



*Mercedes-Benz Club of America - Minuteman*

# TRI-ANGLES

SUMMER 2025

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Photo Courtesy of Denton Owen, @denton.dryden

Summer has officially arrived, bringing sunshine, blue skies, and the perfect excuse to take your Mercedes out for a spirited drive. Whether you're exploring scenic back roads or heading out to your favorite coastal spot, this season invites us to slow down, enjoy the ride, and create new memories behind the wheel.

Here at the Minuteman Section, we've been busy gathering stories, collecting snapshots, and lining up some great events to keep the momentum going. We're so grateful for your continued involvement—it's your energy and enthusiasm that keep this community thriving. Taken a great drive lately? Discovered a hidden gem or learned something new about your car? Or maybe you've got advice on warm-weather car care or thoughts on the latest from Stuttgart? We'd love to feature your insights in a future issue! Drop us a line anytime at [hello@leiamowen.com](mailto:hello@leiamowen.com).

Hosting or planning an event this summer? Share the details and a few photos with us—we love spotlighting what our members are up to and inspiring others to get involved. Here's to sun-soaked weekends, smooth highways, and the simple joy of driving a Mercedes in good company. We're looking forward to everything this season has in store!

*Leia Owen*  
EDITOR

# Welcome, New Members!

Thank you to all the new and returning members from our region who joined - or renewed their memberships with - the MBCA Minuteman Chapter in March, April, and May! Let's welcome:

**MB Wong**  
**Linda Bretz**  
**David Wilson**  
**Al Lupis**  
**Stephen Maiocco**  
**Clinton Sager**  
**Peter+Mary Vanderveer**

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.

Have friends or fellow enthusiasts who might enjoy being part of our community? Invite them to join us! Sharing the fun makes every drive and event even better.

Please contact our team if you have any questions!



# Thank you, sponsors!



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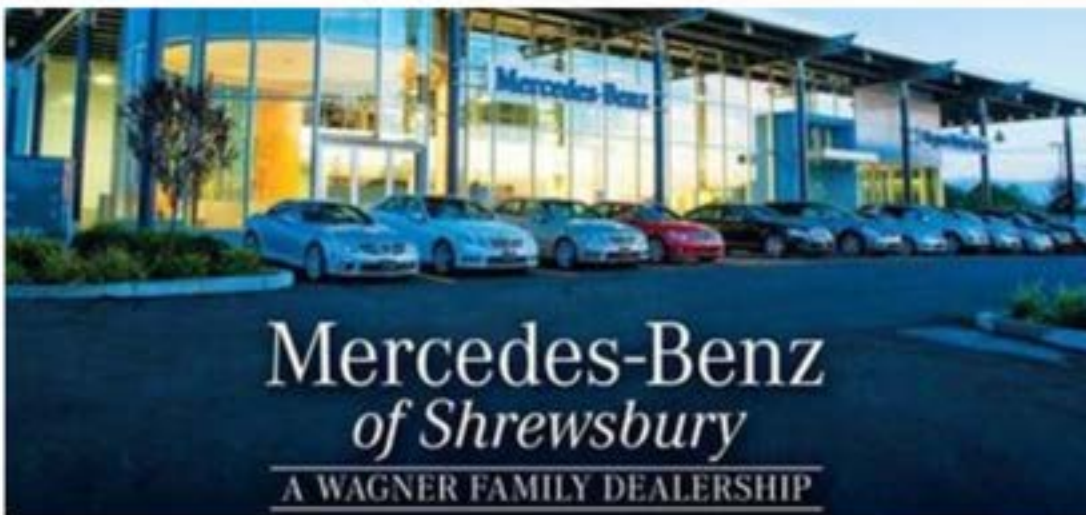
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# Letter from the President

Welcome to Summer 2025! Although with the past 13 weekends of rain and cool temps, you'd hardly think summer was on the horizon. But the good news is that the Minuteman section has some regular, crowd pleasing events coming up, as well as some new ones. Ulysses and Heather have been busy arranging events for us.

In April/May, we visited the New England Air Museum in Windsor Locks, CT, a unique experience for all our attendees. Then we held our annual EAS Open House which turned out to be a lovely day with a full complement of members attending. This was followed by the Latchis Theater in Brattleboro, VT. Read more about that in this issue. We are just getting warmed up!

In June, we will meet up in Stonington, CT for a town stroll and dinner. July features a new event, a wine tour of the Back Bay. Although cars are not involved, it's a great opportunity to interact with your fellow members while enjoying some wine and appetizers. I've done these tours with other clubs and they are really interesting and fun. Bring your walking shoes!

August will feature our member favorite, Newport Polo. This event normally sells out so once tickets are announced, book quickly! This will be followed by Mercedes Day at Larz Anderson and a few other surprises for the fall, including Farberallye, which we will be hosting this October.

I'm sorry that I was unable to attend the April/May events in CT and VT but my work travel has taken me to some far away places including Frankfurt, London, Tokyo and Sydney. I'm also going to miss the Stonington event as I will be vacationing in Greece. But count me in for the wine tour, polo and whatever comes next.

I did attend a National board call via zoom and learned that the club will be changing out the current "Glue-Up" system for something more user friendly. I'm sure this is welcome news to all!

Steve Rankel has been a great contributor to our newsletter, with articles worthy of a national publication. Check out his article in this month's issue.

I'm often asked about obtaining a club nametag. You can order them from this website: <https://engravedcompany.com/products/mercedes-benz-club-of-america-name-badge>

I hope to see you at some of our events. As always, if you have any questions or concerns, please feel free to reach out to me. My contact info is in this issue.



Dean Coclin  
Minuteman Section President



A close-up photograph of the front left corner of a dark green classic car. The car features a large, round, multi-lens headlight with a chrome bezel. Below the headlight is a chrome bumper. The car is parked on a grassy field, and a red car is visible in the background. The text "From Our Members" is overlaid in a green serif font with a blue underline.

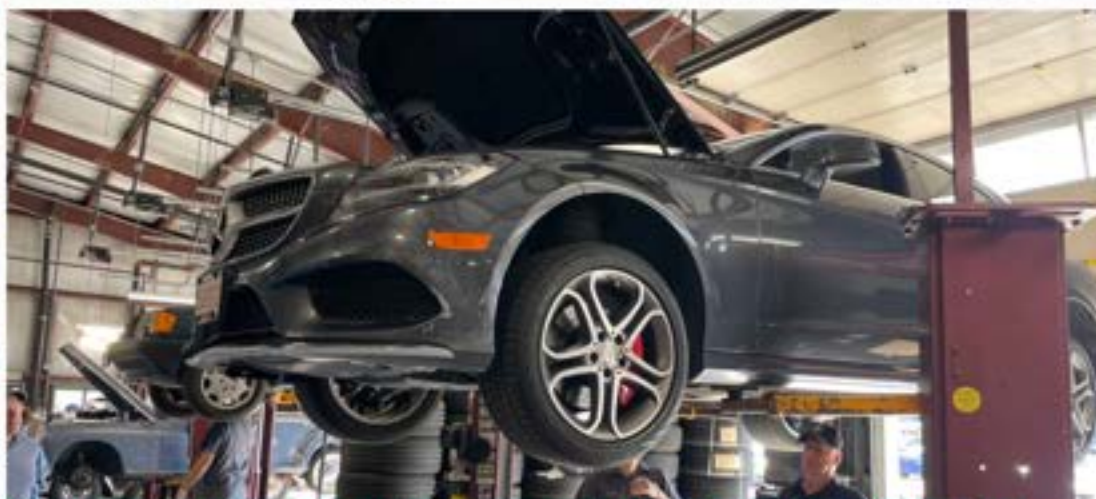
# From Our Members

Photo Courtesy of Denton Owen, @denton.drives



# PHOTOS FROM EAS OPEN HOUSE

*Courtesy of Ed Owen & Dean Colvin*



Great turn out for our 18th Annual M.B.C.A. Minuteman Tech Session! A Saturday without rain in the morning here in NE, what a concept. A great mix of one of our favorite marques showed up spanning many decades. Each member was given 15 minutes of lift time with a technician to learn and evaluate the condition of their Mercedes-Benz. Thank you to all that participated and to the team of EAS for making another successful event!





# SUMMARY OF VERMONT EVENT

*By Heather Renzoni*

On Saturday May 31st, Minuteman Section members gathered for a tour of the Latchis Theater in Brattleboro, Vermont which opened in 1938. The theater was designed and painted by Louis Jambor. The exterior building is Art Deco and the interior theater is depicted with colorful murals of Greek mythology.

The entertainment booked ranged from vaudeville, orchestras and newly released movies being *Gone With the Wind* and *Wizard of Oz*. Today the theater is still operating with opera being simulcast on Saturday's and movie showtimes everyday.

As we concluded our tour the buttered popcorn was ready for the matinee movies. Afterward we met at the Bar 580 in the Vermont Marketplace for lunch and time to socialize with our members.





# NEW ENGLAND AIR MUSEUM

*by Heather Renzoni*



On Sunday, April 27th, the Mercedes Minuteman chapter kicked off the 2025 event at the New England Air Museum in Windsor, Ct. With a guided tour, our members explored collections of aircraft and helicopters featuring Boeing and Sikorsky. Exhibits ranging from the Tuskegee Airmen and Women in Aviation were seen, along with other contributions to space and flight.

After the tour we gathered for lunch at the La Notte Waterside Grill, where we had a reserved section of tables for a cozy afternoon of food and socializing.





# WILHELM HASPEL: FORGOTTEN FATHER & QUIET HERO OF DAIMLER-BENZ

*by Steve Rankel*

When we speak about the giants of Mercedes-Benz history, names like Wilhelm Maybach, Karl Benz, or Rudolf Uhlenhaut often rise to the top. But for those who cherish the soul of this marque—its ethics, its courage under pressure, its visionary research and development efforts in both safety and performance — another name deserves to stand tall: that of Wilhelm Haspel.

From humble beginnings in the Daimler-Benz costing department, Haspel rose to become head of passenger car development in the crucial years before and during World War II, and ultimately Chairman of the company. But titles alone don't tell his story. Haspel's legacy is not just about cars. It's about courage. In a time when moral compromise was the currency of survival, Wilhelm Haspel stood firm.

## The Beginning: A New Company and a New Era

Haspel was born in 1898 and his journey with Daimler began in 1924. Having received a degree in purchasing, he joined Daimler as head of the costing department. Haspel had an unusual set of skills: he was technically capable, yet financially, gifted. In other words: he understood what happened on the production floor AND the myriad of cashflow, workflow and raw material journeys required to build a Daimler vehicle.

Wilhelm Kissel, architect of the merger of Benz and Daimler, leaned on him heavily during the due diligence process as the rescue of our favorite marque ensued. After the merger, Kissel became DB's first chairman and sent young Haspel to Sindelfingen to research how to create production efficiencies in what was a largely handcrafted production process. Dwarfed by the shadows of an extraordinary American company founded by Henry Ford enjoying an enviable reputation for quality AND production efficiency (!!!!!), Wilhelm's boss was concerned with what founders and investors of growing ventures look for: efficiencies, control and scalability. Not exactly a hallmark of a 100% handbuilt vehicle company.

Wilhelm was up to the task, seeking efficiency and innovating along the way. He even licensed production technologies from an American company for steel stamping of car bodies vs heavy reliance on production woodworking for non-trim items like frames, floorboards, body members, etc.

Wilhelm quickly rose thru the ranks and by the late 1930s, Haspel had become a deputy board member and head of passenger car development. But it wasn't just his technical prowess or management skills that make him stand out to me. It was his conscience.



# WILHELM HASPEL: FORGOTTEN FATHER & QUIET HERO OF DAIMLER-BENZ

*by Steve Rankel*

## Standing Tall in the Shadows

In 1936, Adolf Hitler issued a brutal edict: any Jew, person married to a Jew or half-Jew, could no longer work. At this point, Haspel was already married to his beloved Grete, a woman of Jewish descent (half-Jewish). Most in his position would have quietly divorced, bowed to the pressure, or faded into obscurity. Haspel did none of these.

He stayed.

Not only did he remain by Grete's side—first wedding her in a breathtaking ceremony atop the Zugspitze in 1928—he was publicly seen with her as he continued to rise within Daimler-Benz, even as the Nazi machine tightened its grip. His very presence in the boardroom was a quiet act of defiance. His very ABSENCE from party meetings made a statement. It was even noted that the infamous Heinrich Himmler - head of the SS - tried to coerce Haspel into joining the party (and abandoning his wife).

He never relented.

Instead, Haspel doubled down. He brought on other "undesirable" minds like Otto Hoppe, another executive married to a Jewish woman, into key planning roles at the Sindelfingen plant. Haspel became, quietly and without fanfare, a role model and protector of those within a company conscripted into war work.

## A Complicated War

There's no whitewashing the fact that during World War II, Daimler-Benz, like many German industrial firms, used forced labor. Jews, Catholics, and others deemed "undesirable" by the Nazi regime were compelled to work, some under horrific conditions. The company produced aircraft engines, trucks, and other materials essential to the Nazi war machine.

But in that darkness, Haspel was a faint glimmer of humanity. Though no man of that era could escape complicity entirely, there are contemporary accounts suggesting Haspel worked quietly to afford forced laborers at least a modicum of dignity. In a climate of brutality, his was a hand of mercy—subtle, quiet, but vital.

Again, notably, he was the only member of Daimler-Benz senior leadership who never joined the Nazi Party. Despite this moral stance, he was dismissed for three years from 1945 through 1948 by the allies for "rehabilitation" before returning to the chairmanship of Daimler-Benz in January 1948.





# WILHELM HASPEL: FORGOTTEN FATHER & QUIET HERO OF DAIMLER-BENZ

*by Steve Rankel*

## Hiring one of the Most Brilliant Minds Ever

In 1939, a visionary young engineer named Béla Barényi was ushered into Haspel's vast office at Daimler headquarters. Warned by his friend Karl Wilfert to keep his pitch under two minutes, Béla boldly launched into a passionate critique of the automotive failings of the day.

Taking a stand against other firms AND Daimler-Benz was NOT a recommended approach for a job interview. He railed against rigid steering columns, unyielding frames, and other design errors that transferred impact forces to occupants, instead of absorbing them.

Ten minutes passed. Then twenty. Rather than throw him out, it was said in one account that Haspel was literally overwhelmed by what the young man presented. Haspel hired the young Béla on the spot. "Herr Barényi, you are thinking 15 to 20 years into the future. The folks here in Sindelfingen live under a glass bubble. But Daimler is too big a company to live hand to mouth; I'm going to provide you a separate shed outside the factory, and everything you invent will go straight to the German patent office." That decision would go on to save millions of lives. Crumple zones, deformable structures, the rigid passenger compartment, collapsible steering columns, seat belts, energy absorbing interior components, airbags and 1,000 other safety innovations we take for granted today were born from that pivotal hiring decision. Many attributable directly to Béla. Béla Barényi holds more patents than anyone in history besides Thomas Edison. He literally invented automotive safety.

In the movie *Hidden Figures*, Kevin Costner plays NASA's space Director in charge of John Glenn's orbit around the moon. At one point, the manager over Catherine Johnson is hassling her. Kevin Costner's character says to him "you know what your job is? To find the most brilliant person possible, and then get out of their way." Wilhelm Haspel did just that. Myself and many countless others are alive today because of his foresight. It seems unsurprising, though, that he was resisting conventional wisdom of the day, both professionally and personally. Because that was what Wilhelm Haspel stood for. Standing for what was right, not popular.





# WILHELM HASPEL: FORGOTTEN FATHER & QUIET HERO OF DAIMLER-BENZ

*by Steve Rankel*

## A Kindred Spirit: Alfred Neubauer

While Haspel was more about quiet resistance, he had a more outspoken supporter. Head of the legendary Mercedes-Benz racing division Alfred Neubauer ran the team with unmatched success. Neubauer's scorn for Hitler was so bold that he referred to him privately as "the limp-wristed Hitler"—a nickname that would have meant a death sentence had it reached the wrong ears.

It almost certainly did. But Neubauer survived the war, likely in no small part because Haspel shielded him—just as he had protected others. It's a testament to both men's stature and the strength of their convictions that they not only survived but led Mercedes through its most turbulent era.

## Unlikely Ally: Albert Speer, Meister Minister

Albert Speer, Hitler's personal architect and minister of war, armaments and interior, was a man of exceedingly great authority. In his autobiography, he said "if Hitler were ever to have a friend, it would have been me, although I did not feel any closeness from him." Granted full authority that Hermann Goering lobbied for after the unexpected death of Dr. Todt, Speer had massive latitude.

Given his focus on things important to Hitler, it is surprising that he wrote a letter stating Haspel was to remain Chairman until the war ended. This protection was something Wilhelm extended to others under his purview.

Was the letter sent because Speer supported the stand against tyranny? Likely not, as in his autobiography he confessed being so consumed with his professional achievements through his association with Hitler, that he could not see the inhumane acts being systematically conducted against humans.

Yet Speer himself would eventually defy Hitler's direct orders to burn down and destroy every German asset, town, bridge, etc. – the scorched earth policy. He went around to the Gauleiters - the 16 State Leaders - and worked with them to BLOCK Hitler's orders, ultimately saving Germany for rebuilding. It is entirely possible that he had other moments of sensibility, including protecting Haspel. Fortunately for us, Wilhelm Haspel had that sensibility all along.

## During the War: Conscripted

Albert Speer made exceedingly efficient use of Germany's production capabilities. Daimler included. So, like other industrial giants, Mercedes-Benz was "conscripted" and ordered to manufacture a variety of war material, including aircraft engines, light duty trucks, heavy duty trucks, etc.

Making the story more complicated is that during World War II Mercedes-Benz used a large number of forced labors, Catholics, Jews, and others who weren't Nazi sympathizers or labeled "undesirable" by the Nazi government. They made up over 70% of the workforce, as other citizens were drafted to serve in the SS and wehrmacht (people's army) leaving a shortage of labor. Terrible.

Did Haspel stay in his role in part to shield them? To provide some modicum of fair treatment despite the insane levels of hostility they were met in every other area of their lives? That would certainly match his persona in other areas.



# WILHELM HASPEL: FORGOTTEN FATHER & QUIET HERO OF DAIMLER-BENZ

*by Steve Rankel*

## Financial Foresight: Securing Daimler's Future in 1944

In 1944, Wilhelm's spider sense warned him of solvency concerns. Not just for DB but for Germany itself. Because of his high position, it's entirely possible that his connections made it clear that the war was not going well, and might even be lost. Though Berlin was the epicenter of business for the third reich, Haspel began to transfer Daimler funds from Berlin Banks to Stuttgart-area banks.

It's worth noting that during this time period financial transfers were not simply electronic: they likely involved the movement of large amounts of cash in armored vehicles with guards. Stuttgart is over 620 km (approx 380 miles) from Berlin, so the journey was significant. The Nazi leadership was apparently too busy trying to win a two-front war to notice. Lucky for us.

This decision was prescient, because after the war, when Haspel was restored to the chairmanship in January 1948, Daimler had 200,000 Deutschmarks at its disposal to accelerate rebuilding. That doesn't seem like much today, but in postwar Germany, it was a fortune.

These financial resources, Haspel's known leadership, prudence and style added speed to the recovery. Haspel also correctly realized before the war's end that there would be no more need for tanks, aircraft engines, and whatnot after the war. Therefore, he secured the rights to take over production of the Opel Blitz – a line of light and medium duty trucks. This decision helped save Daimler Benz after the war, because these types of vehicles were urgently needed for rubble removal, haulage, restoration of supply lines, reconstruction, and by the occupying allied forces!

## After the War: the Wreckage

For good reason, Allied bombers targeted facilities which produced war material and machinery, and in this case there was a bull's-eye on Daimler-Benz's back. Rightly so. Engines that fit into the Messerschmitt planes were manufactured in Stuttgart. A variety of trucks and even tanks rolled out of Mannheim, from the Benz & Cie factory. While working in Berlin, my taxi passed by a spot where the public works had unearthed a 500 pound bomb. Even though it had not exploded and been dormant for over 50 years, it was still unnerving to see. Imagine thousands and thousands of them dropping around you?

So it was that by the end of World War II, the company's five plants were essentially massive heaps of rubble. Daimler-Benz plants in Stuttgart (Untertürkheim & Sindelfingen) sustained heavy bombing and destruction, with some estimates putting them at 70% destroyed. The Gaggenau truck plant in Bavaria was approximately 45% destroyed. Light duty trucks had come out of this plant (also birthplace of the famous Unimog). Berlin / Marienfelde sustained losses of at least 65%. Only the original Benz plant in Mannheim sustained lower losses, at about 35% destroyed.

You've probably heard the statement "to the victor belongs to spoils," and this was pursued to various degrees in the 4 allied zones. French troops that occupied the Sindelfingen plant in Stuttgart ransacked it of many tools, machinery, etc. In Marienfelde outside of Berlin, the retribution was even more dramatic, as Soviet troops began dismantling and removing machines the moment Berlin was captured in early 1945. 25 million Russian citizens perished during World War II, and the Soviet wanted restitution.

It's also important to remember that different plants were in different allied occupation zones. Collaboration between plants that might have produced parts or sub assemblies for other plants was limited and in the case of Berlin which was isolated from the rest of Germany, nonexistent.



# WILHELM HASPEL: FORGOTTEN FATHER & QUIET HERO OF DAIMLER-BENZ

*by Steve Rankel*



## Forced Penance, Justice & Rebuilding

After the war, the Allied authorities placed Haspel under a three-year suspension—part of the blanket “denazification” process. Ironically, while true Nazi collaborators were often quietly reinstated, Haspel, the man who resisted them, was removed.

In 1948, justice prevailed. Haspel was cleared and restored to the chairmanship.

One of the first postwar convertibles—according to conflicting accounts—was built in the early 1950's either for him or for Grete. That ambiguity of ownership somehow feels poetic. Haspel was never one to draw attention to himself. His victories were quiet ones.

Yet when he regained the reins in January 1958, assuming the chairmanship, he did so “with a laser focused purpose,” working so hard that it was noted he was “reckless” about his own health. His focus on duty and others would ultimately have dire consequences for him personally.

## 300, 300S & 300SL: Who's Your Daddy?

As part of Haspel's push towards modernity and market expansion, the 300 and 300 S vehicles were funded at his initiative. He was a supporter of racing, funding the work of Rudy Uhlenhaut and what ultimately became the 300SLR & SL.

Max Hoffman is often credited as being the father of the 300 SL passenger vehicle. When Max Hoffman came to the board in the early 1950s asking for a sports car based on the racer, there was ample base material to work from. The DNA and “the right stuff” to build that car existed because of Wilhelm Haspel's foresight, investments and the team put in place rebuilding after World War II.

Therefore it is my opinion that Haspel, not Maximillian Hoffman, can rightly be considered the father who supplied the DNA and “birth crib” of the 300 SL.

This man, possibly more than anyone else besides Karl Benz, Gottlieb Daimler, Wilhelm Maybach and Wilhelm Kissel, who merged the two companies together – is responsible for the bones, DNA and research that resulted in the birth of so many classic Mercedes we love from the period of 1950 through the 1970's.



# WILHELM HASPEL: FORGOTTEN FATHER & QUIET HERO OF DAIMLER-BENZ

by Steve Rankel

## An Untimely Parting

Around New Year's 1952, Wilhelm Haspel addressed his senior staff. Expressing his pride in their progress and the plans for the coming year, he said it was critical to continue the work and move forward, not just because they had to, but "so that the obituary would read 'because we were friends.'"

Just two hours after this touching display of leadership and humility, Wilhelm Haspel suffered a stroke. He passed just six days later. His wife Grete, her hero and protector from the Nazis now gone, passed just months after.

10,000 people gathered in Stuttgart to mourn the loss of this amazing man.

## Worth Remembering

Wilhelm is a personal hero to me. Not just because of what he built, but because of what he stood for. His life reminds us that even in the darkest chapters of history, a man of integrity can still leave a legacy of light.

Wilhelm Haspel: Daimler-Benz chairman. Warm and kind friend to his circle of "undesirable" friends. Loyal husband. Hard worker. Defender of conscience.

Besides all that, he is a key reason your Mercedes-Benz vehicle even exists as one of the safest, highest performance vehicles ever produced. No matter what era your Mercedes is from, if it was built after 1926, Wilhelm Haspel had a hand in making it great.

Thank you, Wilhelm.



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Note: this is part of the "Founding Fathers" series; feel free to contact me with comments or suggestions at [steverankel@gmail.com](mailto:steverankel@gmail.com), or if you have a Mercedes founder story you'd like to suggest.

## Sources:

Photos and citations from "Béla Barényi, Sicherheitstechnik made by Mercedes Benz," Harry Niemann, Motorbuch Verlag, © 2002.  
"Frei Denker" (Free Thinker,) Mercedes Classic Magazine, published by Mercedes Benz, issue 3, 2004  
"Back in Business," Mercedes Classic Magazine, published by Mercedes Benz, issue 2, 2015  
Various photos are from the Mercedes Classic Magazine & Mercedes Benz archives in Stuttgart / Untertürkheim, Germany.



# Matching Game

Match the Chassis Code (W/R/C/etc.) on the left with the correct Model Name, Production Years, and Notable Fact on the right. **Instructions:** Draw a line (or write the matching letter) between each chassis code and its correct model details.

## Column A – Chassis Code

## Column B – Model Info

1. **W201**

- A. S-Class (1991–1998)
- Nicknamed "The Tank"
  - First Mercedes with double-glazed windows

2. **R129**

- B. E-Class (1985–1995)
- Known for legendary durability
  - Introduced 4MATIC AWD system

3. **W220**

- C. G-Class (1979–present)
- Military origins, still in production
  - Known for rugged off-road capability

4. **W123**

- D. C-Class AMG (2008–2015)
- Naturally aspirated V8 (6.2L)
  - Last of its kind before turbo engines

5. **C63 (W204)**

- E. SL-Class (1989–2001)
- Featured pop-up roll bar
  - Included V12 and AMG variants

6. **W140**

- F. 190E (1982–1993)
- First compact exec Mercedes
  - Legendary 190E 2.3-16 Cosworth version

7. **R107**

- G. SL-Class (1971–1989)
- Iconic roadster
  - Often seen in 70s/80s films and TV

8. **W210**

- H. E-Class (1995–2002)
- "Bug-eye" headlamp design
  - Early use of Xenon headlights

9. **W124**

- I. S-Class (1998–2005)
- Debut of AIRMATIC and COMAND
  - Sleek, tech-forward design

10. **W463**

- J. E-Class (1976–1985)
- One of the most bulletproof Mercs
  - Diesel variants often passed 500k miles



# TAKING ADVANTAGE OF DEPRECIATION

*by Ed Owen*



One of the largest depreciations in modern Mercedes-Benz history is the mid-nineties S600 coupe. With an average MSRP of \$136k, including the gas guzzler tax, it now books out, according to Kelly Blue Book, at an average of \$6500. But like many of the vehicles of the 80's and 90's, good quality, low mileage examples seem to be creeping up. The highest I have seen lately has been on 'Bring a Trailer', where two sold for around 30K.

For me personally they represent the romance of the 90's, as seen in a few episodes of MTV's 'Cribs', in various music videos, and Rap album covers. Definitely part of the zeitgeist. In 1995 I was 28 years old and boy did I want one. So I thought it would be a fun time to seek one out. I had missed on keeping one last year when I brokered a 1996 S600 from the estate of our former MBCA member Rudy Boentgen, but my intrigue wasn't as high at that time. After a few months of auctions and online searches, a good quality one didn't seem to be popping up. Three months into my search I received a serendipitous reach out from within my network and was connected to an estate in northern Michigan who was looking to sell a one owner 1995 S600 Coupe. With 41k original miles and in Brilliant Silver (744) with Two-Tone Grey Leather (568) Interior, how could I resist?



# TAKING ADVANTAGE OF DEPRECIATION

*by Ed Owen*

The first W140 S-Class was introduced at the Geneva Motor Show in March of 1991 as the replacement for the long running and very popular W126. The lead designer Bruno Sacco attributed the XJ40 sedan from Jaguar and the E32 7-Series sedan from BMW as major influences on the new design. But the initial reaction to the W140 was tepid at best, which as you can imagine was not what Diamler-Benz was accustomed to receiving... "Too big", "Too large for most garages and parking spots", "Too cumbersome" etc. Indignation became ridicule when it turned out that the 74.4 inch S-Class was too wide to fit on the car train to the fashionable northern German island of Sylt where many executives like to vacation. The C140 coupe and the V-12 options were available in 1992, and in similar fashion to the sedan, the coupe did not attempt to hide its size. Production of the C140s ran from October 1992 through September of 1998 and the name was changed from S - coupe to CL in 1996.

Two weeks later my S600 coupe showed up from Michigan a little nicer than I expected but definitely in need of a few things like repainting the front bumper. Power is provided by the M120 6.0-liter V12 paired with a four-speed automatic transmission. The car rides on 16" Almag alloy wheels and a hydropneumatic suspension with adaptive damping and is further equipped with a sunroof, fog lights, power-adjustable heated front seats, a Bose sound system, an AM/FM/cassette stereo, an electric rear-window shade, dual-zone automatic climate control, and cruise control. Totally digging the analog. Horsepower is there with 394, but certainly less than modern high performance standards like my previous E63 which put out 577. And fuel economy? Forget about it! Completely understand why it was slapped with the gas guzzler tax. Need fuel prices to roll back to the 90's as well. But I didn't buy it for the fuel economy, I bought it for the throwback. My own 90's "Baller" car and I am having a blast!







Educational Foundation

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855-500-7433  
[careasy.org/nonprofit/mbcaef](https://careasy.org/nonprofit/mbcaef)

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## **Vehicle donations are tax-deductible!\***

Our vehicle donation program works to get the highest return per vehicle and handles all the paperwork, too!

\*Consult your tax advisor





# UPCOMING EVENTS

## *Drive to Stonington CT & Dinner*



**Scenic drive, stroll around the village, followed by dinner.**

On Saturday June 28th, the MBCA Minuteman chapter will be having a coastal/scenic drive to Stonington Borough, Connecticut.

A historic New England village, the borough offers seaside New England architecture, galleries, shopping and restaurants. After your arrival, stroll the village and meet at 5P.M. for a no-host dinner at the Breakwater at Stonington Harbor.

<https://mbca.glueup.com/event/drive-to-stonington-ct-and-dinner-141671/>

# UPCOMING EVENTS

## *Walking wine tour of Boston*



Please join us for an exciting wine tasting hosted by Boston Wine Tours. Three restaurant locations in the Back Bay will be visited where you will taste selected wines of different varietals for summer drinking, paired with appetizers. Each restaurant will be less than a half mile apart so please wear comfy shoes. Announcement of restaurant locations is coming in early July for sign up. Space is limited, no late registrations.

This event involves walking, eating and drinking. Suggest taking public transportation to the Back Bay. Wear comfortable shoes and prepare to have fun! The first destination will be disclosed prior to the event date.

NOTE: This event is for members only.

<https://mbca.glueup.com/event/walking-wine-tour-of-boston-141672/>



# SAVE THE DATES:

## *Farberallye XLVII*



### ***Save the Dates:***

**Farberallye XLVII weekend will be October 24-26, 2025 based out of the Chicopee, Mass area.**

**Great Hotel rates and a interesting rallye route being planned.**

**Your Rallye masters,  
Bonnie and Ernie Fancy**



# *Is it time* **TO RENEW YOUR MEMBERSHIP?**

YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY

*Don't miss out on our upcoming events and other member benefits!*

## **RENEWING YOUR MEMBERSHIP IS EASY!**

1. Renew from the email reminder that comes in your email \*
2. Log into your MBCA account and Renew from your Membership profile \*
3. Mail a check to the National Business Office:
  - a. Mercedes-Benz Club of America
  - b. 10 Boulder Crescent St, Suite 200
  - c. Colorado Springs CO 80903
4. Call the National Business Office and renew over the phone Tues-Thurs: 9 am - 3 pm MT Phone: 719.633.6427

\* 60 days before membership expiration, must log into [mbca.org](http://mbca.org)

Logging into your Glue Up Account with your MBCA login credentials. If you have not established your MBCA login, you can easily register by clicking on "Register".

⚠ If the system warns you that the email is already linked to an existing Glue Up account and you forgot your password, click "forgot password" to recover it before logging in.

RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY RENEW YOUR MEMBERSHIP TODAY



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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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Phone: 781-642-0664

hello@leiamowen.com

Members may run classified advertisements free of charge.

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# Answer Key: MATCHING GAME

Chassis Code (Column A)	Correct Match (Column B)	Explanation
W201	F. 190E (1982–1993)	First compact executive Mercedes
R129	E. SL-Class (1989–2001)	Pop-up roll bar, V12 & AMG variants
W220	I. S-Class (1998–2005)	Introduced AIRMATIC and COMAND
W123	J. E-Class (1976–1985)	Known for durability and longevity
C63 (W204)	D. C-Class AMG (2008–2015)	Last naturally aspirated 6.2L V8
W140	A. S-Class (1991–1998)	"The Tank", double-glazed windows
R107	G. SL-Class (1971–1989)	Iconic in 70s/80s pop culture
W210	H. E-Class (1995–2002)	Known for "bug-eye" design
W124	B. E-Class (1985–1995)	Durable, introduced AWD
W463	C. G-Class (1979–present)	Rugged, off-road legend