



DAS KABEL

FROM THE EDITOR'S DESK

New year, new you. Well, maybe not YOU, specifically, but I am certainly changing for 2020, and I'm not talking eyesight. After 24-years as an airline pilot and 23-years prior to that serving in the USAF, I'm finally hanging up my wings. Rules is rules and the FAA says that although I am fully capable of flying a commercial airliner on the 16th of March, come the stroke of midnight I will no longer be capable of "exercising the privileges of my certificate." C'est la vie! At least they aren't taking my driving privileges away, yet.

Other big changes for the new decade include a newly robust leadership team here in the Central Virginia Section. With Owen "Chip" Hughes, a.k.a., "Benz Doc" holding a steady helm, we have a full slate of officers to keep our ship shiny-side up, and sailing with the wind.

This type of organization does not come about, however, without some effort, and your CVS leadership team needs the help of the rank and file to pull off the myriad of events we all enjoy. We have our usual, of course, but we are always in search of new ideas, venues and events. That's where you come in, dear enthusiast. We need your input, suggestions, and a wee bit of your time to bring events to fruition. So, put on those thinking caps, roll up those sleeves, and come up with, organize and execute a few more items to ad to our to-do list on pages 14 & 15.

In the meantime, our rather mild winter is about to draw to a close. Time to pull off the dust cover and warm up the old beast(s). I know *Johnny* is chomping at the bit to get out and shake off the winter doldrums. Let's drive!

- Ed.

INSIDE

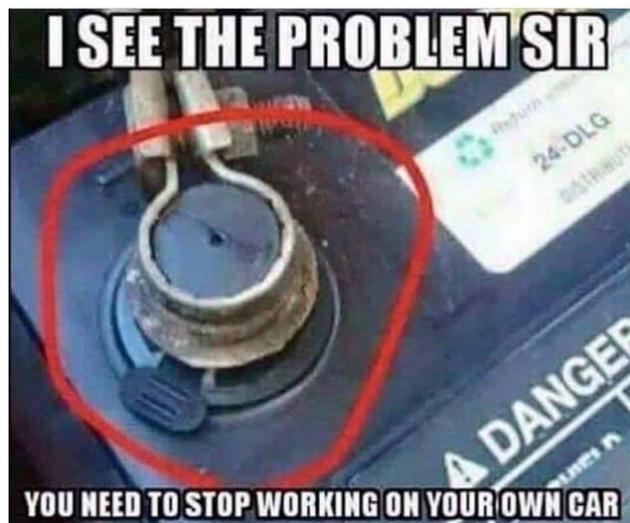
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Das Kabel is a quarterly newsletter publication of the Central Virginia Section of the the Mercedes-Benz Club of America.



This beautiful 1963 300 SE Coupe recently sold at Sotheby's for a mere \$42,928

Photo courtesy RM Sotheby's / Peter Singhof



A BRIEF HISTORY OF AMG

By Greg Magnus, publisher of AMG Market | Mercedes-Benz Enthusiasts

It is rather well known that Hans-Werner Aufrecht (A) and his partner Erhard Melcher (M) founded AMG in 1967 at Aufrecht's birthplace of Grossaspach (G); hence the name, "AMG." What is not as well known is their early history and the humble beginnings of AMG.

Back in the mid-1960s, there were two guys with a small garage in an old mill that were building engines for fast cars, really fast cars. When these two guys acted on their urge they spawned one of today's largest suppliers of exclusive high-performance cars. The two guys were Hans-Werner Aufrecht and Erhard Melcher, the founders of AMG Motorenbau und Entwicklungsgesellschaft mbH (AMG Engine Production and Development, Ltd.). Thankfully, the company name was later shortened to AMG.



Aufrecht and Melcher started in 1965 by preparing a racing engine for Manfred Schiek's 300SE. Two years later, the owners officially founded the company and began their humble beginnings in the "Old Mill" in Burgstall, Germany.

According to historical information provided by Mercedes-AMG, the first private customer of the new company was a Mercedes owner from Kiel. With a humble beginning there is always a good story. Here's the gist of the story going around today, which is said to be Friedrich Aufrecht's story. Friedrich is the brother of AMG co-founder, Hans-Werner.

A customer from Kiel, a town located on the northern border of Germany, is said to be the first private customer of the young Mercedes tuning company. As the story goes, he was in the paddock at a motor race when he got a hot tip. He was told about a garage in southwest Germany called AMG that could squeeze every last ounce of torque out of a Mercedes engine. This customer had a fondness for torque and he decided to visit the garage. After following the sketchy directions provided, he found himself in front of two tiny garage doors at an old mill. Garage doors so small, in fact, that he wasn't sure if his Mercedes would fit inside. Is this the right place he wondered? He ventured inside and observed a hand dug inspection pit in the middle of the garage. Now, he definitely wasn't sure if this was the right place so he asked, "Where can I find AMG?" The mechanics responded: "you are in the AMG garage."

Later on, the customer from Kiel picked up his car and headed home. He was almost to Frankfurt when he turned around and drove back. The astonished mechanics couldn't believe it. Just three hours later their first private customer was already bringing his car back. To their disbelief, the customer drove all the way back to the garage to tell them personally how happy he was with the car. The mechanics were inspired, and the AMG legacy began.

During the next three years AMG concentrated on building race cars based on the Mercedes-Benz 300SE sedan. They liked the Mercedes-Benz 300 models and some bad luck for a Mercedes owner turned out to be good luck for AMG. They got wind of a damaged 300 that was being sold by a doctor and they bought it. It was purchased for less than \$6,000 at a time when new models were selling for \$20,000.

The AMG mechanics enlarged the cylinder bores, modified the camshafts, intake manifold and several other components. By the time they were finished tinkering, their investment in labor and parts exceeded \$100,000. They entered races and encountered major setbacks, but failure was not an option. They labored on and by 1971 the stage was almost set.

In the 1970s the company started offering high-performance tuning packages to Mercedes customers in Europe and other markets. Some Mercedes customers wanted individually customized vehicles and AMG met their needs as well. Like NASA, AMG was transferring technology. They took the lessons they learned on the racetrack and applied their knowledge to production cars. It was a smart and profitable move for AMG, which led to a steady increase in orders and a solid reputation as the premiere Mercedes-Benz "tuner" in the world.

In 1980 an AMG Mercedes 450SLC took first place in the European Touring Car Championship Grand Prix race at the Nürburgring. The subsequent AMG racing successes are far too many to list now. It suffices to say that they did well both on and off the track and the company continued to grow rapidly. Needed was a driver for the 24-hour race at Spa, Belgium.

Just seven years after moving to Affalterbach, AMG built a second factory and hired their 100th employee. A significant turning point for AMG came five years later, in 1990, when the company signed a cooperation agreement with Daimler-Benz AG. With the agreement came a third factory, an increase in the workforce to 400 employees and plans for the sale of AMG products through Mercedes-Benz dealers located in overseas markets. Soon thereafter, AMG began preparation for the production and exportation of AMG cars to the U.S. market, which today is AMG's largest market.

The first "official AMG" car to reach the shores of America was the 1995 C36 AMG, although enthusiasts had privately imported gray market AMGs such as "The Hammer" much earlier.

In 1999 DaimlerChrysler became the majority stakeholder in Mercedes-AMG GmbH. The market demand for AMG cars was high and production climbed from 500 to 20,000 cars per year by 2005 when DaimlerChrysler became the sole shareholder in Mercedes-AMG. Although many things changed during this time, the new owners continued the tradition of building AMG engines using the "one man, one engine" philosophy that continues to this day signified by the distinctive signature plate on each engine.



CALL TO ACTION

Dear Fellow CVS Mercedes-Benz Enthusiasts,

Call to action for membership.

We want to keep our club vibrant and growing. For us to do that, we each need to be club ambassadors and add new members. For each new member you add, you get a free month of membership.

Actions:

1. Share this link <https://www.mbca.org/join/national>

- Social Media
- Email
- Text

2. Ask that new members use your member number in the **Referred By** field.

More members mean our club stays active and healthy.

If you have any questions contact our Membership Chair Todd Lusby at tlusby@gmail.com, or the Nicole Noll, Membership Specialists, at the MBCA membership office at 1-800-637-2360.



1960 MERCEDES-BENZ 220SE COUPE´

by Jim Vargo

This car has a 6 cylinder gasoline, mechanically fuel injected engine, rated at 134 horsepower, 2.2 liter/ 134 cubic inches displacement. The compression ratio is 8.7 to 1. On the highway the car delivers about 22 mpg.

It has a 4-speed on the column standard shift. The steering ratio is, 21.4 to 1. The differential ratio is 4.11 to 1.

This body style was used from 1956 to 1960 with a few minor changes during that period. That period saw 2,080 coupes manufactured. Of that number 830 220SE models (the E designating einspritz or fuel injected) the remaining 1,250 were carbureted and designated 220S. Auto magazines said, "...these cars are lavished with wood and leather and for their time they were among the most luxurious automobiles sold in the world". The 220SE models were produced from late 1958 to production end in November 1960. The original owner bought the car new on March 30, 1961. The total price was \$7,082 including \$12.00 license and \$70.00 sales tax.

When the present owner purchased the car from the original owner in July 1976, the odometer showed 69,000 miles. The current odometer reading is 145,000 miles.

After being stored in our garage from 1984 to 2005, the engine was rebuilt as well as the brakes. It has been repainted in the original black and some re-plating of the chrome was done, primarily the bumpers and guards. The balance of chrome trim is made from brass and has held up reasonably well. The seats have new leather and the wood trim has been restored. Leather trimmed wool carpets are new as are the rubber floor mats.

The car runs nicely and has been on many extended trips from Charlottesville, VA to Erie, PA, Kingsport, TN, St. Michaels, MD, Santa Fe, NM, and Lexington, KY. There are about 20,000 miles on the restoration. Never has it failed on the road. I have failed it a couple of times by not paying attention and running out of gas!

It has been fun!



CVS ANNUAL BANQUET



Chip give a speech



People wait for food



Someone posts a sign



A member ponders a question



A woman listens intently



Someone sends a text

SORT OF KIND OF ANNUAL END OF WINTER? BBQ

This year's Sort-of-Kind-of-Annual-End-of-Winter-Come-On-Spring-Barbecue kicked off CVS' event season at Hannover Tools in Chester on Sunday, 22 February. More than a few intrepid souls and at least eight cherished Mercedes-Benz automobiles showed up to enjoy the aftermath of our massive snow storm, eat warm burgers & sausages, and drink cold beer.



Richard holds a plate



Marianne wears



Will stares pensively



VIP Parking



Chip points his finger

FOR SALE

My wife inherited the car from her brother. He passed away several years ago. He used it just for day trips etc. I know little else about the car's history until we got it. It has been in our home garage or my hanger since we obtained it.

The car is a 1984 with approximately 87,000 miles. The blue soft-top is new. There is a black removable hardtop, which is in nice shape.

I do not know if my brother-in-law had the car painted, but the paint is not original. The paint job does not appear to be too old and is in very good condition.

There was some bubbling of the paint over the front left headlight. I had that area repaired about 1-½ years ago. Other than that, I have not done anything else to the car except washing it, etc.

My wife thought she would drive the car since it was not a manual transmission. She has not used it as she felt she would.

As far as I know, it is in good condition, and it should be good to go for a spring drive. I had it out the other day for a spin, and it ran well.

I can send more pictures to anyone who may be interested in purchasing the car.

It is not concours but has been well looked after and maintained.

I'm asking **\$15,500.00**.

You can contact me, Bill Bennett, at seaplane@cox.net or (cell) 757-880-0906.

If using the phone, I probably will not answer since I will not recognize the number. I get too many unwanted calls. So, a voice message or a text is okay if contacting me by phone.

MERCEDES-BENZ NEWS

- **February 13 - Mercedes-AMG and Cigarette Racing presented their all-new 59-foot Tirranna AMG Edition alongside a one-of-a-kind Mercedes-AMG G 63 Cigarette Edition at the Miami International Boat Show.**
- **February 6 - Mercedes-Benz unveils its first pop-up camper for the US market.**
- **January 3 - MBUSA reported December sales of 35,297 vehicles, including 41,635 vans.**
- **Mercedes-AMG customer racing sucks big-time in the Rolex 24 at Daytona with a measly 11th place finish in GTD.**



YOUR STORY HERE



WELCOME TO THE CLUB

Attending club events is the best way to make new friends that share your passion for Mercedes-Benz vehicles.

As a member, you will receive our section newsletter "Das Kabel". Please take some time to visit our webpage cvs.mbca.org where you will find copies of recent newsletters, a complete calendar of scheduled events, contact information for our section officers, and more.

Membership highlights include the following benefits...

The Star® Magazine - Your membership to the Mercedes-Benz Club of America includes a subscription to our bi-monthly magazine, The Star®.

Section Newsletter – Section newsletter is published four-times a year

Loyalty Rewards Program (USA) - If you've been a member of the Mercedes-Benz Club of America for 12 consecutive months or longer without lapse and are a current member now, you're entitled to receive \$500 off the purchase or lease price of any NEW Mercedes-Benz vehicle.

Classified Ads - Mercedes-Benz Club of America, may sell merchandise, goods and services through this website and in our award-winning magazine, The Star®.

Club Trips to Germany - Membership benefits include the exclusive opportunity to experience a first-class European vacation and VIP tours that places you at the heart of Mercedes-Benz rich history.

15% Discount on Parts from the Mercedes-Benz Classic Center - Club members receive 15% off hard-to-find parts from the Mercedes-Benz Classic Center in Irvine, California.

Discounts on Parts, Service & Accessories at Participating Mercedes-Benz Dealers - As a Mercedes-Benz Club of America member, the presentation of your membership card may entitle you to 5%, 10% or (up to) 20% off parts, service and accessories from participating USA and Canadian Mercedes-Benz dealers.

Refer a Friend Program - Refer a friend to the Mercedes-Benz Club of America and get one additional month of Club membership FREE, for every friend who joins.

Local, Regional & National Events - As a member of the Mercedes-Benz Club of America, you'll be able to attend a wide range of driving events and activities in your own back yard, your region of the country and in five-star destinations across the U.S. and Canada

Club Raffle - Up to twice a year, the Mercedes-Benz Club of America conducts a Raffle for its Members. Members purchase tickets for a chance to win great prizes.

Questions about membership benefits? Other aspects of the Club or related events? Reach out to Todd Lusby at tlusby@gamil.com or 804-767-5291.

NEW & LOYALTY MEMBERS

WELCOME NEW MEMBERS

Darryl Fonville - Richmond

THANK YOU LOYAL MEMBERS

(Membership Renewals)

W Lawrence - Fredericksburg

Sheridan Johnson - Richmond

Angela Johnson - Richmond

Frank Legg - Richmond

Harry Eisaman - Chesterfield

Thomson Lipscomb - Boydton

Jane Lipscomb - Boydton

John Shea - Richmond

Michael Torosian - Fredericksburg

Miguel Perez - Blacksburg

Norma Stevens - Beaverdam

J Stevens - Beaverdam

James Replogle - Bridgewater

Rebecca Reploge - Bridgewater

Steven O'York - Henrico

Gary Tyler - Richmond

Robyn Tyer - Richmond

William Stewart - Richmond

Lois Stewart - Richmond

Spencer Saunders - Salisbury

Wayne Ballard - Stanardsville

David Hay - Chesterfield

Justin Sarafin - Charlottesville

Joseph Palsa - North Chesterfield

R Metcalf - North Chesterfield

Louise Metcalf - North Chesterfield

Richard Johnson - Richmond

Joyce Johnson

Richard Schwartz - Fredericksburg

Mark Wolf - Charlottesville

Joseph Buttner - Richmond

WELCOME Steve Kocsi (transfer)

EVENTS

Amelia Island Concours d'Elegance

March 5 - 8, 2020

Amelia Island, Florida

https://www.ameliainland.com/landing-pages/Amelia_Concoureeek

Virginia International Auto Show

February 14-16, 2020

Greater Richmond Convention Center

403 N. 3rd St., Richmond, VA 23219

virginiaautoshow.com

21st Annual Williamsburg British & European Car Show

April 18, 2020; 10:00 am - 2:00 pm

Revolution Golf & Grill @ The Shops at High Street

1430 High Street, Williamsburg, VA 23185

<http://www.wmbgbrit.com/>

WBCCcarshow@gmail.com

63rd Annual AACA Fredericksburg Antique Automobile Show

April 25, 2020

8 AM to 3 PM

Historic Downtown Fredericksburg, VA

<https://hfraaca.org>

Sandhills Motoring Festival

May 22 -24, 2020

Pinehurst, NC

<https://www.sandhillsmotoringfestival.com>

CVS Annual Picnic

June 7, 2020

Gary & Robyn Tyer's Home

142 Oyster House Lane

Waterview, VA 23180

MBCA 2020 Germany Trips

June 22-28, 2020

August 31 - September 6, 2020

September 7-13, 2020

Jim O'Sullivan at 843.671.2079

osullivanj55@gmail.com

EVENTS (CONT)

Cars & Coffee

Charlottesville C&C
1st & 3rd Saturday of the month
8:00 am to 10:00 am
Greenberry's Coffee @ Barracks Road Shopping Center

Roanoke Valley C&C - 2nd & 4th Saturday of the month
Tanglewood Mall, 4420-A Electric Rd

Richmond C&C – Every other Saturday (starting March 9) 8:00 -10:30
Regency Square Mall, 1420 N Parham Rd

Williamsburg C&C - 3rd Saturday of every month; 8:00-10:00
London Company Coffee & Tea
1222 Richmond Rd. Williamsburg, VA 23185



Das Kabel is the official publication of The Central Virginia Section of the Mercedes-Benz Club of America

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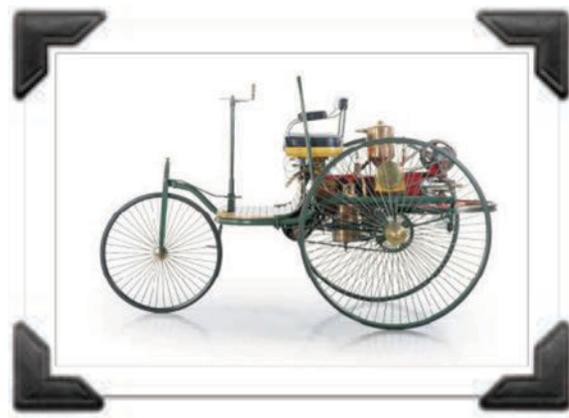
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Visit us on Facebook at: <https://www.facebook.com/Central-Virginia-Section-Mercedes-Benz-Club-of-America-652612551444306/>

MEMBERSHIP

Membership in the MBCA is open to any Mercedes-Benz enthusiast regardless whether you own a Mercedes-Benz or not. For more information please visit <https://www.mbca.org/join-today>. To renew your current or lapsed membership visit <https://www.mbca.org/user/renew>. If you have any questions please Email our Membership Chairman Todd Lusby at: tlusby@gmail.com.

Membership count: 160

Visit us online at: <https://cva.mbca.org>

Facebook: <https://www.facebook.com/Central-Virginia-Section-Mercedes-Benz-Club-of-America-652612551444306/>



SUBMISSIONS

We encourage our members to submit articles, stories and pictures for publication in *Das Kabel*. We kindly ask you follow the specifications listed below. To submit an article, please send to bradpurvis@mac.com. Make sure you reference *Das Kabel* somewhere in the subject line.

SUBMISSION DEADLINE

15th of the month preceding the issue month,
i.e., Summer issue:
15 May

SUBMISSION SPECIFICATIONS

Text: any Arial, Verdana or Helvetica

Font Size: 10-12 pt

Format: Word, Pages or Text file

Photos: max size 1MB, jpeg or gif
(min 800 x 800 pixels)

**To order a Mercedes-Benz Club of America name tag:
<https://www.mbca.org/name-badge>**

ESQUIRE

DISCLAIMER: *Das Kabel's* purpose is to disseminate news, technical information and superfluous minutiae related to *Mercedes-Benz* automobiles. Any maintenance technique, modification or hack published in *Das Kabel* should be weighed against conventional, traditional, and generally archaic maintenance practices and procedures established by Trappist Monks. *Das Kabel* is not the authority on maintaining or improving *Mercedes-Benz* automobiles. The views expressed are those of the author of the article or person quoted and not necessarily that of the Editor, CVS, MBCA, Mercedes-Benz NA, Daimler AG or any of their affiliated organizations (*although maybe they should be*). Owners should consider possible techniques or modifications in light of common sense, and compromises involving economy, longevity, performance, reliability, drivability, legality, and resale value not to mention the affect on one's virtue, morality, integrity, dignity, honor,

respectability, nobility, purity, ethics and good character. Any modifications possibly affecting emissions or safety are just silly and should not be attempted. Neither this publication nor this organization, Editor or his minions will assume any liability for ensuing consequences for your inept application of those techniques described herein. So there.

- Editor



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