



GREATER WASHINGTON SECTION MERCEDES-BENZ CLUB OF

METRO TRI-STAR

www.gws-mbca.org

May 2005

VIR Drivers' School

June 16-17, 2005

Virginia International Raceway — Full Course

If you have never driven on a track before, but would like to try . . . or if you have no idea what an apex is, but would like to learn how to corner better . . . or if you want to learn the basics of car control in a safe environment . . . or if you just want to come out and improve your skills, then this two-day event is definitely for you.

Registration is open to members of the Mercedes-Benz Club of America - Greater Washington Section, Audi Club North America and National Capital Chapter BMW CCA.

Costs

Registration fee through May 1	\$315*
Late Registration begins May 2	\$340*
*Includes one banquet ticket	
Guest banquet tickets are \$25 each	

There is a cancellation fee of \$50 for cancellations prior to June 1. A full refund (less the \$50 cancellation fee) will be issued if the spot can be filled. No refunds after June 1 will be given except at the event chair's discretion.

Additionally, you will need to be a member of one of the clubs involved. The annual membership dues are:

Audi Club North America	\$44
BMW CCA	\$40
Mercedes-Benz Club of America	\$45

Drivers

Drivers must have a valid driver's license.



Student familiarity with the car is essential, and car sharing is strongly discouraged. All drivers must be 18 years of age or older. Students may not give rides to other students or to guests.

Cars

Car must be insured, street-legal, quiet, and must have passenger seats. Functional, securely attached lap and shoulder belts are required for both front seats. The front seats must have equal restraint systems available (e.g., if the driver has a five-point harness, the passenger must have a five-point harness). Performance-enhancing modifications and R-compound (racing) tires inhibit learning and are discouraged. If roll bars or cages are installed, they must be fully padded above the level of the front door windowsills.

Sharing Cars

Prior approval from the chief instructor is required for students intending to share a car and for changes in car type after registration. Car sharing is strongly discouraged. A car cannot be shared with someone in the same run group. While we will try to accommodate car sharing, you may miss some run sessions or may not get your full time on the track if you share your car.

Convertibles

VIR requires that, "all convertible cars must be

Continued on page 13



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Calendar of Events

Greater Washington Section Events 2005

<p>May 1 Deutsche Marque Concours Nottoway Park, Vienna, VA Contact: Bill Hopper — (202) 363-4189</p> <p>May 4 GWS Board Meeting Chez Andrée, Alexandria, VA</p> <p>May 7 First Saturday Tech Session 8 a.m. - 10 a.m., \$10 Contact: Steve Walters — (703) 765-9405</p> <p>May 22 Autocross #2: Winchester, VA Contact: Joe Wozney — (703) 437-7866</p> <p>June 4 First Saturday Tech Session 8 a.m. - 10 a.m., \$10 Contact: Steve Walters — (703) 765-9405</p> <p>June 4 Newsletter Volunteers Meeting 10 a.m. - 11:30 a.m. Contact: Janet McFarland — (703) 765-9405</p> <p>June 11 Dyno Day and Tech Inspections 9 a.m. - 1 p.m. Curry's Auto Service, Dulles location Contact: Steve Walters — (703) 765-9405</p> <p>June 12 Mercedes-only Defensive Driving School and Autocross Winchester, VA Contact: Joe Wozney — (703) 437-7866</p> <p>June 16-17 Drivers Ed Event VA International Raceway (VIR) Contact: Joe Wozney — (703) 437-7866</p> <p>June 26 Autocross #3: Winchester, VA Contact: Joe Wozney — (703) 437-7866</p> <p>July 10 Autocross #4: Winchester, VA Contact: Joe Wozney — (703) 437-7866</p> <p>July 30-31 Drivers Ed Event Summit Point Raceway Contact: Joe Wozney — (703) 437-7866</p> <p>August 20 DIY Tech Session American Service Center Contact: Steve Walters — (703) 765-9405</p>	<p>August 21 GWS Picnic and Mid-Atlantic Concours d' Elegance Potomac, MD Contact: TBA</p> <p>August 28 Autocross #5: Winchester, VA Contact: Joe Wozney — (703) 437-7866</p> <p>Sept. 10-13 Tri-O-Rama VA International Raceway (VIR) Contact: Joe Wozney — (703) 437-7866</p> <p>Sept. 14 Open Defensive Driving Day at VIR Contact: Joe Wozney — (703) 437-7866</p> <p>Sept. 25 Autocross #6: Winchester, VA Contact: Joe Wozney — (703) 437-7866</p> <p>October 1 First Saturday Tech Session 8 a.m. - 10 a.m., \$10 Contact: Steve Walters — (703) 765-9405</p> <p>October 16 Autocross #7: Winchester, VA Contact: Joe Wozney — (703) 437-7866</p> <p>October 22 Dent Wizard - Rockville, MD</p>
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Regional and National Events 2005

<p>May 14 Rallye - Northern New Jersey Section Contact: Doug Ochwat (908) 850-9643 daocatswamp@yahoo.com</p> <p>June 27-28 Gemütlichkeit 2005 Troy, Michigan Contact: Phil Trupiano phil@auto-enterprises.com</p> <p>July 16-19 StarTrack 2005 Pittsburgh, PA Contact: Bob Speer respeer@attbi.com</p> <p>Sept. 10-14 Tri-O-Rama 2005 Danville, VA Hosted by GWS Contact: Joe Wozney — (703) 437-7866</p>
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MBCA Section Events: They're Everywhere You Are!

One of the great things about belonging to a group like MBCA is that there are club events happening throughout the country. Just as our own section does, other sections also host a wide variety of events that you are welcome to attend.

On April 9, I represented the Greater Washington Section while attending Central Virginia's Spring Tech Session held at Brown's Mercedes-Benz in Charlottesville, Va.

With the common bond of a Mercedes-Benz, everyone feels like a friend and begins talking cars with you, which then often develops into other topics of interest. It's always great to see old friends and meet new ones at club events. And it's a wonderful chance to share your MBCA experiences.

Speaking of old friends, Regional Director Robby Ackerman brought a mid-'80s diesel sedan with him that his daughter will be taking to college later this year. It was fun to hear about what he is up to with his 16-valve and the ongoing rebuild of "peasoup," his early '60s SL that has traveled the world with Robby at the wheel.

Attending another section's event gives you a chance to see how they have fun. Our tech sessions tend to be hands-on; the one in Charlottesville was a technical appraisal with a Brown's M-B tech who asked if anyone had any questions or issues with their Mercedes-Benz. He walked around the car, opened the hood, put it up on the lift, and pointed out specific items or issues that you might not have been aware of. Or he showed you things that you had questions about. My question was about the harmonic balancer that '98 320 engines seem to have had problems with. Perry, my tech, shined his light on it and talked about the problems, the symptoms and what to watch out for. I thought the harmonic balancer was an internal part, but I was wrong. It is right out front, a part of the pulley system that the drive belts run on. It was worth the 20 bucks right there to finally see what all the M-B chat forums have been talking about.

Joe Wozney, president of the Greater Washington Section, was attending the Mid-Atlantic Regional Officers and Leaders meeting in Cary, N.C. when this issue of the Metro Tri-Star went to press. His column will return next month.

An individual tech worked with each owner, going over his or her car while others watched, asked questions and learned. Claire Tieder, a past GWS member who now belongs to the Central VA section, brought her C- class 4-matic. It was most interesting to compare a 4-matic undercarriage to a real-wheel drive—from the underside perspective.

Once my ML was up on the lift, Perry asked if it was driven on the beach—or if I skied a lot? I said that I park on a major thoroughfare, which is often salted when it snows. Now I know I need to get my undercarriage cleaned more often, or maybe just find some high drifts and drive through the snow to wipe off the effects of DC's street maintenance!

Once the tech inspection and talk was done, which took about 20 to 30 minutes per vehicle, the tech gave each person a sheet with a scope of work and the cost for the dealer to do any repairs. Brown Mercedes-Benz gave everyone who attended 20 percent off labor and parts for the event, if anyone chose to avail themselves of the dealer's services.

Perry said my ML was very clean for a vehicle with almost a 100K on the odometer. He did indicate that the early MLs had an issue with overheating of the auxiliary cooling fan wiring, and gave me an estimate to repair that, which I took him up on. He repaired it while I attended a party to celebrate the new ML.

After the session, Brown Mercedes-Benz hosted a brief section meeting where Central Virginia's President Greg Magnus brought members up-to-date on happenings in the section, the region and the club. He also gave everyone a chance to chime in on issues facing the club, so that he could bring them up at the next MBCA Presidents' Meeting being held in conjunction with StarTech and the Spring National Board Meeting in North Carolina in late April.

Brown Mercedes-Benz donated a couple door prizes, which—interestingly enough—both Claire and I won! Again, worth the price of admission right there.

So, remember. . . when visiting around the country, you might want to check in with the local MBCA section and attend one of their events. It's like being with your extended family.

— Bill Hopper

May 2005

Dyno + DIY + Tech Inspections

Saturday, June 11 – 9 a.m. - 1 p.m.
Curry's Auto Service, Dulles Location

Bill Shaw Curry's Auto Service has just arranged a super combination event for our mid-summer driving fun. Curry's will host the section to a Dyno Day at their Dulles store on Saturday, June 11.

In addition to the dyno "rides," there will be pre-event vehicle tech inspections for those planning to attend the driving schools at either Summit Point or VIR later in the summer.

Last, but not least, they will also be hosting a "Fluid-Only" DIY session at the same time

The fee for two runs on the dyno will be \$65, while the tech inspection and DIY will be \$15. As a one-time special good deal, the \$15 will cover both the inspec-

tion and the DIY. As always, Curry's will provide refreshments, snacks and lots of car fun. I highly encourage all those interested to register at the first opportunity. If you have questions, the Tech Chair can be reached at gwsTech@earthlink.net.

*Please fill out the registration form on p. 15
if you plan to attend this event.*

**See page 16 for an article by Bill Shaw
about the dyno machine.**



StarTrack 2005

July 15-19, 2005
Pittsburgh, PA



Hello and Happy Spring from the Pittsburgh Section. We hope that you will put StarTrack 2005 on your calendar and join the MBCA crowd here in Pittsburgh.

Full details and registration packets will be available soon, but here is what we know so far—especially regarding the hotel.

The concours show will be on Sunday, July 17 at Schenley Park as part of the Pittsburgh Vintage Grand Prix. The awards ceremony will take place at the park in mid-afternoon. All are invited to participate in the Saturday Pittsburgh Section show as we enjoy the racing and other marque shows.

Driving events will be held on Monday and Tuesday at BeaveRun Motorsports Park.

The awards banquet for driving events will follow the day's activities at the newly constructed banquet facility at the track.

Contact Dave Fabyonic for additional details.
davidfab@usa.net

HOST HOTEL INFORMATION

Pittsburgh Airport Embassy Suites
1-800-362-8779

July 15 to 19

\$79.00 up to 2 people; \$10 each after 2.

Breakfast Buffet

5:00 - 7:00 p.m. Cocktail Hours, free to all registered in the room.

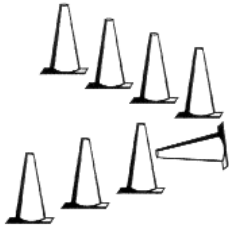
Best deal around.

Reservations are being taken now. Rooms at this rate are limited, so call as soon as possible. You can reserve your room without the packet, and there is no cancellation penalty until the day before the event.

Send an e-mail for a registration packet to:
davidfab@usa.net

The packets will be ready soon.
See you in July!

pylon alley



Autocross #1 News and Notes

The first autocross of the season took place Sunday, April 10 at Milbrook High School in Winchester, Va. on an absolutely glorious day. Forty-seven drivers were anxious to take on the course designed by Pete Gochman.

There was time for each driver to have four practice runs in the morning and four official timed runs in the afternoon.

While the usual “pylon alley” write-up of the day’s competition was not available when this edition of the *Metro Tri-Star* went to press, the results of the competition are posted on the next page as well as on the web site (www.gws-mbca.org).

The next autocross be held May 22, also in Winchester, Va.

Directions to the Autocross Site

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

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

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

Pre-Autocross Social and Awards Presentation

Getting into the autocross spirit on Sunday, April 3, were past, present and future autocrossers. They met at Il Lupo in Fairfax for a few hours of socializing and delicious snacks. It was also a time to give out awards to last year’s autocross winners in all classes.

The awards were handsome windbreakers with each person’s name stitched on the left front panel and “Mercedes-Benz Autocross” sewn across the back.

Tom Newman, who was autocross chairman last year, also gave out a few gag awards. A box of Sleepytime Tea went to Bill Brochu (most excitable driver) and to Joe Wozney (most in need of relax-

ation). Harry Newman received a plaque with a compass (to find his way around the course, particularly as an instructor). Klaus Hirtes was awarded a couple of pacifiers on a plaque (to alleviate whining and crying), and Deborah Hirtes’ plaque had a little truck on it (for mechanical issues, i.e., fan belt problems). Denise Dersin was given a plaque with nothing on it (missing car that Ted always seems to have), and Jim Lozoskie received the “squirrel award” (for his driving style). It was a three-way tie for the “Matt Yip Memorial Cone Award.” Steve Walters and Sharon Payne—along with Matt Yip, himself—were deemed to have killed the most cones last year.

It was a great way to start the new season!

2005 Autocross #1 Results

DRIVER	CAR	BEST TIME	POINTS
Bill Stewart	'86 190E 16V	38.286	10
Ted Joseph	'86 190E 16V	39.010	9
Denise Dersin	'86 190E 16V	39.206*	8
Jim Lozoskie	'91 190E 2.6	38.477	10
Jim Smith	'92 190E 2.6	39.304	9
Bill Hopper	'97 C280	40.330	8
Julian Reeves	'03 C320	40.604	7
Al Angulo	'89 190E 2.6	42.990	6
Deborah Hirtes	'67 230SL	39.994	10
Greta O'Malley	'72 300SEL 4.5	42.076	9
Klaus Hirtes	'67 230SL	39.171	10
Hans O'Malley	'72 300SEL 4.5	40.280	9
Steve Mason	'67 230SL	41.048	8
Gary Wallick	'67 230SL	41.634	7
John Robinson	'88 560SL	39.932	10
Bill Repass	'93 400E	41.328	9
Roy Moran	'01 CLK430	42.254	8
Debbie Repass	'93 400E	46.553	7
Bruce Roth	'02 SLK32	37.850**	10
John Krahulec	'04 E55	39.558	9
Tom McQueen	'04 SLK32	40.172	8
Larry Paulick	'04 SL55	40.756	7
Jim Glenn	'03 E55	42.608	6
Ben Weber	'81 240D	42.710	10

+ Fastest Men's Time of Day - all marques
* Fastest Ladies' Time of Day - all marques
** Fastest Time of Day - Mercedes
++ Fastest Ladies' Time of Day - other marques

Other Marques:

DRIVER	CAR	BEST TIME	CLASS	INDEX	INDEX TIME	POINTS
Sharon Payne	'99 Saab Viggen	40.615	GSL	0.782	31.760	10
Bobbie Wozney	'85 Porsche 911	39.854++	BSL	0.821	32.720	9
Barrie Gochman	'02 Subaru WRX	40.869	STXL	0.802	32.776	8
Bill Brochu	'87 BMW 325	36.136	GS	0.782	28.258	10
Bill Lear	'92 Acura Integra	37.794	GS	0.782	29.554	9
Pete Gochman	'03 Honda S2000	35.766+	BSP	0.839	30.007	8
Mike Wirt	'00 Audi S4	37.868	DS	0.796	30.142	7
John Jens	'02 VW GTI 337	38.272	STS	0.799	30.578	6
Francois Bru	'02 Subaru WRX	36.455	SM	0.842	30.695	5
Bob Robinson	'87 Corvette	37.265	AS	0.828	30.855	4
Carl Beveridge	'03 Subaru WRX	37.326	SM	0.842	31.428	3
Joel Watkinson	'00 Ford Mustang	39.047	FS	0.805	31.432	2
Joe Wozney	'85 Porsche 911	38.403	BS	0.821	31.528	1
Sean Moran	'95 Dodge Stealth	40.432	GS	0.782	31.617	1
David Reeves	'04 WRX STI	38.531	AS	0.828	31.903	1
Mike Rierson	'05 Lotus Elise	38.156	SS	0.837	31.936	1
Andrew Gunn	'90 Miata	39.705	ES	0.806	32.002	1
Jeremy Jens	'04 VW R32	40.397	STS	0.799	32.277	1
Ramsey Khoury	'04 WRX STI	39.292	AS	0.828	32.533	1
Mark Hillyer	'92 Miata	41.763	STS	0.799	33.368	1
Eric Stieve	'88 Celica All Trac	39.711	SM	0.842	33.436	1
Matthew Zint	'05 VW Jetta TDI	43.188	HS	0.777	33.557	1
Paul Wojcik	'66 Sunbeam Tiger	41.489	BSP	0.839	34.809	1

First Saturday Tech Talk

June 4 — Steering Column

Having too much fun? Tired of talking about cars? If the answer to either of these questions is yes, please skip this article. Otherwise, read on.

Come join us for the newest addition to the Tech calendar. It's called First Saturday Tech Talk because that's exactly what it is. On the first Saturday of June (the 4th), from 8 to 10 a.m., we're talking about Mercedes steering columns. Your Tech Chair will guide you from the horn pad to the pitman arm as attendees join in with questions, suggestions and recounts of personal experiences. All in an environment in which novices, experienced do-it-yourselfers, and those who are simply curious can all have a good time together. Informal, informative and all in fun.

We'll see the wheel removed from the hub, and see how the turn signals automatically cancel. There will be talk about collapsible columns and the steering U-joint. We'll learn how to spell "recirculating ball" and find out what it means. Participants will be welcome to roll up their sleeves and tinker with the parts. The demonstration hardware, from a '70s-era Benz, is identical to that found on classic Mercedes (W108-113 models), very similar to cars from the '70s and '80s (W107, 114, 115, 116, 123, and 126 models), and similar in concept to later cars (except, of course, for the airbag). Please note, the demo parts have been removed from their natural setting so that we may remain in ours (indoors).

On a trial basis, we are happy to welcome young car enthusiasts, 12 years and older, who would like to share this experience with their parent(s).

The event will be held in a private residence, so a few ground rules are necessary. We'll enter and leave through the basement door, arrive and depart promptly, and confine our wanderings to designated areas of the house. However, there's no limit on the liveliness of the discussions, and there is no such thing as a "dumb question."

Mark your calendars, and set your alarm clocks. The session will be held early so that participants can

still get the full list of "honey-dos" done on Saturday. We will have plenty of coffee, juice and donuts on hand for those who want to attend in lieu of breakfast. Please note, the registration for the session will close when we exhaust the available supply of chairs, so don't delay.

After a break for the summer, our discussion will begin again in October (see the section calendar).

This event is for members only, advance registration is required, and there will be a \$10 fee for adults. Contact the Tech Chair for more information at gwsTech@earthlink.net

Please fill out the registration form on p. 15 if you plan to attend this event.

Regional Events

May 14: The Northern New Jersey Section is having a rallye on Saturday, May 14. The rallye is open to all sections, but with a special welcome and special awards to C-Class enthusiasts. For additional information, contact Doug Ochwat at (908) 850-9643, or email him at daocatswamp@yahoo.com.

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Concours School Celebrates German Marques

Each year, Mercedes-Benz, BMW, Porsche and Audi get together to celebrate the German automobile at the Deutsche Marque. This year, all three clubs joined in a GWS-MBCA Concours Judging School held at Mercedes-Benz of Alexandria on April 16. Each of the clubs was invited to send judges, potential judges—or those just interested in learning more about their respective German iron.

You know true car enthusiasts when you can get them to show up early on a Saturday morning! And with more than 20 car guys and gals, the place was rocking.

Pete Lessler, MBCA's chief judge, came in to teach this day-long, hands-on seminar. Pete says, "they may all be engineered differently but, interestingly enough, they all use the same parts suppliers." VDO, Bosch and so many more manufacturers supply all the German auto makers, so the details of what you are looking at are the same or similar, even if the body style, or the engine is cooled differently"

The comment, "Who invited the English car guys?" was heard when GWS member Martin Stickley arrived in his restored and very classic Jaguar. This is one of those cars that makes everyone think of the romantic age of topless motoring that came before the 1960s! And speaking of driving with the top down, Holly Holland, a new GWS member, came with a newly acquired black 1967 250 SL, a car she has always longed for—and when one came her way, she treated herself. With a little trepidation, Holly brought her car in to be admired and looked at by the class. Pete, whose love is the 113, kept showing her the little nuances of her baby, finding great original parts in excellent condition on it, and told her she was very lucky to have so many original and authentic parts on this SL. Pete even showed her the outlet for the trouble light under the hood. Holly said, "I always wondered what that was for."

This class was not just about Mercedes-Benz vehicles; it was about great classic Porsches and cool BMWs too! Robert Stern drove down from Baltimore in his BMW 330Ci convertible, the newest vehicle for review, and it was a great comparison to Peter Novic's daily driver, an earlier 3-series convertible. Peter, a GWS member, also has a Mercedes that he



PCA member Russell Kessler (right) gets some advice from MBCA's chief judge, Peter Lessler.

Photo by Robert Stern

brings out to club events. PCA members Lonnie Patch and Russell Kessler brought in an interesting 1977 Carrera 3.0, euro spec 911, that offered students a look at these famous air-cooled German speed machines.

Carl Patton, service manager for Mercedes-Benz of Alexandria, hosted our event and provided the morning pick-me-up of Danish, bagels, fruit and coffee—as well as an amazing lunch spread with delicious Italian meatball subs and a wide variety of sandwiches and salads to feed the hungry crowd. Everyone very much appreciated the extra attention Carl and his staff gave the students. One PCA member was overhead saying, "Those Benz club guys really have it made!"

GWS member Tom Coyle biked in during the early afternoon to see the class in action and to spend some time looking over the dealership's lot of pre-owned vehicles, hoping to find a bright-colored late model W203 Kompressor, and get the students to evaluate it. Sadly, his desire was not in stock! But that did not stop him from taking advantage of a sandwich while looking at the collection of vehicles that the students had brought with them.

A whole new generation of German auto judges was born at this event. If you missed it, you missed a great chance to find out more about what judges look for in a vehicle and how to prepare your own for the Concours d'Elegance.

— Bill Hopper

High Gear

Florida is no place for a car enthusiast. Sure, there are palm trees and sea breezes. Yes, without a real winter you can travel top down practically all year round in the “sunshine state.” But, the essence of enthusiast driving is hanging your tail out in a sweeper. It’s downshifting through a switchback. It’s cresting a rise and going flat out to the summit. Alas, Florida is pancake flat and the state’s roads are arrow straight to the horizon.

I’ll never retire to Florida. It’s not just my fear that Alzheimer’s may be contagious. Yeah, for me “Mickey Mouse” is more a term of derision than a personal hero. True, hurricanes and king-size cockroaches hold little attraction. But my real reason to strike Florida off my wish list is the fact that, if I lived there, I’d have no reason to drive the cars which I love. I would never again need to worry about scrubbing rubber off my sidewalls. I could forget about replacing my clutch. And I’d have no occasion to pull on my string back driving gloves. Nope, the great, wet peninsula is not for me.

So why is it that in the beginning of March every year I find myself dashing across Dixie on Route 95 South? Well, it’s the Amelia Island weekend that beckons me to cross the Saint Mary’s River and gulp down orange juice at the Florida Welcome Center. A classic car rallye, the RM sports car auction and the Concours d’ Elegance make for a great car enthusiast’s weekend. This year was no exception.

One of my cars really only gets used once a year. It’s my ’80 300CD. That’s my Amelia Island car. It’s the sole vehicle I have ever owned which has automatic transmission. It’s got a somewhat cushy ride and exhibits a little too much compliance in hard cornering. But it’s powered by a bullet-proof five-cylinder, three-liter, normally aspirated diesel. This is an ideal car for interstate cruising, and for Florida. So for the last several years, I have taken the 300CD out of the garage for its annual milk run down from New Jersey to the Amelia Island Concours d’ Elegance. It is a testimony to the quality of this Mercedes that I am able to get into a vehicle which has basically been

sitting idle for eleven months, change the oil, check the belts and fluids, adjust the tire pressure and hit the open road going full bore for a thousand miles. All this plus an attractive body style which never fails to garner smiles and thumbs-up signals in the spectator car park.

Alfa Romeo was the featured marque for 2005 at Amelia Island, and there was some magnificent Milanese machinery on display. I was particularly attracted to the early postwar coach built 1.9 liter Alfa coupes with their flowing lines penned by Pininfarina, Bertone, Vignale, Carozzeria Touring and Zagato. These were high performance grand tourers with large diameter steering wheels and column-mounted manual gearshift levers. As beautiful as any Ferrari and much more tractable on the road.

Surprise, surprise, my personal favorite Amelia Island show car for 2005 was built north of the Alps! In Stuttgart to be exact.

The classic car which caught my fancy this year was a 1934 Mercedes 130H. Those of us who have had the chance to attend world class car shows like Amelia Island and Pebble Beach can become jaded. I am almost accustomed to the sight of a magnificent Mercedes 540K, with proud grill, bullet headlights and swooping fenders. The 130H is very different. This is a conservative, mid-size sedan with a 1.3 liter engine. What makes the 130H unique is that the engine is located behind the rear wheels. Hence the “H” designation which stands for “heck motor,” or “rear engine” in German. During the ’30s, Mercedes experimented with the rear engine layout and produced a series of tail-wagging sedans, coupes and roadsters. I find them irresistible with their reverse snob appeal (no pun intended). I can imagine what a hoot they must have been to drive with their radical rear weight bias and swing axle rear suspension.

In general, Florida is not the place for car enthusiasts. Unless, that is, you know when and where to look, and you have a trusty starship to whisk you there with eclat and sans fuss!

— John Kuhn Bleimaier

1st 'First Saturday Tech Talk' Deemed a Success

Frankly, your Tech Chair is very pleased that this Tech Talk is now history. He was on the spot (or in the spotlight) to rebuild a 30-year-old brake caliper in front of a live audience at nearly the crack of dawn. Fortunately, the procedure was a success, but it doesn't always happen that way.

Leading up to the "big" show was a discussion of every conceivable aspect of brake calipers, and on display was every piece of a disassembled caliper.

On the menu were a couple dozen donuts and a gallon of coffee. We talked about the big picture, and Jim Glenn—a self-admitted tech novice—was able to understand how the major system components work together to stop a car, even one as fast as his E55. We also talked nuts and bolts, and we were lucky to have super-DIYer Stan Groenig in attendance to explain how the more modern floating calipers differ from the demo hardware.

The "Zing the Tech Chair" award goes to George Stephenson. George's answer to the question, "What three things do you never want in your brake fluid?" forced a revision of the question to "What *four* things..." The answers are, of course, water, oil, air and, as George pointed out, dirt. Chuck Gainor, veteran of the DIY tech sessions, helped us explore the motivations for rebuilding or replacing a caliper. He

also precipitated a discussion of why brake fluid is bad for you (and painted parts of your car).

After the meeting, diesel driver Klaus Hirtes confided that he has heard rumors that the legendary master mechanic "Norbert" has invented a method dubbed "gravity bleeding." We'll definitely look into that one.

Unfortunately, our hostess, Janet McFarland, wasn't able to be with us this time. It was just as well because we were able to clean up the brake fluid spill from the rec room floor before she returned home. As I mentioned, your Tech Chair was on the spot.

So, if you have any questions about brake calipers, ask any of these guys, they've seen it all. If you have a question about Tech Talks or suggestions for future topics, contact the Tech Chair at gwsTech@earthlink.net.

GWS Logo Merchandise

Have you seen the new GWS polo shirts? You will soon at a GWS event. You will even be able to freshen up your GWS wardrobe in the latest colors!

A new color polo (YELLOW) and the new GWS T-shirts are in, too—check out the pink one! (Works for both the guys and the gals.) Hint to the guys: the girls love it when you wear pink!

This year, GWS will be refreshing its stock of merchandise for the GWS club store. We are looking into offering helmets, high quality air gauges and other automotive-related gifts for you and your Mercedes-Benz.

GWS polo shirts are \$29; the GWS T-shirts are \$15. Photos will soon be up on the web. Anyone wishing to model them for the official photographs?

GWS logo merchandise is always shown at the summer picnic. It also is available by contacting Bill Hopper at (202) 363-4189, or e-mailing him at: wwhrestoration@att.net. Please let him know what size and color you would like and whether you want the polo or T-shirt.

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VIR Drivers' School *(con't from page 1)*

equipped with a structural, VIR-approved roll bar." Most original equipment/stock "roll hoops" are NOT approved for events at VIR, including those on the Audi TT Roadster, the Porsche Boxster, or the BMW Z3/Z4/M3 Convertible. Please contact us before registering if your car is one of these mentioned.

Mercedes-Benz

All Mercedes-Benz SLs and SLKs will have to run with hardtops on or up. Cabriolets will not be permitted to run at all without an approved roll bar.

Motel Information

Sleep Inn & Suites—1483 South Boston Road, Danville, VA 24540, (434) 793-6090 (Mention BMW Car Club for the special \$69.99 rate.)

Best Western Windsor Inn & Suites—1292 South Boston Road, Danville, VA 24540, (434) 483-5000

Comfort Inn & Suites—100 Tower Drive, Danville, VA 24540, Located Adjacent to Piedmont Mall, (434) 793-2000

Courtyard by Marriott—2136 Riverside Drive, Danville, VA 24540, (434) 791-2661, (800) 321-2211

Days Inn—1390 Piney Forest Road, Danville, VA 24540, (434) 836-6745

Hampton Inn—2130 Riverside Drive, Danville, VA 24540, (434) 793-1111

Holiday Inn Express—2121 Riverside Drive, Danville, VA 24541, (434) 793-4000

Stratford Inn & Conference Center—2500 Riverside Drive, Danville, VA 24540, (434) 793-2500, (800) 326-8455 (pet friendly)

Helmets

Helmets must be certified to Snell M- or SA-standard, 1995 or later. The Snell Memorial Foundation's certification will be found on a sticker inside the helmet. The Audi Club has a limited number of rental helmets available on a first-come, first-served basis. The cost is \$40.

You can also rent helmets from OG Racing, 22585D Markey Court, Sterling, VA 20166, (800) 934-9112.

Tech Inspection

Cars must be inspected by a qualified service facility *before* the event. A properly completed tech

inspection form must be presented at the track. It is your responsibility to ensure that your car is safe and roadworthy. The tech form will be made available May 15.

Food and Fuel

Lunch: Food is available at the track at the Pagoda Restaurant. There also are places along Route 58 to buy food and water.

Wednesday: There is a buffet at the Oak Tree Tavern at VIR. Participants pay for this themselves (not included in registration). The food is excellent!

Other favorite restaurants:

Los Tres Magueyes, 2818 Riverside Drive, Danville, VA 24540, (434) 792-0601

Joe & Mimma's Italian Restaurant & Pizza, 3336 Riverside Drive, Danville, VA 24541, (434) 779-5763

Thursday: Registration includes (1) banquet ticket for the Thursday evening banquet, which is located on the top floor of the Pagoda Restaurant (at the track) and is for all participants. Guests may purchase a meal ticket separately for \$25.

Fuel

Self-serve fuel is available at the track with a credit card, but is expensive. We suggest filling up in Danville the night before.

Car Numbers

Car numbers will be assigned at registration.

Waivers

An insurance waiver will need to be signed at the gate and at registration. Driver School participants may sign the gate waiver and bring a car for drop off Wednesday evening from 5:30-7:00 p.m.; the gate will be locked at 7:30 p.m. The Headquarters Motel is just 8 miles from the track and has a rig-accessible parking lot adjacent to the regular parking lot.

How to Register

Registration forms and more information will be available on the BMW CCA web site at www.nccbmwcca.org. Your contacts are:

Registrar: Doug Verner	ddverner@mac.com
Ch. Instr: Miriam Schottland	greywolf@millkern.com
Coordinator: Rafael Garces	president@nccbmwcca.org
Audi: Marc Nguyen	mnguyen@audicarclubna.org
BMW: Rafael Garces	president@nccbmwcca.org
Mercedes-Benz: Joe Wozney	JoeWozney@aol.com
Web site: Steven Schlossman	webmaster@nccbmwcca.org

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Number of persons _____ x \$10 per person = \$ _____

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Circle which events you plan to attend: June Oct. Nov. Dec.

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Dyno Runs (2)x \$65 = \$ _____

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Total enclosed (make check payable to GWS-MBCA) = \$ _____

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Dynamometer = Dyno

By Bill Shaw

Automotive enthusiasts have been trying since time in memoriam to lay claim to having the quickest, fastest or most powerful car. This is most often substantiated in 0-60 times, quarter-mile times, elapsed time over a measured course, or horsepower/torque output. Unfortunately, testing on the street and in a controlled setting is not only mutually exclusive, but in most cases it is dangerous and illegal. Furthermore, there are just too many independent variables which can adversely influence the tester's ability to accurately measure and record this data, i.e., reaction time, traction, weather, elevation, etc.

As a result, we rely on performing tests indoors on the next best means at our disposal: a dyno. While it's not a perfect solution, at least the results can be objectively studied, measured, corroborated and easily replicated. But not all dynos are created equally.

Dynamometer 101— Basics of Dyno Operation

Dyno is short for dynamometer and is a device that measures torque and, therefore, the horsepower of a vehicle. The dyno itself is essentially a "brake" which can apply a known torque (or "load") to the engine. When the engine is holding a steady speed under a given dyno load, then the torque being applied by the dyno is equal to the torque being produced by the engine.

There are various ways in which the dyno load can be applied. Older dynos use a hydraulic system with a rotor inside a water filled cavity—similar to the torque converter in an automatic transmission. Modern dynos, however, generate the load with large electric motors.

The two main types of dynos are an engine dyno and a chassis dyno. An engine dyno tests the engine out of the car and measures the power of the engine alone. The engine is bolted to a cradle and connected to the dyno with a prop shaft which bolts onto the back of the crankshaft (or the flywheel). The intake and coolant are also plumbed to external fixtures that simulate on-road airflow and then the engine is run from idle to redline. This is how nearly all manufacturers rate the output of car engines since it provides the most optimistic readings.

A chassis dyno, on the other hand, is a machine that has two (or four) large rollers which the car's tires rest on. A chassis dyno, consequently, measures torque at the tires rather than the crank/flywheel. Friction from rubbing gear faces, inertia from heavy shafts, as well as gear lube all conspire to reduce the advertised

horsepower reaching the tires and, hence, the dyno. This explains why wheel horsepower is always lower than flywheel horsepower. The sum of this drag is commonly referred to as "parasitic loss" or drive train loss.

In order for dyno results to be comparable and universally accepted, there are a number of things that need to be closely monitored during the measurement process. These include air temperature, air pressure, and humidity—all of which affect the amount of power an engine produces. Cold dense air, for example, means a greater mass of oxygen per power cycle and thus more power is generated (provided that air/fuel mixture is properly calibrated). So a dyno's hardware typically includes a weather module that monitors real-time atmospheric conditions and its software uses an SAE formula to correct measured power to a uniform "standard day." In theory, this allows comparing runs made on different days with reasonable accuracy, at least on the same manufacturer's machine.

Chassis Dynos

Obviously, most of us would not want to go through the time and expense—and headache—to remove an engine from our car and have it tested on an engine dyno. For this reason, chassis dynos are commonplace, usually provide the necessary feedback/information we are looking for, and are accurate.

Common to all chassis dynos are the steel rollers, or drums, that are either placed in the floor or up on an elevated stand. What most chassis dynos measure during a full-throttle acceleration test is the force, or kinetic energy, acting at the frictional interface between drive wheels and the knurled surface of the dyno's drum(s). While all have some means of precisely measuring the rotation (speed) of the drums, many have additional hardware to load the dyno beyond the inertial weight of the drums themselves. Referred to as inertia dynos, they are based on the scientific principles of accelerating a certain mass with a known moment (distance) over a given time. The rate of acceleration of that mass and moment is a result of the force applied (torque). If the RPM is known, horsepower can be calculated ($\text{Horsepower} = (\text{Torque} \times \text{RPM}) / 5252$).

Dynos like the one at Curry's Auto Service from Mustang Dynamometer uses an eddy-current (loaded)

Continued on page 17

Continued from page 16

power absorber and load cell (strain gauge) located downstream of the dyno drums. A principal advantage of a loaded dyno like the Mustang Dynamometer is its ability to measure power either under acceleration or in the absence of acceleration, such as in a steady-state, no-acceleration condition. This doesn't necessarily make it any better at producing the full-throttle power measurements we so often seek, but it does permit many additional forms of testing (and tuning).

In a perfect world, every gearhead would have a chassis dyno in their garage. As an analytical tool, it has few equals. But this is not fiscally feasible for most of us since the Mustang chassis dyno at Curry's, for instance, costs over \$100,000.

Benefits of Dynos

Around for decades in one form or another, the advent of powerful personal computers and other modern electronics and sensors have thankfully made the chassis dyno more common, accurate and functional. And thanks to sophisticated software programs, computer-controlled dynos are now capable of simulating real-world factors such as wind and rolling resistance. Teamed with a knowledgeable operator and the right options, it can be an invaluable tuning tool regardless if the vehicle is equipped with a low-tech carburetor or sophisticated ECU. This is why it is absolutely imperative to have a properly trained technician running the dyno.

Radial Tires Goes to Lucky GWS Member

At the 2004 Holiday Party, Janet McFarland was the winner of a set of four Toyo tires donated by Paul at Radial Tire Co. Steve Walters, the lucky recipient of the tires, would like to thank Paul on behalf of Janet and the entire Greater Washington Section.

Photo by Paul Vandenberg



May 2005

Dynos are used if someone is interested in or simply wants to obtain a baseline reading, calibrate their speedometer, quantify the results of engine/ECU modifications, measure and plot a car's full-throttle, rear-wheel horsepower/torque curve, or to document changes of different exhausts systems, drive train components, i.e., transmissions, and even lubricating fluids. Most chassis dynos can also be optioned with additional sensor packages. One of the most common is a wide-band oxygen sensor which allows constant monitoring of air/fuel ratios. These sensor packages help expand the dyno's function from a power measurement device to an analytical tuning aid.

There's more than one mathematical path leading to the calculation of horsepower and torque figures, and obviously not all the manufacturers take the same one. A vehicle will almost always generate different power figures when tested on different manufacturer's models. For instance, the same car dyno'd on a DynaPak, DynoJet or Mustang will invariably have different rear wheel horsepower readings. This is why—and we can't stress this enough—that in order to get accurate, repeatable readings when comparing before-and-after combinations, Curry's suggests sticking with the same make of dyno from test to test.



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Adjusting Rear and Sideview Mirrors

Many automobile associations and experienced drivers have determined there is a correct way to adjust one's rear- and sideview mirrors for optimum visibility.

The National Motorists Association, Smart Motorist, Inc. and others note that we rely on our mirrors the most when backing up and when changing lanes. Our objective should be to change position without getting in other drivers' ways or cutting them off.

The positioning for the inside rearview mirror is fairly obvious—you should be able to see out of the rear window. Be sure the day/night switch found on most rearview mirrors is in the day position during daytime operation.

As for the side mirror or mirrors, most people adjust them so they can see the side of the car on the inside edge of the mirror. But when the sideview mirrors are set up as just described, you essentially have created "tunnel vision" to the rear. Your sideview mirrors overlap much of what your inside rearview mirror already sees, and you've also created blind spots.

What is the solution to tunnel vision and blind spots? Simply adjust the sideview mirrors just beyond the point where you can see the side of the car on the inside edge of the mirror. With this setup, you almost completely solve the blind spot problem. To correctly adjust the outside mirrors this way, follow these two steps:

- For the driver's side mirror, roll up the window and press your head against the glass. Adjust the mirror so that you can just see the edge of the car.

- For the passenger's side mirror, place your head in the center of the car (directly behind the inside mirror mount) and adjust the outside mirror so that you can just see the edge of the car. This is necessary even with convex (curved) mirrors where the image is distorted a little.

If all three of your mirrors are aligned correctly, you should be able to see a vehicle leaving your rearview mirror seamlessly transfer to one of your

side view mirrors without any delay

Vehicles present that aren't visible in your mirrors are the ones you need to worry about. Drivers with good peripheral vision will see them when they check their sideview mirrors. However, if you rely solely on your interior rearview mirror, you're asking for trouble. Thousands of accidents occur each year because people changing lanes fail to see a vehicle that is right next to them. Diligent use of all three of your mirrors should prevent you from getting in another driver's way or cutting them off. A good guideline for deciding when to move into the passing lane or back into the traveling lane is to make sure that you can see the headlights of the vehicle you're passing in the rearview mirror.

This method may take some getting used to—however, it works!

Don't Forget Your Spare!

It was one of the first nice days this year—which meant it was car-washing time. Particularly since it was the day before the first autocross, and you can't show up at an autocross with a dirty car!

Klaus and I wanted everything to be set up so that when we left the house at 6 a.m., went could just jump in the car and drive.

Klaus rotated the rear tires to the front and checked the air pressure. All was OK. He then decided to check the spare tire—which has never been used. It was empty. No air.

That prompted him to check the spare tires in our other cars. All were devoid of air.

I guess if you have flat tires frequently, you make sure to check them. But when you're lucky enough not to have to go through that hassle, the spare remains pretty much invisible.

So...if you haven't looked at your spare in a while, now's the time to do so—before you need it.

— Deborah Hirtes

May 2005

DaimlerChrysler to Restructure Smart

DaimlerChrysler AG has announced plans to restructure its money-losing Smart car maker, spending up to 1.2 billion euros (\$1.56 billion) this year, cutting 700 jobs and scrapping some models.

Smart is part of the German-U.S. automaker's troubled Mercedes division, with its ultra-compact brands including the zippy two-seat forTwo, the four-seat forFour and a two-seat roadster. The roadster will stop being produced this year and plans for an SUV model are being dropped.

"The new business model aims to put the small-car brand onto a financially sound basis, with the goal of breaking even in 2007," said Mercedes-Benz chief Eckhard Cordes.

Smart has been losing money, but the company has not said how much.

Cordes said the restructuring program would result in costs of up to 1.2 billion euros (\$1.56 billion) this year.

"Excluding the exceptional charge from Smart, DaimlerChrysler, after a weaker first and second quarter, still expects a slightly higher operating profit for full year 2005 compared to 2004," the company said.

Some 700 workers will lose their jobs, including 600 at the company's headquarters operations in Böblingen near Stuttgart in southern Germany. Some 100 jobs will be eliminated at Smart's manufacturing plant in Hambach, France.

DaimlerChrysler shares fell 1 percent to 34.16 euros (\$44.29) in afternoon trading on the Frankfurt exchange.

"It is obvious with Smart that we have built a very strong brand and created tremendous empathy with many customers and admirers," DaimlerChrysler Chairman Jürgen Schrempp said in a conference call. "We have said repeatedly that we would continue with the brand."

But Cordes conceded that DaimlerChrysler had considered shutting down the Smart operation completely.

"We have considered different options, which theoretically would be available, among them also the complete closure of Smart," he said. "The option we

have decided upon is by far ... the best from a shareholder point of view."

The company said a new product concept for Smart "calls for the intensified development of the successor" to the original two-seat car, "including fulfilling the requirements for the U.S. market."

Cordes said initial feedback on Smart sales in Canada were good and bode well for an eventual U.S. rollout.

"If we can achieve good margins, then we can bring it to the U.S.," he said.

Another aspect of the model includes shifting Smart sales, procurement and service into Mercedes-Benz operations, in part to take advantage of the automaker's established network.

Mercedes-Benz USA Sales Increase for March

Mercedes-Benz USA (MBUSA) reported sales of 18,162 new vehicles for March 2005, up 1.9 percent compared to last March.

"With the arrival of new engines and new products like the CLS and this week's launch of the much-anticipated new-generation M-Class, we are projecting that 2005 will be the strongest sales year in the history of MBUSA," said Paul Halata, president and CEO of MBUSA.

Volume for the month was led by the C-Class model line which recorded 4,901 units sold, up 1.6 percent from the 4,825 sold last March. Highlights for the month included SLK-Class sales tripling (up 208.7 percent) and a 6.2 percent increase in AMG sales (949 vs. 894 units). In addition, the CLS-Class demonstrated a 29.5 percent jump in sales (1,759 vs. 1,358) compared to February 2005, the model line's first full month on the market.

In the fall, MBUSA will launch the 2006 R-Class, establishing a new segment called the Sports Tourer. In combination with the new M-Class, this will double the company's penetration in the fast-growing luxury light truck market.

Continued on page 25

Where Washingtonians go when they take their Mercedes to the "clubhouse."



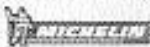
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Maryland Greater Washington Section License Tags

Maryland license tags with the section logo and the words "Mercedes-Benz Club" on them are still available. These plates will not be available through the MVA. You can purchase them only through the club, and they can only be put on a Mercedes-Benz. Please send the form below to Ed Hainke, coordinator of the program, with two checks: one payable to GWS-MBCA in the amount of \$10, and the second check payable to MVA in the amount of \$25. Ed will then contact you for the required MVA information.

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Calling All Volunteers

The Greater Washington Section depends on its members to volunteer to help organize and run all the different events planned for this year. Right now, we are seeking:

Social Chair: GWS is looking for an outgoing and innovative "Party Person." You will plan and manage GWS social activities involving great cars and so much more! **Qualifications:** Good organizational skills, willingness to plan events months in advance, attend evening meetings 3-4 times a year. To learn more about this opportunity, contact Bill Hopper at (202) 363-4189 or e-mail: WWHRestoration@att.net

Concours Chair: We are looking for a lover of graceful lines and beautiful Mercedes-Benz vehicles. This opportunity will have you in the midst of automotive beauty and historic Mercedes-Benz automobiles. **Qualifications:** Be able to manage 2 to 3 events a year, attend evening meetings 3-4 times a year and work with other marque clubs. Diplomatic skills a plus!

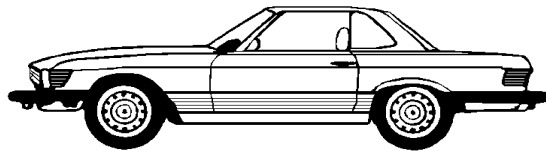
Or if you are just looking for fun opportunities and a chance to meet new and interesting people, come out and volunteer to help set up, run and manage a wide variety of GWS events! Do a little bit or a lot—you will have great fun and be most appreciated!

Submit inquires to GWS President Joe Wozney.

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New Members

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

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Washington, DC

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Bruce Robertson
Baltimore, MD

Ara Anthony Avedisian
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For the latest club news, go to the GWS web site at:

<http://www.gws-mbca.org>

Sales Increase — Continued from page 19

Separately, the Mercedes-Benz Certified Preowned vehicle program reported March sales of 4,013 units, bringing the first quarter total to 11,212 units, a 19.7 percent decrease versus the first quarter of 2004.

In 2004, MBUSA achieved its eleventh consecutive year of sales growth by setting the highest sales volume in its history with 221,610 new vehicle sales.

Organizational Meeting for the Metro Tri-Star

Are you seeking some *fun*? Like to be *creative*? We are looking for people interested in writing articles, being reporters at section events, contacting advertisers and helping with the desktop publishing and printing details.

Come join the editorial staff of the *Metro Tri-Star* for our organizational meeting — **Saturday, June 4** at 10 a.m. - 11:30 a.m.

Contact Janet McFarland at (703) 765-9405

— Deborah Hirtes and Janet McFarland

1.3 Million Mercedes Being Recalled

DaimlerChrysler AG said it is recalling some 1.3 million Mercedes-Benz models worldwide to fix a problem with alternators and batteries.

In a statement, the German-U.S. auto maker said the models (in years from 2001 to 2004) include current E-, SL- and CLS-class models that have been built since 2001.

The Stuttgart-based company said that models with six- and eight-cylinder engines need to have the voltage regulator examined and, if needed, replaced.

On the E-class and CLS-class models, built from January 2002-January 2005, battery control software will be installed. The company also said the braking system on the E, SL and CLS-class vehicles made since June 2001 would be updated.



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The Trading Post

450SEL 6.9, 1978: Black/tan. Electric sunroof, repainted, interior restored, new rims, stainless steel exhaust, several parts rebuilt/replaced, runs great, (power steering leaks). \$11,000. Call Bob Wolpert at 301-871-1655 or e-mail: wolpert@cpcug.org — *photo below.*



C230Kompressor, 1999: Bordeaux/tan. Sport package, MB 6CD changer in trunk, almost brand new Conti's-Extreme Contact (16"). Best car cover available—part of the deal. All records; absolutely meticulously maintained. 69,450 miles and pampered. Only \$13,900. Call Tom at (703) 721-0289.

300SD, 1984: Champagne/palomino MBTex. Heated seats. 106,000 miles. Asking \$3,000. Contact Werner at (856) 224-1792 or e-mail w.fehlauer@verizon.net.

300D Turbo, 1987: Gold/palomino. 124 chassis. More than \$4,000 in recent parts and work. Only 157,000 miles. Sun roof, cruise, pwr. seat, back head rests, more. Asking \$5,000 obo. Call Irv at (540) 635-1298.

280SL, 1968: Ivory/brown, German material black top. 119,000 miles, manual, second owner, always garaged, storage rack. Motor runs well. Recent \$3,000 brake restoration, master cylinder and seals. Classic beauty. Bargain at \$20,000. Call John at (301) 656-5787 or e-mail lintat@erols.com — *photo above.*



280SL, 1970: Silver/red leather. 93,000 original miles, auto., 6-cyl. fuel injected. Hard and soft tops, jumper seat, AC, orig. tool kit, owner and parts manuals. \$30,000. Call Tom at (410) 573-1528 or e-mail at sdhyatt15@aol.com.

Trading Post Advertising Information

Any GWS member may place an ad of up to six lines in length free of charge in the *Metro Tri-Star*. Include your name, membership number, address and phone number(s) with area codes on your hand-printed or typed copy. Personal ads will appear for one issue. Ads should be sent to: Metro Tri-Star, 1307 Warrington Place, Alexandria, VA 22307, (703) 765-9405; or e-mail janetmcfarland@earthlink.net. Nonmembers may submit a single personal ad for \$45. For business ad rates, contact Janet McFarland at the same number.

We will print a photograph (from color or black and white original or from high-resolution digital image) with your ad for \$20. If you would like the photo returned, enclose a stamped, self-addressed envelope. All checks should be made payable to: GWS-MBCA. Advertising copy must be received by the 15th of the month preceding publication or the ad will appear in the following issue. The editor of the *Metro Tri-Star* shall have sole discretion in determining ad acceptability.

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