



Western Reserve Section

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Mercedes-Benz Club of America

Volume 14 Issue 3

September, 2014

Hurry, join us on a fabulous fall leaf tour!

Now is the time to sign up for the fabulous Fall Leaf Tour planned by tourmeisters **Carol** and **Don Velcio**. This year, they've planned an overnight tour that is sure to be an experience you won't want to miss! Starting with breakfast at the beautiful Orchard House Restaurant at Mapleside Farm in Brunswick, the views will be spectacular. The tour will proceed through Medina, Wayne and Holmes Counties to Malabar Farm, the home of author Louis Bromfield and the site of wedding and reception of Humphrey Bogart and Lauren Bacall, where we'll have an extended private tour. From there, we'll go on to Mohican State Park and then on to Hershberger Farm and Bakery in Charm and other Amish locations arriving at the Amish Door in Wilmot for dinner and lodging. On Saturday, those doing the full tour and those opting for the one day tour will gather early at The Farm at Walnut Creek for an exciting wagon ride through the animal farm where the animals come right up to the wagon to be fed. The driver is full of information about each animal and how to safely feed them if you choose. Such fun! Once you've been there, you'll definitely want to go back again and again. Next, we'll head for Dover and visit the American Gas Pump Heaven Museum—a private collection of gas station, Coke and other memorabilia that outgrew owner Roger Ramsey's home. He decided to share his collections with interested people, and it has grown since then. Although the next planned stop is Oglebay Resort in Wheeling WVA for dinner, there is time along the scenic route to enjoy other venues or just proceed to Oglebay and enjoy the grounds there or visit Goode's zoo on the property. That will be our

dinner and lodging venue that night. On Sunday, breakfast is included at Wilson Lodge at Oglebay before proceeding on the scenic route to The Inn at Honey Run near Millersburg, Ohio for the final lunch.

If a full weekend does not fall into your schedule, there is a Saturday only option that will be slightly modified from the rest of the trip. All will be together at the Walnut Creek farm tour and into Dover but will be modified from there. President **Jim Tullis** and his wife **Barb** will lead that part of the tour. Of course, we hope you'll join us for the whole tour, but we don't want you to miss out on a one day fall leaf tour if that works better for your schedule! Detailed information is on the Western Reserve website at www.benzclub.org. If you prefer, contact Don or Carol at 440-655-7803.

Reservations are due soon at the hotels to get the group rate. Also, Velcios need to give final counts to the various venues in the next couple weeks so please notify them as soon as possible.



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National and Regional News....

by **Frank Cozza**

The 2014 Meeting of the Membership will be held November 13-15. Committee meetings will be held during Thursday and Friday with the Fall National Board meeting on Saturday, November 15. All meetings will be held at the Atlanta Marriott Buckhead Hotel and Conference Center, 3405 Lenox Road NE Atlanta, Georgia 30326. All members are invited to attend these meetings. For further information, contact Cindy at the national board office, 800-637-2360.

You should have received your ballot for fall elections. Read the info and please be sure to vote.



Frank Cozza

Dealership Meeting – September 25

Mercedes-Benz Bedford has invited us to meet at their dealership on September 25 at 7:00. Their building has recently been remodeled, and new models will be available for viewing. The dealership will be serving hors d'oeuvres for this private party but need a count. There is no charge for the event but an RSVP is necessary for an accurate count to the dealership. Western Reserve Section appreciates the invitation and hospitality and hopes to have a large number attend this great event. The dealership is located at:

18122 Rockside Road, Bedford OH 44146.

RSVP to Jim Tullis by Sept. 22 at 330-656-1453.

Members June 20 - September 20

New Members

Gary Cooper	Eric Hansen	John Krystowski	Stuart Sears
Clifford Lewis	Gerald Hiteman	Joe Oberle	James Ireland
Dan Schmidt	Andrew Kalnow	Carl Hiteman	Thomas Detesco
Otto Kulda	Bobbie Broske	Karen & Alex Dade	

Renewals – Glad you're back!

Willea Orha	Beverly Ulrich	Roger Skrocki
Todd Schneider	Tom Rolli	C Bayer
John Tuck	Norm Crowe	Jeff Rayer
Barbara Russell	Alex Djuric	James Lape
Ronald Marthaller	Ronald Good	Stella Camuso
Brant Schnackenberg	Harry Paul	Norbert Peiker
Richard Self	Ronald Swenson	Norman Foraker
Charles Hearn	James Johnston	Jeffrey Noss

President's Message – See you soon!



Jim Tullis

This summer has gone by so quickly! Our Western Reserve Section has had so much activity during late July and in August. Our visit to the Spread Eagle Tavern and the ensuing ice cream social so graciously hosted by the Cozzas was a huge success, even with the threat of thunderstorms and hail. We all enjoyed the brunch hosted by **Darlene** and **Ron Renzoni** at the Huron Yacht Club. The wooden boat show at the marina nearby included several beautiful wooden runabouts and an amazing wooden cabin cruiser. I will remember the smiles of **John** and **Sue Morrison** as they were driving the demo SL loaned to us by the **North Olmsted Mercedes-Benz** dealership. **Rod Thompson** hosted Old Car Fun Day at his home in Hunting Valley. Rod actually had to turn away several who called at the last minute (Please get your reservations for all of our events in early). Our guest speaker from the Red Lacquer Room in Cuyahoga Falls, Gene Blackford, gave a very interesting presentation on his million dollar 1950 Oldsmobile Polynesian, one of the very first California "Custom" cars. Gene is a true artisan and demonstrated some of the metal forming techniques that he uses to repair stainless steel trim parts while restoring older Mercedes.

We have several outstanding events scheduled and are planning additional outings for the months ahead. **Mercedes-Benz of Bedford** has invited our Western Reserve Section to a reception celebrating the remodel of their facility, introduction of the new C300, and

possibly a showing of the new S class coupe on Thursday evening September 25th. Three day Fall Leaf Tour (October 17-19) will allow you to tour through some of the most beautiful parts of Ohio and offer some outstanding roads to drive. Mohican State Park, and the drive through Amish country are spectacular venues! We will be offering a one day option on Saturday October 18th visit to the American Gas Pump Museum, lunch at Sammy Sue's BBQ in Dover (finger lick'n great BBQ) and possibly other stops. **Rod Thompson** is planning a visit to the recently renovated Cleveland Museum of Art. **Sue Morrison** and **Mary Alice Cozza** are negotiating a return visit to a very special location for our January Christmas party. Stay tuned !!!!

Don Velcio's Three Day Fall Leaf tour will be especially unique, and we encourage you to participate! Be sure to complete your reservations as soon as possible. We look forward to seeing you at all of our upcoming Western Reserve Section events.



Invitation to annual Family Car Show!



Gene Blackford explaining dent removal to

Oct. 24 from 4:00-8:00. The event will be held at the

As a result of attendance at the Old Car Fun Day, one of the participants has invited the club to The Jones' Family Annual Car Show Open House on

Jones Group Interiors, 701 S. Broadway St. Akron OH 44311. Thank-you to the Jones family for extending the invitation to the Mercedes-Benz Club.



What is "Hershey"?

by Morgan Taft

Anyone that has been around car collecting enthusiasts has heard the word "Hershey" mentioned in conversations. This is not a reference to a famous chocolate bar, but the Annual Antique Car Club of America's Fall Flea Market and Car Show held annually the first full week of October in Hershey, Pennsylvania, that annually attracts over 100,000 people to "Chocolate Town".

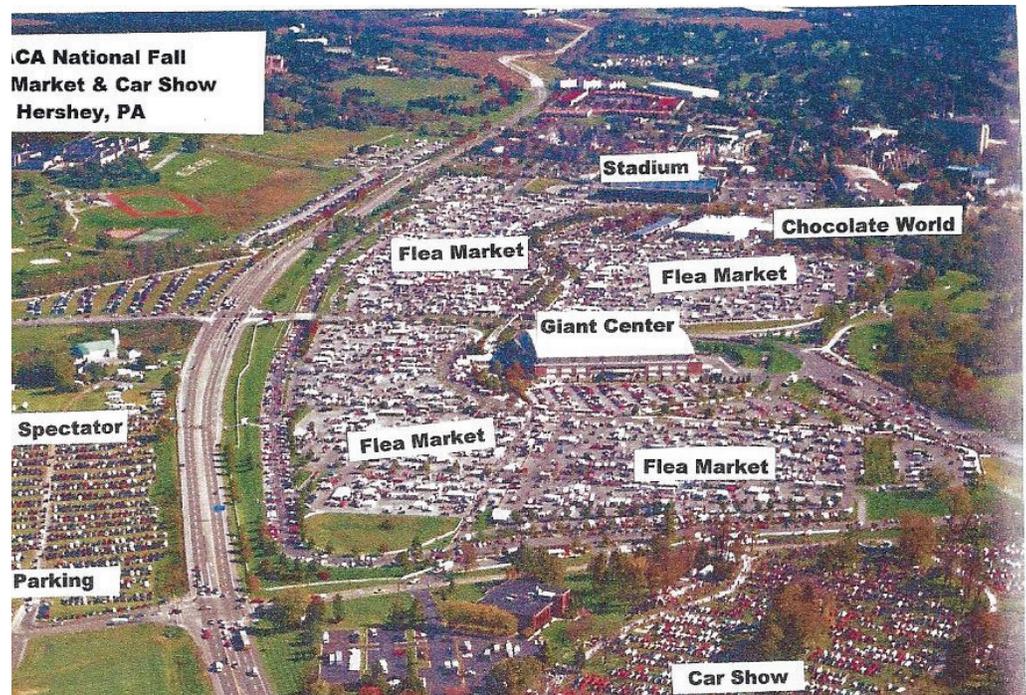
"Hershey" has existed since the mid 1950's, originally held in Hershey Stadium when the car show was the primary purpose of the event. The flea market started later when a few car collectors set up tables to sell off some of their excess car parts. When I first attended Hershey in 1965 the flea market had grown to several rows of vendors in ten by twenty foot spaces located in a field next to the stadium. At that time, the actual car show on Saturday had grown so that the early antique cars were located inside the stadium with the more recent vehicles displayed in the practice field adjacent to the stadium.

During the 1970's, 1980's, and 1990's, the Hershey Flea Market grew from it's original single vendor field to cover four additional areas including an old airport located across the highway from its original location. A "car corral" was added to the event that provided a place where members could sell cars. Weather in eastern Pennsylvania in fall can be as unpredictable as it is in northeastern Ohio, and thus it can be rain, wind, heat, cold and even snow flurries. Prior to the late 1990's, most of the flea market was located on grass in various "fields" and rain meant muddy walking. Local farmers made extra money with their large tractors when called upon to assist vendors reach and get out of their spots.

In the 1980's Hershey replaced their factory tours

with "Chocolate World", a large facility that provides a multimedia presentation of their manufacturing of Hershey bars and sells all the other products produced by the corporation. In the late 1990's a new Hershey Convocation Center, appropriately named the "Giant Center", was built in what was the Green Field part of the flea market and all of the area between it and the stadium became a very large paved parking area. Today, the entire 9,000 vendor spaces in the Hershey Flea Market are located on pavement eliminating the mud! It is often said, "If you are looking for a part to complete the restoration of a car, if it exists, it will be found in Hershey!"

The Hershey Saturday Car Show, formerly located in the stadium parking lot, has been moved to a former golf course located adjacent to the Giant Center and easily accommodates the over 1600 entries of vehicles over twenty-five years old in the show and includes all makes and models of cars, motorcycles, and trucks including some interesting unrestored "barn finds" in the Historic Preservation of Original Features Class and the Driver's Participation Class.



The Cozza's annual Spread Eagle

The weather report was threatening, but in true Cozza fashion, the rains held off until all festivities were complete for the annual Spread Eagle Brunch and Ice Cream Social—the event people wait all year to attend. The event started with the usual caravan from Streetsboro with others waiting for them in the quaint town of Hanoverton home of the historic Spread Eagle Tavern. Because of the threatening weather, less time was spent touring the town. The group of 70 plus participants enjoyed a wonderful lunch at the tavern then proceeded to the home of **Frank and Mary Alice Cozza**. Cars were displayed all over the yard including several from sponsor **Fred Martin of Fred Martin Mercedes-Benz of Austintown**. Each year, Fred Martin is generous with his sponsorship and sends several new cars to drool over. Door prizes were awarded, anniversary pins in increments of 5 years presented, members attending their first event recognized and presented with an etched Mercedes Club glass, and an ice cream social enjoyed. The weather was still holding so participants could enjoy a pontoon boat ride before the clouds rolled in. All

were on the road home before the rains began so another successful event was in the book. Again, we had friends from Buffalo, Indianapolis, Cincinnati, and Pittsburgh as well as our own local members. It is a great time of renewing friendships and enjoying our favorite cars in the process.



Mr. and Mrs. Jack DeMatteo and Mr. and Mrs. Ray Caulk receiving 5 year pins from Mary Alice Cozza

A beautiful day at the Huron Yacht Club

On a sunny day, a group of club members and friends gathered at **Mercedes-Benz North Olmsted** where they were treated to donuts, coffee and juice and then the introduction of the newly redesigned C300 Class. After some time to look around the showroom and hear the presentation of the C, the group gathered for a quick welcome by General Manager, **Joe Arno**. President **Jim Tullis** met each participant at the door and gave out tickets for a drawing. M-B North Olmsted had generously loaned 2 cars to be used by the lucky winners for the day. **John and Sue Morrison** floated along in a 2014 black-on-black SL550 with retractable hardtop and more buttons than could ever be used in a day. **Buzz and Luanne Ober** drove the 2014 E350 Cabriolet looking like the rich and famous! Those present in North Olmsted caravanned to the Huron Yacht Club where hosts **Ron and Darlene Renzoni** had secured a private parking lot and where members and friends from that end of the state joined us. In all, there were about 30 people

in attendance. Many walked around the bay to the wooden boat show going on in the marina and then on up the hill to a car show that another group was having on the lawn. At the lunch in the yacht club, prizes were awarded to members' favorites, and visiting was enjoyed while enjoying the view out over the marina.



Two timing sports cars

by TomBarratt

It's often said there's nothing like a sunny summer afternoon in an open top sports car, regardless of vintage I might add. Recently I had the good fortune to experience two special sports cars from the motoring glory days of the 1960s. The two vehicles certainly had some things in common, the most central being they shared the same year of manufacture -1963. Other similarities were intriguing too. They shared the same exterior color, had lots of chrome and both had a sharp black interior, all of which sort of dawned on me later when gathering my overall impressions. The two sports cars? A Triumph TR4 with a completely rebuilt 4 cylinder engine hosting twin carbs, and a 300SL Roadster with an all original straight six and direct injection. There were surprising common threads between these two fun and dramatic vehicles, yet more to know between one of British design one of German engineering.



First off, the major points immediately became the most obvious, that a sports car from 1963 is a totally different animal than any 'sporting' or high-powered vehicle we may have enjoyed in all the years since. In either of these '63s you were engaged and in the present, and muscling that steering wheel from a dead stop just a wake-up call. Don't even think of leaving the drive if you can't turn this brute around. It's just amazing how physical and tactile such a creature from this era is, and they both had the rattling 'aliveness' of the open sky and blasting across local pavements. A modern car just ignores these and sends you no signals of interest that there may be a two inch difference in the pavement here, or a rough patch there. The Triumph, especially, was sending urgent shouts through the steering wheel about every pebble and puddle we slapped over.

Wearing the required Ray-Bans for the road, I was now really going back in time, remembering what it was like to feel alive when fully and manually focused on a vehicle, the days of my early Alfa Romeo, pretending to be Dustin Hoffman. But there was a lot more going on here in the present. And what a super

exciting world both the 300SL and Triumph TR4 inhabit today. Feeling and hearing the snick snick of the gear change, the rattle and hum from pieces and parts all catching, sliding and engaging, here and there, and with an oily rag smoothness of metal over metal. From the weight and mass of the doors to the low seating positioning, they each had an in your face attitude with little compromise.

As they offered such excitement and in-the-now pull, I was thinking "where do they differ?" First off, the urgency of the Triumph was impressive, more than I expected. What I've read of the TR4, that it's somehow missing out on Triumph's straight six and owners have to settle with the 'four' just did not feel true to what I was experiencing. This TR and its 'little' engine had a feel of great strength and really wanted to spin wheels, and

did, when popping into gear and blasting around the corners. This pup, if you dared call it that, was very much alive, chunky and ready. Full stop. But wait, then there was the 300SL... hmmm... you have to ask yourself some things. For example, on price alone the market says one is a feisty \$20k sports car, yet says the other is a million dollar uber star. Wow, that's a gap. It's crazy to experience both, and not to feel any sensations in my wallet. But the sensations that I did feel!

I have enjoyed time in a 300SL Roadster once before, about ten years ago, so revisiting the experience this time surprised me as it seemed ten-fold what I remember. Or perhaps time had just settled me, because now thinking about it, yes, I guess it was sensational then too. That last time was across and through some of the most beautiful country roads our C-town has to offer, and cruising with an owner who insisted his steed had one setting, and that was full on. 300SLs are known to require very purposeful driving to keep that oil moving in a way it's supposed to and not lingering about looking for trouble mixing with gas. That straight six Mercedes-Benz power house was a game changer then and it is today too. They're just not interested in speed limits, cross

Continued from two timing sports cars

walks or soccer moms... when that Roadster touches tarmac, it's center stage and the rules are different. To think how few there were made, a little over 1800 Roadsters produced during a six year production run (retailing around \$10,950). How incredibly rare it must have been to see any Mercedes-Benz anywhere in these United States in those early 1960s.

So what happened when I had the great fortune to experience a 300SL Roadster for the second time, with ten years in between? Well nothing could wipe the smile off of my face. It was like some kind of locomotive mixed with vintage roller coaster, all exposed and alive, complete with token seat belt, you just accept that you're exposed as can be, and get on with it. The sensation is low, a classic sports car, it felt just as low as the TR.... I mean you are down there – and you are centered. The 300 is wide, and feels wide, a huge difference. Simply put, the 300 has width written all over it, console 'center aisle' space like a 747 (you are not crowded by passengers) and the famously wide door sill too. You are legs out on the floor and the straight six is truly on one setting, the only way, and what a sensation. The power is ripping in comparison to the TR, as this M-B just bleeds urgency and it all has me laughing out loud.

And you get something else, to my surprise, that other thing that only Mercedes-Benz offers. Being owners

we know it inherently, that certain luxury, and I'm talking about ride. As powerful and crazy and king-of-the-forest this 300SL felt, the ride just had a sniff of M-B's finest, wafting over the bumps and cracks and holes that the TR was yacking and falling all over. Not the 300SL, no gossip monger here, sturdy and subtle, all 'softly with big stick' thing going on here. This was 100% Mercedes-Benz – the feel over the road surface, not some race cart. The 300 is a luxury sports car that only Mercedes would know how to engineer, and with the ride of a later R107 (if you closed your eyes and plugged your ears) another member of the family tree. Except this W198 is so much different in the cornering, just flat as can be, comfortable and planted in the corners. You can cover miles at breathtaking speed with this SL superstar, on the flat and in the turn.

My conclusion? Both these '63s were exciting. No, they were exhilarating. And that time machine aspect may have been the best part. But then, as only a Mercedes-Benz owner could even remotely appreciate, there's a gaping difference. The ride. It really was. The ride and comfort, if you will – how simple, yet how complex, like a perfectly balanced wine. In the end, maybe that's what true luxury is, comfort. I wonder what Stirling Moss would say about that.

The annual Old Car Fun Day

The annual Old Car Fun Day was hosted again this year by **Rod Thompson** at his home in Hunting Valley. He was able to accommodate the cars of all 32 paid participants and the 4 guests as well as the one-of-a-kind 1950 Oldsmobile Polynesian. A compare and contrast car talk began that morning up and down the drive. Several 280 SL's attended the event for the first time and were interspersed among other models. New member Carl Wennerstrom and old member Ted Gottfried each brought 190 SL's, the two oldest cars there for a comparison with **Jim Tullis's** brand new E class at the opposite end of the age spectrum.

Gene Blackford, owner of the Red Lacquer Room in Cuyahoga Falls was the main presenter of the day (and the owner of the Polynesian). Gene has many car restoration skills and has been in the business for more

than 50 years. He explained the total restoration of the Polynesian that has been exhibited in many museums throughout the country. Gene uses many historical techniques involving extensive hand work with hand tools. For example with an assortment of English wheels, vintage body parts can be fabricated from scratch. One interesting area of presentation showed how metal can be shrunk or expanded depending upon the kind of surface behind the metal piece that is being formed into a car part.

Host Rod Thompson had a well organized event and had a tasty lunch of pulled pork and potato salad. He has agreed to host the event again in 2015. Participants are looking forward to next year and encourage any club members and friends interested in a fun day with old cars to attend.

Western Reserve Section

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Mercedes-Benz Club of America

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MBCA Schedule of Events

Sept. 19-21	Concours d'Elegance	Stan Hywet Hall & Gardens
Sept. 25 (Thursday)	M-B Bedford Dealership meeting	Bedford OH
Oct. 3-5	Heimatfest 2014-National event (Info p. 93 in current STAR)	Birmingham, Alabama
Oct. 7	Membership Meeting	Brewster's, Twinsburg
Oct. 17-19	Multi Day Fall Leaf Tour	Don Velcio, Chair
Oct. 18	One Day Fall Leaf Tour	Don Velcio, Chair
Nov. 4	Membership Meeting	Brewster's, Twinsburg
Nov. 13-15	National Membership & Board Mtg.	Atlanta Georgia
Nov. TBA	Cleveland Museum of Art	Rod Thompson
Dec. 2	Membership Meeting	Brewster's, Twinsburg
Jan. 10	Holiday Party	TBA

Our section's website will be updated as things change. www.benzclub.org Please check it often. As mentioned earlier in this edition, we are hoping to do as much as possible electronically. You will learn upcoming events quicker by checking for updates and watching your inbox.

Check out the Western Reserve Section website at benzclub.org for updates.