



CENTRAL OKLAHOMA SECTION
OF THE
MERCEDES-BENZ CLUB OF AMERICA

SOONER STAR NEWS

FEBRUARY--MARCH 2014

The newsletter is sponsored by Mercedes-Benz of Oklahoma City and G W & Son Auto Body.

President's Message

As I prepare this message it is 15 degrees and the realization hits that the winter is not yet over, but sooner than we realize it will be warmer and spring will arrive. Watch the e-mail notifications and plan to join fellow members on the many events on the schedule that are being planned for the next few months. Whether north, south, east or west we have events that you might enjoy. The driving trips are within reasonable distance and provide access to cultural or scenic sights you may not have visited. If your schedule is tight it is always permissible to arrive late or leave early. Also this is a good time to bring a friend, relative or guest who would enjoy the outing and meeting other members.

Long term members were honored at the January meeting and it was encouraging to see how many of our club have passed the 10 year mark and are headed for 15, 20 and higher. It speaks well to the loyalty we have for the vehicle as well as friendship for fellow members. Special mention is in order for Charles & Fran Boyd, who were honored with a 25 year membership plaque. This milestone is even more significant when you realize that the Boyd's attendance at the meetings,

events, etc. is after a 160 mile round trip between Duncan and Oklahoma City. Well done Charles & Fran!!!

Jack Finks

From the Editor's Desk:

Pete & Mary thank all the Club members who submitted articles for the Sooner Star News. Our newsletter is more interesting when members submit articles and photos.

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2014 Events Calendar

All Club meetings start at 7:00 P.M.

February 1st--Sat.	Coffee & Cars NW 122nd & May Ave
February 15th	<i>Driving Event - Route 66</i>
February 18th	Chelino's Restaurant 10904 N. May
286-3112	
March 1st--Sat.	Coffee & Cars
March 18th	Red Lobster Restaurant 4243 NW Expressway
842-1453	
April 5th	<i>Driving Event--Chickasaw</i> <i>Cultural Center (Preceded by Coffee & Cars)</i>
April 15th	Santa Fe Cattle Company 7101 SE 29th St., MWC
732-0200	
May 3rd	Coffee & Cars
May 17th	Jaguar/Mercedes Car Show (includes monthly dinner meeting)
June 17th	Moni's Pasta & Pizza 17200 N. May Ave, Edmond
285-5991	

Urgent--See page 7 about emails.

Please send your email address to
mfwilliams3@att.net.

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The Central Oklahoma Website address is:
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220 Ponton Cabriolet Restoration--Part Three

by Charles Boyd

Painting a classic car is one of the simplest and easiest parts of the total restoration. Of course it takes the proper equipment and facility along with a great deal of talent possessed by the technician. On the other hand, preparing the vehicle for painting is very time consuming and labor intensive part of the project. Summing it up, it is bone breaking, muscle straining, hard work that you think will never end.

When restoring a classic with considerable rust damage, and most of them do have (photo 1), all parts that have rusted through places must be cut out back to an area where solid fresh metal exists. Then a patch panel that is the same shape and larger than the cutout must be fabricated if it not available on the market. Many restorers obtain a parts car but I have found, when it comes to the sheet metal, if a part is out on one car, it is probably rusted out on the parts car so I either buy panels from suppliers or fabricate my own. In fabricating panels, the panel must be the same shape and one half inch larger on all side. The patch panel is joggled on all sides so that when it is installed the surface on the panel and the original car are in the same plain. It is then welded in place, rust proofed, filled with thermal setting filler that contains short strands of fiber glass and then ground smooth. Other surface rust must be removed because it is much akin to cancer. If one seed of rust is left, it will come back and grow. Either mechanical or chemical means are used to remove the rust. Usually as much as can be removed with power wire brushes or scraper is removed and then the area is treated with rust remover. It is best to apply the chemical by power spraying or dipping since the chemical can be sprayed or flowed into areas that are not reachable by mechanical means.

After the fenders, trunk lid, hood and doors are removed, they can be power blasted with any number of blasting media such as soda, glass beads, and sand. Sand is an aggressive agent and special care must be taken to prevent warping the metal. The power blasting removes paint, primer and surface rust. The parts must be rust proofed and primed promptly after blasting as virgin metal rusts very quickly. After blasting, it is evident that sections such as floor pans and trunk pans must be cut out and replaced (photo 2). When these have been replaced the surfaces are rust proofed, primed, painted and seam sealed. The underneath side of the vehicle is then ready to mount the fuel tank, fuel lines and brake lines (photo 3). The next step is to roll the unibody over and install the rear suspension, rear axle and differential. With this completed and the top portion of the car is primed, the engine bay and wheels wells are painted (photo 4). At this point the engine, transmission and front suspension would be installed had not the engine re-builder run into time restraints with his business. This is a kind way of saying "He took on more work than he could say grace over" and the engine was not ready to install. Therefore we installed as many accessories as we could and sought a new engine rebuilder.

Our next efforts were concentrated on wiring. We had removed the wiring and reloomed it. All wires were checked for integrity. We had an original wiring diagram, color code chart and the original wire colors were still legible. Seemed like we were ready to proceed rapidly until we found out that none of these bits of information agreed with each other so it was back to square one with tracing the wires.

Continued on page 6

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AS THE NEWSLETTER EDITOR, I WELCOME ANY ARTICLES OR SUGGESTIONS FOR ARTICLES THAT YOU MIGHT HAVE. CLASSIFIED ADS ARE FREE TO MEMBERS, SO TAKE ADVANTAGE! IF YOU HAVE A CONTRIBUTION FOR AN UPCOMING NEWSLETTER, PLEASE SUBMIT TO ME BY THE 25TH OF EACH MONTH.

Don G. Pope & Associates, P.C.



Don G. Pope
Attorney at Law

611 24th Ave SW, Suite 102
Norman, OK 73069
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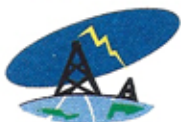
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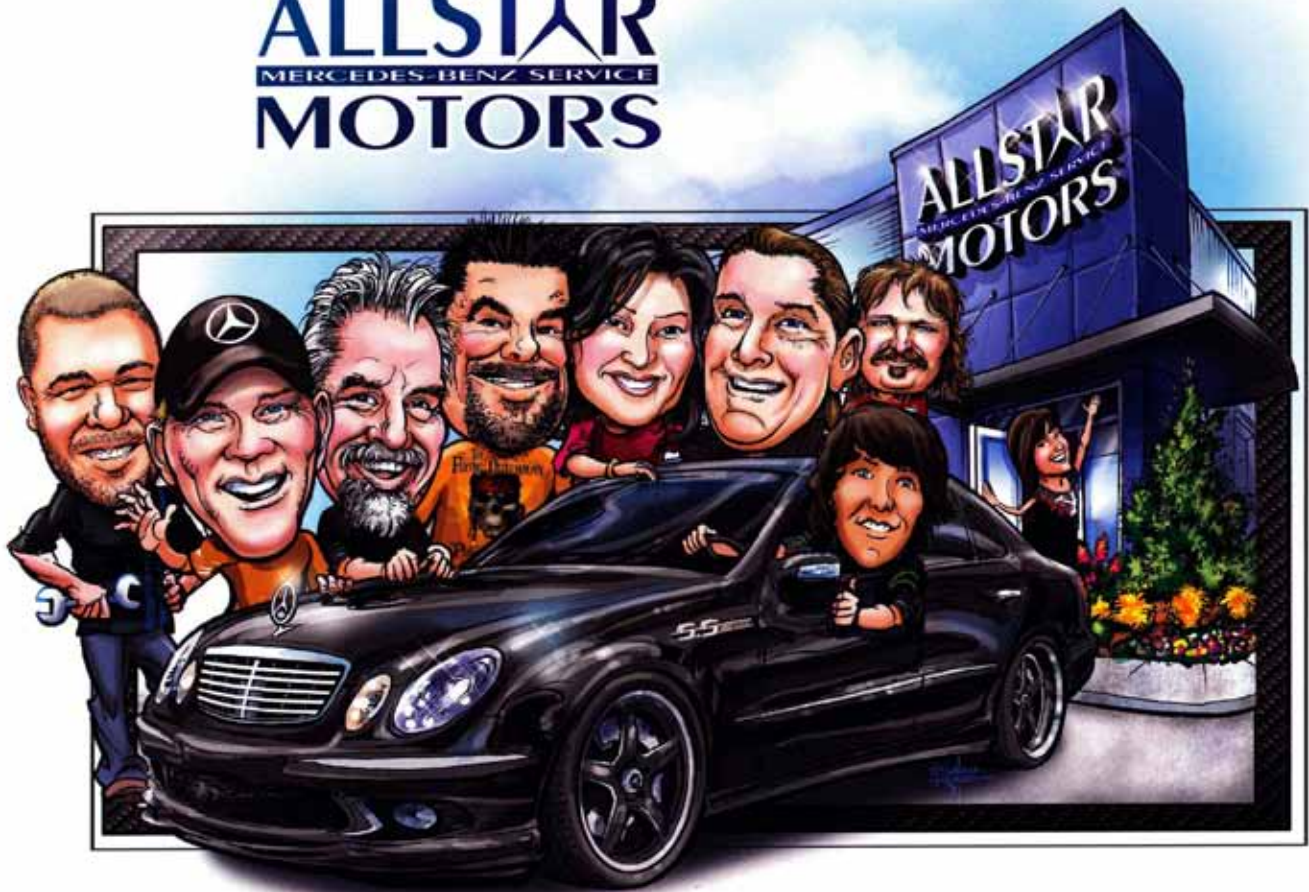


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220S Ponton Cabriolet Restoration--continued from page 2

Seemed like we were ready to proceed rapidly until we found out that none of these bits of information agreed with each other so it's back to square one with tracing the wires. Hopefully everything will work when we get them hooked up and the horn doesn't honk every time the steering wheel is turned. It has been said that trouble comes in threes. At this point, I could not attest to that but number two came right on the heels of number one when I contacted the company in North Carolina that had had the wood to refinish for some time. I was not in any rush when I sent it to him but when I called about it a year later, the friend of mine whom I had met through Mercedes circles was not there. I asked the man who answered the phone (it turned out to be my friend's fate) if my friend was there. He said no and he did not know if he would be back. He preferred not to discuss the matter any further. I found out from a friend of mine in Georgia that my friend was in the oncology center in Atlanta with stage four liver cancer. Needless to say, prayers from Duncan were directed to Atlanta. The father packed my wood and returned it to me. When it arrived, I called to tell him I had received and was told his son had passed away. Need-

less to say, my problems with getting my wood restored were negligible when compared to the sorrow of this family. I now have my wood at another restorer and will soon have it back.

Well number three made it shortly after the other two when I sent my hood and trunk lid to have it blasted to remove the paint. I did not know that the company had employed new personnel in their blasting booth and when I picked up the piece, they were warped terribly. My body man said he could fix them but nevertheless I started looking for replacements. I was lucky enough to find a hood and bought it. The trunk lid is now under repair and is beginning to look pretty good. So now the project is back on course and all is well. Maybe next time we will be installing the engine and the wood. Other photos on page 9



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Please patronize our supporters!

I would like to thank Mercedes Benz of Oklahoma City and GW & Son Auto Body Shop for sponsoring our newsletter. They help offset the cost of publication and mailing of our newsletter. We appreciate all of our advertisers who have supported our Club for many years--our Club would not be a success without ALL of you. — THE EDITOR

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NEW-FOR SALE: 1983 280 SL silver, both tops, six cylinder DOHC. five speed manual, no rust, always garaged, no bondo. Looks good, drives good and is fun to drive. I have owned this SL since late '96. I need to sell it. I would like to sell it locally so I can see it occasionally. NADA Classic indicates as an average retail worth \$19700. I have offered it at \$16000. If you are interested come look at it and we can talk price. **Buzz Forsythe 341 1221.**

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Since our Newsletter is published bi-monthly, Emails are the only way to be up to date on Club activities. If you are not receiving these monthly reminders and wish to stay in touch, please Email your "address" to me.

CIRCLE LAKE ERIE TOUR

– September 28th to October 4th, 2013 by *Ed Hoag*

Touring is one of the Club's activities that many Members haven't experienced. We have enjoyed the opportunity to drive our Mercedes to many of these well-organized events over 15 years of Club Membership. This Lake Erie Tour was a follow-up to a 2008 Lake Michigan Circle Tour and a 2011 Lake Huron Mille Tour. Each event was sponsored by the Western Reserve Section and many drivers are already looking forward to "circling" Lake Ontario in 2015.

Our first stop was Chesterfield, MO to begin the drive to Ohio with friends we met on the Huron trip. After a day's leisurely drive across Illinois & Indiana, we stayed over in New Paris, OH. On the way to the Lake Tour start point in Middleburg Heights, OH, we stopped at the Heart of Ohio Antique Center. The Center claims to be the Nation's largest at 116,000 square feet and 400 booths and we spent three hours taking it all in.

The Tour group of 50 travelers and 27 cars gathered at the host hotel for the organizing dinner and to collect maps and driving suggestions from tour organizers, Ron & Teri Harshman. Central Oklahoma Members, Fred & Barbara Reinhardt met up with us there. It was fun getting reacquainted with many old friends from previous drives.

Our first full day of touring took us west from the Cleveland area along the south shore of the Lake. Other "Huron" friends from Minnesota made it a small caravan of three and we kept together for the rest of the Tour. After a slow, but very scenic drive through the shoreline towns, we arrived at the Marblehead Lighthouse for the first of planned "photo shoots". Too many cars for the parking spaces necessitated two separate groupings. But that left time for a close look at the "Light". Only a short distance away was the Mon Ami Winery; a perfect spot for lunch. Then on to downtown Toledo for a Maumee River cruise by some beautiful waterfront mansions. Next, back across the Maumee to Tony Packo's Café for dinner. Tony's is "famous" in this part of the country since 1932 for Hungarian hot dogs. Most of the group stayed in downtown Toledo, but our "caravan" of three drove on up north 55 miles to the Dearborn Inn for two nights at the historic hotel.

Rather than tour about the entire Detroit area the next day, we all decided to stay in Dearborn and enjoy the beautiful weather at Greenfield Village and The Henry Ford (Museum). This area is the heart of American automotive history. The Inn is a Marriott operation, so we never looked further for Dinner or another excellent Breakfast before heading to Canada.

On Tuesday we headed across the Ambassador Bridge to Windsor, Ontario. After clearing Canadian Passport Control, we reformed the "group" and went south to Amherstburg, then east along Erie's north shore to Point Pelee National Park. We didn't spend much time there, as we were anxious to get on to Blenheim and our date at RM Auctions and Classic Car Museum. We were given a lengthy tour of the Restoration Shop and RM's Museum. We then drove into the nearby town of Chatham-Kent to our accommodations at the Retro Suites Hotel. The Hotel, owned by the RM folks, is decorated in a truly "retro" manner. We were hosted to a banquet style, excellent dinner.

We had all the next day to motor 190 miles on the Talbot Trail to Niagara Falls for a two night stay. Our leisurely drive was necessitated by the 50mph speed limit most of the way, but we still enjoyed stops in Sparta and Port Burwell. Sparta was founded by Quakers in 1822 and is home to a number of antique shops. At Port Burwell, we saw the oldest wooden lighthouse in Canada and the HMCS Ojibwa, a post WW2 submarine. From Burwell it was back to the Talbot Trail and on to the Hilton Niagara Fallsview for two nights.

Our 32nd floor rooms were fantastic with two bedrooms and a view of both the US and Canadian falls. The 965 room hotel's parking garage was convenient but not inexpensive. But then, so was everything on the Canadian side. On Thursday morning we walked to the Maid of the Mist boats and afterwards we found everything, including the Fallsview Casino Mall to be close by.

On Friday we headed back to the States, via Buffalo, with some of the group stopping there at the Pierce-Arrow Museum. Our small caravan chose to drive on down to "wine country" and the planned stop at the Noble Winery in Westfield NY for a group lunch. Ron designated this location for the group car photos for the Star. It took a lot of time to set up the shot, but we had fun doing it.

We finally got away from the Winery about 2:00 and went SW through Pennsylvania and skipped the Presque Isle Lighthouse due to lack of time. We stopped in Ashtabula, OH to see the Bascule Lift Bridge and the Hulett Unloader at the city's Point Park. The town was a major coal distribution port on Lake Erie. We ended the formal Tour with a short drive down OH Route 531 to the Lodge at Geneva on the Lake. The Lodge was our last overnight with the group and the site of the "farewell dinner". It is truly a beautiful resort.

An excellent breakfast afforded a second "farewell" to our Tour friends before Peggy and I headed down through Ohio to West Virginia for a great scenic fall color drive. Driving through the Kanawha Falls area, it was even more spectacular than we expected. The goal was to see the New River Gorge Bridge which is one of the longest steel arch spans in the world. Due to the "shut down", the Canyon Rim Visitor Center was closed, but that didn't deter the numerous visitors at the site.

After an overnight in Beckley, we drove SW for our visit to Oak Ridge Tennessee. We visited the American Museum of Science & Energy to learn of the town's major role in the WW2 "Manhattan Project". The war time prefab housing exhibit was especially interesting. Following some early morning sightseeing of the old town area, we took the roads to southern Tennessee's town of Whitwell. The middle school there is the founding home of the Children's Holocaust Memorial where students have collected over 30 million paper clips. Donated from all over the world, the clips commemorate all of the lives lost during WW2. It is most amazing and worth a visit the next time you pass through southern Tennessee. With that and a stay over in Memphis, we headed home.

Once again a Club event afforded the chance to see many old friends and to combine the trip with other sightseeing opportunities.



Photo 2



Photo 3



Photo 4

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2014 Christmas Party Photos
by Mary Williams



Dirty Santa gifts



Ken Wells, Dirty Santa, & Carolyn Bullard



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Pam & Warren Shoulders



Bobbye Van Horn & Marcia Daniels



Suzen Rodnesey as our own Liz Taylor



Jack Finks & Peggy Kirk



Bobbye Van Horn & Charles Boyd



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Masood & Farah Khan



David McLendon, Suzen & Paul Rodesney,
Matthew Haire



Bob Evans, Steve Murrell & Ken Wells

Dirty Santa Fun Begins



Carolyn Bullard & Suzen Rodnesey sharing the Black Label Crown Royal.



Ed Hoag with the Crown Royal.



New member Scott Wilson with the Patron.



Charles Boyd helps Warren Shoulders with MB wind chimes.



Dirty Santa & Mary Williams with the Belvedere gift set.



Pat Nash plays Dirty Santa on Mary Williams and steals the Belvedere gift set.



Peggy Kirk with the wild & crazy dog.



Dirty Santa, Ken Wells, helps Jack Finks with red wine glasses.



Naughty Mary Williams just stole the Blue Hipnotiq Liqueur, aka "The Blue Stuff" from Angelica Franco.



Masood Kahn & Peggy Hoag



Angelica Franco finds another gift.



Lance & Tena Highfill

Mercedes-Benz Club of America, Inc.
Central Oklahoma Section
Pete and Mary Williams, Editors
916 N.W. 19th Street
Oklahoma City, Oklahoma 73106

Address corrections:
M. B. C. A.
1907 Lelaray Street
Colorado Springs, CO 80909-9959

Regional Director, South Central Region
Gene Jurick, 6008 Bracknell Drive

Parker, TX 75005
Ph: (h) 972-461-1981, or gjurick@tx.rr.com

Officers, Central Oklahoma Section

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(405) 324-6145 or jackinok@hughes.net

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