



THE Ottawa Tri-Star

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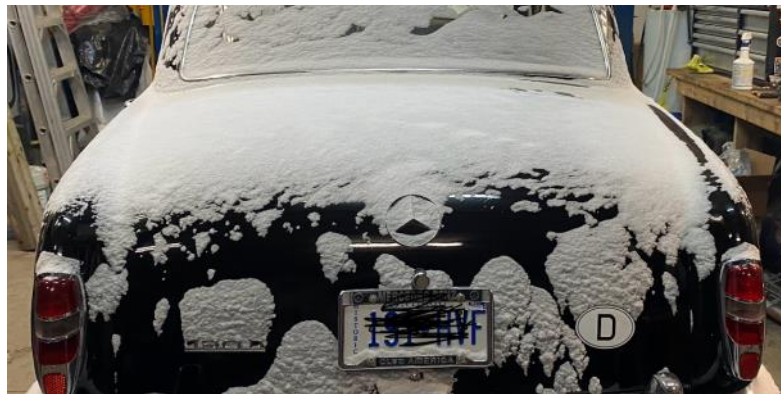
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2024 IS HERE

I extend a warm welcome to all Ottawa Section Members and Associate Members to 2024. I'm Bob Graham, or for those of you who have been members since before 2005, Bob.ca. For many years the section had another Bob Graham in the group from Upstate New York and once June and I joined the section, our founding president, John Fisher differentiated us by calling one Bob.US and the other Bob.ca. My bride ,June, and I have been section members since 2002 and have spent time on, and off the board, and now and find ourselves back on again, and further to that, I have taken over the newsletter editor's position in order to hopefully build our section even more. While there isn't anything in the way of events to pass along for 2024 just yet, we're all happy to be able to move about with much less 'baggage' now that COVID is less of an issue than it has been in the past 4 years. We keep seeing reports of how it is still with us, hopefully the wide-ranging restrictions are a thing of the past. Winter is still with us and my old Benz spent a night outside a few weeks back and was not amused by being driven back into his warm winter hibernating spot with a dusting of snow on his back. In the pic below you can barely make out his three pointed star on the trunk. Much more to come.... I hope to add a classified section for selling, swapping or just giving away car related items, and hopefully a used car review feature once the weather clears and the sun shows up for at least an hour every day. If you have something to sell or trade, or even comment on, ottawasectioneditor@gmail.com **Happy New Year one and all!**



Bob Graham
Ottawa Tri-Star
Editor

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www.ottawa.mbca.org



President's Message

Tom Lang



It's a new year, a new driving season, but best of all, Ottawa section has a new TriStar editor in the person of Bob Graham. While Bob may be new to the post of editor, he's certainly not new to our club. I can well remember the first club event that my wife Evona and I attended after joining, an al-fresco luncheon at the charming Ivy Lea restaurant by the Saint Lawrence River in 2018, where the very first club members we got to know were Bob and his lovely wife June. We've been friends ever since. I wish Bob the best of luck in his new role, even though he won't need it. Our club concluded the 2023 season with a successful AGM in November. Any member who would like to see the official minutes of the AGM can receive a copy by contacting me or Club



Secretary Tom Zouzoulas. Once again, we were hosted and well served by the Carleton Golf and Yacht Club in Manotick, ably organized by club member Bob Mather. After that the club settled into its long winter slumber, and is slowly waking up

again. As always, one of the priorities for the club's Board of Directors at this time of year is organizing social events for the coming driving season. We have some good ideas from popular events we've hosted in the past, like visits to the Opinicon Resort and Chateau Montebello, but it's always nice to have some fresh ideas on the calendar, so I would like to encourage our members to let anyone on the board know if they have any interesting suggestions. I can't promise we'll use every suggestion we receive, but we will certainly give each one due consideration, and give thanks to everyone who comes forward. Put on your thinking caps!

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The Ottawa Tri-Star

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Travels with Fritz

By June & Bob Graham

One of the great joys of owning a Mercedes-Benz is actually travelling in it! They are almost, without exception, great touring vehicles. In this recurring feature of the newsletter, June and I will share some places we have travelled and visited in our old car, Fritz. He has been in the family for over 30 years and despite being old, smelly and slow, (not unlike yours truly) has visited many interesting places. We gladly share those with you, some far afield, some very close to home, and hope they inspire you to get out on the road and see the world around us.

THIS ISSUE: The Return to Stockbridge MA



Fritz parked along Main Street with the Red Lion Inn, build in 1773 in he background. Our smiles tell it all, the weather was dry and cool and the crowds were large and enthsiatic!

If you've been a member here for more than 5 years, you may recall our adventure to this tiny Western Massachusetts village in December of 2018 to participate in "Stockbridge Main Street at Christmas, A Norman Rockwell Holiday." We did it again in December 2022 as it was so enjoyable the first time. This three day Christmas festival is operated by the Stockbridge Chamber of Commerce and draws visitors from all over New England and down the eastern seaboard. Inspired by the Rockwell painting begun in the late 1950's and completed in the early 1960's in the artist's home village and depicts a quintessential Christmas scene that was commissioned by a magazine for a holiday story they were publishing. The village has capitalized on and partnered with the nearby Norman Rockwell Museum to promote the area. The museum, for those who have not visited, is remarkable. Several hundred of Rockwell's original paintings are displayed and a copy of every one of his now famous Saturday Evening Post magazine covers line the walls of the lower level. In the main gallery hangs the original painting that immortalized the main street, it's over 12 feet long, and is very impressive. The tradition continues every year and from Friday afternoon 'til Sunday evening the village hosts readings, concerts, recitals, house tours, sing alongs and more. But for me, the highlight is the Sunday recreation of the painting on the main street. For it is this event that draws the largest crowds, as vintage cars and trucks that duplicate that ones depicted in the original painting park along the street in front of the buildings that are virtually unchanged since Rockwell painstakingly captured them some 65 plus years ago. We applied for a spot along the display area (this is not a 'show up and park' type of event) and were accepted in 2018 and again in 2022. Traveling south to Stockbridge on Friday and then home on Monday to enjoy as many of the events as possible is our M.O., and this latest adventure included a visit on Saturday morning to a church Christmas bazaar in a huge old clapboard New England church hall where the good parishioners even had gluten free baking so we could sample the treats offered! See the painting and actual street photo at right.





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Random Ramblings

If you have something to share: ottawasectioneditor@gmail.com

I warned the members of the board, well OK it was Bob Richer and Tom Lang, that if I took on this newsletter job it was going to smell like motor oil and old greasy car parts, and be focused on all things Ponton, (W120 and 121) and would not appeal to everyone. They were so desperate to have someone take the job that they said it didn't matter. We will see. Lol.

Here we have a part from an older Mercedes-Benz and I'm wondering if any of you could identify it. And if you can, do you know what the voltage rating on it might be? You can see the correct answer elsewhere in this issue.



And speaking of Gullwings, lets all wish a Happy Birthday to the famous car which has become a legend with almost no peers. The Gullwing was first brought to the public in 1954 after its beginnings as a race car. We don't often see one even here in a city of one million, but they are out there.

In 2005 we attended Star Tech in Raleigh NC and I was admiring a newly restored example when the owner invited me to sit in behind the wheel. Over my objections that I was afraid to scratch it, he told me it was insured for \$450K. A scant 19 years later that sum wouldn't pay for the engine rebuild.



While browsing through some old copies of "Silver Star Restorations" a newsletter from the 70s and 80s for the Mercedes hobbyist, I found these auction results. See the dates, then look at the sale prices. 1955 Gullwing coupe for \$27,500 USD. (See image at right)

LITTLE ROCK, ARK. 7/78		
1946 (RC.E.) Conv., 2D	.....	*\$11,100
1956 (RS.E.) Gullwing, fitted luggage	.....	\$42,000
1958 (U.G.) 190 SL Roadster	.....	\$ 3,250
1959 (RC.G.) 190 SL, Roadster, 2 tops	.....	\$ 4,250
1959 (RC.E.) 190 SL, Coupe Roadster, fuel injected	.....	\$ 5,400
1961 (U.G.) 190, 4D, Sedan	.....	*\$ 1,800
1967 (RC.E.) 250 SL, Coupe Roadster	.....	\$ 9,000
LAS VEGAS, NEV. 5/78		
1951 (RC.G.) 170S. Cabriolet Conv	.....	*\$ 6,400
1953 (RS.E.) 300S, Conv.	.....	\$21,000
1954 (RC.E.) 300S, Conv.	.....	\$26,000
1955 (RC.G.) 190 SL Roadster	.....	\$ 3,500
1955 (RC.G.) 300 SL Gullwing Coupe	.....	*\$27,500
1955 (RS.E.) 300 SL Gullwing Coupe	.....	\$32,000
1956 (RS.E.) 300 SL Gullwing Coupe	.....	*\$46,000
1957 (RS.E.) 300 SL Gullwing Coupe	.....	\$45,000
1958 (U.G.) 190, 4D, 4 cyl.	.....	\$ 400
1969 (RC.G.) 280 SE Coupe	.....	*\$ 6,500
1969 (U.G.) 300 SEL 6.3, 4D Sedan	.....	*\$ 6,250
1970 (RC.G.) 250C, 2D HT	.....	\$ 6,800
1971 (U.G.) 280 3.5, Coupe	.....	*\$10,650
1071 (RC.E.) 280 SE c.5, Conv.	.....	*\$20,000
1973 (U.E.) 450 SEL, 4D Sedan	.....	*\$13,250
1975 (U.E.) 450 SEL, 4D	.....	\$14,000
1977 (U.E.) Limousine	.....	\$30,000
MEMPHIS, TENN. 1/78		
1964 (RC.G.) 220 SE, 4 dr.	.....	*\$ 2,800
1964 (U.G.) 230 SL, Roadster	.....	\$ 6,250
1966 (RC.E.) 230 SL, Conv., w/hardtop	.....	\$ 6,300
1968 (U.E.) 280 SE, 4 dr.	.....	*\$ 4,200
1975 (U.E.) 240 D, 4 dr.	.....	\$ 7,700
1975 (RC.G.) 450 SL, Roadster	.....	\$10,250
MIAMI BEACH, FLA. 1/78		
1959 (R.G.) 190 SL, Conv.	.....	*\$ 4,300
1964 (U.G.) 300 SE Coupe	.....	*\$ 3,600
1967 (RC.G.) 250 SE, 4 dr., elec. Sun roof	.....	*\$ 3,200



This artsy pic of Fritz' hood star was shot and edited to look almost flawless by a good friend of June's form BC while she was visiting in 2022.



The Last Word is Mine

By Bob Graham, Newsletter Editor.
ottawasectioneditor@gmail.com
Let me know what YOU think

So this is where I get on my soapbox. As mentioned earlier, June and I have been members since 2002 and we have seen many members come and go in that time. It's natural and expected, life is constantly changing and so should all of our organizations. The club overall, and I mean at the national level, is in a state of constant turmoil, and I worry sometimes about it. I worry about the everchanging format of THE STAR magazine that first attracted me to the club. I worry that the seemingly revolving door on the Executive Director's office will fall off the hinges from over use. I worry that the club will commission yet another 'in depth study' and 'policy review' or 'think tank/strategy brainstorm' or whatever the current flavour of the month is and we will ultimately see the end of this organization. But then I also look closer to home and see people like Bob Richer, Tom Lang, Patrick Wilson, Tom Zouzoulas and many others, both regular and associate members, stepping up and filling in positions that they just see need to be filled and just do it. I see regular members who just jump in and plan things and do something rather than nothing to promote our organization.

That gives me hope for the future. I would be positively overjoyed if we could add some more members who are under 40 years old to our ranks. Even under 50 for that matter, because they will ensure that we survive. Our founding president John Fisher single handedly willed the Ottawa Section into existence many years ago. His widow

Joan continues to stay in contact with club members and has donated very generously during our food bank fund raisers in the pandemic. John had a policy that said he did not run, plan or schedule club events. He was there to counsel, advise and support, but he did not plan events. It was left to the membership, guys like Hubert Drouin and Mel Roy. So there is your blueprint



for success, fellow members. Lets take our section to a higher level and have the general membership pick up the torch and plan events. You DO NOT HAVE TO DO IT ALONE!! There are plenty of us old long-timers and old-timers around who would be more than happy to get you going and help you out. Not sure what to do or where to start? Go back to

page 2 of this little newsletter and find an email address or phone number and reach out. Even if you'd like to be a helper first before you tackle your own even. Just make contact. Its really not that difficult and the worse that can happen is you have an event with 6 people at it. Some of the most fun we have had is at a car show or group event with just a handful of people. Years ago

June and I helped two American friends of ours organize a weekend gathering for Ponton owners in suburban Philadelphia. We wondered if it would be successful the first time we tried. We decided to do it regardless of the turnout, even if it just ended up being the three men sitting in the garage drinking beer and the three wives in the house knitting and complaining about the three of us. Turned out to be wildly successful and we had people come from as far away as Belgium and Florida. A year or two ago June and I organized a cars and coffee at Burritts Rapids Lock. All we did was sit around in our lawn charrs, drink coffee, which we picked up on the way, and play a spirited game of Bean Bag Baseball. Past President Mike tried to cheat. But I digress.

Regardless of what goes on at the national level, this is our section and we should be proud of our very small but very active group. We should challenge ourselves to recruit at least one new member this year. Or plan an event. I'll bring the bean bag baseball gear.

The answer: OM621 Glow Plug, 0.9V





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