



THE Ottawa Tri-Star

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A Change of Seasons

I hope everyone had a great summer. Although there were plenty of complaints about how hot it was this year, with the temperatures now starting to cool, the days getting ever shorter and the leaves beginning to change, we may soon be wishing for those warmer days to return.

As a follow up to the article in the last issue of the Tri-Star by Michael Hoegl on his 1913 Benz, make sure to check out the latest issue of the MBCA's Star Magazine in which Michael's car features prominently. We're proud to have Michael as a member of our local MBCA section.

We just held our last major event of the season with the Benz Meets Rolls at Montebello. This has become a very popular event over the last few years. Check out the article on this event in this edition of the Tri-Star.

The last event of this year is our Annual General Meeting and Dinner. This year it will be held on November 1st at the Canal Ritz Restaurant so please plan to attend.

Drive Safe!



Mike McKinnon
Vice President &
Ottawa Tri-Star
Editor

Visit the Ottawa Section of MBCA at
www.ottawa.mbca.org



Message from the President By Larry Lomas



Long Distance Road Travel, My Way

As our family reunion was to be high in the mountains of Colorado, my wife Debbie regretfully had to pass on this one. She would much prefer to weed her garden than struggle to survive in the rare air. While I considered flying I loathe the processing we are exposed to pre-takeoff and post landing. It would take a good part of a day and I would need to rent a car in Denver for the 3 to 4-hour drive to the reunion. So, I decided to drive the almost 6k Km round trip in my 2008 ML320.

Leaving home at 0400 hours Wednesday I made good time on 417 then 416 and blended with the west bound traffic on 401 shortly after dawn. In a few hours I entered the 407 GTA bypass and about noon crossed the St Clair River on the massive Blue Water Bridge at Sarnia. After a very brief stop at US Customs I was speeding through Port Huron, Michigan.

Jane, on my GPS app (waze.com) knew where I was and guided me through the maze of intersecting highways and at least one or two

had me exiting left. Once she got me onto the correct west bound interstate I switched on the cruise control, relaxed and began my way of long distance road travel. After 75 plus years of eating 3 meals a day, for the next 3 days I would abandon that ritual and eat only when hungry. Furthermore, I would sleep/rest at any hour around the clock when in need on a reasonably comfortable mattress in the folded flat area in the back of my large SUV. I would be a vagabond albeit having wheels. At the next rest stop I snoozed for about 1.5 hrs. then refreshed, ate a snack from my cooler, finished another bottle of water and shortly after I was on the road again. Before sundown I stopped for diesel at a huge truck stop and noted a sign stating they had no gas pumps. Truckers pay up to high hundreds of dollars for a fill up, my bill was about \$80. So, they cater to the big spenders offering showers clean washrooms, comfortable lounges prepared salads and pleasing sandwiches. All for a reasonable price. Thinking I was a big spender trucker (99.4% of the time she would have been right) a friendly

female employee invited me to have a free coffee. Once outside I saw only one 4-wheeler, mine, which I moved a short distance away from the big rigs, and a few A Class (\$1 m + range) motor homes all running their engines to supply power for their ACs in the 35 C heat. I chose to open a rear window having screening material on its inside and went into a sweaty sleep. A very loud thunder clap woke me about 2 hrs later. I quickly worked my way to the driver's seat to close the rear window; then starting the engine I much enjoyed the cool air. The rain was so intense that the automatic wipers ever increasing in speed could not clear it properly for safe driving. I searched my phone for the local weather radar to see how big this storm was and where it was heading. It showed some large storms and most had a severe component. One of them travelling east and me travelling west met at this Pilot truck stop in Ohio. And that wasn't the only disturbance robbing us of sleep. To be continued in the Tri-Star December issue.

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The Ottawa Tri-Star

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2018 Events Calendar

We have one remaining event planned for the 2018 Driving Season, our Annual General Meeting and closing dinner.

Details of the AGM will be provided by email closer to the event date.

As previously mentioned, the success of the Club depends on the participation of its members so we encourage members to attend as many events as possible.

The AGM is a great forum to let the Club Executive know what things you liked, or didn't like, about the

events held this year. It also allows the opportunity to offer suggestions for what could be done in the future. These suggestions will be included in our planning meeting, usually held in February.

We are also looking for new participants to serve on the Executive. Elections of Club Officers will be held at the AGM.

Hope to see you at the AGM.



Ottawa
Section

Planning Date	Event Description	Coordinator
1 November	MBCA Ottawa Section AGM and Annual Dinner. At the Canal Ritz	Sue & Bob Mather



Wash Out of a Play

By Bob Mather

On 28 July a group from the Ottawa Section travelled in quite good weather to Prescott to see Shakespeare's Taming of the Shrew in the outdoor amphitheater overlooking the St Lawrence. As we arrived near the amphitheater so did the rain. The rain persisted long enough that the afternoon performance was cancelled.



All was not lost and the intrepid (and slightly damp) section members headed back towards home and had an enjoyable dinner at the Carleton Golf and Yacht Club. Good company and good food more than made up for the theatre being washed out.

Our tickets for the theatre were at the group rate of \$20, instead of \$30 and at the time of the rain out our tickets were put aside and could be used for any of the rest of the performances this season. A smaller group took advantage of this generous offer and went back to Prescott two weeks later and were entertained to a lively and humorous presentation of "As You

Like It". The theatre honoured the \$20 ticket for us and we had a great afternoon .

Something to keep on the calendar for next year perhaps.



Who Says You Can't Take It With You?

From "Car from Japan" Website



Everyone knows the expression, "You can't take it with you when you die." But for one devoted MB owner, that expression may not be exactly true.

There is a sculpture of Mercedes-Benz 240 Diesel at Kinden Park Cemetery in New Jersey. The monument was made to remember the demise of a Mercedes enthusiast who died young. The brother of the dead, David, kept no stone unturned to make sure the monument resembles the actual vehicle and its every detail.

In 1970, it cost \$500,000 to complete work of this monument.



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The Difference of Travel in 1888 and 2018

By Michael Hoegl

In August 1888, Bertha Benz, the wife of Carl Benz, undertook a tremendous journey from Mannheim to Pforzheim, a 106 km trip, where she was born. Returning a few days later, she was able to prove that her husband's invention was here to stay and that the future in travel was the automobile. She was later credited as the first woman to drive.

Not only was this journey adventurous due to non-existence of roads as we know them today, she also had to look after the automobile in case there were malfunctions, and there were.

Her trip happened in secrecy with only her two sons, Eugen and Richard, knowing about the plan to take the car out for a test drive. In the end it was much more.

After the end of the school year the three of them pushed out the vehicle to start their long distance trip. She left a note to Carl, that she had gone to visit her parents with her two sons. That was not uncommon, since this could be easily done by train in these days. Her husband later found out that she did not make this trip like usual, because the car was missing.

Unlike today, there were no gas stations; you had to find a pharmacy to purchase "Ligroin" (petrol). Since the three wheeler had no gas tank and the amount of fuel would last only 45

kilometers, she had to stop several times.

She was able to help herself along with assistance of her sons in case they had a technical issue. A plugged fuel line was unclogged with a hat pin. The wooden block brakes were not sustainable. Bertha had a shoe maker line the brakes with leather patches thereby inventing the brake liner. Cooling the vehicle was a big



problem, since it was done by evaporating water. That meant they had to constantly replenish it, from public houses, streams or just from puddles in the ditch. Tires were not a problem since the wheels were iron rings and only the front one was covered with solid rubber. Bertha even replaced the worn ignition wire insulation with a garter.

Since the car was a single cylinder, 2.5 hp and had only two gears, the car had to be pushed whenever the incline of the hills became too much.

On the downhill side, the brakes were not able to do much to slow it down.

All along her travel she kept her husband updated upon their progress. Once she returned home it must have been her test drive and experience which led to improvements and modifications leading to our enjoyment of the car as it is today. Her long distance travel is also credited with the infrastructure we have today, including road signs and gas stations.

If this journey had occurred not in 1888, but in 2018, the story would read very differently, something like the following:

A mother of two stole her husband's car and left their home unknown to him. She left him a note saying she was leaving. The husband then contacted the police and an amber alert was issued.

The news report reads: "mother kidnapped her two sons and is travelling with husband's car, a three wheeled vehicle, wooden body, no license plate. Last seen at gas station, then at shop to get car fixed for their run from police. The three occupants were seen texting while driving, but nobody knows where they are. Several days later they returned home since the credit cards were maxed out and police closed the case."

What a difference 130 years make. We might be all still riding horses if it were not for a remarkable lady.



Benz Meets Rolls at Montebello

By Hubert Drouin

The Ottawa and Montreal sections have been meeting at the Fairmont Château Montebello, since the year 2000. Its success this year was no exception as sixty-two members, spouses and guests took in the Château's buffet lunch while displaying cars on the expansive front lawn of the hotel.

During the luncheon, Larry Lomas, Ottawa Section President welcomed our new MBCA Regional Director, Drew Webb and his wife Claudia, who drove the six hours from Salem, NH to attend their first Canadian event. We hope to see Drew and Claudia at more Canadian events in the future.



This is one of the major club events of the season and the weather cooperated again this year, with showers holding off until the drive home.

One of the highlights for our motoring enthusiasts this year was Parry Sound's Michael Hoegl and his 1913 W5 Benz recently featured in the MBCA's The Star magazine.

As the event name implies, the gathering is a joint affair between the Ottawa and Montreal Mercedes Sections as well the Laurentian Rolls-Royce Club.



Benz Meets Rolls at Montebello Cont'd

By Hubert Drouin

Other featured cars were a 1949 170S Cabriolet and a 1950 170S Cabriolet, both owned by Dr. Ioan Spiratos and his brother Gabriel from Montreal.



Natalie Wood's 1957 300 SL Benz convertible owned by Richard Petit also from Montreal was another special car on display this year.



In a way of background, meeting at the Château Montebello for the Sunday Brunch started under Past President John Fisher's leadership when he asked Larry and me to organize an event somewhere between Ottawa and Montreal which would involve our two sections. It was

For several years, the focus was on an event with "Best of Show" types of awards handed out. Eventually the lunch and display was changed to Saturdays, a quieter time at the hotel giving us better placement for our cars on the more visible front lawn as well as the use of the central dining room. The award presentations were also eliminated some years ago in favour of our more recent casual approach.



John's idea at the time to invite another car club, notably the

Laurentian Rolls-Royce group who enthusiastically joined our first event on October 2, 2000 and continue to meet with us ever since.

All the club participants greatly enjoyed the event, meeting with one another and taking in some wonderful automotive excellence.





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