



Mercedes-Benz Club of America - Minuteman

TRI-ANGLES

SEPTEMBER 2023

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Included in your
membership...



Photo Courtesy of Denton Owen, @denton.drives

Fall Greetings!

As the leaves change color and the crisp air greets us, we're excited to share this edition of our newsletter with you. There's a myriad of work that brews in the background to bring these pages to life. We're grateful for each moment you spend journeying through these stories with us.

Did you embark on a scenic autumn drive? Maybe you have some expertise, tips for winterizing your car, or perhaps you've crafted a blog post on the latest automotive trends? We'd be thrilled to spotlight them in our upcoming editions. Reach out to us at hello@leiamowen.com or europeanautosolutions@gmail.com.

And, if you've hosted or are planning to host an event for the club, don't forget to send in a recap accompanied by some picturesque snapshots. It's a fantastic way for all in the Minuteman Section to hear about these events and perhaps join in next time. All noteworthy events will be featured in our forthcoming newsletters and also find a place on our website, <https://minuteman.mbca.org/>.

Thank you for being an integral part of our community. Eagerly awaiting your tales and tips!

Leia Owen
EDITOR

Welcome, New Members!

Thank you to all the new members from our region who joined the MBCA Minuteman Chapter in July, August, and September!

Are you one of our new members? We're happy to have you! Check out the upcoming events and other chapter information contained in this quarterly publication or visit our website, <https://www.mbca.org/section/minuteman>, for more details.

Please contact our team if you have any questions!

Letter from the President

What a great summer of Minuteman events! It seems that every time we organize something, the event tends to sell out quickly. This speaks to the dedication and interest of our members, not to mention the popularity of the type of events we are organizing.

The annual Newport Polo event brought new members plus the usual crowds out. Of course, this summer was full of rain every weekend but once that finished, we had a beautiful afternoon with a lovely rainbow overlooking the field. I spoke to several members who told me that even though they belong to several car clubs, Minuteman feels more like a family, where familiar and new faces can gather and have fun. I was so pleased to hear this as this was one of the goals I wanted for the club, not to be just a place where we gather with our cars but also where people from different age groups, backgrounds and interests could interact and build relationships. I think I can now remember most faces and am working on remembering names.

Which reminds me, please wear your official name tag when attending events. It really helps jog memories and avoids having being repeatedly asked for your name. Name tags are available in the MBCA store (which is currently offline but is expected to be back up shortly).

We also had a nice Sunday drive to Barre, MA where we had lunch and ice cream (and maybe a beer) at the Stone Cow Brewery. We were able to park our cars in their expansive parking lot, as a group (which is what other car groups did as well) and enjoy some comraderie while eating some great BBQ.

The turnout at our annual Germanfest at Larz Anderson was also great but again, the rain started coming down during the awards ceremony. Luckily we were able to go into the museum which served as a beautiful backdrop for the award photos. Thanks to all the volunteers who came out to work the event and judge the cars.

Ulysses is busy planning another Sunday drive on November 5th. Details will be announced soon. We have already started planning events for next year. Member Heather Renzoni will be helping to organize a drive and wine tasting to Westport Vineyards in June. After taking a year off, Ken Bourque is working on planning a cruise in Essex for July.

I hope to see you at the annual meeting on December 10th where we will go see Penn & Teller, followed by dinner at Maggiano's. Tickets are on sale now and sell out quickly so don't delay!

A stylized, handwritten signature in black ink that reads "Dean". The signature is fluid and cursive, with a large initial "D" and a trailing flourish.

Dean Coclin
Minuteman Section President

In Memory of our Member TOM LARSEN

PASSED AWAY SEPTEMBER 1, 2023
WESTON, MASSACHUSETTS



REQUIEM FOR A CAR GUY

Just recently we lost a member, supporter, and most importantly a friend. I first met Tom Larsen in 2011 as we were doing a photo shoot out front of the shop with a '55 Gullwing. He saw us and pulled in and asked if it was for sale, as he was in the market for one. It was not, but we talked a lot about cars that afternoon and formed a lasting friendship. When finally acquiring his Gullwing he came over to show us... of course, 12 year old Denton was in awe, so Tom took him for a ride. A very rare treat indeed! But that's the way Tom was, always willing to share his enthusiasm for our hobby with others. Never too busy to give people his time and insights on the cars that he loved. He was a strong supporter of the Larz Anderson and our local car clubs as well as a regular at the National Car Events.

I will definitely miss our conversations about life, the car market, and the challenges of running a small business intertwined with his dry sense of humor. Our community will miss his warm smile, kindness, and generosity of spirit. Godspeed Tom Larsen, we were all lucky to know you!

-Ed Owen

'AT TIMES OUR OWN LIGHT GOES OUT
AND IS REKINDLED BY A SPARK FROM ANOTHER PERSON.
EACH OF US HAS CAUSE TO THINK WITH DEEP GRATITUDE
OF THOSE WHO HAVE LIGHTED THE FLAME WITHIN US.'
- ALBERT SCHWEITZER



From Our Members



Photo Courtesy of Denton Owen, @denton.drives

HIGHLIGHTS FROM THE NEWPORT POLO EVENT

by Leia Owen

Recap of the Sixth Annual Newport Polo Outing

This year's Newport Polo match, set against Palm Beach, drew an audience of over 50 Minuteman members and their guests, encompassing both returning enthusiasts and newcomers to the event. Despite an initial bout of drizzly weather, attendees were undeterred. Utilizing the tents, they maintained clear views of the on-field action.

The day's provisions were catered, featuring a selection of finger sandwiches, Mediterranean salad, assorted sides, and cookies. To complement the meal, several attendees opted for glasses of Veuve Clicquot champagne, conveniently served at their seats.

On the field, Newport made an immediate impact, scoring within the opening minute. As the match progressed towards halftime, the weather took a turn for the better, unveiling a distinct rainbow against the clearing skies. This brief intermission was marked by the traditional divot stomp, a highlight for many in attendance. In a particularly gripping fourth chukker, both teams showcased their prowess, each netting three goals. However, Newport held their ground and managed to edge out with a final score of 12-11.

A notable mention is warranted for the event organizers, Barry O'Neill and Dean Coclin, as well as their spouses. Their diligent planning and coordination ensured smooth logistics, from the venue setup to the quality of the food and beverages provided. The success of this year's outing serves as a testament to their efforts!



HIGHLIGHTS FROM JULY 23RD SUNDAY DRIVE

by Ulysses De Guzman

Approximately 30 members joined a beautiful Sunday drive from Framingham to Barre, MA.

Expertly coordinated by Mark Fancy, the drive took us through several lovely towns and rural roads in Western Mass and along the Wachusett reservoir. Our final destination was the Stone Cow Brewery where we enjoyed a nice BBQ lunch along with fresh beers and ice cream.

The property had ample room to display our vehicles along with other car clubs that had the same idea. Overall, a beautiful day for a Sunday drive!



HIGHLIGHTS FROM MERCEDES GRANDE

by Bonnie Fancy



Ernie and I were part of a caravan of two cars, the other one being driven by Drew Webb that went to the Mercedes Grande in Indianapolis. After stopping at the Eastman Kodak Museum in Rochester, New York, the Cord Duesenberg Auburn museum in Auburn, Indiana and the early Ford V8 Museum also in Auburn, Indiana we arrived in Indianapolis for four days of tech sessions, parties and rallies.

One party was at a local Mercedes Dealer and was a "Hullabaloo" of music from the 1960's and 70's. Lots of fun and dancing. We also took part in a concours and on another day were able to park around the monument in Monument square, this was followed by a lunch with a fashion show.



HIGHLIGHTS FROM GERMANFEST

by Denton Owen

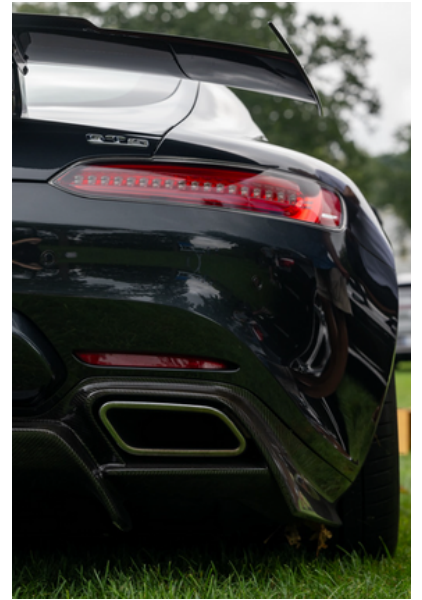
On Sunday, September 10th, 2023, enthusiasts and admirers gathered to witness years of Mercedes-Benz legacy. Sponsored by the MBCA - Minuteman Chapter, the event showcased examples of the brand's premium automobiles. From vintage classics to the latest models, the timeline of Mercedes-Benz's history was beautifully illustrated. Along with the vintage and modern line, there was a mix of all-stock, well-maintained cars and creatively modified vehicles. This diversity not only highlighted the broad appeal of the brand but also celebrated the rising prominence of enthusiasts dedicated to personalized modifications. The iconic three-pointed star, a symbol of luxury and success, shined bright, marking another successful event hosted by our chapter.



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HIGHLIGHTS FROM GERMANFEST



Photos courtesy of Josh Sweeney, Shoot for Details.

AWARDS FROM GERMANFEST



Photos courtesy of Josh Sweeney, Shoot for Details.

MERCEDES MISHAP

***CAN YOU GET A
SPEEDING TICKET ON
THE AUTOBAHN?***

by Steve Rankel

CAN YOU GET A SPEEDING TICKET ON THE AUTOBAHN?

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NOTE: This is a new column in our newsletter about close scrapes, mishaps, and personal adventures.

While speaking to my wife and almost-driving-age daughter recently, I said “I’ve never been pulled over for speeding.”

My wife immediately replied “Yes you have! In Germany!”

Ah yes. That time.

Over 20 years ago I rented a black 200CLK coupe on a beautiful summer day in Munich.

It was a little pricey, although Sixt does an amazing job stocking fun cars as the best car rental company in Europe.

I began driving South from Munich on the autobahn to Füssen, where Schloss Neuschwanstein is. It was to be the fulfillment of a lifelong dream of mine to see it.

Most of you have probably been in Bavaria; so you know that as the Autobahn leaves the more populous areas, wide expanses of dark trunked trees with broad canopies ring expansive fields of green grass. The mountain rains bless Bavarian farmers with heavy growths of forage to feed their stock with. And make for enjoyable summer viewing.

The sun glinted off the windshield, my favorite CD played, and the a/c kept me cool on a hot mid-August day.

Of note, once you drive a small displacement “autobahn engine” Mercedes, developed with lots of torque high in the rev band, you’ll realize how immensely overkill our higher performance engines are.

Less can actually be more, when tuned directly to the need.

Zero cars on this Bavarian afternoon so I pressed the substantial gas pedal. As speed built, aerodynamic resistance and wind noise increased.

I had previously taken a Saab 9000 up to almost 145 miles an hour and felt the rear end lift because airflow under the car was not compensated by a rear wing. So I made sure to pay careful attention to how the car felt.

CAN YOU GET A SPEEDING TICKET ON THE AUTOBAHN?

by Steve Rankel

As I pushed to hit the 155mph rev-limited top speed (I was younger and more foolish then), two RIDICULOUSLY fast dots grew from specks to pests in my rear view mirror.

Two high-PS (Pferdstärke - horsepower) motorcycles tucked in 3 feet behind me, drafting the CLK. THREE FEET. Thirty six inches never felt so close.

After some tense clicks when I was sure they were going to die, or I was going to hit my brakes too hard and they'd slam into me, they got fed up with my slow pace.

As I pulled into the "slow lane" at 242kph (150.04 mph, still 5mph short of the rev limiter), the two superbikes opened their throttles and flew past me into waves of shimmering heat rising from the asphalt.

Given they could hit 300kph (180mph) with ease I never expected to see them again, and I didn't although for a while I did keep checking for a wreck or ambulances on the roadside.

After the adrenaline rush I slowed down considerably, but ran into dense summer traffic outside Füssen.

Being now confident in the car's prowess and my ability to harness it, I stomped on the accelerator and jumped ahead of multiple cars exiting. The G-forces scared me, but I hung on tightly.

Arriving at the bottom of the exit ramp, the Polizei were waiting for me. They waved me into a parking lot with a green Polizei VW Vanagon.

They asked me to get out of my car and sit in the back of the VW van at a table, facing der Kapitän. They were amazingly kind about it.

Sufficiently humbled with my breath slowly returning, I headed off into town to withdraw cash from a local Geldautomat (they didn't take debit cards) and returned to face der Kapitän. Again. My first speeding ticket, and it was 600DM.

That "detour" meant I missed the last carriage up to the castle which was a disappointment, mixed with a lesson.

CAN YOU GET A SPEEDING TICKET ON THE AUTOBAHN?

by Steve Rankel

I got some really good chocolate (Ritter Sport Marzipan) at a nearby Tankstelle, and enjoyed views of the castle (but only from a distance =).

Chuck Yeager was once asked how fast he drove on the highway in his red Corvette convertible. "I always drive the double nickel" was his response. I now understood why: once you "get your yaya's out," calmer local driving feels a relief.

I've always been more careful now, watching for speed limit signs on the autobahn. Maybe you have too?

To anyone driving a small displacement Mercedes of the last 30 years, our friends in Untertürkheim and Sindelfingen engineered your steed with plenty of autobahn power "under the bonnet." But that output (and final gear ratios often reserved for European markets) may not be fully appreciated until you drive at autobahn speeds in Germany.

Just don't try it near Autobahn exits.



Do you have a Mercedes Mishap, surprise or adventure? Reach out to Steve Rankel (steverankel@gmail.com) and he may write it up for the newsletter!



WHAT THE HECK IS A *HECKFLOSSE?*!

by Steve Rankel

WHAT THE HECK IS A HECKFLOSSE?!

by Steve Rankel

“Ouch. These seats are scratchy and hot. And why are they white? Won’t they get stained?”

These were my thoughts as I sat in the wool front passenger seat of my Onkel Bernhard’s Mercedes 230S, the 1965 upgrade of the W111 that shared the engine of the 230SL pagoda.

It was deep blue but most noticeably from a styling perspective, it had two Heckflosse.

What is a Heckflosse? Heckflosse literally means backfin – my Oma used to say “Opa ist im Heck” meaning ‘your grandfather is out back.’

But since we are referring to a car, the word is translated as tailfin.

Tailfins were specifically introduced on the 1959-1964 Mercedes W110 and W111 Baureihe (build series) vehicles.

Why tailfins? In the 1950’s the Mercedes Ponton design was showing its age, with styling that evoked more of the big pre-war Mercedes vehicles, rather than bring reflective of the modern “economic miracle” and rising prosperity in postwar Germany.

In contrast, the styling wars being waged in the United States captured the attention and admiration of the world. Harvey Earl at General Motors was big on “design language” that showed up as dramatically styled tail fins. Just take a look at the picture attached of a Cadillac tailfin: massive and making a big statement.

However, those American car designs also exposed passengers to many unsafe elements inside and out. Steel dashboards, protruding metal knobs and switches, solid steering columns that transferred the shock of an impact to the driver.

To minimize public scrutiny and the expense involved in designing safety changes into vehicles, GM funded a Cornell – based “auto safety institute.” Whilst the name and mission sounded noble, the chairman of GM had the gall to stand up in front of a group of auto industry executives and say “gentlemen, cars cannot be made any safer; the blame for injuries and accidents now rests squarely on the driver.” Coward.

WHAT THE HECK IS A HECKFLOSSE?!

by Steve Rankel

Detroit was finally shocked into action and redesigned tailfins to make them more modest and safer when the a young boy in California was running to catch a ball and was stabbed through the throat by a Cadillac tailfin, later dying.

In contrast, there was no way that Béla Barényi, Daimler Benz's board-respected safety engineer, was going to let any car that Mercedes shipped not be safe. Barényi successfully lobbied for many safety improvements in the new W110/W111.

As a young man I owned a 1964 220S sedan in Goldfinger black, with MB-tex, automatic transmission and the lovely straight six without emission controls or a smog pump! I liked just about everything about that car.

Except the tailfins.

I disliked the tailfins so much that when I saw Onkel Bernhard's 1972 W108 280S designed without the tailfins, it made me think seriously about getting a hacksaw or hammer and reshaping them into a smooth trunk.

Design leaders Friedrich Geiger and Paul Bracq had a similar internal struggle, going back and forth on whether the W110 and W111 should even have a tailfin. At first, they agreed on the minimalist tailfin that made it into production. Then they decided against the tailfin but it was too late: the machinery and tooling for sedan production had already been ordered!



THE W110/W111 TAILFIN UP CLOSE



THE TAILFIN OF A 1959 CADILLAC

WHAT THE HECK IS A HECKFLOSSE?!

by Steve Rankel

In Daimler Benz advertising, the tailfins were described as “parking aids,” with the logic that since the W110 and W111 were significantly larger than other cars on sale in Europe, a visual aid for navigating smaller European city parking spaces would be useful.

Regardless of what Daimler advertising said, Bracq and Geiger were resolute in their decision NOT to continue with tailfins, designing them out of the W111 coupes and convertibles released 12-20 months after the high volume sedans. One of them was actually quoted expressing regret that the tailfin ever made it onto a Mercedes.

Whatever you think of the tailfin design, the W110 and W111 models made a huge difference for Mercedes after their post-war struggles rebuilding. It was the first range of Mercedes vehicles that sold in high volume worldwide, cementing the three-pointed star’s comeback and reputation.

Even if it made some of us consider wielding a hacksaw.

Know a tailfin owner? Newsletter contributor Steve Rankel would like to speak with them, and possibly include their vehicles story in a future issue. You can contact Steve at steverankel@gmail.com or text him at 781.760.2070.



ADVERTISING SHOWING A TAILFIN DRIVING IN THE ALPS

PREPARING YOUR MERCEDES-BENZ FOR WINTER



by Denton Owen

PREPARING YOUR MERCEDES-BENZ FOR WINTER

by Denton Owen

As winter approaches, colder temperatures and winter weather can introduce challenges for vehicles. It's essential to **prepare your Mercedes-Benz for the conditions that lie ahead**. Here's a guide to help you get started:

- **Battery Maintenance:**

Cold weather can negatively impact battery efficiency. It's good practice to have its performance tested during your most recent service, preferably before or as the cold months set in.

- **Tire Care:**

For better traction on icy surfaces, think about switching to winter tires, which are specifically designed to grip better in wintry conditions. Alongside this, frequently monitor your tire pressure, which tends to decrease in cooler temperatures.

- **Antifreeze Levels:**

Ensure your vehicle has the correct mixture of water and antifreeze, safeguarding the coolant from freezing.

- **Wiper and Fluid Upgrade:**

Change old wipers to maintain optimal visibility. Use a winter-formulated washer fluid to stop it from freezing on contact.

- **Brake Inspection:**

Regularly inspect your brakes. Winter conditions can alter your vehicle's stopping efficiency.

- **Lighting Systems:**

Given the reduced daylight during winter, ensure all your vehicle lights are in working order.

- **Heating and Defrost Capabilities:**

Verify the proper functionality of your car's heating system and defrosters for comfortable and safe drives on frosty mornings.

- **Starting your Vehicle:**

During especially cold days, allow your vehicle to idle until it reaches its running temperature before driving. If you have serious concerns about the cold, consider installing an aftermarket block heater.

PREPARING YOUR MERCEDES-BENZ FOR WINTER

by Denton Owen

- **Vehicle Exterior Care:**

Wash your car periodically to remove harmful road salt. Make sure to include the undercarriage in the wash. A protective wax layer can help safeguard the paintwork. For long-term protection against corrosion, consider applying an undercoating before winter starts.

- **Emergency Preparedness Kit:**

Stock your car with must-haves like a flashlight, jumper cables, blankets, first-aid supplies, bottled water, and non-perishable snacks.

Storing Your Summer Vehicle During Winter

During the winter, many owners of summer-specific vehicles, like convertibles, often opt to store them away until the warmer months return. Properly preparing and storing these vehicles can help them remain in pristine condition, ready to hit the road as soon as spring arrives.

- **Clean Inside and Out:**

Clean your car comprehensively, both inside and out. This cleaning eliminates contaminants, and a wax layer provides added protection against potential dust or moisture. On the inside, ensure no crumbs or residues are present, as they might lure pests.

- **Rodent Prevention:**

Rodents are a primary concern during long-term storage. To deter them, place dryer sheets in various spots inside the car and under the hood. You might also look into other rodent repellents.

- **Top Up and Stabilize:**

Fill the gas tank to avoid moisture build-up and add a fuel stabilizer to prevent the gasoline from breaking down over time.

- **Battery Care:**

For extended storage periods, it's advisable to disconnect the battery and connect it to a maintainer. Cold weather can be detrimental to the battery, irrespective of its connection status.

- **Cover Up:**

If you're storing your car indoors, a snug-fitting car cover provides an extra defense layer against external elements.

PREPARING YOUR MERCEDES-BENZ FOR WINTER

by Denton Owen

- Tire Protection:

To avert tire flat spots, think about elevating your vehicle on jack stands. If that's not an option, overinflate the tires slightly and occasionally move the car if possible

The goal is to protect your investment and ensure your summer vehicle remains in optimal condition. The effort you put into preparing it for winter storage will pay dividends when the warmer weather returns, and you're ready for those delightful drives under the sun once again.

Proactively readying your Mercedes-Benz for winter enhances your safety and preserves the vehicle's performance. If you need assistance or have questions with preparing your vehicle for winter, our team at European Auto Solutions in Waltham, MA, is here to assist. Drive securely and confidently, knowing your vehicle is prepared for the colder months ahead.



For Sale

1963 MB 220 SEB CONVERTIBLE

For inquiries, please contact:

Richard A. De Vito Sr.
radsr@pnpco.com
781-899-2702 ex 142

When I bought this car over 25 years ago, it came with a California pedigree. It was a an original black plate car that belonged to a woman in San Francisco. All her repair records go with the car.

This was the first restoration we performed at DeVito Auto Restorations. As such, this car came with one pinhole rust spot under the spare tire. We finished this car with original Glasurit paint, and all the wood trim was repaired and refinished.

We paid attention to every detail to make the car as close to original as possible. For example, when we had to take the seat frame apart for rechroming, the bolts holding the seat had to be cut apart and , of course, no replacements were available. My two restorers, one man from Poland who held a masters degree in mechanical engineering and the other, a former aircraft machinist in the Soviet Union, made a dimensional drawing for the bolts. We took that drawing to a machine shop and had them make 200 bolts. We then sent what we needed to chrome plating and we were then able to put the seat back together.

This is a beautiful car. I have cherished it for over 30 years. I hope someone would feel the same way and give it a good home.



2023 Calendar

October

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Cape Cod Central Railroad Drive & Ride Event

Saturday, October 7th from 5pm - 8pm
@Hyannis Train Depot

Farberallye

Friday, October 13th - Sunday, October 15th
@Holiday Inn, Johnstown NY
Hosted by the Hudson-Mohawk Chapter

November

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

Cars & Coffee Event

Sunday, November 7th
Details TBA

December

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Annual Theatre & Dinner Event

Sunday, December 10th from 5pm - 8pm
Featuring "Penn & Teller," magic's funniest and most awe inspiring act. Details and registration info can be found here:

<https://minuteman.mbca.org/node/7460052>

@Shubert Theater

UPCOMING EVENTS

Farberallye - Eastern Regional Event



**FRIDAY, OCT 13, 2023 - 11:00AM
TO SUNDAY, OCT 15, 2023 - 09:00AM
HOLIDAY INN
JOHNSTOWN, NEW YORK**

This year's event, will be hosted by the Hudson Mohawk section, and held on Friday through Sunday, October 13-15. You may have seen a previous announcement where "home base" and the rally's start and finish point were to be the Gideon Putman hotel in Saratoga, however due to unavailability of sufficient rooms at the Gideon or other hotels in Saratoga at a less than exorbitant price the venue has changed. The new location of Farberallye XLV will be at the Holiday Inn, 308 N. Cormrie Ave. Johnstown, NY.

With this revision the rally course will change but it will still take you through the beautiful scenery of the lower Adirondack region which should be in peak color season. The rally will have both a brain-teasing quiz contest about things you will see along the route and a precision time and distance contest. The course should take no more than 3 hours including the ½ hour allotted break time. All should be back at the Holiday Inn by 3:30.

On Friday evening, 5-8 PM, we'll have a "meet and greet" reception at an event room at the Holiday with hors d'oeuvres and a private cash bar to kick off the rallye. (Afterwards if a full meal is desired the Holiday has dining facilities or you may head to restaurants nearby.)

A hot breakfast buffet will be available Sat. morning starting at 7 AM at the event room followed by the driver's meeting at 9:00. Then the first car will be off on the course by 10:00 AM - box lunches in hand.

Saturday evening features an awards banquet that will recognize the winners in both categories, and a give everyone a chance to chat about our cars and the day's fun that we had in them. The event room will be set for the dinner with a cash bar opening at 5 PM followed by a hearty buffet dinner at 7 PM after which we'll have raffles and the awards presentations.

Sunday morning is up to your leisure. A buffet breakfast will be available 7-9 AM. We'll have an informal car show and group photos at 9:00 in our designated parking area where we'll say our goodbyes and "see ya next year" (A gathering at an interesting local historic point of interest is under investigation.)

The Holiday Inn is offering a group rate of \$135 + taxes. To book a room, call the hotel direct at 516-762-4686. Mention you are a MBCA member attending the rally event for the \$135 rate. The whole idea is to enjoy yourself and have fun while sharing a rally experience with old and new Mercedes enthusiast friends. So, please join us for the 45th running of this outstanding event in the crisp air and the beautiful colors of Autumn.

UPCOMING EVENTS

Cars & Coffee + Sunday Drive



SAVE THE DATE:

Sunday, November 5, 2023 - 9:00am to 11:00am

TBD (Massachusetts)

Organized by Ulysses de Guzman

A Cars and Coffee/Sunday Drive event is being planned for the first Sunday in November. More details will be announced shortly.

Stay tuned for more information.

UPCOMING EVENTS

Annual Theatre & Dinner Event



Sunday, Dec 10, 2023 - 02:00pm to Sunday, Dec 10, 2023 - 07:00pm
@ Shubert Theater, 265 Tremont Street, Boston, MA
Contact: Rich Garick, rgarick@comcast.net

Returning to Boston for the first time in many years, legendary Magicians PENN & TELLER, stars of Broadway, TV and Las Vegas, bring their unique combination of classic magic, sideshow bits and thought provoking comedy to Boston's renown Shubert Theatre. For over 40 years PENN & TELLER have defied labels – and at times physics and good taste – by redefining the genre of magic and inventing their very own distinct niche in comedy.

Immediately following the show we will enjoy cash cocktails and a hearty dinner at MAGGIANO'S LITTLE ITALY BOSTON, just a few blocks away from the Shubert Theatre. MAGGIANO'S LITTLE ITALY BOSTON has been serving classic family style Italian-American cuisine for over 30 years.

COST: A ridiculously super value at only \$110.00 per person (thanks to a contribution from the MBCA-MINUTEMAN SECTION). There is limited seating for only 50 people and reservations will be on a first-come first-served basis. Hurry, this event annually sells out quickly, so make your reservations now! (Preference will be given to Club Member and one guest only).

Details and registration info can be found here: <https://minuteman.mbca.org/node/7460052>
For any inquires or further assistance don't hesitate to contact Rich Garick, Event Chairman at rgarick@comcast.net or 603-898-3980.

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TRI-ANGLES

Tri-Angles is the newsletter published quarterly for the MBCA-Minuteman Section, Mercedes-Benz Club of America.

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TRADING POST

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reading!*



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YOU AT OUR
UPCOMING EVENTS**