



Q2 2015 TriStar Newsletter

Triangle Section

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2015 Calendar of Events

- June 6, Tour of Bennett Place Civil War Surrender Site in Durham – Please sign-up by June 1st using link inside this newsletter
- June 12-14, StarTech in Cincinnati
- June 20, Wake Forest Car show
- June 26-27, Rock Barn Euro Classic Car Show and Social in Conover, NC
- August 1, Tour of Tom Lewis' Garage
- August 22nd, Mercedes show at Shelton Vineyards
- October 9, Mercedes at Art in the Evening at NC Art Museum

Triangle Section

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President's Message

Hello Triangle Section,

Can you believe that spring has sprung and it feels like summer already?

This time of year is great for attending MBCA events. We had a very good turn-out at Bruce Adams restoration shop in Southern Pines and look forward to seeing as many members June 6th at The Bennett Place in Durham. The Pinehurst Concours d'Elegance was a huge success. The three North Carolina sections of MBCA had 13 cars on the field at the "Fairway Club". Believe me, it was the best seat (parking spot) in the house. I urge our members to sign up early for next year, as the spots will sell out quickly!



I am working with the other two NC MBCA Sections to make sure that all members are aware of the NC events available for everyone to attend. As you can see from the Calendar of Events, we have a lot to choose from, not only in the Triangle Section, but also in the Tarheel Section as well with the Rock Barn Euro Car Show on June 26-27.



<http://www.motorsportreg.com/events/rock-barn-euro-classic-golf-spa-mbca-tarheel-759884#.VVtNUUaTIVo>

It is great to see so many members suggesting and helping with different events. This has resulted in more diverse activities for members to choose from. So, please check out the Calendar of Events, attend the ones that you are interested in and if possible volunteer to help.

Also, remember to bring a friend to these events and sign them up as a new member!

Steve Redwine

Tour of Bruce Adams 190SL Restoration Shop in Southern Pines

Most auto restoration shops will take on about any project that comes in the door. Some specialize in an era or range of brands, but it is extremely unusual for a shop to only work on one model by one manufacturer, but that is the case for the shop run by Bruce Adams in Southern Pines. His car is the Mercedes-Benz 190SL. In 43 years in the business, Bruce has restored several hundred 190SL's and maybe three other Mercedes cars.

Mercedes built the 190SL from 1955 to 1963. Introduced as a lower price alternative to the exclusive 300SL which had been brought to market the previous year, the 190SL shared the styling, engineering and suspension of the higher priced car. The 190, however, used unit body (monocoque) construction instead of the tubular space frame used for the 300SL. The 190SL had a straight 4-cylinder single overhead cam engine producing a little over 100 horsepower. The price was around \$4,000 depending on options and almost 26,000 were built during the car's 8 year production run.

Bruce Adam's facility consists of 3 different buildings. The first building is used as a reception and disassembly area for cars coming to him for work. The parts removed from each car are carefully identified and stored in designated bays in this area until needed for restoration or assembly. This area is also available for cars coming in for service from various parts of the country. This area by itself was a virtual museum of 190SL history.



This white 190 with the red interior is completely original. No parts have been replaced except those changed for routine maintenance and not visible. It was transported from Washington State for routine service.



While Bruce goes to great lengths to maintain originally, there are a number of upgrades he recommends for better operation.

- Adapter for spin-on oil filter
- Modern air filter
- Replace the generator with alternator
- Transistors instead of tubes in the radio
- Electronic distributor
- 25 mm front sway bar and poly bushings

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The second facility is where the paint and body work are done along with trial assembly for parts. Bruce tries to do as much as possible in his own shop but does send chrome work to CustomChrome plating in Grafton, OH. There were 27 cars in progress at the facility the day of the tour arranged by Tom Lewis of the Triangle Section. Bruce estimated that it typically takes 18 to 24 months for a car to go through restoration with 500-600 hours of just body work being typical. There are some 5,000 parts in a 190 and surprisingly 2,000 of those are still available from Mercedes but they are very expensive. Most of the cost of a restoration is for parts.



Great care is taken in many restoration shops, but Bruce does a couple of things that go beyond careful. After the body work is done and before painting, the car is assembled to the point where it can be driven 500 miles to check mechanical operation. After that test, the paint and finish work is done.

The other unusual method is to have the chrome work done in two stages. The first stage is to straighten, polish and copper plate the parts to be chromed. After that they are sent back to Bruce's shop to be fitted to the car and any final imperfections removed before being sent back to the plating house for the final layer of chrome.



Bruce estimated that a good category 1 190SL is going to cost a buyer something above \$200,000. He also cautioned potential buyers against rushing into a purchase without a thorough check first. A car had just come into the shop where a buyer had spent a considerable amount of money and the engine was not even running well.

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Final assembly is done in a relatively small area where the work can receive a lot of Bruce's attention. He has samples of paint and leather from the 1950's in order to match both color and texture. Leather comes from a small tannery in Austria that has been willing



to match what Mercedes originally produced. Bruce has managed to obtain tires through Diamond Back that have the correct 68 mm (2 5/8 inch) whitewall width. This assembly area is also a museum of the work and awards that Bruce has received over the years.

Here is Bruce with a beautifully complete car, even to the fitted luggage that was an original option.



Mercedes-Benz Museum Auction

For the second year, Bonhams Auction House conducted a sale of cars and other items from the Mercedes-Benz Museum in Stuttgart. While all of the 300SL's sold for more than a million dollars, there were a number of vehicles sold within the price range of more ordinary enthusiasts. Of course it is the very high priced cars that attract the most attention and that was a 1931 770 cabriolet D that went for just a little more than 2.5 million dollars



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There were other interesting items more in the range of real people. This silver flask went for a mere \$1635.00.



Entry to the auction was limited but not very much so. It only required buying a catalog for 30 Euros, plus the trip to Stuttgart, of course. For those of you interested in looking through all of the 70 or so sale items, here is a link to the results. If you click on the images at this site there are much more detailed pictures of the cars and their history.

http://www.bonhams.com/auctions/22719/#/aa0=1&MR0_length=10&w0=list&m0=0



Coming Events

June 6th

Since 2015 is the 150th anniversary of the ending of the American Civil War, observances have been held in a number of significant locations. The surrender on April 9th at Appomattox court house tends to draw the most attention when General Lee surrendered 28,000 troops to General Grant. However, two weeks later, on April 26th there was an even larger surrender of over 89,000 Confederate troops when General Joe Johnston surrendered to General William Sherman at the Bennett farm in Durham, NC. Negotiations were held at the Bennett farm from April 17th until the 26th when both commanders went against some of the instructions from their leadership and signed a simple surrender.

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Mercedes at the 2015 Amelia Island Concours d'Elegance

By Bill Faison



The Triangle Section will be hosting a guided tour of the visitor center and farmhouse at Bennett Place starting at 10:30 am on Saturday June 6th. Lunch will follow at the Durham Hilton. Please make reservations for the tour and the lunch by responding to Barbara VanDewoestine at barbvande@nc.rr.com.

Bennett Place: 4409 Bennett Memorial Road, Durham, NC 27705

Durham Hilton: 3800 Hillsborough Road, Durham, NC 27705

August 1

Tour of Tom Lewis' shop. Very few people own an 8-bay ex-firehouse as a shop for maintaining and restoring their collection of classic Mercedes-Benz vehicles (and a couple of fire trucks). The pictures below give just a sampling of Tom's shop. You need to take the tour to appreciate its true grandeur.



MBCA National invited SL owners across the US to submit a request to be one 40 SL's to be part of the 2015 Amelia Island Concours d'Elegance Cars and Coffee. The field was to be made up of SL's from early 190SL's & 300SL's to current models. Part of the invitation process was to submit pictures of your car and write why your car is significant to the SL line of Mercedes Benz. You also needed to guaranty you would be driving the car to the event, after all it is about driving your Mercedes. The request to be invited would be review by a MBCA committee and an Amelia Concours committee. After submitting my request I was honored to be invited to drive my 2002 SL600 Silver Arrow Edition down to be part of this event.

We all worry about possible damage from road hazards to our "Prized Toys" while driving to events. Is a rock going to be kicked up by a truck or car and crack our windshield or damage the paint? Or is some object falling out of a pickup truck like a ladder or chair going to become a road obstacle we may strike or be struck by? The road hazard I encountered on my trip to Amelia Island is one that has never passed through my mind or for that matter any other MBCA member mind.

On my trip down to I was joined by an old dear friend David from Ohio. David is the person that steered me to Mercedes-Benz and helped me in the purchasing of my first SL600. When I took possession of the SL, David told me that you now you have to join the MBCA. The weather forecast for our trip was calling for rain shower with some severe showers for most of the 450 mile trip. Little did I know how severe and what kind of showers we would encounter on our south bound journey.

We left Cary early on Friday hoping to miss most of the Raleigh rush hour traffic. The drive east on I-40 was uneventful with a little light rain shower. We got to the I-95 junction and head south thru Fayetteville into South Carolina past "Pedro's South of the Boarder" and all was going fine with only a little rain and medium to light traffic, so we were running on time with no delays.

About an hour south of "Pedro's" somewhere in South Carolina on I-95 is where it happened, the road hazard no one ever dreamed of, a shower that no weather forecast could ever predicted.

As I was passing a line of cars in the right lane I noticed the lead vehicle was a white pickup truck. The pickup was pulling a small trailer that appeared to have some sort of pink tank in it or on it. The pickup was approaching an overpass bridge there was a small bump in the interstate before the bridge. I was about two car lengths back when the pickup and trailer hit the bump. When it hit the bump a large volume of yellow fluid came gushing out of the bottom of the trailer from the pink tank. The yellow fluid hit the pavement at 70 MPH spraying up into the air covering both lanes of traffic with a shower of yellow fluid. I turned to David and said "What the heck is that spraying on my car?" His response was "I don't know but step on it and get past it". At that point running though my mind was a lot a questions, "What is this yellow liquid, fertilizer, fuel or acid? What is it going to do to my paint finish? Why me what have I done to anger the car gods this time?"

As we sped past the pickup with the pink tank in the trailer, David and I notice it was not a pink tank but 3 large hogs in the trailer! Apparently the bump in the road was all one or more of the hog's

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full bladder could take and had to empty it. This shower was not in the weather forecast. We looked at each other in disbelief. David broke the silence with these words of encouragement to me "Well at least it's not flue oil or fertilizer". We both broke out in laughter and started to make plans to stop somewhere as soon we can and hose the car down. About 5 miles down the road I found out the car gods were not angry with me after all. The sky darkened and the forecasted rain heavy showers came falling down, saving us from the car wash we had planned in route. Just to make sure all the yellow liquid was off my SL we found a quarter car wash and did thorough washing when we arrived at Amelia Island.



Saturday the weather cleared and we woke to a beautiful day for the Cars and Coffee at the Concours. The Mercedes-Benz show field was filled with 40 outstanding SLs. MBCA members came from every state in the southeast and from as far as Arizona. It was great to see old friends I have met in the past at other Regional and National



events and to make new ones. Near the end of the day awards were handed out to the owners of the SLs by Terry Kiwala President MBCA (right), Peter Lesler Head Concours Judge MBCA (left) and Mike Regennitter Executive Director MBCA (center right). I was honored to receive the award for the "Rarest SL Roadster" at the event. Amelia Island Concours d'Elegance has grown into one of the premier show in the country. If you have never attended one you need to add it on to your "Bucket List".

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Here is an overview of the 40 Mercedes SLs at the Concours with Bill Faison's SL600 Silver Arrow in the foreground along with pictures of other distinctive Mercedes-Benz automobiles at the Concours.



1955 Silver Arrow driven by Sterling Moss.



Amelia Award winning 1938 Mercedes-Benz 320 Cabriolet A.



2015 Pinehurst Concours d'Elegance

By Tom Reedy

The 2015 Pinehurst Concours d'Elegance was a feast for the eyes and a car-lovers paradise. Please pencil it in to your 2016 calendar as a do not miss event.

The beautiful weather and the outstanding collection of automobiles brought thousands of automobile lovers to Pinehurst to roam the fairways, see the cars, and attend the Three Dog Night concert. The cars ranged in age from a 1910 all-original Buick to several 2015 exotic models.

The best-in-show award (and best-in-class 1) was won by a purple 1919 Pierce-Arrow. It stands 7 feet tall at its highest point and weighs more than 7,000 pounds. Its 6-cylinder and 825 cubic inch displacement was the largest made engine for automobiles at that time. It was once owned by Roscoe "Fatty" Arbuckle. It was beautifully restored and truly deserved its best-in-show award.



Class 6 (of 13 classes) featured 'Post-War Mercedes-Benz up to 1974.' The best-in-class award went to a 1955 Mercedes-Benz 190SL Roadster. This beautiful Mercedes was restored by Bruce Adams and is the one we all admired at our restoration workshop with Bruce earlier this year. Bruce and his staff of restoration artists should be proud of this recognition.



Mercedes-Benz Car Coral at the Pinehurst Concours

By Tom Reedy

This year the Pinehurst Concours sponsored a Car Club Corral and evening concert on the Saturday before the Sunday event. Participants were able to show their cars on Saturday and then have preferred parking for attending the Concours on Sunday. Mercedes-Benz was well represented by the cars shown below.

Phil Templeton's breathtaking 2014 SLS Black Series



David Crawford's beautiful 1984 500SEC



Ken Nick's impressive 1992 500SL



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Bill Faison's 2002 rare SL600 "Silver Arrow"



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Mercedes-Benz Club of America Triangle Section

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