



DAS KABEL

FROM THE EDITOR'S DESK

"It was the best of times; it was the worst of times..."

When Charles Dickens wrote that famous opening line in his 1859 tome, *"A Tale of Two Cities"*, he certainly wasn't thinking of a pandemic much less the disruption posed to people attending festivals, meetings, drives, rallies and shows in motorized vehicles. With apologies to Chuck, we can co-opt that line not just to MBCA CVS events, but to our daily lives as well.

I just turned 65 and I now hold a Medicare card. I am duly retired from my profession as an airline pilot due to the "Age 65 Rule." During my now 65+ years I've seen, and remember lots of disruptive events. Some good, like the tearing down of the Berlin Wall, and some bad, like JFK's assassination. I was glued to the screen when I saw Neil Armstrong first step on the Moon, and I was similarly glued as I watched the second aircraft slam into the World Trade Center.

The point is, this Covid19 virus is scary stuff, and we do need to respect its lethality. Seeing empty toilet paper shelves, without a hurricane looming can be unnerving; however, as unpleasant as all this is, when it's over there will be sunny days and club outings and things will return to normal. There maybe a "new normal" for some of us, but a version of normalcy non-the-less.

I know for many of you the MBCA is not even on your radar. If you are struggling to keep your business afloat, or if you have been laid off, or learning to "telecommute" and having to juggle homeschooling at the same time, car stuff becomes irrelevant. If you have a close someone infected with the virus, or you are, then nothing matters more than getting better. I don't need to tell you to take care of yourself and your family and friends first.

As Virginia opens back up on a step by step basis, we will be looking at our planned events on a case-by-case basis. If we think we can

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Das Kabel is a quarterly newsletter publication of the Central Virginia Section of the the Mercedes-Benz Club of America.

comply with “social distancing” criteria, we will endeavor to plan and conduct some events, the first being our Flag Fun Run on 14 June. We will provide email updates and sign-up as soon as possible.

Your Section Board of Directors are currently reviewing our Section bylaws, which have not been updated since our Section’s founding in 1994. If you have any suggestions regarding our bylaws or what should be included, please feel free to drop Chip or me a note. Our email addresses are on page 16. Once we complete a final draft of our new bylaws and the Board of Directors approve them, they will be forwarded to all members for ratification. This will be accomplished via *ConstantContact*.

Speaking of *ConstantContact*, please make sure you are not inadvertently blocking *ConstantContact* emails. This is how our Section communicates with our members. Events, officer elections, and yes, even this newsletter all come to you via *ConstantContact*. Usually, just adding the email address this issue of Das Kabel came from to your address book will suffice, but if you need further help to “whitelist” emails, please check with your email or ISP provider.

My hope is that by the time you read this the worst is over for our community and our country. Please keep informed. Regardless of your political beliefs, please listen to the professionals and experts in the government such as the CDC, USPHS, and the Surgeon General, as well as your personal medical care team. At times like these we see America and Americans at their best, and unfortunately, sometimes at their worst. Don’t let the negatives get you down. Like another great Brit once said: “*Keep Calm & Carry On.*”
- Ed.



1956 Mercedes-Benz 300SC Sunroof Coupé

BILL'S EXCELLENT ADVENTURE

After some three years of trying, I've managed to buy a near carbon copy of my 1994 e320 Wagon. See attached pics.

The story goes like this. There's an old used car lot about 5 miles north of Luray on Route 340. When passing the lot sometime in 2017, I saw a two-tone green e-series wagon! I stopped and found that the car was a '92 300TE Allmatic with 202K miles showing. I located the owner and asked about the car. He gave me a story of why it wasn't drivable, needed shocks, etc., but didn't start it or let me drive it. I offered \$2,000 and he insisted on \$3,000. I said forget it. So the car sat there year after year in the sun and rain. This year I decided to try again and found that there was no one at the place, ever, and that the owner was now sick. I left phone messages to no avail.



Finally, a few weeks ago before the "lockdown," I drove by and saw an old dude (like me but somewhat the worse for wear) going to an SUV followed by a much younger woman. I swung in and found that it was indeed the owner and as luck would have it, his daughter in law named Crystal. I told Crystal why I stopped. She was immediately interested in my offer of \$1,000 cash to buy the car as a parts vehicle. She called a week after that, we made the deal and I had the car towed to my farm.

As the pictures show, the car is actually in very good condition, just needs a thorough cleaning and some serious buffing on the hood and roof (roof rack would make that tricky). No visible rust or body

damage. I found the oil topped off and the coolant OK, so I loaded in a good battery and checked it out. Electricals and lights worked fine, even the aftermarket crummy CD/radio with a busted antenna played decently. I hit the starter and it cranked like crazy but no start. (Tank is full – when I added 93 octane gas it overflowed. But the gauge reads empty.) I primed the carb with gas and it started right up, ran 2 seconds and died. I repeated 5 of 6 times with the same result. I'm guessing both fuel pumps have failed.

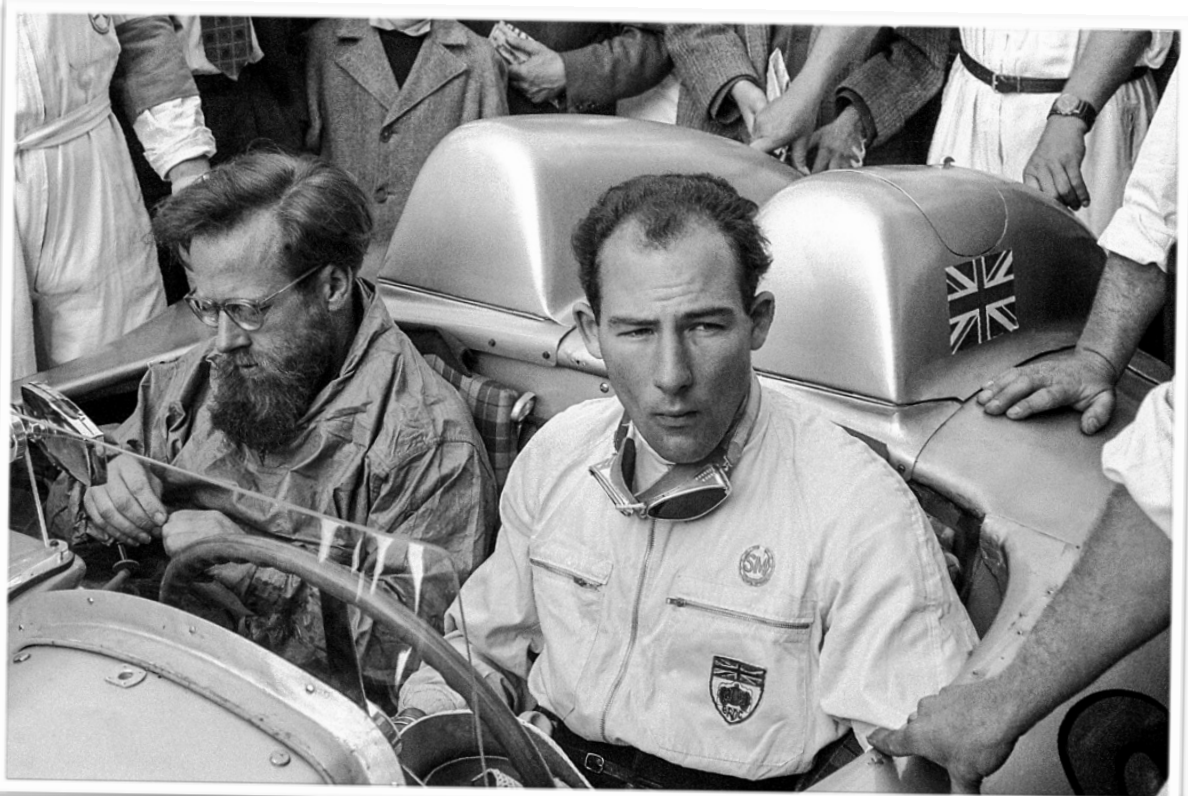


My original plan was to swap the front seats for mine (pretty worn on the driver's side) and use the car otherwise for parts. Everything is there, not a thing missing so far as I can tell. Being that it's an Allmatic, however, I'm now thinking of getting it running and seeing if it's a drivable car or would need major and expensive repairs.

Is anyone in our club an expert on this vintage of e-series car?

Bill Shields
Luray, VA

SIR STIRLING MOSS



1 May 1955 in Brescia, Italy. It is 7.22 a.m. A silver racing sports car is given the starting signal and shoots down the ramp: Stirling Moss and his co-driver Denis Jenkinson in the Mercedes-Benz 300 SLR (W 196 S) launched into one of the most important and grueling road races in the world at the time – the Mille Miglia. No less than 1,000 miles of roads through Italy lie ahead of them, the equivalent of 1,597 kilometres. Their opponents are not merely the 520 other vehicles but, above all, a winding route along public roads and the clock with an unstoppable second hand. In the end, the only thing that counts is the time it takes to cover the 1,000 miles.

After 10 hours, 7 minutes and 48 seconds, the silver 300 SLR with the red “722” painted on it and driven by Stirling Moss crossed the finishing line in Brescia. The start number depicts the starting time, as is usual in the Mille Miglia. This was a sensation: Moss and Jenkinson set a new record time for the thousand-mile race, their average speed on that day was an unbelievable 157.65 km/h. Their time for this legendary road race was never beaten.

“Only Mercedes-Benz could build such a car.”

“It was indeed my greatest victory,” Moss later said. “No other vehicle in the world would have given us the capability to achieve this tremendous speed. Only Mercedes-Benz could build such a vehicle.” Frightened? Definitely before the race, because he knew how fast he had to drive to win, without always knowing the exact course of the road. That’s why it took a co-driver as reliable as Denis Jenkinson with his roadbook instructions recorded on a paper scroll.

Only a few years earlier, in 1948 at the age of 19, Moss had taken part in his first race and finished fourth. He had a passion for motorsport in his genes: his father, Alfred Moss, who was a dentist by profession, and his mother, Aileen, were already active in motorsport in the 1920s and 1930s, and his sister, Pat, participated successfully in rallies and sports car races in the 1950s and 1960s. His second race in Brighton catapulted Stirling Moss right to the top of the podium. In his first year of racing, he contested a total of 15 competitions and finished twelve of them in first place.

This was the launchpad that shot Moss to an international career, which was expanded successfully in 1955 in the Mercedes-Benz works team after several intermediate stations. His contract covered all the major Formula One events and the World Sports Car Championship, and he took part in them in the W 196 R Grand Prix racing car and the 300 SLR (W 196 S) racing sports car. He closed the season as Formula One runner-up behind Juan Manuel Fangio. He also scored decisive points for winning the Sports Car World Championship, which Mercedes-Benz won in 1955 together with the Formula One World Championship. His successes in 1955:

- Mille Miglia: 1st place
- International "Eifelrennen" event on the Nürburgring: 2nd place
- British Grand Prix: 1st place and his first Formula One victory
- Swedish Grand Prix: 2nd place
- Belgian Grand Prix: 2nd place
- Dutch Grand Prix: 2nd place
- Tourist Trophy in Dundrod, Northern Ireland: 1st place
- Targa Florio: 1st place

Moss had a tremendous will to win. He said he was always spurred on by one thought in particular: "Today is race day, today I'm going to risk my life." He always demanded everything from the vehicle – sometimes he crossed the finishing line in a severely battered car, but in first place.

When Mercedes-Benz withdrew from motorsport after the extremely successful 1955 season, the driver's seats of all the major brands were open to Moss. In subsequent years, he drove various marques, such as Vanwall, Cooper, Porsche, Aston Martin, Ferrari, Lotus and B.R.M. And every season confirmed once again that he was a world-class racing driver. It is true that he never won the Formula One World Championship, but he secured the title of Vice World Champion in subsequent years – as he had done with Mercedes-Benz in 1955: in 1956 and 1957 he was runner-up to Juan Manuel Fangio again and, in 1958, second place behind fellow-Briton Mike Hawthorn. In the years from 1959 to 1961, he took 3rd place in the Drivers' Championship. 1962 turned out to be a year that changed his life. Moss was under contract to Lotus as a driver. On 30 April, he was participating in a national Formula One race, the 100 Miles of Goodwood. On the 35th of 42 laps, due to circumstances that were never properly explained, he left the track at high speed, crashed into a bank of earth and suffered extremely serious injuries. Although he recovered, about a year after the accident Moss decided to quit motorsport – his physical reactions had deteriorated and were much slower than before the accident. "If you're not able to drive fast and safely, you should stop, if only out of consideration for your competitors," he said.

An impressive overall success story

Stirling Moss's list of successes is truly impressive: in a total of 84 different models of cars, he took part in no less than 495 motorsport events, reached the finishing line in 366 of them and won 222. This record confirms that Moss was one of the best drivers of his time. For his services, Queen Elizabeth II honored him with "The Most Excellent Order of the British Empire" (OBE) in 1959. In 2000, Moss was also made a Knight Bachelor, meaning he was entitled to call himself Sir Stirling.

Moss was also considered a pioneer of professionalism in motorsport: as early as 1949, he engaged a manager to organize his business affairs. This was a completely new approach because, in this period, most racing drivers looked after their own commitments and negotiated their own fees. From the mid-1960s onwards, hardly any driver could dispense with a manager. The racing teams also worked differently from before and were much more closely involved with marketing partners.

After his active racing period ended, Moss continued to take an active part in motorsport and was a frequent participant in historic racing and rally events. He often took the wheel of "his" Mercedes-Benz 300 SLR in which he won the Mille Miglia and which today is one of the most fascinating vehicles in the Mercedes-Benz Classic collection. It was in exactly this racing sports car with start number 722, that Moss celebrated a reunion in 2015, precisely 60 years after his outstanding triumph, in Italy and on the original Mille Miglia route. On that occasion, he took a retrospective look at a life that had been moving and eventful and summed it up: "I've always been proud to be part of the Mercedes-Benz family."

- Photos and story courtesy of Daimler AG

AMELIA ISLAND

Owen “Chip” Hughes, Tom Digney, Will Milby, Carl Booberg, Owen Hughes Jr, and Dylan Hughes all made the trek to Amelia Island this year in what turned out to be the last major car show for sometime.



1897 BENZ 10HP MYLORD COUPE

2,690cc Opposed Twin-Cylinder Engine
10bhp
3-Speed Planetary Transmission with Double Chain Drive
Front and Rear Fully Elliptical Leaf Springs
Rear-Wheel Drum Brakes

- *Powered by the revered Contra-Motor
- *Among the very earliest examples of a twin-cylinder engine and king-pin steering
- *Very rare body style; reportedly one of only three extant
- *Meticulous older restoration by Allan Schmidt
- *Exhibited at many Concours D'Elegance and in the Petersen Automotive Museum
- *Past guest in the London to Brighton Veteran Car Run with Jutta Benz

THE BENZ CONTRA-MOTOR



Karl Benz is rightfully regarded as one of the pioneers of the modern automobile, having produced the Patent-Motorwagen, likely the first practical motorcar, in 1886. By 1899 Benz had the honor of running the largest and most prolific automobile company in the world, manufacturer of early mass-produced vehicles such as the Benz Victoria and Velo. A Benz even participated in the world's first automobile race, held between Paris and Rouen in 1894. Simply put, at every turn of innovation for the automobile in its early years, a Benz was usually present.

Benz continued to be ahead of his time in virtually every part of the industry. In 1897 he obtained a patent for what he dubbed the Contra-Motor, a horizontally opposed, water-cooled twin-cylinder engine, one of the first of its kind in a world where horseless carriages had previously been powered by only a single cylinder. The natural balance of the opposed cylinders allowed a smaller flywheel to be fitted and permitted higher revs. Benz mated the engine to a three-speed planetary transmission, running the rear wheels via a pair of chains, which could enable his horseless carriage to achieve a top speed of approximately 19 miles per hour.



With the greater pulling power of the Contra-Motor, there was less need for shifting and, therefore, less work for the driver. Steering was more accurate, as well, thanks to the installation of a primitive king-pin system, similar to what would be used in some automobiles and trucks well into the 1950s. The result was an early car that was remarkably easy to drive, in addition to having more power and flexibility for the road.

Today the Benz Contra-Motor is widely considered the forerunner of all other opposed-cylinder engines produced since, and as one of the first true performance engines mounted to an automobile. It is among the most desirable drivetrains of any Veteran automobile and is sought after by all enthusiasts of early motoring, as seen by the number of examples that annually participate in the famous London to Brighton Veteran Car Run.

- Photos and story courtesy Bonhams

MERCEDES-BENZ NEWS



- **Sir Stirling Moss Passes Away on 12 April at the Age of 90**
- **New Orleans Superdome to Lose Mercedes-Benz Brand in 2021**
- **Mercedes-Benz Museum Reopens Effective 9 May 2020**
- **New E-Class to Launch This Summer With Digitalized Steering Wheel**
- **Mercedes-Benz Germany Plants Restart Production on 4 May 2020**
- **Daimler's 1st Quarter Sales Off 17%**



Stirling Moss on his way to his first F1 victory at the 1955 British Grand Prix at Aintree in a Mercedes-Benz W196



Auto Renew is Here, Opt-in Today!

By

Doug Geganto, National Membership Chair

COVID 19 has totally disrupted our lives and many of the activities we've become accustomed to doing. Things like getting together with our friends, enjoying attending section events and getting out and meeting with fellow club members. However, one thing that has been severely affected is our ability to meet other Mercedes-Benz owners, tell them about the club and encourage them to join. We expect new member growth to be severely impacted this year because of our inability to host recruiting events. How can you help ensure that we stabilize our membership losses?

Have you opted into Auto-Renew yet? When it's time to renew your membership, it's now easier than ever. Simply log into your MBCA account, select the **Renew** link at the top of the page and click on the **Yes** button in the renew section. Your best deal is to renew for 3-years. That's all there is to it!

Why Auto-Renew?

- Never worry about your membership lapsing.
- Don't miss an issue of the Star® Magazine.
- Stay informed of local section and national events via your local section's newsletter and the national Click announcements.
- Have a chance to participate on one of our annual Germany trips to visit Mercedes-Benz headquarters in Stuttgart.
- Have a chance at winning a new Mercedes-Benz by participating in our annual raffles.
- Lastly, by having your membership Auto-Renew each year, you help the club stay financially sound and help to stabilize our membership losses.

Our Auto-Renew option is new this year. Our goal for 2020 is to have 50 to 75 percent of our members sign up for Auto-Renew. Right now, we're at 5 percent with 831 members who have already signed up. We need your help to reach our goal this year by signing up for Auto-Renew today.

That's it. If you have any problems opting in or questions, contact the NBO at 1800- 637-2360, and a member representative will be happy to assist you in getting enrolled. I encourage you to sign up for Auto-Renew today.

Thank you for being a member of the Mercedes-Benz Club of America.



Doug Geganto

MBCA
National Membership Chairman
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404-754-9955

WELCOME TO THE CLUB

Attending club events is the best way to make new friends that share your passion for Mercedes-Benz vehicles.

As a member, you will receive our section newsletter "Das Kabel". Please take some time to visit our webpage cvs.mbca.org where you will find copies of recent newsletters, a complete calendar of scheduled events, contact information for our section officers, and more.

Membership highlights include the following benefits...

The Star® Magazine - Your membership to the Mercedes-Benz Club of America includes a subscription to our bi-monthly magazine, The Star®.

Section Newsletter – Section newsletter is published four-times a year

Loyalty Rewards Program (USA) - If you've been a member of the Mercedes-Benz Club of America for 12 consecutive months or longer without lapse and are a current member now, you're entitled to receive \$500 off the purchase or lease price of any NEW Mercedes-Benz vehicle.

Classified Ads - Mercedes-Benz Club of America, may sell merchandise, goods and services through this website and in our award-winning magazine, The Star®.

Club Trips to Germany - Membership benefits include the exclusive opportunity to experience a first-class European vacation and VIP tours that places you at the heart of Mercedes-Benz rich history.

15% Discount on Parts from the Mercedes-Benz Classic Center - Club members receive 15% off hard-to-find parts from the Mercedes-Benz Classic Center in Irvine, California.

Discounts on Parts, Service & Accessories at Participating Mercedes-Benz Dealers - As a Mercedes-Benz Club of America member, the presentation of your membership card may entitle you to 5%, 10% or (up to) 20% off parts, service and accessories from participating USA and Canadian Mercedes-Benz dealers.

Refer a Friend Program - Refer a friend to the Mercedes-Benz Club of America and get one additional month of Club membership FREE, for every friend who joins.

Local, Regional & National Events - As a member of the Mercedes-Benz Club of America, you'll be able to attend a wide range of driving events and activities in your own back yard, your region of the country and in five-star destinations across the U.S. and Canada

Club Raffle - Up to twice a year, the Mercedes-Benz Club of America conducts a Raffle for its Members. Members purchase tickets for a chance to win great prizes.

Questions about membership benefits? Other aspects of the Club or related events? Reach out to Todd Lusby at tlusby@gmail.com or 804-767-5291.

NEW & LOYALTY MEMBERS

WELCOME NEW MEMBERS

Regis Appa - Mechanicsville

Eric Fletcher - Waynesboro

Jansen Rogers - Midlothian

THANK YOU LOYAL MEMBERS

(Membership Renewals)

Austin Gregory - Roanoke

Bob Morley - Barboursville

Greg Shields - Bridgewater

James Vargo - Keswick

Forrest Wilson - Richmond

R Gilbert - Penhook

J Mark Evans - Glen Allen

Henry Haefele - Charlottesville

James McCormick - Charlottesville

Mark Condyles - Chevy Chase

Kimberly Pettus - Midlothian

Tim Magee - Richmond

Tod Miller - Maidens

Jack Schewel - Lynchburg

Robert Meadows - Merry Point

Joseph Mallory - Beaverdam

Christopher Fisher - Lottsburg

Gregory Elstun - Moseley

Harry Sutherland - Elk Creek

Paul Carnes - Midlothian

Erwin Hanke - Amelia

Carl Booberg - North Chesterfield

EVENTS

ALL EVENTS ARE SUBJECT TO CHANGE OR CANCELLATION DUE TO THE ONGOING COVID19 PANDEMIC

**Care of Your Aging 107SL
Virtual - ZOOM**

Saturday, June 6 2020
11:00 AM - 1:00 PM
edwardssgw@nu-z.net
757-831-9556

CVS Flag Fun Run

Sunday, June 14
12:30 PM - 3:30 PM
600 S Boulevard
Richmond, VA
tdigney52@comcast.net

CVS Annual Picnic

Saturday, August 15
12:00 PM - 5:00 PM
Gary & Robyn Tyer's Home
142 Oyster House Lane
Waterview, VA 23180

Sandhills Motoring Festival

September 4-6, 2020
Pinehurst, NC
<https://www.sandhillsmotoringfestival.com>

Deutsche Marque Concours d'Elegance

Sunday, October 4, 2020
9:00 AM - 4:00 PM
Occoquan Regional Park
9751 Ox Road
Lorton, VA
Omar Abou-Zied at 703-309-0995
vicepresident@mbca-gws.org

**Hilton Head Concours d'Elegance Car Club Showcase
CANCELLED**

MBCA 2020 Germany Trips

August 31 - September 6, 2020
September 7-13, 2020
Jim O'Sullivan at 843.671.2079
osullivanj55@gmail.com

EVENTS (CONT)

Cars & Coffee

Charlottesville C&C
1st & 3rd Saturday of the month
8:00 am to 10:00 am
Greenberry's Coffee @ Barracks Road Shopping Center

Roanoke Valley C&C - 2nd & 4th Saturday of the month
Tanglewood Mall, 4420-A Electric Rd

Richmond C&C – Every other Saturday (starting March 9) 8:00 -10:30
Regency Square Mall, 1420 N Parham Rd

Williamsburg C&C - 3rd Saturday of every month; 8:00-10:00
London Company Coffee & Tea
1222 Richmond Rd. Williamsburg, VA 23185



Das Kabel is the official publication of The Central Virginia Section of the Mercedes-Benz Club of America

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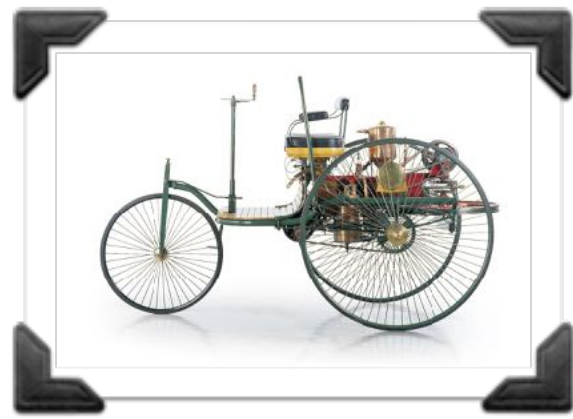
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Visit us on Facebook at: <https://www.facebook.com/Central-Virginia-Section-Mercedes-Benz-Club-of-America-652612551444306/>

MEMBERSHIP

Membership in the MBCA is open to any Mercedes-Benz enthusiast regardless whether you own a Mercedes-Benz or not. For more information please visit <https://www.mbca.org/join-today>. To renew your current or lapsed membership visit <https://www.mbca.org/user/renew>. If you have any questions please Email our Membership Chairman Todd Lusby at: tlusby@gmail.com.

Membership count: 160

Visit us online at: <https://cva.mbca.org>

Facebook: <https://www.facebook.com/Central-Virginia-Section-Mercedes-Benz-Club-of-America-652612551444306/>



SUBMISSIONS

We encourage our members to submit articles, stories and pictures for publication in *Das Kabel*. We kindly ask you follow the specifications listed below. To submit an article, please send to bradpurvis@mac.com. Make sure you reference *Das Kabel* somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month,
i.e., Summer issue:
15 May

SUBMISSION SPECIFICATIONS

Text: any Arial, Verdana or Helvetica

Font Size: 10-12 pt

Format: Word, Pages or Text file

Photos: max size 1MB, jpeg or gif
(min 800 x 800 pixels)

To order a Mercedes-Benz Club of America name tag:
<https://www.mbca.org/name-badge>

ESQUIRE

DISCLAIMER: *Das Kabel's* purpose is to disseminate news, technical information and superfluous minutiae related to *Mercedes-Benz* automobiles. Any maintenance technique, modification or hack published in *Das Kabel* should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by Trappist Monks. *Das Kabel* is not the authority on maintaining or improving *Mercedes-Benz* automobiles. The views expressed are those of the author of the article or person quoted and not necessarily that of the Editor, CVS, MBCA, Mercedes-Benz NA, Daimler AG or any of their affiliated organizations (*although maybe they should be*). Owners should consider possible techniques or modifications in light of common sense, and compromises involving economy, longevity, performance, reliability, drivability, legality, and resale value not to mention the affect on one's virtue, morality, integrity, dignity, honor,

respectability, nobility, purity, ethics and good character. Any modifications possibly affecting emissions or safety are just silly and should not be attempted. Neither this publication nor this organization, Editor or his minions will assume any liability for ensuing consequences for your inept application of those techniques described herein. So there.

- Editor



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