



Vancouver Island Section Newsletter

SEPTEMBER 2023

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Fifteen dedicated Section members attended the Coffee Klatch at Rusticana Coffee in Mill Bay on the first Sunday of September, in spite of an overcast sky and threatening showers. Quite a turn-out!



President's Message

Rob Watson

In this Newsletter, our series of articles by Section members continues with John Mallett writing about his search and love for his 2007 SL55 AMG. It is a unique and special version of the SL55. John is especially appreciative of wife Lisa's keen eye and editing in preparing his missive.

Town Hall Meeting

Over the summer, Drew Webb, MBCA Vice President, has held a series of Zoom town hall meetings for Section Board members. I attended one of them -- on Saturday, 26 August, and it was an eye opener. Drew was previously the Regional Director for the Northeast Region, which includes the four eastern Canadian sections. He is well versed on the Canadian viewpoint and over the years I have been extremely impressed by him. As well, Katie Carruth, the new MBCA Executive Director, attended the meeting and spoke to several issues. She is energetic and impressive; I believe we are fortunate to have her as our Executive Director.

What was encouraging at this meeting was the openness of Drew and Katie in talking not only about what is going well with the Club but also its 'warts' -- some of them significant. This openness was not a feature of the previous regime; it was secretive in the way it operated and tended to use a 'top down' style of management. Irritating at best. The new management style bodes well for the Club as it moves forward.

One of the areas where there is a lot of effort being made is in the relationship with MB AG (the German parent company), MBUSA and MB Canada. The shift to electric cars is affecting Mercedes-Benz branding and marketing, and MBCA is working hard to adapt and maintain a strong and mutually beneficial connection with these entities.

One immediate change that you will see over the next few months is with the website. This should be no surprise as the old website "improvements" have been an acknowledged failure. MBCA is going with an off-the-shelf application, which uses current technology. The plan is to implement it over the fall.

Event Calendar and Upcoming Events

We had planned to have our New Car and Tech Event in September, but scheduling conflicts required us to change it to Sunday, 5 November.

We have had increasingly successful Coffee Klatches, the most recent on 3 September at Rusticana Coffee with 15 attending. We will have the Sunday, 1 October Coffee Klatch in Mill Bay again, followed by our Tech event at TPM the first Sunday in November.

We plan to hold our Holiday/Christmas event at the Villa Eyrie Resort on Saturday, 25 November, combining it with our Annual General Meeting, which we will have just prior to the Brunch. The AGM is especially important as it is when we can talk about the kind of events we want to have next year. Come prepared. Your Board members want to know *from you* what worked well and not so well this year. We've already had some suggestions and look forward to hearing more of your ideas for developing an exciting program for next year.



2022 – 2023 Section Officers

President and Co–Newsletter Editor: Rob Watson
Vice President and Dealer Ambassador, Victoria: Dennis Ostrowerka
Secretary: Hazel Ostrowerka
Treasurer: Dennis Aitken
Membership Chair: Alex Currie
Co–Newsletter Editor and Dealer Ambassador, Nanaimo: Barry Patchett
Director at Large: Kevin Carlé
Honorary Vice President: Peter Trzewik
Northwest Regional Director: Jeff Shindler (jeff.shindler@shaw.ca)
Section email: mbca.visland@gmail.com

Member Awards, New Members, and Renewals

Section members (with month and year of joining MBCA) who reached their Membership Anniversary milestone between April and June.

5 Years

Grant Luxford (August 2018)

Ten Years

Bob Allen (August 2013)

Margo Allen (August 2013)

Ron Drane (July 2013)

Donna Stein (July 2013)

20 Years

Bob Wilson (August 2003)

Donelda Wilson (August 2003)

If you have not received your Anniversary pin and would like to have it, contact Rob Watson [here](#).

Thank you to Members and Associate Members who renewed their membership between April and June.

Barry Aldrich
Kevin Carlé
Cathy Leblanc
Frits and Brigitte Nijs
Rob Maitland
Don Simmons



MBCA Vancouver Island Section 2023 Event Calendar

OCTOBER

Monday 9 *Thanksgiving*

Sunday 1 1000: Coffee Klatch, Rusticana Coffee, Mill Bay

Dennis A

Sunday 22 Oktoberfest at the Four Mile Pub

Kevin and Alex

NOVEMBER

Saturday 11 *Remembrance Day*

Sunday 5 New Cars and Technology at Three Point Motors

Dennis and Hazel, Rob

Saturday 25 Villa Eyrie Resort Holiday/Christmas Brunch and Annual General Meeting

Rob

DECEMBER

No events



TPM's new Mercedes-Benz EQE SUV under the care of Kevin Carlé at Enrico Winery (photo by Kevin)



It's In My DNA
John Mallett
Photos by John and Lisa Mallett



John, enjoying the Pacific Circle Route in his beautiful 2007 SL55 AMG in October 2022, a few months after he won first prize at our Enrico Winery Show 'n' Shine in August.

I am a proud owner of a 2007 Mercedes model R230 SL 55 AMG equipped with the optional P030 Performance Package. I have read that my car can exceed 200 mph with the speed governor removed; others report it can achieve a little less. The point is, my car can exceed 160 mph, and this is something I now realize was a long-held desire!

Ever since I can remember, my family's life has revolved around cars. In the 50s and 60s my father and his brother owned a couple of well-respected 3-bay service stations in West Vancouver on Marine Drive (the first was at Taylor Way and the last was at 15th and Marine). There were always exotic cars in for service. I spent a lot of time at the 15th and Marine location during off hours, hanging about when my father was doing books or working overtime on someone's car. I instinctively loved the design (lots of curves in those days), polished burl woodwork, the feel of the leather, the black-faced dash instruments with bold white lettering, and lots of chrome inside and out.

Being a little boy, I could crawl into, under and around these cars. I still remember the combined aroma of leather, gas, oil, and cleaning fluids. Even now, great memories flood back when I am around a mechanic's shop and pick up the scent. I learned to read by memorizing the letters on the undercarriage of my toy cars and linking those letters to what I knew the make of the cars were – from Austin to Wolseley, and everything in between. And I distinctly remember one car, a late 50s Jaguar convertible, which had a plaque on the dash that said not to roll down the windows *when exceeding 160 mph*. Wow, I thought, 160 mph!

Because my dad was a mechanic specializing in British cars, we owned many cars over the years, and this is something I also pursued as an adult. I have personally owned well over 40 cars in my life, many of which were



British Triumphs, MGs, Austins, etc., and, against my father's advice at the time, owned over ten Volkswagens including a convertible, Westphalia, dune buggy, two Rabbits, single cab transporter, and five Bugs. He didn't like German cars; I suspect it was a hold-over from WW2, but he had a grudging respect for them. Surprisingly enough, he didn't particularly like British cars either!

As a paperboy in the Capilano Highlands in my youth, I distinctly remember all the houses that had nice cars – Jags, Mercurys, and Mercedes, including one with a gullwing. I dreamed of my dad owning one.

One of my favourite early jobs was working for Mercedes-Benz in Penticton in 1970. I was a car washer, tire changer/wheel balancer and, at times did an oil change and lube. I remember being impressed with the fit, finish and overall quality of those cars, but the dealership primarily had sedans and wagons in stock. Their clients were mostly my dad's age. I don't think an SL ever came in for service. They were generally unaffordable for most and cost twice what a new Japanese car cost.

Over the years, although I envied those that owned a Mercedes, I somehow never contemplated buying one. The closest I came to owning a high-end German car was when I bought a 1976 BMW 2002 and later a 1988 BMW 735i. Driving those two cars made me realize the Germans made road machines. They were the "ultimate driving machine" and in a different league than my two TR6s and three MGBs.

I remember the Victoria Opera Society raffled older SLs in the late 90s early 2000s. Those cars I always considered beautiful but collectible, and not for me. I didn't visualize them as drivers' cars like BMWs, especially those that had an M badge.

The first time a Mercedes-Benz model really became something I desired was in the early 2000s, when I saw a couple of totally unaffordable R230 SLs on show, surrounded by a velvet-covered chain strung between chrome stanchions on the pier at Victoria's Inner Harbour. I fell in love with the new SLs design but knew nothing of their performance. The design was something to behold. I thought it was, and is, one of the greatest car designs in the world. After that, I began to follow Mercedes-Benz as a driver's car, mostly for the looks.

I did take a few R129s out for a test drive over the years and noticed R107s in some of the more prestigious locations in and around Los Angeles in movies and TV shows, but they somehow seemed more suited to golfers and boaters, not serious drivers. But then along came AMG, and Lewis Hamilton (my favourite F1 driver!).

For years I have wanted to buy another sports car, like my favourite TR6. But for many of those years, our lifestyle – living on a small, remote Gulf Island with gravel roads and wintering in Mexico – meant it made no sense to buy a high-performance sports car. But that didn't stop me from dreaming about owning one, and doing the research to figure out what car I should buy.

One of the Internet sites I used most was bringatrailer.com. That auction site was of great value because it had a search function that allowed you to check past sales prices, and most of the cars that were auctioned had an extensive number of photos including the undercarriage and imperfections. What was most helpful is that the site allows viewers to comment on the cars up for bid. The comments were invaluable as most come from people who know a lot about the various makes and models listed. Their comments about the cars contained information about the good, the bad, and the ugly.

Over time, I found I was gravitating more towards newer cars rather than fixer uppers. I also was able to determine which makes and models garnered more positive reviews than not. The site also included opinions on which cars were more collectible than others.



That research eventually pointed me to the Mercedes R230 SL 500 (model years 2002-2008), at first because even the low mileage examples were a screaming deal, especially compared to their purchase cost when new. The upside to all of this is that the R230 SL was the model that I thought was a work of art in the early 2000s, when I first saw one on display in Victoria.

When we sold our Gulf Islands property and bought a house in Cowichan Bay – with loads of parking and a two-car garage – it seemed that it was the perfect time to buy my dream sports car. That’s when my research went into overdrive and I started looking at classified ads, especially AutoTrader. My desire was to get a low mileage SL in collector-quality condition. I didn’t plan on using it as a daily driver because we already owned a GLK 350 and a Ford truck.

While researching, I continued looking at other makes and models of cars like Porsche, Healy and TR6, but by then I was pretty much committed to buying the SL. All other cars in my price range just didn’t offer the quality, looks or technology that Mercedes offered, which was validated by our experience owning a GLK.

Over the course of three months, I put in offers on various SLs, but I either backed out of the deal after doing my due diligence, or the cars sold. I also continued to watch prices on Bring a Trailer as well as studied user comments. After a while I determined that the older SLs, no matter what condition, were a bit more problematic when it came to suspension issues, and that the 07/08 models were the final upgrade for the series R230s. That upgrade helped eliminate many of the issues that the users felt were common and expensive to repair in the older SLs 03-05. I also concluded that with little extra money I could buy the “beast” version of the SL, and that was the SL55 AMG. I also determined that a white SL was my goal.

I found Quebec had the best prices and Ontario was a close second. Prices in B.C. were normally ten percent higher, and there was no guarantee that the cars were B.C. cars anyway. So, I included Quebec and Ontario in my search because it was almost certain that low mileage SL55s were garage-kept and not driven in the eastern winters. Shipping was not a real concern, although getting a car insured with ICBC without a B.C. mechanical inspection was.

I had taken a break from my intense search due to some other life priorities in summer 2020, but just happened to look at Auto Trader and found a 2007 (check), white (check), SL55 AMG with 52,000 kms, original owner and in West Vancouver (check x 4), and it was just within my price range. I couldn’t believe my luck!

I quickly emailed the owner and made plans to go see it the following day. Over the course of a few e-mails, I learned that he bought it new in Vancouver, and it was serviced regularly with the last service being done the previous week. The only thing imminent was that the brakes would need to be replaced. He provided the estimate for their replacement (which was more than the price I paid for my brand new 1973 MGB!).

He told me that he loved the car, but he no longer had room for it in his garage, and he believed that it should be regularly driven – something he no longer had time to do. He also said that when he bought the car in the spring of 2008 the salesperson told him that it was a “special car.” Even after owning it for 12 years, he couldn’t articulate the specifics of what made it so special. I didn’t really care what he was talking about at that point – I just wanted to buy it!





Summer 2020 – AutoTrader ad photo

I hopped on the Nanaimo ferry with a bank draft in hand. He met me just outside the ticket booth at Horseshoe Bay and walked me over to the parking lot. There it was – even more beautiful than I had imagined. Up to this point I hadn't even driven one, let alone sat in one. He asked if I wanted to drive it, but I declined as it was just too overwhelming for me. He put down the top and off we went.

He lived in a beautiful view home with a five-car garage not far from the ferry. He invited me in to meet his wife and sign the papers. After tea and hearing their fond memories of various driving holidays in California and Arizona with the car, I was excited to get going.

I had a ferry reservation and figured I had just enough time to drive through West Vancouver along Marine drive and back to the ferry. I still remember the exhilaration of getting in it for the first time. Even starting the car was foreign to me as it has a push button start located in the center of the shift knob. When I started backing up, the previous owner ran up and told me to push a button on the console because if I didn't the car would scrape on his driveway. I pushed the button and with seconds I could feel the car respond and raise up another couple of inches, which allowed me to back out unscathed.

My run through West Vancouver was fun because I was able to try out most of the car's bells and whistles, including lowering the top. With the top down, memories of my days driving my MGBs and TRs flooded back. The wind – in what hair I had left – felt great.

On the ferry, I stayed in the car and read the owner's manual front to back. I had to start and stop the car numerous times just to make some of the dash controls work. I am sure everyone around me knew that the old guy had a new toy!





Top open with the 218 Grey Leather

Up to the point I drove off the ferry, the purchase of my SL 55 AMG seemed like a dream. It all burst into reality when I was on the highway heading home and I punched the accelerator pedal down. Wow, all the comments on the performance of the SL55 I read on-line in Bring a Trailer were spot on. The car IS A BEAST. Its roar is like no other.



Parked at home in Cowichan Bay – top up.



Epilogue – The “Special” Mystery Solved

I have since found out what exactly was so “special” about my SL55. Soon after buying it I downloaded the options list for my car from the Mercedes-Benz site, which includes body colour, upholstery colour, and mechanical options. I also shared information about my purchase with like-minded SL owners on Facebook and Bring a Trailer, including those individuals who seemed to have vast knowledge of and great love for the SLs, especially the SL55 AMG.

I learned that not only did my SL have what is known as the P30 Performance Package, which added over \$15K to the purchase price, its options I am told (by one of those experts and a collector/keeper of SL55 P30 data, a fellow named Vlad) that our car is one-of-one in the world. No other SL 55 produced by Mercedes has the options our car has.

Vlad wrote this to me: “John, I just looked at the data on your car again. Per the build sheet, it is 960 Alabaster White with 218 Grey Leather. That qualifies it as a total UNICORN! The one and only 960/218 P30 in the world for the whole of the revised (‘72’) SL55 series. One of 2,553- congratulations!”

As I said, a beast whose roar (and its looks) is like no other.



At the MBCA-VI Show ‘n’ Shine, Enrico Vineyards July 2022



Upcoming Events

Oktoberfest at the Four Mile Pub

Sunday, 22 October 2023

Kevin Carlé

It has been some time since we celebrated Oktoberfest and this year Kevin Carlé has been working with the Four Mile Pub in View Royal to arrange an Oktoberfest lunch on Sunday, 22 October. Details are being finalized; however we are trying to arrange for a classic Wiener Schnitzel meal.

Alex is assisting Kevin with communications and will send out a reminder about two weeks before the lunch with all the details.

Can you think of a better way to celebrate your Mercedes–Benz than in “Oktober” at a local pub with a local beer and with local Wiener Schnitzel? We hope to see you there.

Summary:

Organizers: Kevin Carlé, with Alex Currie assisting with communications

When: Sunday, 22 October

Time: 1:30 p.m. with lunch at 2:00 p.m.

Where: Four Mile Pub, 199 Island Highway, View Royal

Cost: A la carte.

RSVP: to Alex. Click [here](#) or email currieasc@gmail.com by Wednesday, 1 October.

New Cars and Technology at Three Point Motors

Sunday, 5 November 2023

Dennis and Hazel Ostrowerka, and Rob Watson

This year the focus of the New Car and Technical event will be Mercedes–Benz electric cars. Some of you saw the EQE SUV at the Show ‘n’ Shine at Enrico Winery in August. Jason Mui, the General Sales Manager at Three Point Motors, will lead a team who will provide an in–depth look at how the new electric technologies work and how they are progressing.

Following the presentation, we will have a BBQ lunch of German sausages ably prepared by Dennis and Hazel Ostrowerka.

Summary:

Organizers: Dennis and Hazel Ostrowerka, Rob Watson

When: Sunday, 5 November, 2023

Time:

11:00 **Arrival**

11:30 **Presentation**

12:30 **German sausage BBQ lunch**

Where: Three Point Motors, 2546 Government Street, Victoria

Cost: None.

RSVP: Rob. Click [here](#) or email mbca.visland@gmail.com by Tuesday, 31 October.



Villa Eyrie Resort Holiday/Christmas Brunch and Annual General Meeting

Saturday, 25 November 2023

Rob Watson

Following our excellent brunch at the Villa Eyrie Resort in July, we decided to hold our annual Holiday/Christmas lunch at the Eyrie Resort on Saturday, 25 November. We will be in a separate part of the dining room, which is ideal for holding your favourite event, the club's Annual General Meeting. The AGM will begin at 10:00 a.m. followed by the brunch at 11:00 a.m.

This event will be open to a maximum of 30. Because of the high number, we are required to have a brunch buffet to facilitate the effort required by the chefs and kitchen staff to prepare the meals and serve everyone. The buffet will be **\$59 per person less a 10% discount** which we receive as MBCA members (i.e., \$53.10 per person). As those who were at the Villa Eyrie in July will attest, the quality of the food was excellent. The menu for the Medium Brunch Buffet we will be served is:

Coffee & Tea Service
Sweet & Savory Breakfast Pastries
Alpina Jam, Berry Compote, Butter
Prosciutto Cotto & Sliced Cheddar
Smoked & Candied Salmon
Scrambled Eggs
Maple Bacon
Breakfast Bangers
Toasted Local Artisan Bread
Rosemary Breakfast Potatoes

At the AGM, we look forward to hearing your feedback about event planning, including what went well (or not) this year, and what you would like to see next year.

Summary:

Organizer: Rob Watson

When: Saturday, 25 November, 2023

Where: Villa Eyrie Resort, 600 Ebadora Lane, Malahat, BC

Time:

10:00 to 10:45 Annual General Meeting

10:45 to 11:00 Recover from the AGM 😊

11:00 to 12:30 Brunch

Cost: \$59 less 10% MBCA discount for the Medium Breakfast Buffet. Taxes and a 20% gratuity will be added to each bill.

RSVP: to Rob. Click [here](#) or email mca.visland@gmail.com by Friday, 17 November.



Recent Events

Villa Eyrie Resort Brunch

Saturday, 15 July, 2023

Rob Watson

Photos by Barry Patchett

On a beautiful sunny day in mid-July 20 Section members enjoyed a Brunch at the Villa Eyrie Resort. We pre-ordered from their a la carte menu, and with superb organization, the serving and kitchen staff had meals out to us within 15 minutes of sitting down.

Conversations flowed, to say the least. Pauline Rice regaled those of us at in the middle of the table with anecdotes that only Pauline could tell. We were pleased to welcome two new members, James Harvey and Brenda Budd.

Eva Cheng, the Director of Sales at the Villa Eyrie Resort, was a gem to work with and made planning the event a pleasure. The staff at the resort provided excellent service and made this a day to remember.



A sunny day with twenty of us enjoying brunch and a visit. New members James and Brenda at the end of the table.



A gorgeous view from the Villa Eyrie looking over the the Saanich Inlet



Report on the Oak Bay Car Festival

Sunday, 23 July, 2023

Report coordinator: Cris Gray

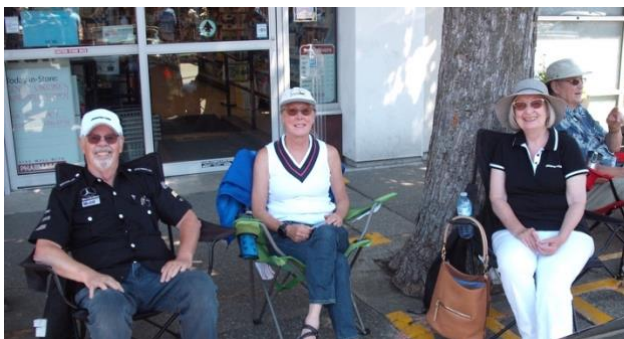
Photos by Members as noted

It was very early morning on July 23rd when six cars quietly slipped into place outside the Foul Bay liquor store – it was the Benz Bunch – preparing to enter the 23rd Annual Oak Bay Car Festival. By 7:30 am they were setting up in the best spot at the upper end of the Show’s five blocks of Oak Bay Avenue.



7:30 am on Oak Bay Avenue. (Photo: Sally)

Our club’s six Mercedes-Benz were lined-up together. The cars were in an ideal location for display, with a tree for shade, and close to the best place for breakfast. Our position also allowed us to be among the first to exit soon after the Show’s 3pm close. After a long, sunny, and warm eight-hour day, that was a welcome perk.



Doug Logan, Sally McCandless, Brenda Waksell, (with Christopher Parkes in the background). (Photo: Cris)



Top: Leone & Chris Parkes, Cris Gray. Bottom: Brenda Budd & James Harvey. (Photo: Doug)



The weather was perfect. The crowds were huge (> 10,000). It was a wonderful car show. Well organized. There was a tremendous variety of over 300 vehicles on display. My favourite was the 95-year-old British racing green 1928 Bentley that was driven to the show and driven home again afterwards.



One fifth of the mob. (Photo: Cris)

Our six M-Bs, spanning 30 years (1990 – 2020), represented the marque and the Vancouver Island section of the MBCA well. All our cars got plenty of attention, and Doug and Brenda W. handed out a fair number of club membership forms. Dennis Aitken also came by to get a brochure to give to the owner of the CLS500 at the other end of the Avenue.



Doug's + Sally's + Brenda W's.
(Photo: Cris)



James' + Chris P's + Cris'.
(Photo: Cris)





"The Red One". (Photo: Cris)



Brunhilda's Bears received a lot of attention. (Photo: Cris)

Late in the day, a very rare red 300SL roadster with a beige interior quietly joined us. It had been neatly parked at the end of our line-up and was about 1.2 metres in length. The owners had seen our six cars earlier and had decided that their car should be part of our Mercedes-Benz line-up. So, their dad took them home to get their car to join us as part of the show. Perfect !!



Car #7 – The little red 300SL. (Photo: Chris Parkes)

It was a great day.



A Winery and Wonderful Benzs

Kevin Carlé

Photos by Kevin Carlé and Rob Watson



A field of Mercedes–Benz dreams at Enrico Winery

A lovely afternoon was enjoyed by 12 club members on August 20 at Enrico Winery for a Show ‘n’ Shine. In addition to the shiny array of some 10 Mercedes–Benz cars lovingly shown by their owners, the sun shone on a brand-new Mercedes–Benz all-electric EQE 350 SUV. This vehicle was kindly provided by Three Point Motors, our sponsor dealer in Victoria, B.C. I had the pleasure of using it for a few days in addition to driving it to Enrico Winery near Mill Bay.

Enrico Winery is a perfect setting for a car event. In fact, according to Manager Lorin Inglis, the winery hosts car gatherings for the Corvette Club, Cadillac Club and the British Car Club. Cars can be easily parked at the winery. This picturesque 50-acre Estate Winery is an award-winning producer of delicious BC wines. They have a large tasting house with a spacious deck where one can enjoy a picnic lunch and sample some of the wine while enjoying the view. And that is exactly what 20 of us did.

The difficult job of judging fell to Barry Patchett and our President, Rob Watson. Three prizes were awarded, and the winners received gifts of wine purchased from Enrico Winery (see next page).

The EQE, while not an award winner, garnered quite a bit of interest from club members and folks who were visiting the winery. I would like you to try and imagine what it was like for me to drive this latest technological wizard of a vehicle. I normally thrash around in my 1963 Mercedes Benz 220S and for a treat, I sometimes drive my wife, Jackie’s more modern car – a CLK 430. The EQE was a huge generational shift for me! After a thorough orientation by Rob Ablett, one of the Sales and Leasing Consultants at Three Point, I gingerly left the dealership lot and began to experience this new and unique driving journey.





First Place went to Rob Maitland with his stunning 1955 300SL Gullwing.



Second Place was awarded to Philip Early for his lovingly maintained 2010 S450



Third Place to new member David Harvey who showed off his 2020 GLC43 AMG



Rob Maitland's 1955 300SL Gullwing on glorious display.

The list of eye-watering features seemed endless. Comfortable, easy to drive, and strangely quiet, the EQE has amazing torque and acceleration. After driving it for three days at varying speeds, in stop and start traffic and with climate control on, there was 75% of battery left! The range is about 500km on a full charge. The vehicle re-charges its two electric motors when decelerating. There are three settings – normal, strong, and intelligent. The latter will stop the car while braking and will prevent it from bumping a vehicle stopped in front of it without driver input.

With a cost of over \$110K, it is a strong contender in the growing list of electric vehicles. That said, I can't help but wonder if there is enough lithium in the world and other rare elements required for modern electric cars.



That said, the All-Electric Car has certainly ‘left the station’ -- it will be interesting to follow this rapidly evolving technology.

Our thanks to the team at Three Point Motors and Enrico Winery for supporting our club gathering. Hopefully we can return next year with an expanded event.



Cris Gray demonstrating Brunhilda’s transformer capabilities (see Cris’s article in the January 2023 Newsletter)



Bob Wilson and his 2005 CLK 500 with Leo Vanderven’s SLK 230 in the background.

