



# Western Reserve Section

## MERCEDES-BENZ CLUB OF AMERICA

Crier - Spring Issue 2022

## 2022 Holiday Party

After missing the 2021 holiday party because of COVID shutdowns, we decided to try a party for 2022 and were pleased with the results. Friends were eager to get together again in a safe environment. Our location this year (with the attempt of moving around the section) was The Hilton Garden Inn at Akron Canton Airport. This made former National President, Terry Kiwala, very happy as he could fly into Akron Canton Airport from Chicago and shuttle the short distance to the hotel. Other out-of-state attendees were current National President, Julie Bruggner from Ft. Wayne, Indiana, and Ed Yungbluth and Bev Basinski from the Buffalo area. All are second section members and very supportive of the Western Reserve section.

Following a delicious buffet dinner, Vice President, Allan Pintner served as the master of ceremonies for the evening. Membership anniversary pin were awarded to Howard and Lisa Wilmoth, Beverly Basinski, Allan Pintner, Beverly Stewart, and a new member glass was presented to Linda Jordan. Allan then introduced the entertainment for the evening. Frank Sinatra impersonator, Matt Snow, spent the next hour and a half singing songs from the Big Band era performers. Ironically, Matt owns two 1973 Mercedes-Benzes and joined the Cincinnati section of MBCA after spending the evening with fellow enthusiasts. The entertainment was sponsored by Ganley Mercedes-Benz of Akron. There had been an ice storm during the time we were in the banquet, and the staff graciously walked anyone leaving to their cars. The roads and sidewalks had been cleared, but the staff was concerned about walking in the parking lot. Many commented on the gracious, friendly staff both during the evening and the next morning as about a dozen gathered for a full-menu breakfast. That was an even greater time for visiting and catching up for the last 2 years.

## President's Letter

*By Rod Tompson*

Our club plans to move toward normalcy with our future event calendar. Our next event will be our attendance at the Maifest celebration in Zoar on Saturday, May 14th. German food, music and dance surrounded by the lovely formal gardens of historic Zoar are the main attractions, but the German car show is a bonus. We are in the planning stage of arranging a tech session that incorporates presentations covering our club's history, the future of electric vehicles and the energy infrastructure required, and an update on the market for classic cars.



We have been given the date of July 20th for our cars to be the featured marque at Gervasi Vineyard in Canton, and we plan on returning to Hanoverton for our Spread Eagle Tavern luncheon in late July. We, will attend the annual Euro Car Show at Ursuline on August 6th, followed by our Old Car Fun Day on August 20th. On September 18th we will have our DTJ clambake and car show in Taborville, and plan to have our Fall Leaf Tour In mid-October.

Aside from our car oriented events, we will plan for one cultural event this summer. Either a concert or play performance. If any of our members have a suggestion please give me a call. I look forward to seeing you in person this year!

# 2022 Holiday Party Photo



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# Regional Director Ramblings



To introduce myself, I am Ronald Harshman and was appointed Regional Director at the November 2021 National Board Meeting to complete the term vacated by Jaron Burton. I have been an MBCA member since 1999 and most recently was President of the Western Michigan Section. I have previously been a member in the Minneapolis and Chicagoland Sections and led trips around each of the Great Lakes earlier in my membership. November was my first Board Meeting and I was not able to attend the entire meeting due to a prior Section commitment. The meeting was by Zoom and the video is available from the MBCA webpage.

The first portion of the meeting addressed Board training and may be of interest if you are concerned with more effective board involvement.

The next section dealt with a report on the progress of the national website.

Sections should be aware that the website will provide a process for Section websites to be hosted on the national webpage. That feature should be available soon. Contact the national office to learn procedures. The new national webpage will also provide enhanced technical information for members, hopefully providing a one-stop location for receiving assistance on maintenance and restoration projects. I suggest checking the website regularly as it evolves into a more member-friendly presence. The Strategic Plan for MBCA includes a greater emphasis on marketing. To implement that emphasis a Marketing Director is to be added to the national office.

The job description is being developed at present and the hope is to have the person in place soon. MBCA is also seeking additional sponsorships and has recently negotiated agreements with EXPEL, a ceramic coating products company, and Haggerty insurance. These agreements address presence at national events and do not apply to Section events. However, the Haggerty agreement does provide for a discount on insurance for members. A greater focus on the Education Foundation is projected for the next year. The foundation committee urges local sections to seek out educational institutions in their area with an automotive focus and to support their programs as much as possible. Automotive technicians are in short supply and even more so with regard to older vehicles. It's in our interest to provide support in any way we can.

Finally, the 2022 MBCA budget does not provide for any rebates to local sections. However, sections can apply to the national treasurer for support for a local event for which they do not have adequate funding. I will provide additional updates as I receive information from the National Office and Board. If anyone has issues they wish the board to address, please forward those to my email, rharshman1943@gmail.com, and I will seek to have them on the agenda. My hope was to offer some hot sightings from the Amelia Island Concours d'Elegance (now simply Amelia), but my attendance was shortened by a sick granddaughter who had tagged along. She was ill enough that I skipped the big day on Sunday. A 300 mile plus trip each way from my winter home with little satisfaction for my car addiction. Haggerty has now taken over Amelia and they have made some improvements, at least for the first day's Cars and Community.

The activities are all on the main show field and seating has been added throughout the field, something that was badly missed in previous years. In addition, there are more locations for water and other drinks, and there seemed to be more food stops. A plus addition this year was a "Kid's Zone" to make the event more family-friendly. The area included a large slot car track with opportunities for five or six racers; simulators for kids to try their driving skills; an area where kids could assemble a car from parts; and some long tables where younger children could draw and color a picture on a sheet entitled "Why I'm excited to drive." The drawing table and sheets titled to focus young children on cars is something we might wish to borrow for events that draw families.

# Regional Director Ramblings Cont.

If you have not explored the MBCA website recently, I suggest you do so. The social media committee promises more changes in the near future and many are already in place. The section you might find interesting to visit is under “Community”. There you will find a number of interesting topics but the “Resources” section may be the most valuable. It includes a number of videos on how to complete various MBCA forms and monthly summary reports on membership by region. Also included are a number of resources that might be useful to individual members.

These include an “Automobile Assessment and Value Guide,” which is a self-completion form for assessing your automobile, whether you plan to sell it or not. Another available form is that used for applying for the Mercedes-Benz High Mileage award. For those with cars that have accumulated over 150,000 miles, this is a nice award to have for your car. Among the other forms that might be useful are the Insurance Certificate Request and Concours Scoring Forms. There is also a form for adding section event notices to the MBCA website. I’m looking forward to Spring and the explosion of car events that accompany warmer weather. This year, I hope to attend at least one event in each section, so look for me. I hope you all are as anxious as I am to enjoy driving once more.

## WELCOME NEW MEMBERS!

12-11-21 TO 3-18-22

Kerry Chelm  
Jeffrey Gregory  
Jeffrey Kramer  
Mary Carbonaro  
Robert Norton  
Sverdik Ballard

## RENEWALS—WE’RE GLAD YOU’RE BACK!

Klaus Kitzler  
Robert Young  
Richard Gortz  
Todd Schneider  
Scott Baltusnik  
Benjamin Kulper  
J. Holan  
Tim Graziano  
Timothy Fead  
Mary Alice Cozza  
Vassie Scott  
Paul Stallings  
Lynn Fete  
Adolphus Harris  
Morgan Taft  
Douglas McDonald  
Charles Orange

John Marino  
Dana Little  
Mary Mehwald  
Robert Newbold  
Emil Bellon  
Tyler Rice  
Celeste Francis

# Guide to Restoration

By Bill Hahn

“Recently, Bill and Amy read an article from a magazine in which we advertise in. In the Sports Car Market 2021 Insider’s Guide to Restorations, Planning for Surprises, the writer points out 5 additional expenses when restoring a car. Let’s talk about each of these.

1. Hidden rust: Agreed but adding. One way to discover rust is alkaline dipping a car. True, that is one way but you can realize you have a serious rust problem before you alkaline dip it. One thing is certain, dipping will reveal ALL of the rust problems. Also, alkaline should not be confused with acid.
2. Poorly repaired accident damage: Agreed.
3. Longer-than-anticipated timelines: Agreed. One reason is that people whom restore cars are optimists. If we weren't, we wouldn't be doing this occupation. We'd be telling you to take the car to the crusher. Communication is key.
4. True completion cost: Disagree. The quality of the shop does not have anything to do with whether you have the car at a marque specialist. The article says marque specialists will have a long wait list and generalists will not. False. We have always had a wait list and as well as many other good shops. This point also states you "will end up being surprised when there are numerous items left incomplete following 'completion'. The cost of rectifying these errors can be significant. There are numerous smaller parts that must be purchased to make everything function and look like it should. Items such as door seals, rubber grommets, suspension bushings, hose clamps and other bits that were either incorrect or never replaced can and will add up." It doesn't take a specialist to install the correct door seal. Some projects have arrived here after being "restored" in a specialist shop and the reason it comes to us was the car wasn't roadworthy or plethora of problem.
5. Post-restoration sorting: Disagree. All the test driving and sorting of problems should be done by the restoration shop before they deliver it to you. Will it take 100 hours or so? Not sure where the writer comes up with that number. Testing the car is part of the restoration. To our shop, post restoration sorting means the sorting of old parts to see if you want them, making sure you have all your photos of the progress, a photo shoot, signing your car up for your first car show with your beauty.

Communication! This all comes down to good communication as the project unfolds. Surprises happen. But they should be immediately told to you when they are discovered and not after the fix when the invoice is due.

This tends to be a man's hobby. Many men are terrible communicators. We concentrate on the job at hand and "get it done". Some of my happiest clients are women. They don't hesitate to call if they have questions. And sometimes I hear the question "And when were you going to tell me this?" Those people have helped me be a better communicator with all my clients. Most of the time.”

## Did You

SL history...The Mercedes-Benz 500SL was a variant of the R129 SL-Class that was introduced for the 1990 model year. In 1993, Mercedes-Benz changed their naming conventions across all models, moving the letters, in this case, SL before the engine displacement. So, the 500SL became the SL500. The R129 was produced from 1990 through 2002. The SL model series continued its life in the next generation as the R230 Mercedes-Benz series SL230.

## Know?

# Tesla + Porsche Electric Cars

*By Fred Gwinn*



After purchasing an SLK230 in 2000, I became a loyal Mercedes owner for the next two decades. It was an honor and privilege to own and drive four different roadsters, a sedan, and two SUVs over the last twenty years. My 2008 SL550 broadcast my enthusiasm for the brand with a LOVE MB license plate in both Ohio and Pennsylvania for over thirteen years.

Unexpected success with a Tesla jack pad tool I invented in 2018 motivated me to purchase a Tesla Model 3 that same year. Over the next three years, I found myself driving the Tesla more and more and my two Mercedes less and less even though the Tesla was inferior to my SL550 and GL450 in almost every way. Ride, comfort and handling, fit and finish, exterior and interior design, and customer service was all below what I had come to expect as a Mercedes-Benz owner. The relatively low-priced Tesla Model 3 is not in the same category as a full-size Mercedes so in some ways, it's not fair to compare the brands. One area where Tesla did shine was the low cost of maintenance. In three years and after nearly 30000 miles the only maintenance was to rotate the tires twice and replace the windshield wipers once. The car never once was back at the Tesla service center.

When Mercedes launched its EQS sedan early last year, I was looking forward to owning a car that would combine the benefits of an electric vehicle with the quality features I had come to love over the last twenty years. I read every EQS announcement and watched every EQS video to learn about the new Mercedes-Benz platform. As it became clear that an EQS with the highly anticipated Hyperscreen option would not be available until 2022, and the \$7500 EV tax credit would likely be eliminated for luxury cars with the passage of BBB, I decided to abruptly change directions.

I ordered a MY 2022 Porsche Taycan 4 Cross Turismo for delivery in November 2021. I had pretty much dismissed the Taycan sedan when it was introduced in 2019 due to its awkwardly small trunk opening. The Cross Turismo not only has more user-friendly cargo space, it has more rear-seat headroom and a more comfortable higher ride height than the sedan version of the car. The Taycan has the quality coachwork, ride comfort, and timeless beauty that I had come to love in my SL550. Technical features like the 800-volt architecture, which facilitates quick charging, and the seamless integration of regenerative braking with friction braking made purchasing the Porsche EV an easier decision.

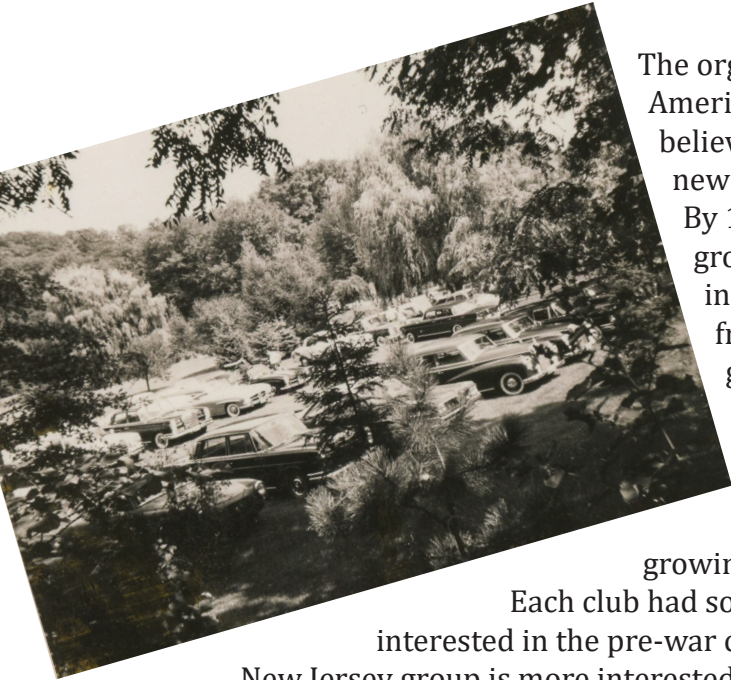
I never felt like an early adopter in the Model 3 which was the third offering in the Tesla vehicle lineup. I was hopeful that purchasing the third model year Taycan would eliminate the frustration of dealing with the growing pains of a new platform. However, the clunky and bug-ridden user interface in the Taycan as well as the iPhone apps for the car make me feel like a beta tester. I am left wondering if the software developers for Porsche have ever been behind the wheel of a Taycan. Horror stories from other Taycan owners with cars tied up in service for weeks on end waiting for parts from Germany is also worrisome. Being an early adopter of the Porsche Taycan has its challenges, but, it also puts a big smile on my face every time I drive the car.

The Mercedes-Benz EQS has only been on US roads for about two months. So, it's too early to tell if EQS owners are having a less stressful experience with their cars than Porsche owners do with Taycans. I will be monitoring the impressions from Mercedes EQS owners for their firsthand feedback. I don't have the confidence to keep the Taycan beyond the warranty period and perhaps I will find myself back in a Mercedes in the next couple of years. I don't regret buying the Taycan, but I am saving my LOVE MB license plate just in case an opportunity to use it presents itself.



# MBCA in the Early Years

*By Gary Goodman*



The organization that we now know as the Mercedes-Benz Club of America had its beginnings in the mid-1950s. As hard as it is to believe given the popularity of the brand today, in 1952 only 36 new Mercedes-Benz cars were registered in the United States. By 1955, there was enough interest in Mercedes-Benz that two groups in different parts of the U.S. started clubs. The group in the East, led by Dr. Milton Allen, requested permission from Stuttgart to use the name and trademark. The second group was in Illinois and consisted of members of the Mercedes-Benz Club of Great Britain. This group, which was led by Lorentz Knouff and Don McCray, contacted London and asked to split off and to become a separate unit. Both clubs moved forward, with the Eastern group growing more rapidly, and the Chicago group remaining smaller.

Each club had somewhat different goals, with the Illinois group being more

interested in the pre-war classics, and the

New Jersey group is more interested in contemporary models. The process of merging the two clubs is more involved than the scope of this look at our history, but by April 1959 the merger was completed with the organization now being named the Mercedes-Benz Club of America. At that time there were 20 active sections and over 1400 members.

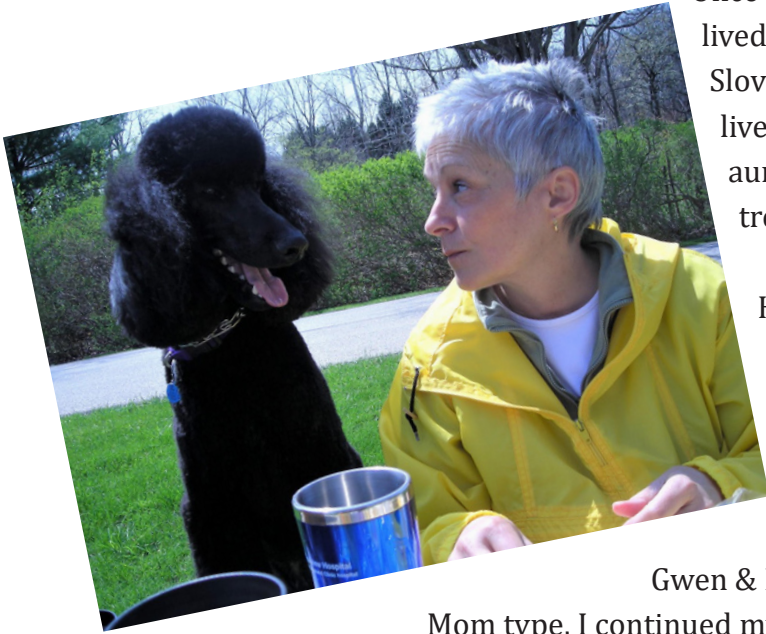
Our local group was founded in 1960 under the name of Northern Ohio Section, and by the end of 1960, it was known as the Cleveland Section. In 1989 the name was changed to the Western Reserve Section to better reflect the boundaries of our members. Among the leaders of the section during its founding were Sten Melin, Frank Baker, and Merrill Young.

As time passes, it is easy for much of the section's history to be gone or forgotten. We had the good

fortune to be contacted by Lee Will, who unearthed some photos from the early days of the section. His grandfather, Merrill Young from Gates Mills, was a founding member who also served as the section president in 1963. Many of these photos were taken at a picnic in Gates Mills hosted by Mr. Young in 1964. How much fun would it be to see all of those SLs and Finbacks at an event today! Additional photos are available on our home page at [www.benzclub.org](http://www.benzclub.org). If any members have memories or photos of the club in the 1970s and 80s, we would love to be able to share those with our current membership. They can be submitted to [wrsection@gmail.com](mailto:wrsection@gmail.com).



# Seasonal Feature ~ Monica



Once upon a time in the land of Independence, Ohio there lived a little, Slovak girl named Monica. (You knew she was Slovak because of the poppy seed between her teeth.) She lived in a big house with her Dad, Mom, older sister, two aunts & an uncle. Being the youngest, she, of course, was treated like a Princess.

Time passed and as a freshman at Marymount High School, she met her Prince...Jan, is a freshman at Chanel High School. Their friendship turned into love and at the ripe age of twenty, they married. Well, that's how it all started and we have been enjoying our life together now for nearly 55 years.

We were soon blessed with two, beautiful daughters

Gwen & Maggie. But since I wasn't exactly the stay-at-home

Mom type, I continued my education first at Fairview School of Nursing and

then at Baldwin-Wallace College.

For nearly thirty years, I worked at Fairview Hospital first as a bedside nurse in the Coronary Care Unit and eventually became the nurse manager there. I've been retired now for ten years and am enjoying the pace of a senior citizen.

Early in our marriage, we spent many weekends at Nelson Ledges Road Course with our Corvette. I worked the corners or the clocks and drove the course a few times winning a trophy once which wasn't too difficult since I was the only lady running in my class.

We've enjoyed traveling through the States, the Bahamas, the Virgin Islands, and especially to Italy and France. Besides our five grandchildren, my greatest joy has been our dogs...a crazy Irish Setter named Rufus who skated on the pond with our girls in Valley City; two Standard Poodles named Winnie and Pooh, and our most recent friend, a black Standard Poodle named Nitro who we said good-bye to a few months ago at the age of fourteen. If you like dogs and want to hear a few stories, I can oblige.

My favorite hobby is reading...so many books...so little time. The librarians in Hinckley know me well and my reading addiction is a constant source of teasing from Jan. Sometimes, when I feel domestic (which isn't often) I enjoy baking cookies. That's fine with Jan because cookies are HIS addiction.

For many years, we belonged to Corvette Cleveland and made many dear friends. Joining the Benz club, I feel the same acceptance and warmth from the folks we have met. And that, to me, is a wonderful thing.

Thank you.



# Seasonal Feature ~ Jan



Hi, I'm Honest Handsome, so say those who tell you what your given name means. Some section members use the Euro pronunciation of my first name, 'Yawn', which I appreciate. It brings up fond memories of my grandparents (it seems I caused my parents to use more 'colorful' descriptors). But being called Yawn has created some concern on my part since when I approach a group at a section event someone says here comes Yawn, the group members cover their mouths yawn, and scatter.

Speaking of boring, if you are expecting a gritty Inquirer expose', forget it. This was composed while I was folding clothes. I was born in Cleveland and lived  $\frac{3}{4}$  of my life in Medina county. Monica, my wife, and I met when we were going to different high schools and I have been trying to be the person she thinks I am ever since. She is a patient soul but if pressed would probably agree with the trying part as it turns out I'm difficult to train.

Just as many others, I worked 50 hours a week, carried 15 hours at night & on weekends, then went to work in Corporate America. My choice was hardware/software producers/vendors of what was then called data processing. You know, hand-wired boards, punch cards, and raised floor computer rooms with less processing power than in your car or smartphone today. Having been with vendors gave me the opportunity to work with leading-edge systems of days past that are ubiquitous today & with which we all have love/hate relationships. So much for the hunting and gathering part of life. Needless to say, I didn't have a permanent seat in a Fortune 500 board room or have a yacht on the Mediterranean.

Computers did not take over my life. Monica and I have 2 lovely daughters named Bit and Byte (joking) actually their names are ACK and NAK (joke again). Gwen and Maggie both have husbands who I have thanked on several occasions for being great companions to our daughters and fathers to our 5 grandchildren. However, there are concerns. One daughter is age-eligible to join AARP the other approaching rapidly, at 7 a grandson is a better skier than I ever was and his 5-year-old sister is close behind, a grandson at 11 a better hunter, a granddaughter at 23 making her way in the internet world, and a 26 year autistic grandson who is the best he can be. The group of 9 gets along famously. Me? Getting older.

Mercedes? Back when doctors had their offices in separate buildings from health organizations, my doctor had a 250C and I still love that car style. Being a thrifty type I danced around buying a Benz for years and years. Monica has always liked the 350SL-560SL. Having spent too much time under a car on the garage floor hitting my head on the undercarriage to react and hit my head on the concrete to hit my head – you get the picture, I didn't want another tinker car as I've been pushing one around since '69 and still am. Oh, by the way, have I mentioned my addiction to standard poodles? During one of my spendthrift moments, we went to look at a Benz wagon for poodle comfort. At any rate, the wagon was sold, however, this SL550 was right out front by the door, and our 50th wedding anniversary was around the corner. S-o-o-o Monica has decided maybe I am trainable. And thus our membership in MBCA began and we live happily ever after.

## Western Reserve Section

*Crier*

Mercedes-Benz Club of America  
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## Schedule of Events

April 5	Membership Meeting	Brewster's, Twinsburg
May 3	Membership & Board Meeting	Brewster's, Twinsburg
May 14	Maifest & German car show	Zoar, OH
June 7	Membership & Board Meeting	Brewster's Twinsburg
June 19	Stan Hywet Car Show	Akron OH
July 5	Membership & Board meeting	Brewster's, Twinsburg
July 20	Gervasi Cruise-In	Canton OH
Aug. 2	Membership & Board meeting	Brewster's, Twinsburg
Aug. 6	European Car Show	Ursuline College
Aug. 20	Old Car Fun Day	Hunting Valley
Sept. 6	Membership & Board Meeting	Brewster's, Twinsburg
Sept. 18	Clambake & Car Show	DTJ Taborville

We are in the process of planning events for the year and hope to add some tech sessions during the spring. Please watch the website for new additions. Fliers will also be sent.

Our section's website will be updated as things change. [www.benzclub.org](http://www.benzclub.org) Please check it often. As mentioned before, we are hoping to do as much as possible electronically. You will learn upcoming events quicker by checking for updates and watching your inbox.

Please join us at the meetings in Twinsburg usually the first Tuesday of each month at 7:00. Your input is important to us. Check the web page for updates and address. Or contact any board member for info. Guests are welcomed, too.