



**TULSA STAR NEWS**  
**MARCH-APRIL 2025**



Ah, Springtime in Oklahoma. Things are changing. It's time for warmer temperatures. Growing and mowing season begins. The Super Bowl game is over and Spring break is just around the corner. These are changes you can count on happening.

There is another thing that you can count on .... your fellow Chapter members and friends at the Eastern Oklahoma Chapter of the Mercedes-Benz Club. All of us are members of an incredible team. We are a camaraderie of Mercedes-Benz enthusiasts who share a common passion for the Mercedes-Benz experience; and we want you to join us. Quite possibly you may know some people who are Mercedes-Benz owners, but not a member of the MBCA. Why not ask them to join our club? Or as a member, maybe you would like to assist with event planning within our Club. Would you like to help with our 20<sup>th</sup> Anniversary (October) celebration or assist with Christmas committee planning details?

Recently, accompanying the 1<sup>st</sup> issue of the 2025 Star magazine, you received an MBCA membership card. Me too. I'm a member, you're a member. Together lets enjoy the Club drives, dining and other wonderful experiences with your friends here. It's fun! For instance, we have a great drive scheduled for Saturday, March 8<sup>th</sup> planned by our MBCA board member Ron Kise. We are headed to Krebs, Oklahoma to Pete's Place Italian food and for "Pete's sake", we would like everyone to join us on this drive. Drive details, along with other future attractions are mentioned inside our newsletter. Incidentally, Ron is our highlighted member profile for this March/April issue.

On a personal note, I would like to regress to my younger days when I was taking primary flight training from an old Naval instructor. I asked this old-timer (he was probably all of 50 years old) which days were the best days to fly. Without taking his cigarette from his mouth, he replied "every day is a good day to fly". Well, I think we can apply the same to our MBCA Club: everyday is a good day to be a member of the Eastern Oklahoma Chapter; however, I don't smoke.

Thanks to you all! Drive safe.

## Nathan

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## Eastern Oklahoma Chapter

### Calendar of Events

#### MARCH

Thursday March 8	Drive to Krebs OK Lunch at Pete's Place Italian Restaurant Afternoon take in other sites in McAlester area	depart JCI	10:00am 11:30am
Thursday, March 20	March Gathering Charleston's, 71 St & Yale Avenue, Tulsa OK		6:00pm

#### APRIL

Saturday April 12	Drive to Ponca City Lunch at Danny's BBQ Headquarters Tour Marlon Mansion	depart JCI	9:30am 11:30am 1:00pm
Thursday, April 17	April Gathering Uncle Julio's Mexican Cantina, 71'st Street & 169 Tulsa		6:00pm
Friday, April 25	Help with Eastern Oklahoma State Spelling Bee Muskogee Convention Center details to follow		4:00pm



*April showers bring May flowers*



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## January BBQ drive a sweet and savory success

Twenty-Two MBCA members and guests took the one hour drive on Friday January 24, 2025 to the famous Dink's World Famous Pit BBQ in Bartlesville OK. Twelve cars made the journey from Jackie Cooper Mercedes Benz on a sunny January morning and were not disappointed.

Established in 1982, Dink's began with the help of a long-time Texas Barbeque pioneer. He helped build the original pit...still standing and still in use. His techniques of slow cooking over a hickory fire are patiently followed today. The restaurant has been in the family since the beginning.

Members were able to order the best brisket, pork, chicken, and sausage with lots of side dishes to complement the meal. I can't think of a better way to get out of the house on a January morning and take a drive with some of my good friends.



**22 members and guests could not wait for a delicious BBQ lunch**

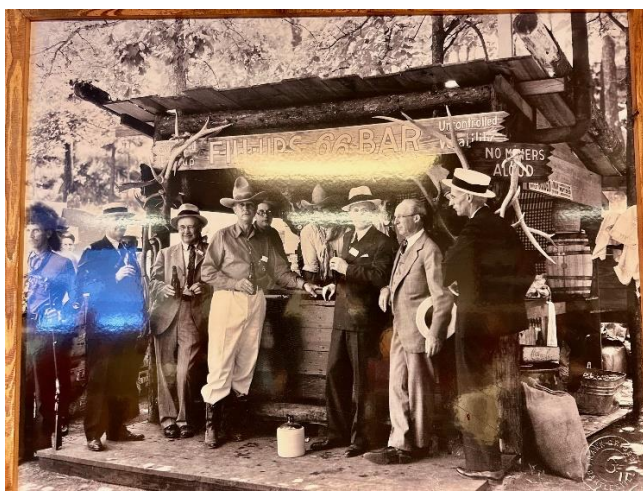




12 Mercedes Benz made the journey







**Images of the Cowboys and Outlaws adorn the walls of Dink's**



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## Before Driving Your Vintage Car, Check These 6 Things

Kyle Smith



Getting out on the road and enjoying our vintage cars is the majority of the reason most of us own them. Driving is what it's all about, but driving safely is always the best plan. Many vintage cars now have spent time with owners who may not have been born when their car was built; if you find yourself in that camp, you may still be learning the day-to-day and year-to-year upkeep of your vehicle. Let's take a look at a few checks and pre-drive rituals that will keep you and your old car happy for many miles to come.

Most owners and drivers of aging cars are diligent about inspecting them, but usually only once—when they buy the vehicle. After the purchase, most slip into the assumption that “it was fine when I parked it,” which can lull you into thinking everything is—and will remain—fine. Oftentimes everything is fine, but when a critical component or system isn't, you can put more just yourself at risk. That's worst-case scenario, of course; at a minimum, making a habit of regular quick inspections can save a lot of frustration and towing charges.

### **Tires: Pressure and Condition**

[Tires](#) are the only actual items that connect your multi-thousand-pound car to the road. We rely on those round rubber rings to not only grip the road surface but also to support the car. Having incorrect air pressure in the tires can produce unexpected changes in handling, cause a tire to build up heat and cause a blowout, or wear parts of the tire that aren't designed to come in contact with the road.

Even a quick look while walking around the car is better than nothing, but make sure to check the pressure with [a trusty gauge](#) and look closer at the condition of the tread and sidewall. If you find an issue, that weekend drive you planned might get ruined, but that's a whole lot better than finding the problem while going 55 mph and ruining a whole lot more.

### **Oil: Leaks, Level, and Condition**

Engines live and die by the lubricants and other fluids contained within the block and heads. Just having enough oil and coolant will keep an engine alive far longer than some might think. Having clean and properly spec'd fluids will make a car run even longer and even better.



Taking a minute to pop the hood and pull the dipstick to confirm your car's engine has the proper amount of oil is the bare minimum. Have a clean rag handy to wipe the dipstick clean and quickly inspect the oil for debris and color. A light amber is ideal, but tired engines can put a lot of combustion byproducts into oil relatively quickly, and those will turn oil darker. While you are thinking about fluids, take a peek under the car to confirm the oil leaks you might have did not get worse.

### **Steering: Is There Play?**

A lot of people will say that old cars just have loose steering, but those people are only partially right. [Vintage steering systems](#) can feel less direct than modern designs but they should still be snug. Motion at the wheels should translate to motion at the front tires. After sliding into the driver's seat, take a moment to observe the steering before starting the engine. This will help get an honest feel without the assistance of a power-steering pump, if your car is so equipped.

### **Lights**

"How could anyone not notice a car as cool as mine?" We've all thought this while driving down the road, surrounded by homogeneous modern crossovers. The reality is a lot of drivers don't care about vintage cars, and they have grown to expect vehicles to show daytime running lights, which vintage cars rarely have. An older vehicle can sneak up on many a modern driver, especially at dusk or in the early morning—you know, the best driving times.

That's why it's a good idea to do a quick walkaround or mirror check of the lights on all four corners of your car. Do your turn signals work? Has a bulb burned out? I like to turn on the lights of my Corvair before I open the garage door to see whether the headlights and turn signals work. I'll also check the taillights—brake and running lights—in the rearview mirror, to see if they light up the back wall of the garage easily.

### **Brakes**

Brakes, especially drum brakes, are notoriously difficult to inspect without some disassembly. One way I like to evaluate them is the hard/harder test. Before starting the engine, I push on the brake pedal with the force of a regular stop, such as I'd use when approaching a four-way stop, and hold that pressure for a moment to confirm the pedal does not sink further. After a short hold I then press harder, to mimic a panic stop, and again hold for a moment to ensure the system holds the pressure firm. I then release the pedal and ensure it returns to its correct position quickly and smoothly.

This works for both mechanical and hydraulic systems. Combine this simple test with a visual inspection of brake fluid level and condition, and you'll have that much more peace of mind.

### **Throttle: Does It Stick?**

The throttle is really fun to push, but more important than anything is the throttle's return. Stuck throttles lead to bad situations. Before starting the engine, give the throttle a bump from fully closed to wide open and make sure it snaps shut quickly and without any binding. Many vintage cars use mechanical linkages or cables that can corrode or get grime in them which can slowly build up and cause problems. Best to catch such a problem while still in the garage or driveway.





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## Member Profile: Ron Kise



### Early Days:

I was born in Redwood Falls Minnesota in December 1946, becoming the third child in our family. Redwood Falls is a small farming town of just over 5000 people in southwestern Minnesota where my parents grew up and went through high school together.

Our family moved to Oklahoma City in 1947, as my dad was a Geologist by profession, graduating from the University of Tulsa in 1941. My mom was a teacher graduating from the University of Minnesota in 1941, but with three young kids, (1 older sister Carla and my older brother Roger) all under 5 she was a professional Mom. Ten years later (1957) my younger sister Sara was born. Now our family had two girls and two boys.

My interest in cars did not get fired up till a Dentist in our Lutheran church showed up one day at our fast pitch baseball game in a 1962 Mercedes Benz 190SL-the most beautiful car I had ever seen.

Our family moved to Houston in August 1964, one week prior to my senior year at Northwest Classen high school. I ended up graduating from Lamar High School located in the Riverside area of west Houston in 1965.

I went my first year of college to Sam Houston State University located in Huntsville Texas. I transferred to Oklahoma State University my sophomore year and received my diploma in June of 1970.

Along with my degree, I received my Commission as a Second Lieutenant in the United States Army with my branch being Air Defense. With the Viet Nam war winding down in late 1970, I was fortunate that the Army only asked that I go through my Office Air Defense training at Fort Bliss in El Paso, Texas. After my Fort Bliss training, I was assigned to the Army Reserve unit located in Stillwater Oklahoma- a place I was very fond of. I received my Honorable discharge as a Captain in the US Army Reserve in 1985.

### Business Career:

My business career was from start to finish with the J.C. Penny Company, starting in 1970 and ending with retirement on December 31, 2012. I started as a Management Trainee and worked through all phases of store management such as: Sales Manager, Senior Sales Manager, Personnel Manager & General Merchandise



Manager (while working in Little Rock AR, I was fortunate to meet and work with fellow Eastern Oklahoma MBCA members David and Donna Spencer) and Operations Manager in Fort Worth Texas.

My next 5+ years were as the Regional Systems Manager located in Dallas Texas from early 1982 until receiving my first Store Manager position in October 1987 in Odessa Texas. My next Store Manager position was in Oklahoma City in Sheppard Mall (where I started with JC Penney) from May 1990 through April 1996. My last Store Manager position was at the Promenade Mall in Tulsa from May of 1996 through December 2012.

I can claim three major successes: my two children Jason born in Oklahoma City in 1971 and Jacquelyn born in Fort Worth in 1984 and meeting/known and marrying my wife Wendy Ellen for 30+ years.

Listed below are a few of the cars I have been lucky to have owned and driven:

63 Ford Fairlane                      64 Alfa Romeo Spider                      71 Buick Riviera (boat tail)

70 Alpha Romeo GTV 2000 coupe    74 Alpha Romeo Berlinetta Sedan

79 Alpha Romeo Alfetta sedan    Porsche 924    Porsche 944    1982 Porsche 228

1983 Porsche 928S (S/O)    79 Mercedes Benz 300SD    88 Mercedes Benz 300SEL

95 Mercedes Benz S500 Coupe (S/O with 280,000 miles)

02 Mercedes Benz SL500 Silver Arrow (S/O with 29,000 miles)

08 Mercedes Benz CL63 AMG S/O with 80,000 miles)



**83 Porsche 928S**



**02 SL500 Silver Arrow**



**08 CL63 AMG**



**95 S500 Coupe**



## Sweating the Details: 10 Car-Cleaning Mistakes to Avoid

Matt Fink

01 April 2023

No fooling around, April means National Car Care Month! Whether you're a seasoned pro, or someone like me who has committed many of the below errors, it's easy to overlook best practices when washing and detailing your car. Now that spring is upon us and great driving weather is ahead, I'll bet you want your car looking and feeling its best. Here are 10 common car cleaning mistakes to avoid as you take your beloved machine out of hibernation.

### **Don't: Leave wax on for too long (or wipe it off too soon!)**

How long you should leave wax on a car before you wipe it off? It's 1-2 minutes... if it's [Ammo Skin Defense](#). If you are using [Griot's Garage Ceramic 3-In-1 Wax](#), you shouldn't let any water touch it or apply a 2nd coat until it cures for 12-24 hours after wiping off. Then there's [Chemical Guys Butter Wet Wax](#), which should be wiped off immediately.

There's no hard and fast rule here. Each wax is different, so the move here is to **follow the instructions** to get optimal results. Some need to dry to a haze. Others will leave streaks if you don't wipe them off immediately. Just keep in mind that with *any* wax, if you leave it on the longer than directed, expect to leave streaks.

### **Don't: Go overboard with the product**

Whether it is wax or interior protectant, less is best!



Especially when it comes to paint protection, using too much wax offers no additional benefit and just makes removing it that much more difficult. That also applies to mixing a concentrate product, so don't go too strong. Using too strong of a [window cleaner](#), for instance, leads to more visible streaks.

### **Don't: Leave bugs or bird dropping on your paint**

Maybe it's revenge, but bugs can damage the paint long after they hit the car. The little splattered insects stuck on your bumper can contain acidic substances. As insect remains decompose, they produce enzymes intended to break down the carcass. These enzymes also break down automotive clear coat and, eventually, paint. It can result in permanent etching. They're also gross.

Bird droppings, too, are both gross and acidic enough to penetrate your clear coat and leaving a lasting stain.

The fix here is easy: Grab a spray detailer and wipe off bugs and bird poop when you see it on your car. Don't wait!

### **Don't: Wash the wheels last**

It may seem counterintuitive, but I'm a believer in washing your wheels/tires/wheel wells *first*. Once that's done, start at the top of the car and work your way down.

If you wait to do the wheels as the final step, all the caked-on brake dust and dirt you are spraying away from wheels/tires can get on the nice clean paint that you just finished. Am I the only one who doesn't like to repeat my work?

On that note, it's best to use a separate wash mitt or brush when you do the wheels/tires/wheel wells first. You do not want to soil a mitt or microfiber and then apply it directly to the body.

### **Don't: Use one towel for all tasks**

Today is the day! Get your car cleaning towels organized!

Color coding can help a lot here. Towels used for cleaning windows should be all one color, so they are never mistakenly used for anything else. Interior protectant towels, a different color. Towels, you wipe the paint with? That's right, a third color.

Using a towel that previously had Armor All on it to clean a window will lead to streaks (even if it's been washed). A towel that applied leather protectant one week can't be expected to do perform a clean final wipe down on paint the next week.

### **Don't: Forget to clean the tires before dressing**

Think about it: Before a big night out, most people shower before getting dressed. You need to clean or degrease tires *before* applying tire shine. Otherwise the dressing can't absorb into the tire as well, causing it to fling off the next time you drive—potentially onto your paint.

### **Don't: Damage your infotainment screen**

Is there a new car on the market that *doesn't* come with a big infotainment screen dominating the dash?

These screens can be very vulnerable to damage. They tend to pick up fingerprints, smudges, and germs, and it can be tempting to reach for a Lysol wipe to clean them off. **Don't do it!** Household cleaners like wipes or Windex can damage your infotainment screen; many screens come with an antireflective coating from the factory that will be destroyed by these products.

Scratches are also common, especially if you use a plastic vacuum attachment to run over the screen. (Soft attachments made for dashes and screens, however, do exist.) A clean microfiber cloth

is the best when it comes to cleaning your screens, along with a little automotive window cleaner added if needed. If even that seems risky, you can always dilute the cleaner with a bit of water.

### **Don't: Add fabric softener to your cleaning towels**

Pretty self-explanatory here. Any dryer sheets or fabric softener added to the wash with your towels makes them smell like rainbows, but causes them to leave streaks on paint and windows the next time they are used. Now you know.

### **Don't: Use a Magic Eraser to clean your car**

Magic Erasers are great at removing dirt and grime from surfaces. But they should stay **far away** from most parts of your car.

Made from melamine foam, a type of abrasive material, a Magic Eraser removes not only dirt but also some of the protective coatings on your car's surfaces. Vulnerable finishes like wax or even the clear coat on the paint are at risk with a Magic Eraser—even the tint on your windows. There is a drying effect to this product, as well, which can strip away the natural oils from your car's paint, interior plastics, and leather seats, leaving them looking dull.

I'm sure there are some safe areas they can be used, but in general I keep them away from my car.

### **Don't: Wash your car with dish soap**

This is the most common mistake I see people make. Dish soap is engineered specifically to break down and remove grease, so it will strip any wax or paint sealant from surfaces on your car. Although it gets the car "clean", dish soap will cause more harm than good and can even dull paint.

Dedicated car cleaning soap, for example is designed to be effective and safe on automotive finishes. Plus, it's really affordable! Using products that aren't designed for cars can do damage and end up costing you significantly more in time and money.



Jacob Griffel

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