (pylons). Only one car is on the course at a time. The idea is to drive through the course as quickly as you can without knocking down the cones. The course changes at every event.

Our events are all-day affairs. Registration begins at 8:00 a.m. There are practice runs in the morning and “official” timed events in the afternoon. Each driver gets a minimum of six runs. We will have instructors available for all beginners. Unless conditions are really bad, we run rain or shine.

Mercedes-Benz cars are classed by age and/or model, so 2008 AMG models are not competing against a 1985 300D. Brand X (non-Mercedes) cars are indexed by a formula developed by the Sports Car Club of America. Trophies are awarded at the end of the year for each class. The scoring is based on the driver’s best five scores in the eight events.

Autocross improves your street driving! All that you learn about handling and braking carries over to your daily drive. The question always arises: Does it damage my car? Except for some wear and tear on your tires, autocrossing does not hurt your car. And, no, you do not need “race” or “performance” tires. (Race tires sort of show up on your car after you become addicted to the sport of autocrossing.)

The next question is: What do I have to do to prepare for an autocross? Not much. Add an additional 10 pounds of air (over the car manufacturer’s recommended pressure). Leave the major junk in your car’s trunk at home. Bring a plastic bag or two to put your remaining belongings in—we don’t want anything rattling around in the car while you’re driving. We even have “loaner” helmets for you to use.

Register Now!

You can now register for the 2008 Autocross Series by going to the club’s Web site

(www.gws-mbca.org) and clicking on the registration link. Fees are the same as last year—\$150 for all eight events. It’s like getting two events free and, by signing up for the season, you ensure that you’ll have a space reserved. In addition, you can pay for the series with PayPal. If you’d prefer, you can pay the single event fee at the event. For MBCA members, the cost is \$25. Nonmembers can attend up to two events as a guest—the fee is \$30. After the two events, nonmembers must join the club if they would like to continue participating. There is no pre-registration for single events.

Plan on joining us at least once this year—even if it’s only to watch!

Event Schedule

April 27	May 25
June 15*	June 22
July 13	August 31
September 14	October 12
	November 2

**Mercedes-only Defensive Driving and Autocross*

Summit Point – April 7

Registration is open for our first performance driving track event of the year on Monday, April 7. The event will be on the Summit circuit at Summit Point Raceway in Summit Point, West Virginia. The registration form, tech inspection sheet, and latest information are on the club’s Web site (www.gws-mbca.org).

Summit Point is a 2.1 mile track with 10 turns and plenty of runoff room, making it a great track for experienced and novice drivers alike. Are you a novice with no previous track or performance driving experience? No problem! Trained instructors will be on hand to teach you about handling, 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

See Pylon, Page 20

April-May 2008

Spring events, continued from Page 5

hear the stories from about the show and meet the people who make the show, and get to know the background information that you would never know if you just attended it during the normal day. One new GWS member said to me in the private lounge afterward our tour, "I loved it when we heard those little tid-bits of gossip from our guide and she pointed out the VIPs to us." One of those VIPs was the heir to the Campbell Soup fortune, who is not only a big donor to the Pennsylvania Horticultural Society but always has a lot of plants from her private greenhouses on display, she was being driven around the show in a golf cart.

The Philadelphia Flower Show has been in continuous operation since the 1820's, and has grown from being an annual gathering of gardeners to one of the most respected shows in the world. What really makes this private tour special is you get to meet and talk to the gardeners and artists whose work makes up this show. Our youngest attendee Jamison Maumenee, Grandson of Bob and Helen Buhner, fell in love with a dish garden that had miniature dinosaurs in it. As it happens the student who had created it was there as it was about to be judged and was enjoying all the attention her pre-historic garden creation was getting from our group.

As our tour starts at 8 am many of us traveled up the evening before, spending the night nearby. This year the group stayed at the Philadelphia Travel Lodge, not a fancy boutique hotel, but one with nice clean and cheap rooms just a short walk to the Convention Center. A number of us gathered for a dinner the night before at the Field House Pub in Philadelphia's historic Reading Terminal Market. This is a great time to interact and get to know other GWS members, sharing car Mercedes-Benz stories and learning more about the club from one and other. Jeff Thompsen a long time GWS member found a handwritten "your dinner is free"

note in his napkin. Turns out that this was a prank the servers pull on each other. So this began a running joke, that Jeff is so well known in the City of Brotherly Love, that he gets special attention at the bars and restaurants. The pub's Manger came out and saw what a fun time we were having, graciously honored the hand written note. So for that goodwill gesture she got a MBCA mini autocross cone as a thank you.

It was great to see Bob Robinson join us, a regular at GWS driving events along with his good friend Claire. Claire comes out to autocrosses and track events like VIR and Summit Point to support Bob's racing passion, so it this was a chance to return the favor where she was in the drivers seat,



Members of the section prepare to get an early start at the Philadelphia Flower Show. Pictured are, left to right, Bob Robinson, Claire, Helen and Bob Buhner and Richard Shoeb.

as gardening and flower arranging are one of her many interests.

Our group was large enough that we split into two groups and were guided about the show by volunteers from Pennsylvania Horticultural Society. This was the first year as a do-cent for our tour guide,

though she has been a show volunteer for over 20 years. She has done so many things with the show in that time that she was able to us much insight on how the show evolves each year from the planning stages to the judging and final take down after it closes. She shared with us that for all the plants we see on display there are 10 more back at the greenhouse, for daily freshening, as well as the sad stories of plants that did not make it, like one award winning plant that was on display earlier in the week and one morning how it had been mysteriously destroyed in the middle of the night, probably by someone falling into it while tending another specimen on display.

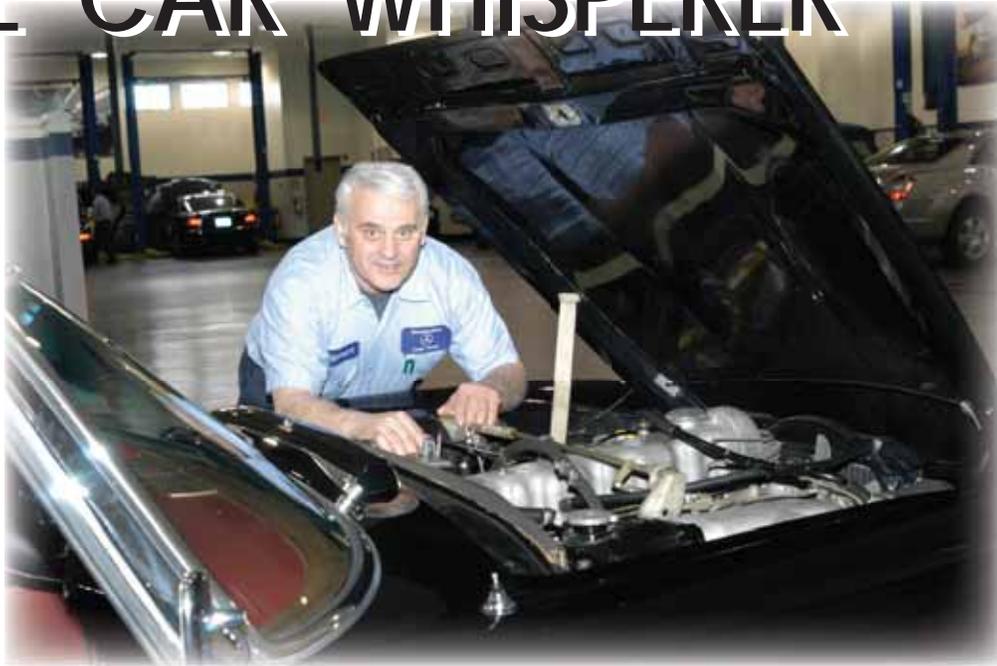
For 2008 all the exhibits were all based on the "Jazz It Up" theme and used various aspects of New Orleans and Music as a backdrop. Music and musical instruments played a major part of the displays with trombones and trumpets being centerpieces of fountains, Piano guts used as garden incidents, railings that were made to be like the musical notes on sheet music.

Some displays were large and intricately
See spring events, continued on Page 15



Jamison Maumenee, right, and flower show exhibitor.

THE CAR WHISPERER



Mercedes-Benz history is rich with style, luxury, performance and prestige. Mercedes-Benz has built the most technologically advanced automobiles of their time, and they have been coveted by collectors and drivers around the world for decades.

These fine automobiles deserve only the best care and service by a master technician who understands Mercedes-Benz unlike any other. Mercedes-Benz of Tysons Corner is proud to offer you the opportunity to have access to such a source: Norbert Lamp.

Norbert Lamp started his career with Mercedes-Benz in 1960 in Germany working for Daimler-Benz AG. In the factory-owned repair facility he was selected to work on the 300SL Gullwing, 300SL Roadster and later, 230SL and 250SL. He was also one of the first mechanics ever to work on the famous 600 limousine. During the next six years, Norbert became not only proficient in the repair of these vehicles, but also logged more hours on these historic and significant vehicles than probably any other specialist in the world today.

From 1966 to 1968 he worked for Mercedes-Benz of Canada in Toronto as a Mercedes-Benz Contract Technician. In the summer of 1968, on a sightseeing trip to New York and Washington, D.C., he fell in love with the United States and accepted a job at HBL in Fairfax, Virginia. Since 1969, Norbert has been working exclusively for Mercedes-Benz dealers in the Washington area, pleasing thousands of clients in various positions such

as Technician, Quality Control Manager, Shop Foreman and Assistant Service Manager. In addition to his unique professional credentials, Norbert has been a member of the Mercedes Benz Club of America since 1974 and has served as President/Vice President of the Greater Washington Section from 1986-1994.

Norbert Lamp brings his legacy from Mercedes-Benz Germany to you here in Tysons Corner today. As one of the leading experts in the field of Mercedes-Benz mechanical restoration, he has assisted many Mercedes-Benz owners with the full mechanic restoration of their vintage classic Mercedes-Benz automobiles. We can say with confidence that Norbert is the leading authority in the Mid-Atlantic knowing not only the intricacies of your vintage Mercedes-Benz but also having the resources and knowledge to restore your vehicle to an almost new condition.

Mercedes-Benz of Tysons Corner is proud of Norbert Lamp's life-long dedication to customer satisfaction and his outstanding work product. Whether your goal is to keep your classic Mercedes-Benz rolling for your daily driving pleasure or to restore your car for your collection, Norbert will work with you to develop a comprehensive plan to fulfill your dream.

To schedule a consultation please call:

Customer Service at 703-448-2289 or Norbert Lamp at 703-380-3490

Mercedes-Benz of Tysons Corner

New Members

The Greater Washington Section welcomes all its new members. We hope that you will join us 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.

Russell Firestone Washington, DC	Tammi Gray White Plains, MD	Bruce Zavos Frederick, MD	Steven Lamb Winchester, VA
Thomasina Jones Washington, DC	Marc Farley Boyds, MD	Burt Zwibel Fairfax, VA	Bradley Blase Winchester, VA
James Moffitt Manassas, VA	John Smith, Jr Silver Spring, MD	Gerry Vans McLean, VA	Charles Del Vecchio Washington, VA
Brian Rivera Ashburn, VA	Richard Martin Millersville, MD	Donald Ivers Alexandria, VA	Gary Hampson Ridgeley, WV

Maryland GWS License Tags

Mercedes-Benz 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 Maryland Motor Vehicle Administration. You can purchase them only through the club and they can be put only on a Mercedes-Benz. 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 the MVA in the amount of \$25. Ed will then contact you for the required MVA information.



Greater Washington Section Tags for Maryland Residents

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Address _____

Phone (H) _____ (W) _____

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

Ed Hainke, 10755 Sawpit Cove Road, Lusby, MD 20657

A star for the Metro Tri-Star

The MBCA Newsletter Committee recently announced that the *Metro Tri-Star* is a winner in the 2008 national newsletter contest. It tied with the San Francisco Bay Area section's as best of the best newsletter.

All sections' newsletters produced in calendar year 2007 were included in the judging. From ten finalists, judges selected a "Best of the Best." The judges couldn't reach consensus, so the newsletter committee chair declared a tie between Greater Washington and the San Francisco Bay Area.

The top two newsletters tied for first place due to editorial content and layout/design. The three judges are employed in the graphic arts, marketing communications, and printing businesses, all are independent of the MBCA.

This method was chosen to make the judging impartial. Newsletters were judged on design, layout, use of fonts, photo use and quality, article content and grammar, printing and paper quality and design for mailing.

Congratulations to co-editors Deborah Hirtes and Janet McFarland on all their hard work that resulted in the well-deserved win for the section. 🏆

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Certified Pre Owned Mercedes-Benz 2006 E 320 CDI

In February a GWS delegation attended a Tri-O-Rama planning meeting in New Jersey, and what better way to go to the garden state than in a green-powered Mercedes-Benz E-class sedan: a 2006 E320 CDI lent to us by American Service Center for the trip. The three of us were quite impressed with this sedan during the four-plus hours to and from Millville. The trip consisted of highway, side roads, no roads and—hush, don't tell anyone—Thunderbolt's new Lightning Track.

Lightning was not what we expected from a diesel powered, five-passenger sedan, but when you stepped on accelerator of this CDI, the turbocharged 320 engine took off like a bolt of lightning. Despite its speed, fuel economy was astounding for a car of this size with three people aboard.

This E-class body style is one of those classic Mercedes-Benz designs that will stand the test of time. And being a diesel powered Mercedes-Benz, like it's predecessors, this vehicle will travel many miles during its lifetime. The hallmark of Mercedes-Benz diesel powered vehicles seems to be that they go forever.

The first thing you notice upon getting into the E320 is the level of comfort and space inside that is offered to both the driver and passengers. The leather seating surfaces are very comfortable for a long ride, both front and back. As you drive it you quickly realize that the visibility from the drivers seat is excellent, with a clear view of the road all around you, which is an important safety feature in itself. The size of the E Class though large on the inside, is not that large on the outside

Metro Tri-Star

and was easy to drive in the city as well as on the highway. The car's option package included many bells and whistles, such as navigation, satellite radio and voice controls, which kept us entertained during the trip.

Henry Harrell GWS Membership Chair drove the car to and from New Jersey. He and his wife Laurie are not new car drivers, preferring earlier gasoline powered Mer-

to wait, it would still start up just like a conventional engine. The diesel engine was quiet at highway speeds, though it does take a while to get accustomed to the "sewing machine" sound that is audible at lower speeds. That is about the only indication that you are driving a diesel—other than you can go 600-plus miles on a single tank of fuel.

Once you drive this car you understand why this diesel powered E-class gets rave reviews. Not only does it offer a high level of comfort and great looks, but it provides very impressive fuel economy. While on the highway without using cruise control, the MPG meter showed a very constant 33-plus miles per gallon. As the temperature dropped into the single digits later in the weekend and during city driving conditions, 24 mpg was common. Never once

during our weekend of driving this vehicle did we see the mpg drop below 22. When you consider that this car seats five and has an ample trunk, this is more than respectable. Even with diesel fuel prices at the very high \$3.00 mark, this vehicle returned a respectable per-mile fuel cost for a car that affords its passengers so much comfort and style

As you drive any car, it speaks to you to tell you bits of its life story. This car told us about its previous life on the west coast of Florida: all of the locations stored in its navigation system were in and around the Tampa-St. Petersburg area. Golf courses, resorts and other places that on a cold February weekend told us that this car was one that was going to take us places that we wanted to go.

See CDI on Page 15





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Flower, continued from Page 9

detailed, while other ones were single plants that were there to be judged. One of interest was the delicate use of natural plant materials in artwork. Small intricate pictures and pieces of jewelry made of pedals, leaves, branches and plant pieces. Then one new this year a display of ladies dresses on mannequins made from floral materials, the flower show's own Project Runway.

Like any garden the displays were viewable from 360 degrees, so the designers had to

design and build them so from any angle you would see something completely new. This as well as the large gardener's market encouraged attendees to re-enter the show after the private tour on their VIP tickets to spend time looking at the details of the displays that interested them the most.

Once our tour was completed we were taken back to the members private lounge for coffee and tea and were given some nice mementos to remind us of our visit to the

Philadelphia Flower Show courtesy of the Pennsylvania Horticultural society.

Though the club does not do this trip every year, any of our attendees would encourage you to go next year on your own to see the show and get some spring in to your life in the middle of winter. ☺

CDI, continued from Page 13

This Mercedes-Benz 2006 E Class CDI was very much a head turner, and no matter where we went we got positive comments about it. Maybe it was because of the fine detail job that ASC does on its cars that it was hard to tell this one had 47K on the odometer.

Sadly we had to return it to the Pre-Owned department at America Service Center in Arlington so they could offer it on their sales floor. This CDI is a part of the Mercedes-Benz Certified Pre-Owned line, which offers a stringent certification on all Mercedes-Benz vehicles that carry the MBCPO Seal.

GWS is grateful to American Service Center and their staff for all of the support they have shown the club. Be it loaning a vehicle for a club event, or for hosting one of our many section events, they are truly great friend to the club and its members. When you stop in to visit them, thank them personally for all they do to help your club and its members. ☺

Metro Tri-Star welcomes new advertiser

This month you will find an ad for most experienced technician: Norbert Lamp. Of course, all the other technicians and master technicians who work at HBL are certainly well qualified to work on our Mercedes-Benz automobiles but Norbert is clearly the man to talk to for anyone of us with older models.

If you are like me, then you probably have some reservations about bringing your older car, be it a 220S, 230SL, 280SE, 300D or 560SEL, to a dealer for service. Conventional wisdom indicates that dealers are good for new cars and independent shops for older ones. I have had good experiences with independent shops with my 1982 W123 200. But one excellent shop was just too far away for me, with one local operation I always felt like they took advantage of me when I brought my

own parts (it is a Euro version...), and yet another one was patently capable but just not on every aspect of an old Euro-spec car like the 200.

Looking back, I wonder why I hesitated so long to actually bring my car to Norbert and put her fate into his skillful hands. I had heard from many members over the years how satisfied they were with his work; I knew of his long and successful service in the club and had met him at section events. The big crowds around him asking him all sorts of questions about their cars should have tipped me off that he was the key to solving my maintenance problems.

It took until late last spring when Klaus Hirtes finally convinced me to see Norbert. My first impression could not have been more striking! On the lifts were a 300SL Roadster, a 220SE fintail, a 190SL,

a 300SDL and, of course, my little 200. Norbert listened carefully to me while walking around the car and checking for potential trouble spots. Even though I have always taken good care of my car, some items needed immediate attention, like a frayed hose from the brake cylinder to the brake fluid container. I have since returned for all my regular service and any other issues that invariably happen with a car over a quarter century old and Norbert has always exceeded my expectations. Most importantly: My car is in the best shape it has been in a very long time and is ready to keep up with all the new cars out there on my daily driving adventures.

So, give HBL and/ or Norbert a call and make an appointment. I know you will not be disappointed. 🚗

—Eric Wagner

Join the “Curry Clash”

“The Curry Clash” is scheduled for Saturday, April 5. One of the most exhilarating, rapidly growing auto events in Northern Virginia, the Curry Clash will be a 10th Anniversary Party to remember, as well as fun for the entire family!

WWWT Radio car show host Pat Goss will be present to answer questions. Guests

may compete in the dynamic Dyno Shootout for great prizes and enjoy the spectacle of The People’s Choice Car Show!

The event will take place at the Dulles location of Curry’s Auto Service in Sterling, Virginia. For information, visit www.currysauto.com. 🚗

Drivers Note: OG Racing is having it's Sidewalk Sale the morning of Curry's Clash from 8 am to 2 pm. OG Racing is just down the street from Curry's Dulles Location at 22585-D Markey Ct, Sterling, VA 20166 OG Racing sells racing and drivers equipment such as helmets and suits, driving shoes and more. Visit www.ogracing.com for more information.

Do you want to be in the know?

Be sure to sign-up for the GWS's eNews at <http://www.gws-mbca.org/>

With eNews you will receive advanced notice on events and the rare weather cancellations along with reminders of upcoming activities.

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The Trading Post

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 10th 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. Please let us know if you have sold your car and/or equipment so that we may remove it from this page and the Web site.

CLK500, 2006: Alabaster white on stone with a blue top. 4,000 miles. Extras include wood wheel, ventilated/heated multi-contour seats, premium package/6-CD changer, DVD Comm Navigation and keyless go. New MSRP for this convertible is \$69,115. Contact Steve at (754) 214-0900, or e-mail carguyinpalmscity@yahoo.com.

R350, 2006: Black/black. 12K miles. MB employee lease vehicle. That means you can have it for my price. Lease until 4/2009 for \$430/mo. or buy it for my payoff price, \$41,702.65. Vehicle has parktronic, Sirius, heated front seats and premium package 1 (Harman/Kardon stereo, rear audio controls, 6-disc changer, panoramic roof, rear fold-out windows, power tailgate and navigation). Contact John at (301) 693-4930, or e-mail johnhef@comcast.net.

SLK 350, 2005: Silver/black. 16,500 miles and still under warranty. Rare SLK350 with manual transmission and sport suspension. Options include premium pkg, comfort pkg and heating pkg. Enjoy a convertible year long with the hard top, heated seats and airscarf. The car is in excellent condition inside and out. It has been very well maintained and always hand washed. Selling car to accommodate a growing family. Asking price \$36,500. Contact Alexandre at (703) 618 6945.

E500, 1994: Brilliant silver metallic (744)/black (271). 58,000 miles. Own the leg-

endary 322hp V8 hand built in conjunction with Porsche. One of only 374 brought to the U.S. in 1994. Model profiled in The Star magazine (Nov-Dec 2005). Always garaged, never raced, all original. Fully equipped, silky paint, unblemished wheels, and stunning hand-sewn interior with rear buckets. All records including original window sticker. New ignition control module. \$32,500. Contact Walter at (301) 370-2990, or e-mail walterwray@comcast.net.

300CE, 1988: Black/gray interior. Near-showroom condition. 89,000 miles, new brakes, new master brake cylinder, new M-B floor mats, heated seats, cold A/C. Runs and drives like brand new. Stunning car, always cared for properly. Always garaged and covered. Everything works, needs absolutely nothing. Asking \$6,900. Call John at (703) 768-1073; cell phone (571) 215-4667; or e-mail dtailer2@aol.com.

240D, 1979: Burgundy/camel. Manual, sunroof, roll-up windows. Car has 236k but replacement engine only 140k. Engine, clutch, tires, etc., done in 2006. Over \$6K in receipts. Lost interest. Asking \$3K. David @ 410-956-6421 or email fishskipl@aol.com

Set of 5 OEM wheels and tires from 1998 E320 (W210). Wheels: 16x7.5, ET41, 5x112 bolt pattern. Four wheels have curb rash and dings; one, which was the spare, is in good condition. Tires: 4 Kum-

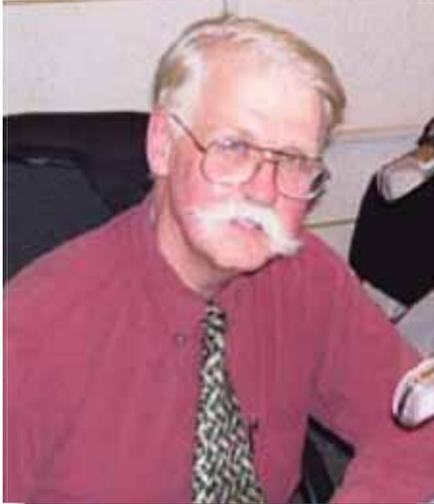
hos with less than 1/8" tread, and 1 Michelin MXV4 with 1/4" tread. Perfect wheels for winter or autocrossing. Pick up only. Asking \$50. Contact Lawrence at (571) 278-1100, or e-mail Icheng911@yahoo.com.

Near perfect 17-in (7-spoke) original wheels with Michelin Pilot Sport 245/45 x 17 tires mounted on them. Removed from 2003 SL500, approx 13,500 miles on them before I upgraded to 18-inch wheels/tires. \$800 for the set of four. Call Dave at (703) 924-2867, or e-mail davidjstine@cox.net.

Car Cover: Slightly used car cover used for a 1987 300TD (station wagon). \$59. Call Andy at (703) 799-7533 (Mt. Vernon, Va.).

300CD: with 138,000 miles. It's in excellent and original condition inside and out. Silver with blue leather interior. Complete with Becker radio. All in perfect working order. Garaged most of its life. Service records. \$8,500.00 OBO. Call Rick, (410) 212-0744

Set of four OEM alloy wheels and Pirelli P245/45R-17 P-Zero Nero M&S mounted tires from my 2003 E500. Tires were on vehicle only one year/10,000 miles. Alloys are in excellent condition except for one wheel which has four small scratches. Asking \$1200. Photos available. Contact Tom at 703-946-4522 or email: mcleantmw@aol.com.



by
**John Kuhn
Bleimaier**

Joy is waiting under the hood

There is a particular aesthetic appeal possessed by a purposeful mechanical object. Have you ever looked closely at the movement of a Swiss chronometer? The levers, gears and springs organized around ruby bearings present an image of great beauty. The watch's mechanism is efficiently shaped. It is meticulously uncluttered to prevent the build up of debris, which could gum up the works. The surfaces are often jeweled, that is lightly abraded in a swirling pattern. This is not done for appearance but in order to retain lubricant and prevent its run off.

Similarly the engines of classic automobiles are a pleasure to examine. The in-line eight cylinder engine of a Mercedes type 540K from the '30s is a work of art. The polished valve cover with knurled retaining nuts; the cast intake manifold; the curvaceous exhaust headers. All these elements combine to form a harmonious whole. When we have a rudimentary understanding of the functions of all these shining components it enriches our appreciation of the beautiful engine.

My '65 Mercedes finback diesel has a beautiful engine. There is plenty of room under the bonnet to admire all the individual parts of the pleasing unit. The valve cover is the traditional shiny Mercedes investment casting with the three-pointed star and the engine's firing order cast on the top. The intake manifold is a sand casting with a very special grainy texture. But the manifold's most outstanding characteristic is its ram's horn curve, designed to optimize engine torque. There is another aluminum housing for the Knecht fuel filter. Its tapering form resembles a classic Etruscan vase. The mechanical fuel injection pump has wispy runners which convey precisely metered pulses of fuel from the plungers to the injector nozzles.

With a minimum of elbow grease the engine compartment of a classic Mercedes

can be a source of pride and an object of admiration. The well organized lay out is both easy to work on and pleasant to contemplate. There is aesthetic satisfaction in order and balance.

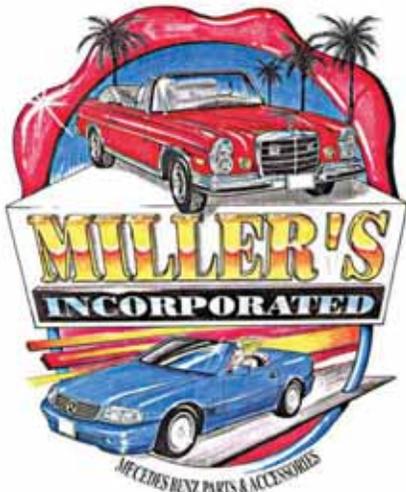
Alas, automobile engines lost much of their beauty in the 1980s when the Federal government began to mandate inclusion of extraneous systems intended to protect the environment, increase economy and enhance safety. When engines came to be designed by bureaucrats and lawyers instead of mechanics and engineers the end product came to resemble a metropolitan highway system at rush hour.

During the initial period of governmental intrusion into the Automobile industry, exposing the engine bay became a daunting experience. Electrical tentacles latched onto the very engine block. Vacuum pumps sucked the vital motive force with vampirical tenacity. Catalytic converters breathed the fire of hell into the exhaust gas stream. The result was not only an aesthetic abomination but a practical mechanic's nightmare, alive with gremlins and glitches.

As the years have passed the natural genius of the engineers has gradually gotten the upper hand. Today's engines are complex but they have been laid out with a logic and deliberation which renders them tolerably attractive if not objectively beautiful. The engine of my C230K features a handsome gray painted valve cover with a red insert covering the plug wires and proudly proclaiming the fact that this is a Kompressor engine. There is a three-pointed star embossed above the timing chain housing. Sadly, the supercharger itself is concealed from view beneath some polymer shielding. It lacks the simple, straightforwardness of the classic engines of yore. But the anarchy of the 1980s has been brought under control.

See Gear on Page 20

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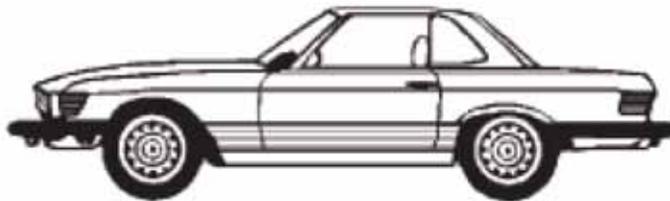
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2008 GWS-MBCA Election of Officers

GWS is governed by an elected group of officers. Every 2 years Officers are elected by the membership at the annual meeting (for 2008 October 19th) per the GWS-MBCA bylaws, Article VII Nominations and Elections. (Visit <http://www.gws-mbca.org/about/bylaws.html> on the Web for a complete listing.)

As a GWS-MBCA member you are eligible to serve on the elections committee or run for office of the section. The offices are: President, Vice President, Treasurer and Secretary.

If you would like to volunteer to participate on the Nominations Committee, please contact GWS-MBCA President William Hopper at wuhrestoration@att.net or at 202-363-4189.

If you would like to run for an office in the section, please contact GWS Member Jim Smith at ptsdlr@yahoo.com or 540.258.4933

The Greater Washington Section is celebrating it's 50th year and does so because of the time volunteered by its members. Thank you for your participation in the section.

In the Next Issue

It's not often that you can combine football, Mercedes-Benz and fashion, but that is just what was going on this February at Mercedes-Benz Fashion week in Manhattan—well at least on Super Bowl Sunday. Section President William West Hopper had the chance this February to attend a couple the evening runway shows and go beyond the velvet rope, hang out in the Mercedes-Benz lounge and see just how it is behind the flash bulbs—all the while keeping up with the game and seeing some nice unreleased to the public Mercedes-Benz Models.

Mercedes-Benz is the top sponsor for Fashion Week, which happens twice a year in NYC as well as elsewhere around the world. Of course the NYC show is a big deal as there are so many aspects of the Fashion industry that are apart of the city.

The Mercedes-Benz Fashion Week shows are held in Bryant Park just east of Times Square. Here big tents are set up for a week filled with lots of high style fashion and of course Mercedes-Benz automobiles. So in the next issue, lets go behind the velvet rope with Bill for a little better view of an insider's view of Mercedes-Benz at Fashion Week. ☺

Alley, continued from Page 8

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 pre-event, safety tech inspection form is available for download on the club's Web site. The tech inspection form must be brought to the event. The student packet is also there for downloading.

The registration fee for the event is just \$200. Summit Point's own track days (Friday At The Track, or FATT) cost \$250, so this is a savings of \$50! Registration after April 1 and at the track will be \$225.

Good news! We now accept PayPal. If you register on the Web site, there is a link for PayPal payment. If you have questions, call Joe Wozney at (703) 737-7866 or email Joe at 703-437-7866.

To ensure we have small groups on the track, this event is limited to 100 drivers. So don't wait to sign up! ☺

Gear, continued from Page 18

I guess that my gripe with today's automotive engines is that they are not designed to be worked on by the owner or his shade tree mechanic. We all used to laugh at the English cars because they required the acquisition of Whitworth tools which did not have any other known application outside the confines of Albion. Well, today's automobile manufacturers seem to build vehicles that require purpose built specialty tools which are marque or even model specific. This is a step in the wrong direction.

In my opinion we should all work on our cars. If we did so we would purchase the most practical vehicles. We would bond with our automobiles and experience the tug of brand loyalty. There's nothing like the sensation of warm engine oil running down your body; the satisfaction of gently loosening a fastener and observing as cladding falls away to expose the object of your desire.

When you get intimate with your motorcar you perform in concert and unison, as one, anticipating each others needs and desires. All I can suggest is that you read one of the self help texts. Come to terms with yourself and your mechanical partner and then take the plunge. Just do it. ☺

Upcoming Events

Defensive Driving School

**Sunday, June 15, 2008
Millbrook High School
Winchester, Va.**

The section will offer a defensive driving school for all Mercedes-Benz owners on Sunday, April 29, at the Millbrook High School parking lot in Winchester, Virginia. The school will provide an overview of safe driving techniques followed by “hands-on” maneuvering (at controlled speeds) in your own Mercedes. The courses are designed to work on accident avoidance, car control, and threshold breaking. This is an excellent opportunity to “improve” and “brush-up” on your driving skills. It is also the perfect time for your household’s young drivers to

test their driving skills in a controlled environment. Teens 19 and under will be permitted to use the car they would normally drive, even if it is not a Mercedes-Benz.

You read the papers and watch the news. You are aware that there has been a marked increase in the number of teens in serious accidents. We cannot encourage you strongly enough to make sure your teens attend the school. This club event will help make them better and, most importantly, safer drivers. After the defensive driving school, the section will hold a Mercedes-only autocross in the afternoon. The start time for the autocross is planned for 1:00 p.m. The only exception to the Mercedes-only rule will be for those teens who will

have driven their “other car” in the defensive driving school.

The cost is now \$25 but will be \$30 at the gate for the defensive driving school, the autocross, or both. Teens 19 and under can attend at no charge! Both the defensive driving school and the autocross will be held at Millbrook High School in Winchester, Virginia.

Directions are on the GWS Web site at www.gwsmbca.org.

Complete the form below and mail it right now to Joe Wozney or call Joe at (703) 437-7866 today if you would like to attend either or both of these events—or if you have any questions. ☺

Autocross Social

**Sunday, April 13, 2008
M&S Grill
Reston, Va.**

On Sunday, April 13, we'll hold our annual Autocross Social at a new location—the M & S Grill in Reston, Virginia. M & S is in Reston's Town Center across from the back side of the Hyatt at 11901 Democracy Drive. There's plenty of free parking in the nearby multi-level garage. The entrance to the garage is on the opposite end of the block.

The Social will be held from 2:00 to 4:00 p.m. At this event, we'll be presenting the 2007 Autocross Series trophies and our special awards. The event is open to all members!

This is a great opportunity for newcomers to find out what autocrossing is all about and to get all of your questions answered. If you've considered joining us at one of our Performance Driving Schools at Summit Point Raceway or Virginia International Raceway, there will be plenty of folks on hand to give you the information you need to get started.

An autocross is a timed, slow-to-moderate speed driving event through a series of cones (pylons). It's usually held in a parking lot. Autocross teaches good car control. It will show you your limits and the limits of your car. It's perfect for all drivers of all skills.

And teens (with a license) can benefit from the events by getting additional instruction, skills and experience to become better drivers. And...it's a blast! Try it once and

you will get hooked. Next, you'll be asking about performance tires and helmets!

This year, the Greater Washington Section will hold two driving schools at Summit Point – one on April 7 on the Summit circuit and on July 26-27 on the Shenandoah circuit. The Summit events will be a great opportunity to get some driving time in before Tri-O-Rama 2008 which will be held on the Lightning course at the new and fantastic New Jersey Motorsports Park in October.

Although there is no charge for the Autocross Social, you must preregister. Please call Joe Wozney (703-437-7866) or send him an email at JoeWozney@aol.com right away. This is the only way we can give the restaurant a count. The club will provide the snacks. The beverages are on you. Please plan on joining us! ☺

Concours Judging School

Name(s) _____
Member's MB number _____
Address _____
Phone Number _____ e-mail _____
Year and model of car you are bringing _____
Total Fee (\$20.00 per person) \$ _____

Send completed form with check made payable to GWS-MBCA to:
Ray Lombardo
2316 Hidden Valley Lane
Silver Spring, MD 20904-5270

Defensive Driving School/Autocross

Name(s) _____ Member # _____
Address _____ e-mail _____
Phone (h) _____ (w) _____

Event fees: \$25 per person, ea. event, \$50 per person for both

Drivers School ____ @ \$25 Autocross ____ @ \$25

Total enclosed: \$ _____

Send completed form with check made payable to GWS-MBCA to:
Joe Wozney, 1625 Park Overlook Drive, Reston, VA 20190

Remember—there's no charge for teens, but we do need their names.

Deutsche Marque Concours d'Elegance

*Sunday, May 4 2008 — 12-5 p.m.
Nottoway Park, Vienna, Va.*

Name(s): _____

Member's M-B number: _____

Address: _____

Phone Number: _____

E-Mail Address: _____

Mercedes-Benz Model and Year: _____

Concours Class: Street Display

Additional M-B Model and Year: _____

Concours Class: Street Display

Additional M-B Model and Year: _____

Concours Class: Street Display

\$25 for each car entered..... \$ _____

\$35 for each car entered (after April 26 or on-site)..... \$ _____

Additional Wine and Cheese Reception Tickets (\$10 each)..... \$ _____

(registration includes on ticket for the Wine and Cheese Reception)

Total..... \$ _____

There is no charge
for spectators.

Send this completed form along with a check (made payable to GWS-MBCA) to:

*Ray Lombardo
2316 Hidden Valley Lane
Silver Spring, MD 20904-5270*

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