



2007 National Award Winner

METRO TRI-STAR

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December 2008

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(Left to right) John Heflin, Henry Harrell and Ray Lombardo inspect 2 different engines (117, fore & 119, aft) during the Engine Groups disassembly day in October

Greater Washington Section Members are just getting back from a truly great Tri-O-Rama hosted by the South Jersey Section. After four days of Mercedes-Benz activities, congratulations go out to Jim Glenn, GWS Member who won the MBUSA Trophy, as well as the Rally along with GWS Vice-President John Heflin. GWS members placed in a number of categories in the Concours, Autocross, Time Trials as well as the Track events. Thanks to all of you who attended. It was a great event with plenty to do for everyone who attended.

Plan on attending the GWS-MBCA New Members Reception at Intersport in Tyson's Corner on Sunday December 7; and the Holiday Party on January 10 at McCormick & Schmick's new National Harbor Maryland location. Come on out and celebrate with your fellow club members and friends.

With 2009 coming up we are working on more of the good stuff for you to enjoy from the Greater Washington Section.

Better yet, share in your hobby, get a friend or neighbor to join you and come out to a GWS event!

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The Mercedes-Benz Club of America
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Calendar of Events

Visit our website for updates: www.GWS-MBCA.org/event.html

January 2009

1/10 GWS Holiday Party; McCormick & Schmick's Harborside at National Harbor
145 National Plaza, National Harbor MD
Jim Glenn: jamesglenn41@gmail.com

May

5/2 Deutsche Marque Concours - TBA

June

6/11 - 6/12 Marque Madness Virginia International Raceway, Danville, VA

September

9/26 - 9/27 - High Performance Driving School
New Jersey Motorsports Park, Millville NJ

December

12/7 New Members Reception: Intersport
1524 Spring Hill Rd, McLean VA
Jim Glenn: jamesglenn41@gmail.com

2009 calendar items are still be ironed out. These dates are tentative until an announcement has been made to confirm the date of the event. Keep an eye on the www.GWS-MBCA.org website for up-to-date information on all GWS-MBCA activities.

Holiday Party

This year our Holiday Party will be held at McCormick & Schmick's Harborside at National Harbor, 145 National Plaza, National Harbor Maryland. This is their newest location in a spectacular waterfront destination on the banks of the Potomac River just minutes from Washington, DC. If you have not had the opportunity to check out National Harbor, here is your chance.

Could you think of a better way to usher in the New Year than with old and new Mercedes Club friends? Come early and walk around National Harbor and catch the views of the new Woodrow Wilson Bridge, Alexandria and the Virginia coastline; check out the shopping opportunities, including the Harley-Davidson accessories and apparel shop; plus see various public art such as "The Awakening" by J. Seward Johnson, Jr. a statue of a 100 foot giant in the earth, struggling to free himself that was recently moved from its former location at Hains Point in Washington DC.

The GWS Holiday Party will start with a social hour with cash bar at 6:30 pm and dinner will be served at 7:30 pm. The

choices for dinner are either Filet Mignon with a port wine demi sauce or Chesapeake Bay Crab cakes. Thanks to a generous club subsidy the cost for this year's Holiday party is the same as it has been for many years, only \$50 per person. The event guarantees to be a fun filled evening with door prizes, the various annual Club awards and of course lots of tall tales about the car adventures and exploits of your fellow members.

Space this year will be limited so please be sure to register today!

National Harbor is directly accessible from the Capital Beltway,

- From the Virginia side of the Capital Beltway: Cross the Woodrow Wilson Bridge and take Exit 2A
- From the Maryland side of the Capital Beltway: Take Exit 2A just before the Woodrow Wilson Bridge
- From Washington, DC: Take I-295 South for approximately 5.5 miles and take Exit 1B

Pay Parking lots are close by



GWS's Holiday Party location on January 10 2009
McCormick & Schmick's Harborside at National Harbor 145 National Plaza, National Harbor MD 20745

A New Administration, A New Year In The Planning!

From the President



Bill Hopper

wwhrestoration@att.net

Here it is that time the Section membership elects a new leadership. This year it is great to see someone new, as well as friends we all know on the GWS Board.

I want to thank Eric Wagner for serving as GWS Vice-President for the last two years and as GWS Secretary prior to that. Eric is a member who truly loves the Mercedes-Benz Marque and has put effort and energy into GWS during his terms. Thank you, Eric, for your service to GWS and our membership.

Paul Vandenberg has been re-elected as GWS Treasurer. During his first term, Paul revamped our accounting procedures and put into place new ways of tracking the sections assets. Along with those duties, Paul is also one of our webmasters both of those jobs take a lot of time and Paul has done a great job for our membership. Thank you, Paul, for the time you generously give to all of us in this club.

A new (and young) face you see on our Board is that of John Hefflin. He has taken on the job of GWS Vice-President. If you have been to any of our autocross, driving or technical events over the past year or two, you probably have met John, although he changes cars regularly (always a Mercedes-Benz, mind you) from being one of our fastest diesel drivers to a very loud and speedy 560SEC driver. If it has a star on the hood, John is no doubt behind the wheel. When John is not volunteering here with the club, he is working on Mercedes-Benz vehicles as an MB certified mechanic in the shop of Euromotorcars Germantown. So he knows something about these machines that we all seem to have an attraction for, be they old or new. Get to know John at the next club event you will find him a true Mercedes-Benz enthusiast.

A big welcome home goes out to Marianne Lumsden, who served as the GWS Secretary before she was assigned to Iraq with the Air Force. Marianne lives in Fredericksburg VA and drives a CLK. For those of you who remember Marianne from her first tour of

duty with GWS, she was a C230 Coupe owner.

Perhaps you would like to join in with us as we work on a wide variety of things that this section does. We have a good time working on auto related programming for the club. If you are interested in participating, let anyone on the GWS-MBCA board know of your interest. We would love to have you join our team.

What we do is always interesting with 2009 just around the corner, we have already begun planning events that will interest you and your family. We are looking to improve our events and your input and participation is important to making them the success that they are.

Driving Events: GWS is well known as a drivers section, and for 2009, dates have already been set for Marque Madness at VIR, June 11 & 12 and a weekend driving school at New Jersey Motorsports Park, September 26 & 27. And let's not forget our autocross events that run from April to November!

Concours Events: In 2008 we had the opportunity to give members hands-on education in not only how to judge a Mercedes-Benz, but also how to prepare a car for the show field. Next year we hope to expand with more pre-event preparation classes to help more members enjoy showing their cars.

Technical Events: Do-It-Yourself Sessions have always been a hit with our membership, and next year will be no exception. We are developing some educational events, not just wrench events, where you can learn what makes your Mercedes-Benz the fine vehicle it is.

I look forward to seeing you coming out and getting involved in the Section. By being active and attending events, you will get much more out of your Mercedes-Benz ownership experience. That is what Mercedes-Benz Club membership is all about.

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New Members



**Henry & Laurie
Harrell**

h_harrell@mac.com

Please welcome our newest Greater Washington Section Members into the club.

Jon Hecker
Simi Valley, CA

Norman Johnson
Essex, MD

Angelo Sorrento
South Riding, VA

Louise Millikan
Washington, DC

Carol Perry
Herndon, VA

Adam Bishop
Reston, VA

Greg Wise
Damascus, MD

Ed Connor
Annandale, VA

Charlotte Whitney
Fairfax, VA

Christopher Mazzola
Ridgely, MD

Brantley Vitek
Annandale, VA

Lawrence Rittinger
Arlington, VA

Malcolm Davis
Hagerstown, MD

John Pumphrey
Falls Church, VA

James Karlovich
Arlington, VA

Geralyn Lawrence
Upper Marboro, MD

Charles Sachs
Vienna, VA

David Bergerhughes
Arlington, VA

Lawrence Hare
Bethesda, MD

Diane Lacy
Alexandria, VA

Bob Hammond
Arlington, VA

Leroy Wisdom
Potomac, MD

Corey Murphy
Alexandria, VA

Richard Schramm
North Bend, WA

Thomas Sabia
Baltimore, MD

Vincent Sorrento
South Riding, VA

James Gillespie
Keyser, WV

New Member Reception

Calling all New Members and New Members at Heart!

This year's New Members' Party will be at Intersport, 1524 Spring Hill Road, McLean VA, just a short drive from Tyson's Corner, the Spring Hill Rd exit of the Toll Road, and the Beltway. The New Members' Party was started several years ago to offer new members a way to meet other GWS members and to learn more about the club and how to get involved. Even if you are a long-time member, but a new member at heart, there is something for everyone. Come and learn about some of the club's great activities. There will be people on hand to fill you in on the ins and outs of displaying your car at a concourse, driving your car at Summit Point Raceway, Virginia International Raceway or around an autocross course, working on your car at a tech session or enjoying a Sunday drive.

Intersport is an independent shop that specializes in German automobiles, both Sales and Service. You may also know them as a performance shop that works on race cars as well as daily drivers.

<http://www.intersportautosales.com/index.html>

The event will start at 1 pm and run till 4 pm. Light refreshments will be served. All members are welcome to attend. There is no charge for this event. However, because it is the season for giving, we ask attendees to bring an unwrapped gift to be donated to Toys for Tots, or non-perishable food items to be donated to a food bank. Please RSVP to Jim Glenn at jamesglenn41@gmail.com so we have a general idea of how many people to expect.

A Note of Thanks:

The Keystone Section really appreciates all of the help that GWS members provided for our September 21 autocross. GWS members included: Steve Spector, Ray Lombardo, Henry and Laurie Harrell, and John Heflin. They helped set up the course, tech'd the cars, and instructed our less-experienced drivers. GWS members really made our event successful. We had a total of 14 drivers come out. Henry Harrell and Steve Spector took class wins. Steve Spector was our Mercedes-Benz FTD. Thanks to the members of the Greater Washington Section for coming out and supporting our event. We look forward to seeing more GWS members at future Keystone Section events.

*Larry Taylor, President
Keystone Section*

GWS Spring and Summer DIY/Autocross Tech Sessions

MBCA members love their cars, be they Mercedes-Benz's, FORD Mustang Cobra SVT's, Pontiac GTO's or Chrysler Crossfire's, any rolling stock. "What?" You say, an MBCA tech session with something other than the Mercedes-Benz? GWS is well known for its active driving program, and you don't have to drive a Mercedes-Benz to belong to this car club, just be interested in cars. The spring DIY session, we encouraged our autocrossers and active drivers to join with our MBCA wrench loving regulars to get those vehicles up on lifts and to play with them in a different way. This summer at American Service Center, members brought not only their Mercedes-Benz's to work on, but their track cars to Arlington for Tech Inspections.

Curry's Auto Service's Dulles VA shop was the place for our March 29 Spring DIY / Autocross Tech session, while American Service Center in Arlington VA was the scene for the Summer Do-It-Yourself event, a perennial Mercedes-Benz owner favorite.

No matter which event you attended, the shop doors rolled up early and members rolled their cars in and got to work quickly. Techs showed them how to use the lifts and where everything was, including the coffee and doughnuts, a staple at GWS DIY sessions. Members brought out their tools, parts, and fluids and got right to work.

At Curry's, SLK owners were in the majority with Mark Menchik, Anthony Marinelli, Steve Spector, and Michael Wasylsyzn all with their hot little coupes being readied for a summer of driving. One whole section of the shop was filled with SLK's and even a Crossfire tossed in for a little competition.

SLK's were not the only ones on the lifts Edward Coles brought his son-in-law and his 202 C Class, as well as his own W113 to work on some issues. Edward's son calling in from college to give technical as well as moral support to the family DIY team. Team Thompson also brought out the family with Father Dave and Son Andrew Metro Tri-Star

working to get their rides ready for spring track event at Summit Point.

Little benz's had some competition from the bigger, bodied models Bill LeVan brought in his '99 S Class outfitted with a custom kit and got it up on the lift to work on some issues. Henry Harrell brought out the 400E, his wife's track car for a little pre-track work. And with Curry's in-house Dynamometer, a machine that measures the actual horsepower at the wheels of any car, even all-wheel drive vehicles, members had a chance to see what their engines put out while on this very high-tech device.

Speaking of the Dyno, long-time active driver Marty Gallagher brought out his Mustang Cobra to see if the Dyno could give him some idea what kind of power he had. Marty also brought out the younger Gallaghers, who were often seen holding their hands over their ears as Dad's Mustang was being red lined. Showing some pretty impressive numbers on the Dyno screen. Dyno got some interest from others as well. Woody Woodworth brought a 2005 Crossfire SRT that was all tricked out, and was quite impressed with the power range that this re-badged Mercedes-Benz SLK showed.

The Summer DIY Tech Session at American Service Center in Arlington VA is one of the club's largest, held in the Service Bays of American Service Center each year. It is a treat to have not only the use of the bays, but the help of the numerous techs at ASC as well as have their parts dept open for business for members to run a tab on their parts needs for the day. This year, Jack Rolo, one of GWS Tech advisors, ran a couple of classes for attendees. One was on how Mercedes-Benz uses the laptop computers to diagnosis problems in your car. And how they read the log of issues that have come up during the past run cycles, and clear the faults once the problem has been fixed by the tech. For older cars, Sylvia Prosak brought in her 1966 200 Fintail Sedan (W110) that she inherited from her Dad to be evaluated for sale (see advertisement on page 15.) This was an opportunity not only for the young ASC Techs, many who were not even born anywhere near the decade of the '60's, as well as GWS members, who are also quite young, to look at the technology that was

built into this car. Many were amazed to see what good shape a 42-year old car with 169K on the odometer can appear to be in, as well as see that Mercedes-Benz builds on the engineering from previous models, along with the advanced engineering for it's time.

Many members found that looking at other members' cars of the same model as their own with a tech very educational. Charmaine Iversen had just acquired a pre-owned C Class (W202) and wanted to know what to expect.

Seth Turner joined her as the ASC Tech showed them all around Gordon Smith's white '98 C280, giving them a good perspective from both under the hood and under the body while the car was up on the lift. Even Gordon found out things he never knew about his own car that day.

GWS members are true car lovers and really enjoy learning more about their vehicles. One of the best ways to do that is to pop the hood and put the car up on the lift and see their baby from the inside out, like a mechanic does.

Knowing what makes your car work helps you be a better owner and enthusiast.

We thank both Curry's Auto Service and American Service Center, and their employees for hosting these events for GWS Member this year. We look forward to working with them again soon.

Tech Sessions Are Being Planned for 2009. Come out and join the fun, by signing up to help out on the committee, or by coming out to an event to learn more.



The Gallagher Family watch and listen to the Mustang on the dyno.

A Mercedes-Benz Club Than You



1



2



3



4

Tri-O-Rama:

1 Paul Vandenberg (l Son) and Paul Vandenberg (r Father) with their award winning 16 valve.

3. Ted Joseph (l) and Denise Dersin (r) taking time out from the autocross runs.

4. Jim Lozoskie and Paul Vandenberg on the track at New Jersey Motorsports Park.

ASC Do-It-Yourself Tech Day:

2. Brian Armstead working on his award winning E320 Cabrio.

5. Ben Weber, all oiled up for yet another under the hood adventure.

6. Jack Rolo, Joe Wozney, and Mike Wirt inspecting Joe's diesel engine.

7. All bays were filled at ASC.

8. The ASC Staff lines up

9. Members gather for a computer lesson from Jack Rolo.

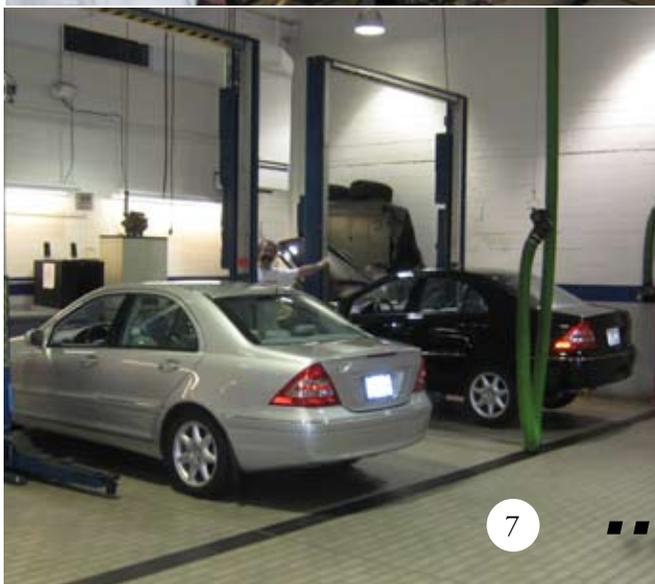
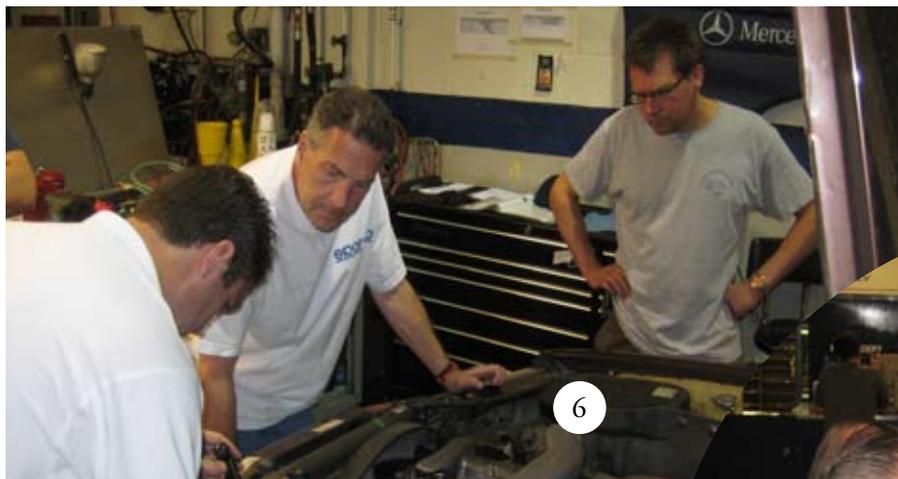
10. Husband and Wife Tech Team order parts with the help of an ASC technician.

11 Sylvia Prosak's '66 Fintail gave the young techs something to think about - where does the computer hook up go?

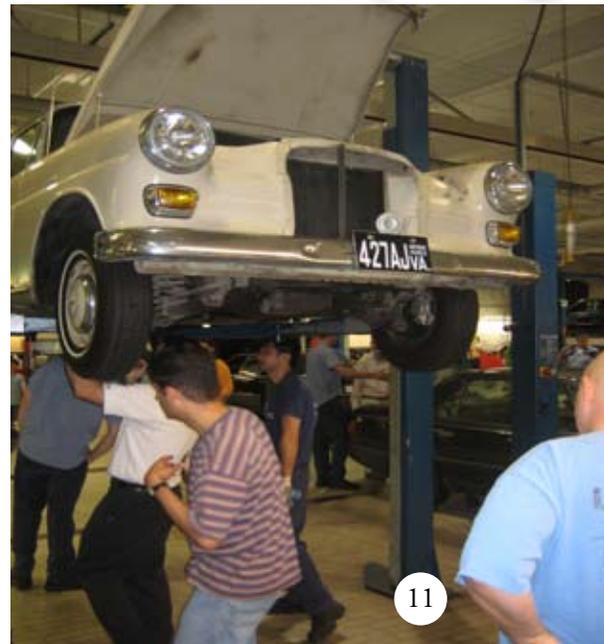


5

Event Is More Might Expect...



...Friends Helping...





The Engine Group - Engine Teardown Day:

12 Flywheel gear.

13. Cams and timing chain

14. The 117 engine as the disassembly begins.

15. Henry Harrel, Gordon Smith, John Heflin, Ray Lombardo discuss the differences in the blocks of 117 and the 119 engines.

16. The 117 turned on its side and the oil pan being removed.



***..Friends
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***To Learn
More About***



Their Mercedes-Benz Automobiles

Changes Coming to the Metro Tri-Star

GWS members enjoy the MTS online and check the GWS-MBCA.org website frequently. With that trend the Metro Tri-Star is undergoing changes for 2009 and will become more sustainable.

With up-to-date information being delivered in a more environmentally friendly way via our website and through e-mail blasts. While printed editions of the Metro Tri-Star will continue to be produced quarterly and distributed via US mail.

The award winning Metro Tri-Star will not be going away, it will still be produced, just more efficiently and cleanly using less paper.

So you don't miss anything, make sure you are signed up for the up-to-the-minute GWS-MBCA e-mail blasts listing Mercedes-Benz events and information. Sign up on the front page of the website.

www.GWS-MBCA.org

Car Show Results in Overwhelming Success

By Ben Weber

On Saturday, October 11, the Club was invited to participate in the 2008 Creekside Station Fall Festival in Winchester, VA to benefit the Blue Ridge Hospice. While the invitation was somewhat last minute, many club members turned off the college football and shined up their "Stars" for the occasion. Let's be honest, anytime you can support a good cause and show off your ride is always a good reason to turn off the TV.

The day could not have been any better! With club members from Warrenton, Fairfax, Loudoun in Virginia, and Frederick, MD, the Greater Washington Section was well represented. As the crowds gathered to listen to the sounds of NoDrama and enjoy great local food, children ran around getting their faces painted and searching for the biggest and best balloon. The event, the 6th annual at Creekside Station in Winchester, has become a mainstay of fall events in the

Shenandoah Valley area. Being invited to participate is a great benefit for the GWS members and of course, their cars.

During the show, the audience, was invited to selected their "People's Choice" award. Dean Turner, and his stunning 190 SL that he restored himself, won the \$100 prize by a considerable margin. While the other cars were impressive, it was clear that the pride that Dean had for his car was unmatched. When it was announced that he won, he was surprised to learn that there was a cash prize, and with fuel at \$2.97 in Winchester, he was happy.

Throughout the day, dozens of area residents arrived to show off their cars and to learn more about the benefits of joining our club and GWS. The Shenandoah Valley, with its colorful leaves, friendly people and lovely setting is clearly a friend of the Mercedes-Benz, from low mileage diesels to stunning ragtop AMGs, they make the perfect fall combination.



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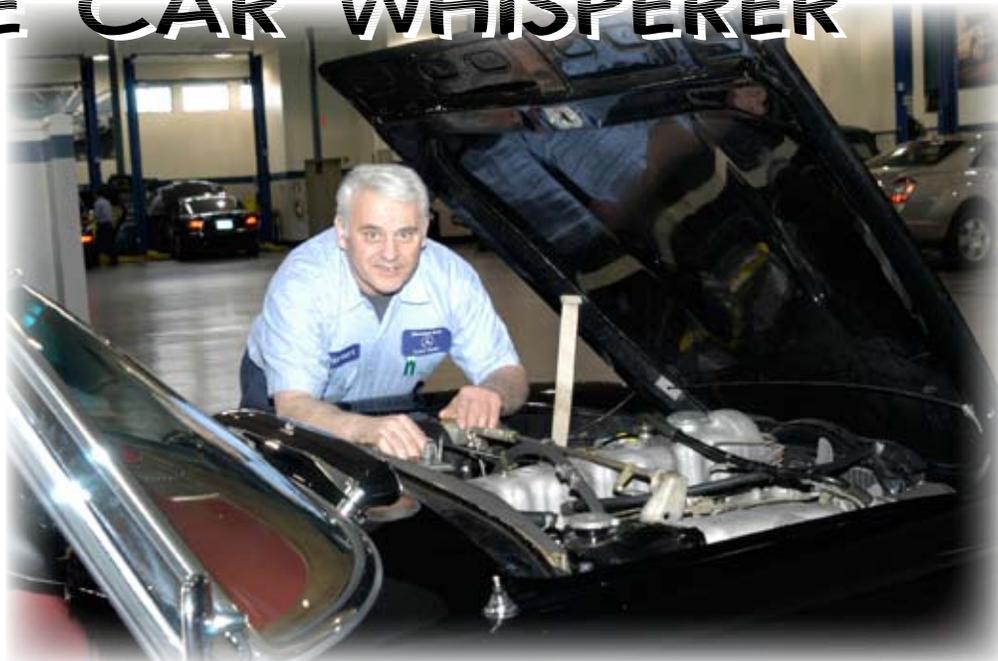
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These fine automobiles deserve only the best care and service by a master technician who understands Mercedes-Benz unlike any other. Mercedes-Benz of Tysons Corner is proud to offer you the opportunity to have access to such a source: Norbert Lamp.

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 mechanical 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

December 2008



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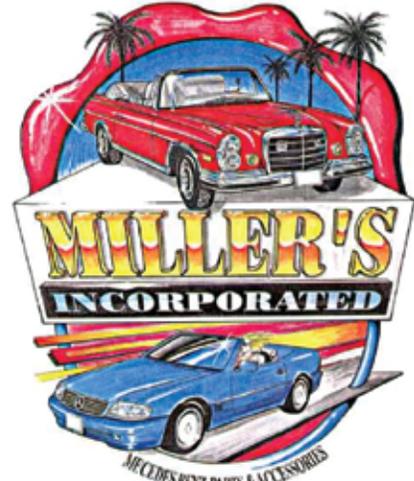
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See our Specials at www.millermbz.com



The Mercedes-Benz Engine Group

The Engine Group is a number of club members who want to understand first-hand how an Mercedes-Benz engine is assembled and how it functions. Our first meeting was October 4 in Silver Spring Maryland.

The First Meeting: The Engine Group completely disassembled an M117 engine, a large engine displacing 5.6 liters. The M117 is a V-8. This engine began life in 1969 and was last used in 1991. It was used in the SE, SEL, SEC, SLC, and the SL models and was denoted as 450, 500, 560, depending on the displacement of the particular engine, measure in liters. This one (1986) has a cast iron block, aluminum head, fuel injection and two valves per cylinder. Although it is a large engine, it had rather conventional specifications. The electronic fuel injection, introduced that year, was denoted CIS-E.

Fortunately for us, but not the owner at the time, the engine had been left running overnight. It developed a coolant leak, and by the time the owner realized the oversight, the engine had seized and was beyond repair. So, not only did we learn how the engine worked, but we also got to inspect the actual damage done to the engine. We removed all the engine parts down to the crankshaft and then ran out of time. It took five novices and one expert about four hours to dismantle and inspect the engine. Because the engine was beyond repair, we made no attempt to reassemble this one. All agreed that the experience was invaluable and that we learned a lot about Mercedes-Benz engines.

Photos on page 10 were taken at the engine tear-down by Bill Hopper.

The Future: We are now discussing what we should do next. We have several options. There are several different engines available

for disassembly and one or more available for assembly. These include engines similar to the M117, smaller engines and Diesel engines. Some are still usable and would need to be reassembled, some not. Some members would like to have help reassembling engines that are already disassembled. We have also discussed resuscitating an older vehicle for donation to a charity. We are sure to discover other opportunities as we grow bolder and more experienced.

We welcome all members who share our interest in M-B engines. No experience is necessary. We look forward to hearing your ideas for other options or any other suggestions.

For more information contact Gordon Smith at smithgd@md.metcom.net or 301-475-2879

High Gear



by
**John Kuhn
Bleimaier**

What is it that makes old cars attractive to us? Is it some intrinsic aesthetic appeal possessed by the designs of yesteryear when all the manufacturers built automobiles that looked distinctive? Is it the mechanical nature of vehicles built before the all pervasiveness of electronics? Or is our interest in vintage motorcars merely a manifestation of nostalgia?

Well, I suppose we can state pretty definitively that nostalgia is a key component in the motivation of automotive investors. We only have to look at classic car auction results to see that values are intimately tied to memory lane. As the folks who can personally remember the '20 and '30's are gradually transitioning to that great car show in the sky, the relative prices of Stutz Bearcats, Mercer Raceabouts and Model A Fords have gone into decline. At the same time, the relative values of muscle cars and pony cars have gone through the roof. Because the intrinsic value of a Camaro does not surpass that of a Hupmobile, the investor market is driven by nostalgia. However, after a careful analysis of what speculators have done to our national economy as a whole, I am prepared to tell them all to go fly a kite! What motivates investor interest in automobiles doesn't interest me a bit.

I was at a Porsche Club of America event at Pocono Raceway a couple of weeks back and happened to chat with an enthusiast who was driving a 1966 Porsche 911. We talked at length about his very nice automobile. The Porsche driver told me that he also owns a 2007 Zuffenhausen charger, but that his favorite driving car is the vintage 1966. He said, It's just more engaging. BINGO! Engagement, that's the key to the attraction of old cars. When you heel and toe, double clutch, set up the suspension for a curve, blip the throttle, saw the tiller

, now you are driving.

Interestingly, the '66 911 has more in common with a '66 Mercedes 230SL than either car has with its successors of 2008. Granted, the elderly Porsche and the Mercedes old timer have their engines at opposite ends of the chassis. One is cooled by air, the other by water. But both these cars are totally engaging to drive. You are completely in control in both the classic 911 and the vintage 230SL. You select the cog. You keep the revs at the proper point on the torque curve. You control over steer with your right foot based on sensations felt at the fingertips and the seat of your pants. It doesn't get any better than this.

It's not just a German thing. Sure, both the Porsche and the Mercedes hail from the diminutive, erstwhile principality of Schwabia. But a Lancia Flaminia, Simca Matra, Volvo 1800E or Lotus Elan of the period would also provide engagement by the bucketful.

Now, does all this mean that we enthusiasts are relegated to the classic car stable in order to satisfy our fundamental needs? Not entirely. Sure, when it comes to taking a drive along the winding back roads through the swirling leaves of autumn, I'm going to take my old Mercedes Finback out of the barn and pull on my string back driving gloves. However, it is still possible to order a new car which will provide a satisfying level of engagement in the everyday world. Just by way of example, you could purchase a base model Mercedes 350SLK with 6 speed manual transmission and sport suspension. OK. Now put down the top, shut down the ESP depress the clutch pedal, snick the gear lever into first, let out the clutch, feather the throttle and point your star toward a double apex curve. You're feeling the engagement, right?

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CARS:

1966 200 Fintail Sedan (W110):

Tan exterior, brown interior. This one-family car is rust-free, garage kept, with 169K miles. Runs well, new set of tires, but need some carburetor and exhaust work. \$7,950. View pictures at: <http://sites.google.com/site/1966mb200/> Email Sylvia @ 1966mb200@gmail.com

1980 450SLC:

Last of the model series. One owner, non-smoker, always garaged. Silver blue metallic paint, factory original rims, stainless steel exhaust system. Excellent condition with perfect interior, no body dents or scratches. All Mercedes-Benz with Becker radio, new M-B battery and Sekurite glass all around. 78,000 miles. Will sell for Blue Book of \$13,350. Email Bob for photos ssi.bob@verizon.net or call 301.262.2232.

1984 380SE:

in great running shape well maintained, reliable. Sunroof New: transmission, tires, plugs, wires, radiator, thermostat, headlights, blades, rear axles, fuel pump, gas pedal, brakes, calipers, oxygen sensor, timing chain, cams. \$2,950 Craig: 703.615.5195, Craig.Spirka@att.net, McLean, VA.

1987 560SL:

Champagne, burgundy interior, 60k, garage-kept summer car. New OEM soft top, 16" W8 wheels, Kumho Exta tires, steering box. Includes hardtop, all service records. Excellent \$22,500. Paul: 410.885.3104, paul.a.schiffelbein@usa.dupont.com.

1976 450SL:

Dark blue, both tops, new blue leather seats, not running for several years but will run. Complete stainless steel exhaust system (Time Valve). Good for parts or restore? SAVE IT FROM THE CAR CRUSHER! Car cover to hide it, too! \$600.00. Andrew: 301.577.0052 or callimahos@yahoo.com.

1971 300 SEL 3.5:

Engine/Tranny runs strong, great chrome, windows, seats, air suspension, but the car has hidden cancer holes. Reliable and always ran great. Brakes started leaking fluid from a cylinder and rusted rear line. It would be a great project or parts car. \$1,500 obo. Dean Rosa 301.899.2208 or cell 301.335.9819

1987 560SL:

19,200 mi (true) black w/ cream interior, white hdtop, new Pilots and exhaust, very clean & very classy. 2nd owner. SL is original and it shows. Pix by request. \$30,000. Email Carl for photos cmjohn123@comcast.net.

TIRES, WHEELS & PARTS:

Near perfect 17" (7-spoke)

original wheels with Michelin Pilot Sport 245/45 x 17 tires mounted. From 2003 SL500, approx 13,500 miles. \$500 for the set. Dave: 703.924.2867 or davidjestine@cox.net

Four Alloy Wheels. 8-1/4 Jx17

H2. ET34 inscribed inside. \$800. Julian: 703.625.1878 or julian.t.reeves.69@dartmouth.org.

Four Yokohama Avid

Touring tires (NEW) 195/70/14 for W123 1977-85 300D sedan, 1979-85 300 TD wagon, and other models, \$200. **Used rear bumper** for 1979-85 300TD station wagon, \$150. **Used front bumper** for 1977-85 W123 sedan, wagon, or coupe, \$75. Located in NW WDC. Andrew; squasher@starpower.net, 202.251.8333

Five 14" alloy wheels - from

an '80's vintage SL - wheel number 5084 - 'bundt cake' style. No curb rash, a couple could stand re-painting, complete with center caps and dust shields. Four have tires (not much good), all need a good cleaning. \$50 each obo. pmissel@comcast.net

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. In excellent condition except for one wheel which as four small scratches. \$700 obo. Tom: 703.946.4522 or mcleantmw@aol.com.

Four 15" AMG Wheels

7Jx15 (et37) for W202 wide rims used on the sport model. Good for Competition tires \$275. Bill 202.363.4189 wwhrestoration@att.net

Set of OEM Wheels for SLK

Ronal (2) Rear part number 170 401 03 02, size 8j x 16H2 ET 30 (2) Front part number 170 401 02 02 size 7j x 16h2 ET 37 Have used Bridgestone Potenzas mounted on them. Wheels were refinished but have some scuffs on them. \$600 obo. Bill; 202.363.4189 or wwhrestoration@att.net

Trading Post Cont.

Tires: If you have a Mercedes, chances are there's something that I have that will fit! I'm clearing out all the extra tires I have! Most tires with almost new tread wear (10/32 or higher) are \$50 each. Any tire with 6/32 or less are \$10 each. All other tires are \$25. John: johnhef@comcast.net 1 untied tires from my 2003 et

Numerous Pars for 60/70's models 250SE/280 SE Too many to list but includes perfect set of wheels w. hubcaps \$400, complete radiator grill w/star \$350, euro & US headlights \$300/set, early 50's set of hubcaps \$200, steering wheel from '66 coupe \$300, padded '70's steering wheel \$250. Larry: 703.780.1505 or 410.200.7678 larryled@aol.com

Miscellaneous:

Storage Wanted: MBCA Member in La Jolla California desires indoor winter storage from 21 NOV 08 - 01 May 09 for one car in the greater Washington DC area in exchange for hospitality and reciprocity on the American Riviera, la Jolla CA. Howard: 619.980.4586 or 858.454.2628 howardgsinger@sbcglobal.net

Factory Service Manual for 450SL models (1976) near excellent condition. \$50 plus \$6 postage. Andrew; 301.577.0052 or callimahos@yahoo.com

Car Cover: Like-new car cover used for a 1987 300TD (station wagon). \$49. Andy: 703-799-7533



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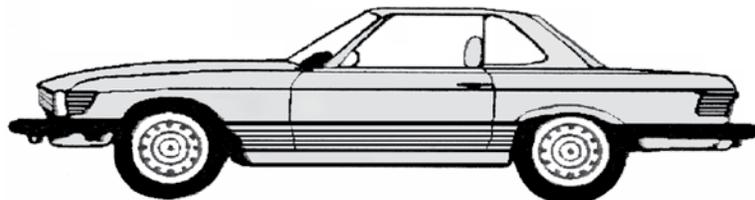
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