



Q1 2014 TriStar Newsletter

Triangle Section

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2014 Calendar of Events

- April 12, Technical session at "A Better Wrench" in Chapel Hill, donuts at 9:30 with session from 10:00-12:00
- May 13, Business/Social meeting at Bennett Pointe Grill in Durham. There will be a slide show on the cars of Auburn, Cord and Duesenberg. Dinner at 6:00, business meeting at 7:00, presentation at 7:30
- August 22-23, Regional meet at Shelton Vineyards in Dobson, NC

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President's Message

Hello Triangle Section - -

We should soon be able to put away our snow shovels and winter garb and take to the road with sun roof open and convertible tops down! At least I hope so.

Your officers and board members have been hard at work this winter on many initiatives. First off, Karl Schultz has taken the lead as Webmaster and is getting the Triangle Section website renewed and updated. Working with the NBO, Karl has reshaped and aligned our website and is very near a "go live" date. This is going to give us a new look and feel to aid members when navigating the site. Maintenance and updates will also become much more user friendly.

Other major activities this winter include:

- The March Business Meeting Speaker Series beginning in Sanford (initiated by Steve Redwine).
- A springtime dealer event.
- A late spring/early summer Road Rally with Rally Masters Fred and Cathy Hayes
- Newsletter Editor Rob VanDewoestine continues to uncover interesting Section items of interest.

Another event that is occupying the time of the leadership team is the planning for a SE Regional Event. The NBO decided not to hold a National Event this year, and instead asked the Regions for ideas. The Triangle Section immediately suggested to our SE Regional Director William W. Hopper, that the August Shelton Vineyard event be turned into a Regional gathering. The idea has been adopted by all Sections in the Region and is now in the official planning stages. I will be sending out a request soon for member volunteers with particular talents (event planning, hotel negotiations, judging, etc.) to help make this a big success. This will be an awesome opportunity to meet new enthusiasts from all of the SE Regions and showcase your skills with a large-scale event.

Once Karl has the website up and running we will also be looking for someone to take on the responsibility of setting up and maintaining a Facebook and Twitter site. This will tie all of our social media efforts together and should help the Triangle Section promote events and attract members. Living in one of eight emerging technology hubs in the world to watch, I know we must have tech savvy members that can help!

It is also important that you take a few minutes and go on-line and update your email information at the Nation Business Office. We receive our member files directly from them and your email address is included. Currently, we have about two-thirds of Triangle Section members with email addresses listed. We don't want anyone to miss out on an activity notice.

Please plan on attending business meetings to take part in important discussions that affect the Section and help chart the future direction of the organization. By sharing just a little of yourself, I can promise you will meet new friends and enjoy the best of what the MBCA has to offer. (I also realize many members are content to just receive The Star and enjoy their M-B in solitude. That is fine and I respect that.)

Your time is valuable and I continue to promise business meetings will follow an agenda, start and end on time. Please consider attending our speaker series. It is, after all, your club!

Regards,

Terry

Spring is Coming – Sometime



Regional Meet at Shelton Vineyards

With the absence of a national event in 2014, Terry has been working with Bill Hopper and the presidents of the Sections that make up the North Carolina Region to expand the Shelton Vineyards show into a regional meet. While the details are still being developed, the preliminary plan is to have a driving tour of the area on Friday, a formally judged meet on Saturday and an awards dinner on Saturday evening. This would take place on the weekend of August 22-23rd.

Shelton Vineyards has been an excellent venue for a Mercedes event for the past several years. With a hillside and stream winding through a grove of trees it sets off our favorite make of car extremely well as you can see in this picture from last year.



Accessories Make the Vehicle

Just as in an lady's outfit, accessories can make the vehicle. This Mercedes 300 SL was shown at the 2013 St. Michaels Concours with all the possible accessories. Since these vehicles had a very restricted

and somewhat oddly shaped trunk, the solution was to make luggage that exactly fit that space. Selling luggage was an interesting sideline for Mercedes and the surviving examples are quite prized. The basic set of main cases cost \$140.00 in 1956 but can now bring \$6-8,000.00 with replicas about 2/3 of that price.



A Quieter Tire?

According to the U. S. Federal Highway Administration, tires are the predominant source of traffic noise between 30 and 90 MPH. A relatively small change to existing tires by Continental is claimed to reduce the sound pressure levels experienced by the human ear by a factor of 2 (almost 10dB). After manufacture, a foam layer is bonded inside the tire as shown in the figure below. Termed the ContiSilent, The layer dampens vibrations from the tire motion and reduces noise. The new tire mounts on standard rims and is claimed to not affect vehicle handling, braking or wet performance.

Audi is the first automaker to fit its RS 6 Avant and RS 7 Sportback models with ContiSilent tires from the ContiSportContact 5 P series. The Audi RS 6 Avant will be equipped with size 285/30 ZR 21 tires while the RS 7 Sportback will feature size 275/30 ZR 21. Like all other tires for the Audi RS models, the ContiSilent versions will bear the additional RO1 mark on the sidewall.

Continental is making their new tire available to other vehicle manufacturers, but has no plans yet for its sale as a replacement tire.



Mercedes AMG SLS Black

By Dave Waters

With an estimated price of \$250,000 and very few making their way to the United States, the SLS Black is the most expensive and most exclusive Mercedes of the moment. The naturally aspirated 6.2 liter engine now has 622 HP. Wider main bearings, stronger connecting rods and a high pressure oiling system reduced maximum torque to 468 ft-lbs, but a final drive that went from 3.67 to 4.41 and considerably reduced weight more than make up for the torque loss.



The hood, the rear panel behind the seats, the underbody brace, the torque tube, and the driveshaft are now carbon fiber. A lithium-ion starter battery saves 18 pounds and the titanium exhaust removes another 29 - but adds even more noise (this is a problem?). Standard carbon-ceramic brakes shed another 35 pounds.

For most of us, a car like this remains a distant (probably very distant) vision, however, on October 1, 2013, in a ceremony at The State Club on the NC State Centennial Campus, a new 2014 SLS AMG Black series Mercedes-Benz was presented to an owner from Raleigh. This is the new owner's third car from the black series with the 2009 red SL65 in the picture first.



Mercedes-Benz/Studebaker Connection

At the March Business Meeting, Joe Parsons gave a presentation on the business relationship between Mercedes-Benz and the Studebaker Corporation. Most of the meeting attendees did not know that from 1957 to 1965, Studebaker had the exclusive rights to sell Mercedes-Benz cars in North America. Joe's father was a Studebaker dealer in Ohio so Joe has had a life-long relationship with the company. He has been a long-time restorer and historian of vehicles from Studebaker and gave us an insight into this little-known area of automotive history. The poster below shows the combination of Studebaker and Mercedes advertising that was being done in the late 1950's.



Featured Garage and Cars

When Steve and Pam Redwine move to Raleigh a couple of years ago they each had a pretty good idea of what sort of house and garage space they wanted. Fortunately they were able to find it in the same place. The interior was what Pam wanted and there are 4 garage bays plus additional parking area for Steve. The family relationship with car repair and restoration goes back several decades and has been heavily biased toward Mercedes-Benz. Steve has had the great good fortune to be married to someone who very much likes to drive classic Mercedes. Pam's first was a 1989 560SL. She would probably still have it but Steve was made an offer he could not refuse. To replace the 560SL they bought a 1991 500SL which they had until 2001 when it turned into an E 320 convertible. That Mercedes was replaced in 2005 by a 2001 CLK430. That car was intended to be in the family for a long time until Pam was hit from behind and the car was totaled.



Their current Mercedes was purchased about 2 years ago in a package deal with a 1965 Mustang. It is a 1970 280 SL with a horizon blue exterior and navy interior. Steve spent quite a bit of time polishing out the paint and getting the engine and fuel system in running condition. He wanted the car to be ready for the 50th anniversary of the Pagoda series and the reunions that took place in Williamsburg and the New Kent Winery last year. Fortunately the meet and the car came together as planned.



Steve has more antique car related interest than just Mercedes. The Mustang that came with the 280SL is in the garage undergoing major body and drive line work. He also has a 1967 Kaiser Jeep that doubles as a beach buggy during the summer. Additionally there is a 1973 Volvo 1800 ES that is in the queue for work.



Since Steve has 5 cars and 4 bay's worth of garage, one of them had to go up in the air as you can see in the picture of his garage. His lift had to be raised about 2 inches so that the Jeep and Volvo clear each other by an inch.

The second story of Steve's garage (you can see the stairs in the back of the garage picture) is a well-equipped man cave. There is plenty of room for car models, TV and office work space.



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