



Newsletter of
Texas Hill Country Section
 Of the Mercedes-Benz Club of America

Proudly Serving South and West Texas



**August 2013
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President's Message

By Bob Holbrook

August. Two words come to mind in describing August in south Texas - - hot and dry. After a beautiful and wet springtime we are beginning to experience the heat and drought that is common in the summer. The forecast for the first week of August ranges from a low of 97 to a high of 101 for the daytime temperatures. The remainder of August will likely remain in the upper 90s or above.

During these conditions take extra care to protect yourselves and your families from the heat - drink fluids, stay inside or in the shade, wear light clothing, and monitor each other for heat exhaustion. The same precautions apply to your vehicles – check the coolant levels (wait until the radiator has cooled before opening the cap), check oil levels in the engine, make certain the water pump is operating properly and all drive belts are tight, and ensure your air conditioner is fully charged. If any problems are found take your vehicle to a dealership or a qualified maintenance shop for repairs. With proper maintenance and care your Mercedes will provide hundreds of thousands of miles of good service.

According to our Section bylaws and the National MBCA Bylaws, we must hold elections every two years to choose a new Board of Directors. In this newsletter we are listing the candidates who have agreed to run for the Board of Directors of the Texas Hill Country Section. All members of our Section may also nominate other candidates for the Board.

Additional nominations should be sent to Kathie Steele, Section Secretary, no later than Friday, August 30th. In early September, members will be notified of the full roster of Board candidates and the procedure to vote.

The seven candidates receiving the greatest number of votes will be elected as the Board of Directors. During the October Board meeting, the new Board will select the new Officers from the newly elected Board members.

Enjoy the summer and stay cool.



Barber Museum, Birmingham Alabama

New Members

Tori Bowman
David Dix
Bill Ghedi
Blanca Gonzales
Juli Henderson
David Ortiz
Margaret Ruiz
Antonio San Martin, MD
Eric Werner

**Willkommen
And
Thank you!**

Member Renewals

Robert Banks
Edward Beasley
Eugene Brandon
Charles Cleaver
James Cline
Helene Deperalta
Robert Dorsey
Charles Dove
John Felinski
Geoffrey Gerland
Ejaz Haroon
Obi Isiguzo
Gary Joiner
Alice Josey

James McCannon
Elinor McCarty
Donald Miller
Ingeborg Pickard
Robert Rajewski
Keith Steele
Howard Troup
James Williams

Thank you for your support in helping make the Texas Hill Country Section one of the best in MBCA! Your yearly membership dues help to support our section financially.

If you have provided us with an email address, thank you! If not, **PLEASE** send your email address to dieselbenz@wildblue.net. Your email address is used strictly to communicate club business and events and never shared with respect for your privacy. Providing an email address simply allows you to receive information in a timely manner rather than on a quarterly basis. It also is more cost effective.

Thank you for your support and telling others of the many benefits of membership!

Mercedes-Benz Club of America Texas Hill Country Section South Central Region Officers and Regional Director

South Central Regional Director
Gene Jurick/gjurick@tx.rr.com

President Robert (Bob) Holbrook
210-630-7495(c)/holbrook.rob@sbglobal.net

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512-497-9012(c)/dieselbenz@wildblue.net

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Newsletter Editor Kathie Steele
512-497-9012/dieselbenz@wildblue.net



Can you help?

Our quarterly newsletter is copied and mailed to members without email. We are looking for someone who will assist with these quarterly mailings. The newsletter is issued during the months of February, May, August and November.

Please contact Kathie Steele at dieselbenz@wildblue.net if you would like more information or to help with this task.

Club Member Benefits

Member Forums - Here, you'll find members en masse who can talk, guide, answer or listen to your Mercedes-Benz related questions and comments. There are forum topics such as Women on Wheels (WOW), Youngbucks for younger Mercedes enthusiasts, Interest Groups and Technical topics. And don't forget the Forums for Mercedes-Benz Models and Chassis. Mercedes forums include every model made by Mercedes from A class to GLK, the Sprinter, Smart Car, Adenauer, Gullwing, vintage and collectibles.

Tech Talk - This is where the MBCA technical director is available to assist members with their technical questions. Tech Talk is furnished with hard-to-find technical manuals and bulletins from Mercedes-Benz USA (MBUSA).

Click on the **Tech Talk** tab at the top of the home page to read Technical articles submitted by club members and questions answered by specialists such as George Murphy, Pierre Hedary and Jonathan Hodgman.

Identity Patrol ID Theft Protection Plan - As an MBCA Member, you can protect your good name with an Identity Patrol plan. Benefits include personal ID theft risk scores, ID monitoring, comprehensive restoration and a \$1 million ID theft insurance policy.

Dealer Discounts on Parts, Service & Accessories at Participating Mercedes-Benz Dealers - The presentation of your membership card may entitle you to 5%, 10% or (up to) 20% off parts, service and accessories from U.S. and Canadian Mercedes-Benz dealers. Call your local Mercedes-Benz dealer in advance to confirm their participation in the Mercedes-Benz Club of America dealer discount program. You must present your MBCA membership card before having service performed or paying for parts.

The MBCA website abounds with information - Sign on to the MBCA website (www.mbca.org) to update your member profile with an email address or phone number. You may use your member ID listed on your membership card as your password. Remember – you may change your password at any time.

Associate Member Benefits - Your membership also includes a FREE associate member for one adult living in your household. An Associate member has all the benefits as the primary member, will receive their own membership card, and may participate in any local, regional, or national MBCA event.

✓ To view all member benefits, go to www.mbca.org, click on the tab “Membership”.



Pop Quiz:

How well do you know the Mercedes brand and its history?

See how well you do. Take the test, if you dare.



After World War II, Mercedes-Benz was ready to get back to making cars and by the early 1950's ready to get back into motorsports racing. Management first considered entering a Grand Prix race, but decided rather to enter *and win* the 24 hours of Le Mans at the Mille Miglia in Italy.

What prototype sports car was built to debut for the race?

How Members First Hear About MBCA

- 1) Mercedes-Benz Dealership
- 2) Another Member
- 3) Online Search
- 4) www.mbca.org
- 5) The Star Magazine



May Member Meeting and Dinner

Thursday evening, May 9, 2013, members met at the Scenic Loop Café in San Antonio, Texas for a dinner meeting.

The restaurant prepared a private dining area where members could talk and meet new members. We decided to meet indoors rather than the usual meet & greet outdoors since there was a chance of rain.

We placed our drink orders then President Bob Holbrook began the meeting. Bob thanked everyone for coming and for the support of membership. He announced the upcoming MBCA drawing for June and reminded members to purchase their ticket to be in the drawing. Bob also noted that he had just received the revised membership applications from the business office and stated we would be replacing them at various locations as soon as possible.

Secretary Kathie Steele thanked members for their referrals to the club and as a result our section membership has grown 38% over the last year. She also reminded members holding any old applications to destroy them and new ones will be available at the next event.

Kathie discussed the next event; a driving event scheduled for Sunday, June 2nd. She gave a brief outline then asked member Dick Fitch (tour leader) to describe the event.

Finally, it was time to order dinner. The Scenic Loop Café is centrally located and is a comfortable and scenic location. The wait staff is pleasant and knowledgeable about the menu. After dinner, we walked outside to check out Gary & Shirley Joiner's RV based on the Sprinter chassis. Shirley opened the side door and gave us a quick tour. The RV operates with a Mercedes diesel engine. We also looked at Ruben and Helen Torres' silver SL which they had recently purchased, and the ML's and GLK before saying good night.

We had a great turnout and hope to see you again!





Sunday Afternoon Drive

On June 2, 2013, members of the Texas Hill Country Section embarked on a drive through the Hill Country.

We began the event in Kerrville where members met and viewed the great selection of SL, SLK, E, ML and GLK classes in attendance before we departed. Each driver received a printed route itinerary and we were given a last minute update before Dick and Diane Fitch led all thirteen vehicles on the drive.

The country roads were filled with deep hills and were, at times, heavily curved before leveling out. We drove through the town of Comfort then approached Interstate 10 where we turned onto the frontage road. We continued on passing roadside wildflowers until we saw another sign which directed us to the town of Waring.

Members stayed in caravan formation as each Mercedes parked in front of the Waring General Store where a photo was taken in front of the old gas pumps. The story of the Waring General Store began in 1952 when Edith and Joe Strange purchased a small grocery store on Bandera Road. At the time, this was the last store between San Antonio and Bandera, Texas; it was also one of only a few stores open after dark.

We took a break for about thirty minutes to meet the owner, grab a drink, and then received further driving instructions.

We left Waring and continued for about six miles until we arrived in the town of Welfare. Our location for dinner was Po Po Restaurant in Welfare. The structure was first built as a dance hall in 1929. It was later renamed Po-Po Café. The name is generally accepted as coming from Popocatepetl, the great Mexican volcano. At some point, an owner began hanging decorative plates in the large dining rooms. Today, approximately 2,100 plates are on display.

We enjoyed a leisurely dinner, met some new members, made new friends, and had a great time!





Hot Event – Cool Cars!

Our July event began at the Saturday Morning Cruise-In at the Rim Shopping Center in San Antonio. This new monthly gathering of car enthusiasts included classics, muscle, hot rods, tuners, late models, exotics, customs, and imports. The gathering is held monthly.

We had twenty members and nine vehicles showing GLK, ML, E, and SL classes parked with other brands in front of Lowe's. Visitors walked around to check out the all the brands and to talk with the owners. We met some non-club Mercedes-Benz owners, chatted with them about their cars, and told them about the Club. Mid-morning, we left to drive a few miles down the Interstate to the town of Boerne, Texas.

Our first stop was the Boerne Wine Company located on Main Street where Bob Holbrook had arranged for us to visit. Jean Yves Ferrer of the Boerne Wine Company welcomed us and offered private parking for our vehicles on the grassy lawn next to their store. We took advantage of his offer and snapped a few group photos before walking into the store. We tried to get Alex in the group photo, but no go.

The Boerne Wine Company is a comfortable setting in true Hill Country design using limestone inside and out. We were greeted by employees as they assisted us in purchasing a wine card which we could then use to pay for wine samples. We enjoyed our visit and many members purchased wine before we departed for lunch.

At noon, we walked a block down the street to lunch at the Cypress Grill. We had a private seating area where the conversations were non-stop. We raffled prizes and the winners were the Coburns, Bowman's, and DePeralta's.

We thank all members who ventured out on such a hot Texas day to join us. We appreciate your membership, your friendship, your Mercedes-Benz, and hope to see you at another Texas Hill Country event.





For Upcoming events...

Find our event information at:

- www.mbca.org
- Facebook
- Section Newsletters
- Email Notification

As a member of MBCA, the Circuit of the Americas is pleased to offer you the opportunity to purchase exclusive car corral tickets for the upcoming **American Le Mans** race in Austin, Texas. Special passes will be priced at \$139. The package **includes** reserved grandstand seating, special club parking, lanyard and ticket holder, a group photo, private pit walk, and a select number of hot laps.



Race Weekend: Friday – Sunday, September 20-22, 2013. Call (512)536-1473 to purchase tickets or click on this link to order:

https://oss.ticketmaster.com/aps/cota/EN/link/promotion/home/4620305c570b2d368f8c4ee_d7e1301889c87ef79. You must use the “BENZ” as your password when ordering your ticket. For more information about the race weekend, view www.circuitoftheamericas.com.

Additional details from COTA will be forthcoming as soon as we receive them.



Our September event is in the planning stage. We'll keep you posted as plans are confirmed. In the meantime, keep the date of Saturday, September 28, 2013 open!

Save the Date: Saturday, September 28, 2013.

Our **Oktoberfest** celebration will be again hosted by Section President Bob Holbrook and his wife Ana, at their home.

Date: Saturday, October 26, 2013

Time: Noon – 5:00 PM

Location: 8986 Cross Mountain Trail, San Antonio, TX, 78255.

Bring your Mercedes to display in our car show. This year, we will separate category for SL and SLK's models before we vote 1st, 2nd, and 3rd place awards and an overall People's Choice award. We encourage all owners to talk about their vehicles, display vehicle data, and any photos.

The club section will purchase the brats, hot dogs, beer, wine, soft drinks, condiments, chips, and streusel for dessert. We welcome members who wish to bring a side dish. Interested in volunteering? Contact dieselbenz@wildblue.net.



We will visit **Gruene, Texas** for an afternoon of free dancing on Saturday, November 16, 2013. Member Trina Major will welcome you at noon at the historic Gruene Hall.

Purchase your lunch at one of three neighboring restaurants then join Trina to eat and dance. Look for details to come soon.



Save the date for our **December holiday** meeting and dinner.

Date: Thursday evening, December 12, 2013

Time: 6:00 PM – 8:30 PM

Location: Hofbrau Beer Garden Restaurant at the Rim Shopping Center in San Antonio.

Texas Section Calendar of Events

(Events Reported as of 8/1)

North Texas:

August 10 – Mystery Dinner Theatre (tentative)

September 14 – DIY at MB of Plano

October 25-27 – Eureka Springs Drive

Fort Worth:

August 24 – Technical Event

September 21 – Cowtown Cruisin' for a Cure car show

October 5 – Track Day, Cresson TX

Lone Star:

August 17 – Riverboat Cruise on Lady Bird Lake.

Always check the section's website at www.mbc.org for the most complete event information. All dates are subject to change.

Section Webmaster needed

- ✓ No Experience necessary
- ✓ Upcoming events and event reports posted monthly
- ✓ Occasional photo updates
- ✓ IT Support from the MBCA business office via phone or email
- ✓ Learning Tools (videos and PDF's) are available for every action.

Check out www.texashillcountry.mbc.org to view our website. Set up in 2012, the site is update monthly.

Thank you, David Senseman, for being our Webmaster over the last year.

Contact Kathie Steele at dieselbenz@wildblue.net for details or to volunteer.

Newsletter Quiz Answer:

After deciding to enter and win the 24 Hours of Le Mans, in March 1952 the company unveiled the prototype sports car built to do that, the 300SL Coupe (W 194).

The 300SL made its competition debut at the 1952 Mille Miglia, the epic 1,000-mile open road race that ran the length of Italy. The car featured here was the first of the 2nd group of type 194 cars constructed and completed in late spring of 1952 for use at the 24 Hours of Le Mans.

This first 300SL was built around a tubular space frame chassis and was powered by a version of the 3.0-liter, SOHC straight six. The 175-horsepower high-compression engine was tilted 45 degrees toward the passenger side to lower the cowl and hood, the suspension was independent both front and rear, and the aerodynamically efficient skin was made of aluminum. The engine and transmission were rather heavy, so weight had to be saved on the chassis and body. A tubular frame was designed, clad in aluminum bodywork with upward opening doors necessitated by the wide frame cross-section.

Based on the success of this racer, Daimler-Benz was convinced by U.S. importer, Max Hoffman, to produce a road-going version of this race car, the iconic 1954-57 300SL 'Gullwing' Coupe.

The "300" in its name referred to its three litre engine displacement, and "SL" stood for "Sport Leicht" (Sport Light). Source: edmunds.com, Wikipedia.org, Conceptcarz.com



The MBCA Club Store: Section Name Badge

Create a unique name badge! Choose from three different styles such as magnetic, safety pin, or tie tack. Choose from three different colors: Blue, Gold, or Silver.

- ✓ Generally the top line is name, second line is Section name.
- ✓ Add the City in which you live, year and model of your Mercedes, or the year you joined.

Order your section name badge by calling the MBCA national business office at 800-637-2360. To order online at www.mbc.org, click on the *Club Store* tab, then on *Membership and Office Items* and scroll down to *Name Badge*.





HOW OLD?

By Dick Fitch

Six months or so ago, I bought a pristine 1982 380 SL that had been stored for at least seven years; likely longer. It had 65,000 miles on it when I bought it. It now has 66,000.

My wife, Diane, recently decided we needed a few days away and booked a condo on the River Walk in San Antonio. I decided I would stay only one night. Our granddaughter, Ashley, was coming in from Houston so she and Diane could spend the second night together.

We took separate cars. I took the '82 roadster. Much easier to park in those tight garages than my larger car. On the way back to Kerrville, I hit 80 mph a few times, although I drove the speed limit or slightly less most of the way.

Once, when I saw I was going 80 mph, I wondered about the Michelin tires that came with the car. I was so pleased with how new they looked when I got the car but I began to wonder about how old they were.

When I got home, I pulled into the tire shop where I have bought scores of tires.

"May I help you sir?" the attendant asked.

"I bought this old car a few months back," I said, "and the tires look new. But, since I don't know the total history of the car, would you check the code and tell me how old the tires are?"

"Sure," he responded as he knelt to read the code.

"Fifteen years old, sir," he said.

The 380 SL is sporting a new set of Michelin's.



Editor's Note: Check out the photo above with new wheels, tires, and fender trim.

2000 CLK for Sale

- ✓ Silver with black leather interior
- ✓ The service history shows up to date maintenance with most services done at M-B of San Antonio and Boerne
- ✓ 82,000 miles
- ✓ Interior and exterior in superior condition, always garaged. No door dings
- ✓ Asking \$7000

Contact Member Bill Rasco for additional information at 210-860-3400.



Board of Directors Election to be held in September

By Keith Steele

In accordance with our bylaws the Texas Hill Country Section of the Mercedes Benz Club of America will be holding an election in September 2013 for our Board of Directors. There will be seven Board of Director positions to be filled. The Directors serve for a term of two years.

After the September 2013 election, the newly elected Board of Directors will meet in October 2013 to elect the section Officers (President, Vice-president, Secretary, and Treasurer) from among the ranks of the Board of Directors. The two year term of the Officers will begin on November 1, 2013.

The current Officers/Board of Directors has nominated the following members for the upcoming election:

Bob Holbrook
Joe Borrero
Kathie Steele
Marcelo Gamez
Keith Steele
Dick Fitch
Joe Aaron

Further nominations may be made by a member in good standing to Secretary Kathie Steele (dieselbenz@wildblue.net) no later than August 30, 2013.

Kathie and I are working with the National Business Office of MBCA to develop an electronic ballot which will be accessible through the section website. Our plan is to send out an email in early September with a link and instructions for voting. According to our bylaws, one vote per membership number will be allowed and all votes must be received by September 30, 2013.

For those members who do not have an email address on file, we will mail out a paper ballot. If we are unable to develop an electronic ballot we will mail out paper ballots. If you have questions regarding the elections please email Keith Steele at keiths@wildblue.net.



2013 MBCA National Election Update

Election material and a ballot for this year's national election will be mailed to all active MBCA Members on or about September 2, 2013. Your participation in our election process is important.

If you have recently moved, please make sure the business office has your correct mailing address. Your address and other pertinent information may be changed in your *Personal Profile* at www.mbc.org or you may call the business office at 800-637-2360.

Completed ballots must be received by Tuesday, October 15, 2013 to be counted.

StarTech 2013



Since the Mercedes-Benz U.S. International (MBUSI) factory was closed over the weekend, StarTech events began with visits Saturday to the US Space Center in Huntsville and Sunday to Classic Car Motoring and the Barber Motor Speedway.

Early Saturday, members drove to Huntsville, enjoyed lunch at the Marriott Hotel then picked up our registration packets (photo top left). Inside the center, at the base of the vertical Saturn V rocket, we gathered to listen to a discussion of the rocket program. This location is where Werner Von Braun and his team of German scientists developed the rockets used in the U.S. space program.

Sunday morning, we drove to the Classic Car Motoring (CCM), the only Mercedes-Benz approved collision repair facility in Alabama with extensive training to meet Mercedes-Benz standards. The business was founded by Jeff Baggett in 1978 and is still owned and operated by the Baggett family. Large tables filled the CCM building as we enjoyed a BBQ lunch sponsored by CCM.

Members then split up into groups to watch and listen as a CCM employee described each restoration process: the paint process using German-made BASF paint, products used to repair a fender dent, the process to reduce oxidation from headlights, body work on a back fender, and welding.



CCM Paint Tech



CCM Fender Repair



CCM Welding



CCM Headlight Repair

In the afternoon, we drove to the Barber Motor Speedway to register for the touring laps on the 2.38 mile track. We drove the track for two laps before exiting. Afterwards, a reception was held at the Barber Vintage Motorsports Museum. The museum is home to the world's best motorcycle collection, with over 1200 vintage and modern motorcycles, racecars, and the largest collection of Lotus cars as well as other significant makes. There are approximately 600 of the 1200 motorcycles on display at any given time. These bikes range from 1902 to current-year production. Common street bikes are represented, as well as rare one-off Gran Prix race machinery.



More on StarTech on Page 15

Labor Of Love

By Mark Schwarz

Have you ever started something that you eventually thought was too big to finish? If the answer is “yes”, then you know the feeling I had during my first “ground up” restoration. I didn’t choose a relatively simple ’65 Mustang or a 70’s muscle car. No, I naively choose a highly engineered ’71 280SL with two times the parts and three times the sophistication of any American car!

As I’ve thought about how to tell this story, I’ve considered telling how I’ve had a lifelong love of cars, or the nuts and bolts knowledge I had to root out of old publications to do much of my own mechanic work; but, instead, I’ve settled on sharing a few stories of how my patient wife and I accomplished this three year project. Without her understanding of my need to do this project, I probably never would have started it and for sure I never would have finished it.

The first two questions I usually get are Why did you choose a ’71 280SL and where did your car come from. I blame the first answer in part on one of my good friends who introduced me to Mercedes Benz cars in 1978. Being a Ford man at the time I didn’t know much about Mercedes Benz, but immediately fell in love with the craftsmanship and engineering. This new awareness led me to discover that a car I had coveted during a road trip from College Station to Houston in 1974 had been a 280SL. After that discovery I remember naively going to a dealership in Houston thinking I might buy one instead of my next Ford, but soon found out its price equaled my annual salary.

Fast forward 25 years to the right time in my life to afford such a car. One day while picking up my E320 from my mechanic, David Kehl, I mentioned to him that I might want to restore a 280SL.

Without any lengthy discussion or directive from me to David I went on my way. Months later David called me and told me that he had bought a red ’71 280SL from a wholesale auction for me and I should come and get it. OK Although the car had three layers of paint on it, the last of which was not great, the good news was that it was a “complete” car. The fact that it was all there is something you only appreciate when you start to buy replacement parts! So, without much effort on my part, the brown/gold/red 72,000 mile car was my new project.



Story #1: **“Everything Looks Good If You Stand Far Enough Away”** Some of our goals in taking on this project were to have a dependable finished car that was relatively safe and comfortable to ride in. That may sound simple but it is a tall expectation when you are dealing with a 29 year old car.

And, as a rookie restorer I didn’t have a clear enough plan on what was necessary to accomplish that goal and what was necessary to satisfy my obsession in the pursuit of my “perfect” car. As you take a car apart you see every crack in the rubber, every seal that leaks and every bit of rust that you had not previously seen. Then, the thought occurs to you that if you are going to replace “this or that” then you need to fix it all *while* you have it disassembled. And, how will the new parts look surrounded by all of those old cracked and dingy parts anyway? That thought was the point at which rational thought flew right out the window.



Story #2: **“How Many More Parts Are There?”** As you disassemble a car, parts begin to pile up everywhere! Where do you store a 10’ long exhaust system for 3 years? Where to you keep the seats, the trunk lid, doors, hardtop, convertible top, engine and hood. All of those items fit nicely together in the car but take them apart and you have an explosion of “stuff.” Thank God for attics, underneath beds and spare bedrooms. (Now you understand my earlier comment about my patient wife!) I recall visiting with an experienced restorer on the phone and he asked me what I was working on. When I told him about my project, he said I couldn’t have chosen a bigger challenge because a Mercedes Benz has many times more parts than an American Ford or Chevy restoration. That’s one reason why our MB’s last longer, weigh more and perform better than comparable cars.

Story #3: **“Zip Lock Bags Everywhere”** Because of Story #2 you quickly realize that there are a thousand nuts, bolts, screws, and washers plus small one of a kind fittings which come off the car. At the time, Mercedes Benz seemed to use a different shaped nut, bolt or screw to attach everything to the car. How do you remember what set of fasteners was used to attach hundreds of parts? And, the company that plates the fasteners wants the parts delivered to them in a 5 gallon bucket and gives them back to you in a 5 gallon bucket. How do you get everything sorted out?



Technology and good old common sense came to the rescue. As each assembly was taken off the car, I would take a digital photo of the assembly laid out on my workbench and draw a diagram complete with notes describing how it all went back together. Each note card was assigned a number and the note card and parts were placed in a zip lock bag. This arrangement allowed me to see the parts in the bag and allowed me to group assigned numbers to areas of the car, i.e. the engine bay was group 100 numbers and the underside of the car was group 500.

Once the car was stripped down to the bare bones I removed from the zip lock bags each nut, bolt, washer and other components which would be re-plated. It was a time consuming process to measure each object as to length, head type, size. All of this information was input into an Excel spreadsheet which would be invaluable when the re-plated bucket of nuts and bolts was returned.



With a bucket of freshly plated parts back in hand, I then sorted the spreadsheet by length or other measured characteristics and started to pick objects out of the bucket. Once the item was found on the spreadsheet I would then find the zip lock bag corresponding to which the item was returned. It was a painstaking process but I can't imagine how else a novice could get the car back together years after it was disassembled!

Story #4 **“Tell Them Andre Sent You”** We could all find sources for parts and plenty of mechanics willing to take our money on a project such as a restoration. However, the proven professionals who do quality work and understand the inner workings of old Mercedes reside in a “restoration underground.” I'm talking about the best Mercedes Benz ONLY body work guy in Texas located right here in San Antonio, or the best convertible top restorer located in Maine, or a proven fuel injection pump repair company located in Oregon. I hooked up with a wood restoration company in North Carolina and a chrome shop located in Southern California. You get the point I didn't use any of these companies without a reference or recommendation from an experienced Mercedes Benz restorer who gave me their name. My number one source for trusted guidance was our club member, Andre Horvath of OEM. I found that when I called these faraway places to have some work performed I just said, “Andre Horvath referred me to you” and I was immediately accepted as “OK” to work with. So, I owe much of the project's success and the beautiful paint job to Andre. Thank you, Andre, for your guidance in the restoration process. I count you as a good friend.

Much of my joy was in the hands-on process of the mechanical work. I'm sad that process is largely behind me but I have a beautiful car to enjoy for the rest of my life. It is a blast to visit with all the folks that stop by to look at my car when I am out and about in it. The car is a joyful beauty of chrome, paint and metal, but during my time of ownership I am finding that the joy also includes all of the people I have encountered during its restoration and now during my travels in it. Nancy and I have truly enjoyed getting to know many of you through our involvement in the Hill Country Section and hope to meet many more of my fellow MB enthusiasts at coming events.





Example of tire degradation



Pirelli provides 6 tires to F1 for wet to dry conditions

The Story behind the Pirelli Tires in Formula One

In June, 2010, it was announced that Pirelli would receive a three year contract to supply tires to Formula One (F1). Pirelli also designates which tire compound will be used for each race taking into account the weather expected for the host country during the weekend. Officials at F1 then asked Pirelli to develop a tire that would lead to more overtaking during a race, more pit stops, and more excitement. So Pirelli produced something more technically challenging. The result was a more demanding, less durable tire.

Some teams have managed to work out issues with the new tires; others continue to have difficulty. Early into the 2013 Shanghai Formula One race in April, more than a dozen cars came in for the first pit stop of the race. After a string of two-second whirlwinds, the cars were gone while the crews were left holding a set of battle-scarred tires, shredded and melted in the heat of competition. The Chinese Grand Prix was barely six laps old.

That is all it had taken to render the soft-compound rubber utterly useless for F1 racing. But it was only one example of the dramatic tire degradation that has shaped the season so far. And as they began the European schedule with the Spanish Grand Prix, the drivers were showing their concern. Tires cut like paper, rubber flew everywhere and cars flitted in and out of lanes as drivers made nearly 80 pit stops in Barcelona, turning the race into a chaotic spectacle and leading teams to demand instant improvement.

A Formula One car weighs about 1,412 lbs. while sitting on the race grid. That equates to 353 lbs. weight per tire. But once the race begins, the down force put on the car increases that weight by 4,400 lbs. And the weight per tire goes up to 1,450 per tire.

Now drivers face a dilemma throughout a race: They can push the cars to the limit at the expense of the tires, or they can look after them and risk their positions. It's not like they can just keep burning through tires either—for a given race weekend, each driver only has access to a total of 11 sets of Pirelli dry-weather tires. (There are an additional seven in case of rain.)

At the British Grand Prix in June, four tires exploded during the race (photo below). By the German Grand Prix in July there were threats of a driver walk out. Pirelli Motorsports Director, Paul Hembery, explained the tires are asymmetrical meaning Pirelli produced a tire for each wheel on each car. What did the teams do? They switched the right rear tire for the left rear tire attempting to get more life out of the tire. As Hembery responded to the Press, "Teams can't do that. The problems were caused by a number of factors, including the rear tires being mounted the wrong way by teams and low tire pressures. The 2013 range of tires, used in the correct way, is completely safe."

In preparation for the July German Grand Prix, Pirelli used a Kevlar belt — a fibre that is more resistant to punctures — instead of steel on its rear tires. No tires blew during the race.

Sources: formulaone.com, pirelli.com



Mercedes AMG Petronas car with blown tire

How much weight does an F1 driver loose during a race?

Up to 6.6 lbs

2013 Race Dates
August 25 – Belgium
Sept 8 – Italy
Sept 22 – Singapore
Oct 6 – Korea
Oct 13 – Japan
Oct 27 – New Delhi
Nov 3 – Abu Dhabi
Nov 17 – U.S.
Nov 24 – Brazil

StarTech Continued...



At the Barber Motorsports Museum, chairs were set up for a discussion panel with the three men who assisted in bringing the Mercedes-Benz factory to the United States. Heinz Nuenzig, Bill Taylor, and Don Erwin discussed what occurred back in 1993 to attract Mercedes-Benz.

Heinz Nuenzig, the retired Global Marketing Director for Galandewagen (G-Wagen), was on the Daimler team that concluded a replacement for the G-Wagen would be built in the new factory in Alabama. Today, Heinz is retired and lives in Alabama where he is an MBCA member.

Don Erwin worked for Alabama Power Company and was on the team that recruited Mercedes-Benz to Alabama and went on to recruit several suppliers as well. Bill Taylor had experience building plants with Ford and Toyota before Mercedes-Benz recruited him to lead MBUSI with the factory construction.

Beginning Monday, the technical seminars were held in the classrooms at the Bill Taylor Training Institute at MBUSI. The seminars included general interest topics, maintenance, restoration, performance, and specialty topics such as lighting and 4Matic. Special private factory tours were also scheduled with factory locations not available to the general public. No photos were allowed.

Thirty members also participated in the Mercedes-Benz 4Matic Off-Road Experience. Look for an article about the 4Matic Off-Road experience in the November newsletter.

Monday evening, members attended a banquet with outgoing MBUSI President, Markus Schaefer, as the guest speaker. Mr. Schaefer and his family returned to Germany this summer.



Erwin, left and Nuenzig, right



Bill Taylor



Members outside MBUSI



MBUSI Factory, Vance, Alabama



MBUSI Museum Photos



Technical Seminar



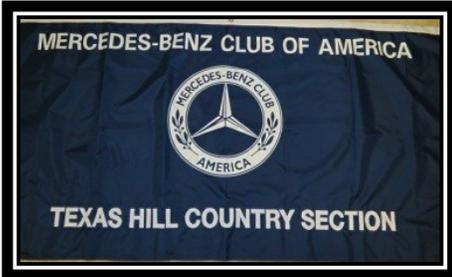
MBUSI Entrance



Banquet Photos



You can be a Sponsor of our Section!



Members and non-members alike are welcome to advertise their business and become a sponsor of the Texas Hill Country Section. We will showcase your business with an ad in our quarterly newsletter, a listing and link on our section website, listing on our Facebook page, an event visit to your business!

MBCA now serves over 20,000 members; a total of 28,000 including associate members in 89 active Sections (chapters) in 12 North American Regions. The Texas Hill Country Section continues to grow showing a 38% increase in membership in the last year. Our webpage averages 220 visitors per month.

We offer reasonably priced ads and offer four size ads: business card, quarter, half and full page.

Contact any of the section Officers listed in this newsletter for more information about being a Texas Hill Country Section Sponsor!

Mercedes-Benz Club of America Resources for Enthusiasts

Your MBCA National Enthusiast Committee has created a worthy campaign of interesting programs that will provide benefits and assistance for all Mercedes-Benz aficionados. The programs titled "For Enthusiasts," will be launched in 2013 throughout the year on the MBCA website (mbca.org), in the Star Magazine, in section newsletters and social media.

The programs listed below are just a sampling:

- Directory of Pre and Post War Mercedes-Benz Models.
- The Guide to Classic and Vintage Automobile Museums
- Partnerships with Multi-Marque Enthusiasts Clubs

Check out these new programs at www.mbca.org. Click on the *Community* Tab then *For Enthusiasts*.



MBCA Texas Hill Country Section Newsletter - published four times a year is the official newsletter of the Texas Hill Country Section of the Mercedes-Benz Club of America.

Opinions - Opinions expressed are those of the authors and not necessarily those of either MBCA or the Texas Hill Country Section. Neither MBCA nor the Texas Hill Country Section endorses products or services but may, as part of our informational activities, allow them to be cited in articles and notices.

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Articles and Submissions - Copy should be e-mailed to the editor by the 10th of the month prior to the next issue. For example, submissions for the November issue should be received by the editor by October 10th.