



SOONER STAR NEWS

MERCEDES-BENZ CLUB CENTRAL OKLAHOMA

April/May 2017

IN THIS ISSUE

Page 1: President's Message

Page 3: MBOKC New Facility

Page 7: Tech Session

Page 8: She's Mercedes

Page 9: 50 Years of AMG

Page 10: Events Calendar

Page 11: Ponton Restoration



PRESIDENT'S MESSAGE

*"The sun just touched the morning;
The morning, happy thing,
Supposed that he had come to dwell,
And life would be all spring."
Emily Dickinson*



With the recent arrival of spring, the activities of your Section are in full swing. Nineteen Members and guests just returned from Enid to join our host, Member John Bowers for a terrific trip to visit the Enid Boy Scouts annual car show, a rare visit to the John Groendyke automotive museum; a stop at John Bower's collection, including his 1956 300SL Gullwing, 300SL Roadster, his newly restored 1969 280SL and a variety of other beautiful cars; and a final stop of the garage of Richard Crump to see his XKE Jaguar restoration project, his beautiful 1954 XK 120 FHC Jaguar and the recently completed John Bower's 190SL.

The Ladies of MBCA will be holding their kickoff event on Tuesday evening, April 11 at 6:30 pm at Painting with a Twist, 9217 N. Penn in Cassidy Square. Painting with a Twist is a fun art studio where each lady will use acrylic paints on a 16x20 canvas along with step by step instruction will complete a specific painting. No painting experience is needed. Contact Carol Fisher or Lisa Leatherock for more details and registration.

Springtime is ideal for our next Benz at Breakfast on Saturday, April 15 at Nichols Hills Plaza. Look for the designated area where we'll park our Mercedes-Benz cars, get your favorite Starbucks, something to eat and we'll enjoy a very informal time of fellowship. A large group of Mercedes-Benz will attract some attention and folks will stop by to ask us questions about our cars, so it's a great time to promote MBCA.

Not far away is our annual June Picnic in the Park. Mark your calendars for Saturday, June 17. As in the past, the Section will provide all of the food for this event and the pavilion at Hafer Park makes for a great backdrop to display your Mercedes-Benz. A special guest, national president Terry Kiwala, is planning to attend and we will be joined by a number of our Tulsa Section members as well.

Continued on page 3...

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Mercedes-Benz of Oklahoma City, New Edmond Facility

Recently Mr. Todd Bondy, GM; MBOKC, provided us with the Artistic renderings of the new dealership to be built in Edmond.

The new facility should be functional by the summer of 2018. We will keep you updated on the progress.

Editor



President's Message continued...

These and other events are among the numerous events scheduled for this year. More to come on activities upcoming for this year.

Remember to log onto our Facebook page. Not only are interesting and unusual photos of beautiful Mercedes-Benz automobiles posted daily, but also the Facebook page is our online communication vehicle to our members.



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TECHNICAL SESSION @ MERCEDES-BENZ OF OKLAHOMA CITY

SATURDAY, APRIL 8TH, @ 10:00 AM

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Technical Session @ Silver Star Imports

By Bill Nash



On February 11th fifteen members of the Central Oklahoma Section joined Michael Rush for a tour of his shop and to hear his advice on maintenance and repair of our cars. He provided general guidance on how to keep our cars running smoothly, including specific recommendations on use of gas containing ethanol in older Mercedes engines and how to address starting problems in cars with diesel engines during very cold weather. Michael also gave a presentation on how engine braking affects a car's stopping abilities on slippery roadways.

Although Silver Star Imports maintains and repairs Mercedes-Benz models of all ages, classics to the newest high technology models, Michael prefers to work on the older models.

One of the highlights on the shop tour was a chance to inspect a 1966 Citroen 2CV that was in for repairs. It certainly is an interesting and unusual car that is rarely seen in the Oklahoma City area.



She's Mercedes

By Daimler Media & Masood Khan



"Women are the fastest-growing and most influential consumer group in the world," says Kerstin Heiligenstetter, Head of the She's Mercedes initiative, which was launched in September 2015. "Our aim is to respond in a holistic manner to the wishes and needs of women – from sales to communications to services. In the coming years, our aim is to establish Mercedes-Benz as the most attractive premium car brand in the world for women and to significantly increase the proportion of female customers."

Daimler has set itself the goal of raising the proportion of women in management positions to 20 percent by 2020. The percentage has steadily grown in the past years and currently stands at over 15 percent. With Renata Jungo Brüngger and Britta Seeger, Daimler has two women on its Board of Management, corresponding to a female percentage of 25 percent. Diversity management has been firmly anchored in the corporate strategy since 2005 and makes a decisive contribution to the company's

success. Daimler attaches importance to a diverse workforce and harnesses different experiences, perspectives and skills. Active diversity management includes various qualification opportunities, workshops and events especially for women yet also targeted at both genders as well as several mentoring programs.

"She's Mercedes" is an initiative in which Mercedes-Benz has been addressing women in a targeted manner as part of its "Best Customer Experience" strategy since 2015. The aim is to establish the brand with the star as the most attractive premium automotive brand for women and to increase the proportion of female customers by 2020. With the inspiration platform She's Mercedes, Mercedes-Benz is entering into a more intensive dialogue with women and wants to considerably increase the relevance of the brand for this target group. The holistic initiative encompasses exclusive networking events both on existing and on new Mercedes-Benz platforms, a website and online community (www.mercedes.me/she) plus a magazine. In addition to this, Mercedes-Benz aims to use new services and mobility offers to address the specific mobility needs of women.



50 Years of AMG

By Masood Khan



1967, AMG Engine Production and Development, Ltd. Founded by former Mercedes engineers Hans Werner Aufrecht and Erhard Melcher in Burgstall an der Murr, near Stuttgart. The letters "AMG" stand for Aufrecht, Melcher and Großaspach (Aufrecht's birth town).

1976 most of AMG moved to Affalterbach, with the racing-engine development remaining at the old location in Burgstall.

1993, AMG having become a high-profile purveyor of modified Mercedes cars, Daimler-Benz AG and AMG signed a contract of cooperation, allowing AMG to leverage Daimler-Benz's extensive dealer network and leading to commonly developed vehicles (the first one being the Mercedes-Benz C36 AMG, in 1993).

1999 DaimlerChrysler, acquired 51 percent of AMG shares, and AMG was renamed to Mercedes-AMG GmbH.^[4] Racing engine development was divested and continues to exist in Burgstall under the name HWA (Aufrecht's initials).

2005 Aufrecht sold his remaining shares to DaimlerChrysler, and since then Mercedes-AMG GmbH has been a wholly owned subsidiary of Daimler AG.



2017, AMG turns **50**.

Calendar of Events 2017

- April 8th; Board of Directors Meeting
- April 8th; Tech. Session @ MBOKC
- April 18th; Monthly Dinner Meeting @ Bellini's
Ristorante, OKC
- May 6th; Coffee & Cars OKC
- May 6th; C.A.R.S. Club Car Show, McPherson,
KS.
- May 16th; Monthly Dinner Meeting @ El Chico
Quail Springs, OKC
- June 3rd; Coffee & Cars OKC
- June 17th; Members Annual Picnic @ Hafer Park,
Edmond

Sooner Star News April/May 2017

Editor: Masood Khan
Asst. Editor: Bill Nash

Contributing Credits for this issue: Bill Nash, Charles Woods,
Charles Boyd, Masood Khan, and Mercedes-Benz etc.

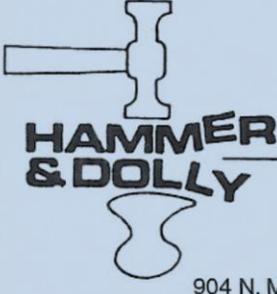
Photography Credits for this issue: Daimler AG, Mercedes-
Benz, MBOKC, Kenny Hoffman, Mike Dippel, Masood Khan,
and Google etc.

Advertising Chair: Greg Morgan, gmorgan41@gmail.com

The Sooner Star News is published bi-monthly by the Central
Oklahoma Section of the Mercedes-Benz Club of America, as a
benefit of MBCA Membership. Subscriptions for non-members
are not available. Rates for advertising are available from the
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Ponton Restoration XVII

By Charles Boyd

In our last report the major task to be done was to fabricate the chrome trim for the side windows. Allow me to now summarize, from the beginning, the complete scenario of this task.

To start with, I sought replacements for the two items, which had evidently been lost by the former owner. I contacted at least six of my parts sources in the United States, only to be told none of these had been available in the last twenty years. Next I contacted parts suppliers in Germany, Britain, Denmark and Italy with the same response from each of them. I then decided I must fabricate them but the big problem was to find material that could be modified to the proper dimensions. I got on the Internet checking each company that offered material I could use. After about two months on the internet, in my spare time, I was about to give up when I contacted a company in Phoenix who told me they had the material in the exact dimensions as rectangular tubing which when it was cut in two lengthwise would be the proper size to build the channels I needed. Up to this time I was anticipating about five hundred dollars each for the two parts and had resigned myself to spend the thousand dollars for these parts. The young lady on the phone from Phoenix told me she would have to sell me an eight foot piece which was three times what I needed. She ask me what length I needed and said she would cut the material to the proper length which would save me money on the freight. I agreed and ask her how much for the material to which she responded "thirty five dollars plus freight." The car restoration gods had smiled on me and sent me an angel from Phoenix.

I received the parts which were perfect and started looking for a shop who could cut one of the pieces in two lengthwise. Once again my searchers were to no avail so I decide I would do the job myself. I installed an abrasive blade on my table saw, made a feed channel that held the part so that it could not kick back and injure me or destroy my table saw. I then outfitted myself with all the safety equipment that I had left over from thirty-eight years in the oil field. With great caution I started cutting and found out it was not as impossible as others had led me to believe. I now had two pieces of straight material that was ready to form to the proper configuration. Next issue I will tell you how this was accomplished. Where there is a will, there is a way.

1938 Mercedes-Benz 170 V Cabriolet A @ Amelia Island 2017 Sotheby's Auction

38 hp, 1,697 cc side-valve inline four-cylinder engine, four-speed manual transmission, independent front suspension with upper and lower transverse leaf springs, independent rear suspension with coil springs, hydraulic shock absorbers and swing axles, and four-wheel hydraulic disc brakes. Wheelbase: 112 ".

This rare example was owned by renowned American artist *Jamie Wyeth* and had been in his collection since 2006. Restored by Magno Restorations of Ward Hill, Massachusetts. A story detailing the restoration was featured in the May/June 1997 issue of MBCA's *The Star* magazine. Sold for \$110,000.



Mercedes-Benz Club of America
Central Oklahoma Section
P. O. Box 1518, Edmond, OK 73083-1518
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