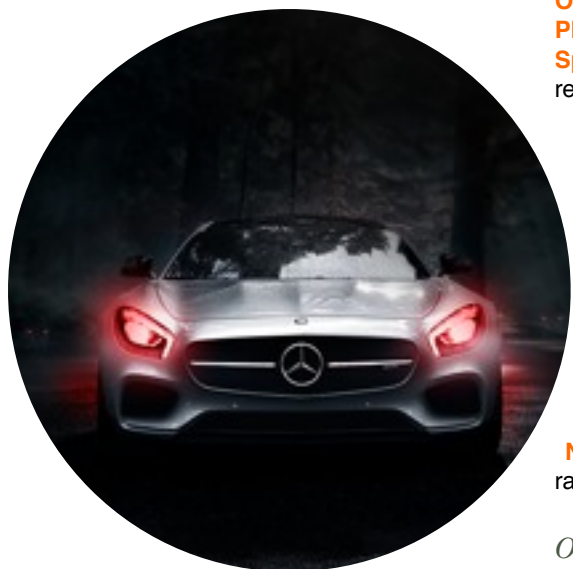


the Orange County Star

Trick or Treat



Nyctophobia: fear of the dark.
Ophidiophobia: fear of snakes.
Phasmophobia: fear of ghosts.
Spectrophobia: fear of mirrors and one's own reflection.

Here are some fears you probably never heard of or knew existed such as

Ablutophobia: fear of bathing.
Ancraophobia: fear of wind.
Arachibutyrophobia: fear of peanut butter sticking to the roof of your mouth.
Chorophobia: fear of dancing.
Didaskaleinophobia: fear of going to school. And we know how so many people are afraid to be without their phone,
Nomophobia: fear of being out of a phone's range of service.

ORIGINS OF HALLOWEEN

Halloween's origins date back to the ancient Celtic festival of Samhain (pronounced sow-in). The Celts, who lived 2,000 years ago in the area that is now Ireland, the United Kingdom and northern France, celebrated their new year on November 1.

This day marked the end of summer and the harvest and the beginning of the dark, cold winter, a time of year that was often associated with human death. Celts believed that on the night before the new year, the boundary between the worlds of the living and the dead became blurred. On the night of October 31 they celebrated Samhain, when it was believed that the ghosts of the dead returned to earth.

WITH HALLOWEEN APPROACHING, WHAT FRIGHTENS YOU THE MOST?

Many know that arachnophobia is the fear of spiders. Here are some names of other common and uncommon fears.

Agoraphobia: fear of places and situations that might cause panic, helplessness or embarrassment. **Astraphobia:** fear of lightning. **Chrometophobia:** fear of money. **Katsaridaphobia:** fear of cockroaches. **Coulrophobia:** fear of clowns. **Melophobia:** fear of music. **Musophobia:** fear of rodents. **Ophidiophobia:** fear of snakes.

In addition to causing trouble and damaging crops, Celts thought that the presence of the otherworldly spirits made it easier for the Druids, or Celtic priests, to make predictions about the future.

For a people entirely dependent on the volatile natural world, these prophecies were an important source of comfort and direction during the long, dark winter.

To commemorate the event, Druids built huge sacred bonfires, where the people gathered to burn crops and animals as sacrifices to the Celtic deities.

During the celebration, the Celts wore costumes, typically consisting of animal heads and skins, and attempted to tell each other's fortunes.

When the celebration was over, they re-lit their hearth fires, which they had extinguished earlier that evening, from the sacred bonfire to help protect them during the coming winter.

DID YOU KNOW? ONE QUARTER OF ALL THE CANDY SOLD ANNUALLY IN THE U.S. IS PURCHASED FOR HALLOWEEN.

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**FOLLOW THE STAR**

DOWN MEMORY LANE

**Everything You Need To Know About The Most Underrated Generation Of Mercedes-Benz S-Class**

For decades, Mercedes-Benz built an enduring reputation for cost-no-object engineering, reliability, and tank-like build quality. Ask any diehard Silver Arrow enthusiast which model most epitomizes these philosophies, and fingers often point to the cultish W126 generation S-Class. Some even go as far as nominating the, W123 the precursor to the current E-Class.

But the S-Class' street cred didn't begin with either of those. It all started with the W116 generation built from 1972–80.

Overshadowed by the iconic 1980s W126, the prodigious W140 of the 1990s, and even the vintage allure of the "stacked headlight" W108 vehicles from the 1960s, the W116 is often overlooked, unloved, and underappreciated. To those adjectives, add "unfair," because the W116 is way more deserving of recognition.

As a global automobile with over 473,000 made and production that spanned across the world, many W116s still prowl the roads today. And if not for its authoritative looks, its bespoke character and road-going mannerisms make it one of the most unique S-Class generations to own.

This is the first big-bodied Benz to formally receive the S-Class name, in 1972, and demonstrated Mercedes-Benz' innovation on a global scale. It helped pioneer technologies like electronic anti-lock brakes and a reinforced passenger cell with impact-absorbing

crumple zones. From an engineering and design standpoint, the W116's refinement and avant-garde style set standards that we take for granted in modern cars.

The Flavors of the W116

Back when nomenclature accurately portrayed specification, the three digits depicted engine displacement, followed by "S," or "sonderklasse," which means "special class." Then it was appended

with either an E for "einspritzung," or "fuel injection" in German, and an "L" for "lang," if it was a long-wheelbase model.

280S/280SE (1975–76/1977–80)

The base 280S and 280SE models have the highest global production numbers, but are uncommon in the U.S. market today because most North American buyers originally opted for the more powerful V-8 or efficient diesel model.

The 280 number designated the use of the company's new-at-the-time, high-revving 2.8-liter dual-overhead-camshaft (DOHC) M110 straight-six. The ultra-minimal carbureted 280S model only sold in the U.S. between 1975 and '76, before dying out in favor of the fuel-injected 280SE in 1977. Hastily fitted with exhaust manifold-integrated barrel catalytic converters, the U.S.-specification 280S conjured up only 120 asthmatic horses to motivate nearly two tons of German steel, versus the European version's 160 hp. The 280SE offers a better 142-horsepower rating, but still pales to Europe's

rating of 180 and is still lethargic in modern traffic.



Although slower than

molasses, the 280S is the most honest

workhorse of the range next to the 300SD.

Known to rack

mileage distances

up equal to the moon and back with minimal maintenance, they tend to be slightly easier to keep on the road than the 280SE, due to its

simpler fuel system and relative lack of external emissions control.

450SE/450SEL (1973–77/1974–80)

The small-block single-overhead-camshaft (SOHC) V-8-powered 450SE and SEL are by far the most common models in the U.S. market. The 450SE launched in 1973 and 1974 saw the addition of the long-wheelbase 450SEL. The 450SE and SEL sold side by side, and by 1977 all 450s sold in America were long-wheelbase SELs.

Because of its 180-horsepower 4.5-liter V-8 power, the 450 models are slowly regaining appreciation for their daily drivability. Euro-spec versions produced 222 horsepower. But with 240 pound-feet of torque, the U.S. models are still totally usable in modern traffic, offering a 0–60 time just short of 10 seconds. Fuel economy of 15 miles per gallon is

achievable with a car in good operating condition.

450SEL 6.9 (1977–80)

Destroying nearly every standard for power, sophistication, and technology for the era, the 450SEL 6.9 launched in Europe in 1975, featuring the largest engine ever fitted to any of Mercedes' post-war passenger vehicles. With a bored version of the company's flagship M100 V-8 lifted straight from the 300SEL "Red Pig" race car—dry sump lubrication system and all—the 450SEL 6.9 was a precursor for pretty much every high-performance AMG sedan today.

It succeeded the W108 300SEL 6.3 to become the world's fastest production vehicle during its heyday, with its top speed of 146 mph. The 6.9 featured Citroën-inspired hydropneumatic self-leveling suspension, which provided

impeccable balance between body control and ride quality never seen before in a vehicle of its size. The 450SEL 6.9 didn't arrive on our shores until 1977. But with plenty of cameo placement throughout Hollywood and nothing but praise from the automotive press, the 6.9 is the greatest of all the W116s. David E. Davis, Jr. called the 6.9 "the greatest Mercedes-Benz ever built," in a *Car and Driver* review.

When new, marked-up prices of the 6.9 at the dealers often came close to matching the \$40,000-plus invoices of some Rolls-Royces and Bentleys—an incredible sum of money then and even now (about \$170,000 in today's dollars). The most expensive Cadillac at the time, the full-size Fleetwood Series 75, stickered at just \$16,000.

CONTINUED ON PAGE 3



Message from the Membership Chair

Greetings!

Thank you for being a part of the Orange County Section. Whether you're a current member or a new member, we invite you to take a look around the clubs website at www.OrangeCounty.MBCA.org, explore our gallery and hope you consider joining us at an upcoming event.

So that we aren't always bombarding you with email, the website will have the most up to date information on section events, activities and news.

We are consistently striving toward the betterment of the club and hope as a member you'll take advantage of our numerous resources and unique benefits which can be found under the Section Benefits portal on the MBCA, OC website.

We believe there's nothing more unstoppable than when people come together. The MBCA-OC section mission is to create a club community

of diverse individuals who will support, challenge, and inspire one another.

We want your experience with our section to be as unique as you are. We're pleased and excited to have you as part of our membership.

Our club is **YOUR** club! We also hope you'll follow us on [Instagram](#) and [Facebook](#).

If you have feedback, questions, or would like to get more involved, please let us know via email at OCMBCA@gmail.com.

Again, thank you for being a part of the Orange County Section.

We're glad you're here!

M. Ward

Newsletter Editor | Membership | Webmaster



CONTINUED FROM PAGE 2

300SD (1978-80)

The last addition to the W116 lineup was the short-wheelbase 300SD in 1977. Oddly, this was a North America-only special. Despite the stereotype that Europeans are the diesel lovers, the 300SD was the world's first turbocharged diesel passenger vehicle. It offered more than 20 mpg in an era when others in its class struggled to break 12 mpg.

The 3.0-liter turbocharged diesel inline-five made famous in the C111 test vehicle produced a modest 110-120 horsepower with around 170 pound-feet of torque. Like the 280 models, acceleration is quite lethargic compared to the V-8. But the bountiful torque is enough to just keep up with traffic.

Forbidden Fruit

A couple models weren't offered here: the smaller V-8-equipped, short-wheelbase 350SE and the long-wheelbase six-cylinder 280SEL. Any examples that made it to the United States are likely gray market imports. Today, it's not unusual for prospective buyers to ambitiously import European-specification cars since they qualify for the 25-year statute.

What to Expect to Pay

According to our pricing data, values for W116s have remained stagnant from low demand. Clean, daily driven Condition 4 280S models still ring in at \$12,600 due to their rarity, while 280SE models drop to \$5300, presumably from

the added complexity of the EFI fuel system. Mint-condition cars can easily exceed \$15,000-\$30,000. The 450SE and SEL cars can be found as low as the \$5500 Condition 4 value. Condition 1 cars sometimes, but rarely exceed our \$20,000 rating if they are turn-key one-owner examples with low mileage and a full stack of comprehensive service records since new.

The only increase in value we've observed involved good examples of the 300SD and the top-spec 6.9. Condition 2 and above examples of the 300SD typically exceed the \$10,000 Hagerty Guide value, even going as high as \$14,000, in part due to their mechanical resilience and relatively low running costs.

A good 6.9 can exceed the \$20,000 mark and values are climbing significantly. The highest we've seen was for a very low mileage 6.9 that sold through Gooding & Company at \$156,750. But a cheap 6.9 can easily exceed its value, because of parts rarity, depending on the level of restoration required.



CONTINUED ON PAGE 6

MEMBER RECOGNITION

Welcome

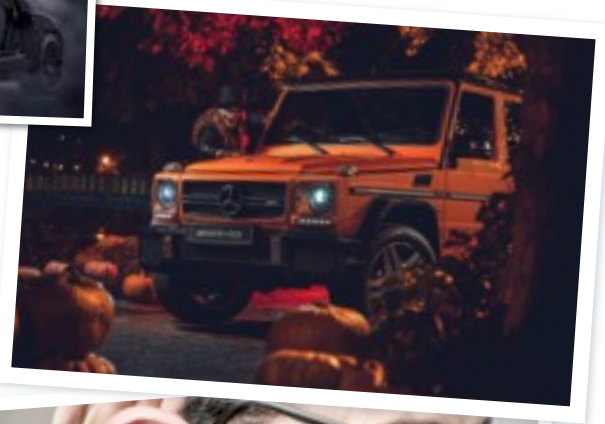
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SEPTEMBER | OCTOBER



HAPPY HALLOWEEN



James Rossier, Cristine Welcker, Rudy Hassen, Mike Sidney, Time Buckingham, Marc Brignola, Frank Ribrid, James Dexter, Neville Abraham

Thank You to the following for Renewing.

Christopher Veitch, Daniel Barnes, David Husner, John Reiter, Marie Little, Jeff Weitz, Ray Saukkola, Victor West, Merrit Maddux, Nora Fleming, Robert Shafer, Paul Norris, Thomas Simpson

*If we've missed your name in this issue, we apologize.
Please let me know and I will get you in next months issue!*

- M. Ward



MEMBER TALK



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Ryan Levi
REALTY

DRIVER'S SEAT

POSITION 1



lead to expensive repairs. Hoses and belts showing signs of excessive wear should be immediately replaced. If you notice a hose or belt needs replacing, call your local mechanic as soon as possible.

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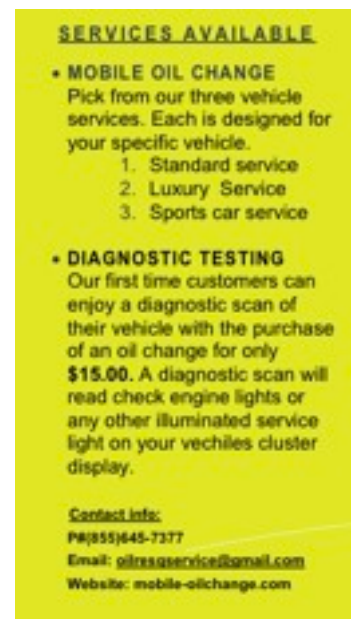


Check the tires | Tires endure a lot of wear and tear on a daily basis and they are also one of the most important parts of a vehicle. Check tire pressure and tread at least on a weekly basis to make sure your tires are fully inflated and free from blemishes or puncture holes. Uneven wear points to a much-needed wheel alignment. Keeping tires inflated improves efficiency and performance.

Check all the fluids | Strange noises or strained performance are often an indication of low fluid levels. Check your vehicle's engine oil, brake and transmission, power steering, windshield washer solvent, and antifreeze/coolant. Fluids should be checked at every gas refill.

We're ready for anything, and we'll make sure that your car is too.

So visit our website, email us, text us,



October is Fall Car Care Month. Keep your Benz operating smoothly with these tips.

October is National Car Care Month, and even though all our member areas don't get extremely cold fall and winter temperatures, it's still a great time to make sure your car is in its best shape. If you're wondering "how should I prepare my Mercedes-Benz for fall?", read our four quick and simple fall car care tips, and remember to contact Oil Res-Q with any issues.

Fall Car Care Tech Tips:

Check the lights and wipers | Seeing and being seen is key to safe driving. Check your vehicle on a daily basis to make sure all the lights are working properly. Test your vehicle's wipers at least once per month to ensure they quickly and effectively clean your windshield. Replace both as needed.

Check the hoses and belts | Cracked, frayed, or loose hoses left unchecked can

or call us when you want to make sure that



CONTINUED FROM PAGE 3

European Specification vs. U.S. Specification

Like many imports of its time, Euro-spec W116s have distinct differences from U.S.-spec vehicles due to different regulatory standards. U.S.-spec W116s came with the extended, 5-mph bumpers, often referred to as “diving boards,” whereas European W116s came with short bumpers. One exception is the early 1973 450SE, which came with European short bumpers.

U.S.-spec cars also came with a quad-headlight arrangement and separate bumper-mounted fog lights whereas European cars received more modern single-unit headlights with integrated fog lights and large glass lenses. Beyond that, the differences also came down to options and equipment availability.

What to Look Out For

The only real Achilles heel for these vehicles—aside from the obvious concern for rust—is the expiration of a lot of rubber components. Suspension and steering parts, fuel and brake lines, door and window seals, and auxiliary pumps will see a lot of age-related wear, especially if original. However, W116s are very robust vehicles with higher metal and alloy tolerances and parts are affordably replaceable or rebuildable.

Like many European cars of its vintage, sagging headliners and seats, cracked wood or broken wood trim, worn leather, and brittle carpeting can make for an ugly interior. But these parts, as well, are all restorable and rebuildable.

As long as you’re not eyeing a 6.9, upkeep isn’t as expensive as you might think. A lot of parts are shared with other models of the era and are still readily available from reputable parts brands and even from Mercedes-Benz directly. Always try and spring for genuine or OEM-equivalent parts for the best reliability and performance. Adding to the ease of ownership, there is plenty of information on these cars available online.



Under the hood, be wary of the engine’s top end. “All of the gas motors didn’t have very robust valvetrains. It was very common for the V-8s to have worn or loose valve guides in the cylinder head,” says Klink. “The newer version valve guides remediate the issue altogether. It’s not a death sentence, but you don’t want to see a bunch of smoke during deceleration while road-testing a V-8 W116, and if you do, there’s a valve guide issue.”

Diagnosing the fuel systems for the gas models can get a little bit tricky. But troubleshooting and repair isn’t particularly gut-wrenching nor any more expensive than any other classic. Early gasoline cars, 1974–75, came with Bosch D-Jetronic electronic fuel injection. From 1976 onward, they came with a different Bosch K-Jetronic electromechanical fuel injection, which eventually became CIS.

Leaky fuel pumps on both D-Jetronic and K-Jetronic are common, as are rebuilds of the K-Jet throttle bodies with the integrated fuel distributor units. Pumps are affordable (\$150–\$200 for a Bosch pump) and fuel distributor rebuild kits are widely available. It’s also best to ensure the engine control units are in good order. They are no longer available new and although used units and rebuilders are out there, reliability can be a spotty and expensive gamble at best.

CONTINUED ON PAGE 9



DID YOU KNOW? ALTHOUGH IT IS UNKNOWN PRECISELY WHERE AND WHEN THE PHRASE “TRICK OR TREAT” WAS COINED, THE CUSTOM HAD BEEN FIRMLY ESTABLISHED IN AMERICAN POPULAR CULTURE BY 1951, WHEN TRICK-OR-TREATING WAS DEPICTED IN THE PEANUTS COMIC STRIP. IN 1952, DISNEY PRODUCED A CARTOON CALLED “TRICK OR TREAT” FEATURING DONALD DUCK AND HIS NEPHEWS HUEY, DEWEY AND LOUIE.

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REAR VIEW MIRROR
REPORT



Meeting adjourned. Next Board Mtg. November 2, 2019 @ 12noon

- Ann-Marie Alexander

OKTOBER



A GREAT TIME WAS HAD BY ALL THE MEMBERS THAT ATTENDED OUR 2ND ANNUAL BENZ & BRATS STARTIVITY.

STAY TUNED FOR MORE STARTIVITIES BEING PLANNED.



CONTINUED FROM PAGE 6



"My favorites were always the '74 and the '79 450SEs—the '74 because the early EFI V-8s didn't come with complicated emissions control and the addition of long bumpers.

By 1979, they had finally straightened out the CIS fuel system and it became more reliable than the already reliable EFI

system from

'74," Jim B. says. "There are virtually no issues with the '79s because they made the fuel distributor out of aluminum, versus cast iron on the older engines. Classic injection trigger points were long gone at that point."

Jim B. says 1980 is the year to avoid. "They sort of wrecked it when they added the three-way catalytic converters and the O2 sensor—for one year only," he says. "They also dropped the differential ratio from 3.07 to 2.65 and dropped the lift and duration of the camshafts, reducing throttle response but improving high-end power. That sort of made the 1980 450SEs feel like slugs in comparison to the older models."

The standard 450 V-8 models have timing chain service intervals every 100,000 miles that often go overlooked by negligent owners, but engines can be refurbished today since full overhaul kits are available.

"The blocks of the V-8s are hyper durable," Klink says. "I've never seen a worn out M116 or M117 V-8, I've only seen them damaged—either run without coolant or without oil—they were made from cast iron. They are astoundingly long enduring motors, even motors with 600,000 or 700,000 miles, the cross-hatch is still in the bores, and last way longer than M100 motors in the 6.9."

For the 300SD, diesel fuel injection pumps and glow plugs are the most common maintenance items that are crucial to a properly functioning vehicle. Plastic and rubber vacuum lines can develop leaks if original, leading to running and functionality issues. For example, engine fuel cut-off



is vacuum driven and won't work properly if there are leaks.

Interested in a 450SEL 6.9? Better have deep cash reserves available, as these are not for the faint-hearted restorer. Rebuilding its hydropneumatic self-leveling suspension can be a wallet-nuking experience. Specialists are few and far between, and the struts alone can cost \$2000 per corner. Hydraulic pump rebuilds and accumulator spheres—the rubber bladders that manage fluid pressure differences for the struts—can also get costly. But once sorted, the system can last for a very long time.

And with the 6.9's dry-sump lubrication system, a basic oil change requires more than 12 quarts of oil at 12,500-mile intervals.

Can't afford a 6.9? Don't worry. Standard 450SEs and 450SEs are aplenty and deliver nearly as much of the experience as the 6.9.

All W116s came with transmissions made in-house, which are all "very durable and rebuildable," Klink says. The six-cylinder and diesel cars came with four-speed autos, while all V-8 cars came with a three-speed automatic in the U.S. The European cars had optional four-speed manuals, depending on the model.

Also be wary of the early automatic climate control systems, which have a poor design that reroutes coolant flow through the heater core. "From 1976 on, they introduced automatic climate control servo, which had a reputation for splitting open and spewing coolant everywhere, causing the cars to overheat in the first few model years it was available," says Klink.

"Steering boxes can form leaks, front end bits can wear, but there's no real craziness about fixing it all, it's all pretty basic," Jim B. notes. "W116s are by far the easiest S-Classes to work on. They are bulletproof and don't have any issues that aren't easily repairable."



Article, Courtesy of our sponsor Hagerty





AROUND THE BEND

Upcoming Events:



STARTIVITIES CALENDAR

Dates: October 3 - 7 - Pegoda Fest - Pacific Palisades

Dates: October 19 - Drive for the Cure - Fundraiser Drive for Breast Cancer. More to follow. Drive will be to Julian

Dates: October 25-28 - Las Vegas Concours

Dates: December 7 - Holiday Party - Porsche Driving Center 6pm - 10pm. Detailed info on section website. Tickets - \$160 per person. Make Checks Payable to MBCA, Orange County or pay by way of MBCA, OC PayPal!

More Info Coming! Check website for latest Event Updates!

StarLunches, StarSessions & Other Startivities Coming Soon! Stay Parked.

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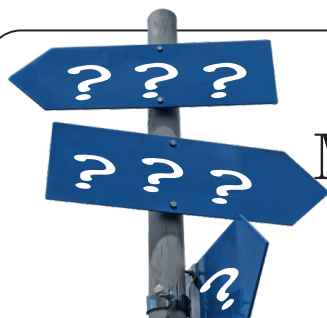
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MBCA MYSTERY TRIP

CENTRAL CALIFORNIA SECTION



MBCA Central Cal Section **MYSTERY TOUR** NOVEMBER 1st to 3rd, 2019



The Mystery Trip is fast approaching. For those who have not been on one before, the trips are all different and a lot of fun. For those that have been on one or more of these events, they know that the slots go quickly, since it is limited to 15 cars and 30 participants.

A working CB radio is required, so the group can keep in touch and no one gets lost! Also, the banter between the cars is quite interesting and amusing!

The cost of the trip is \$650 per couple. It will cover all costs for the 3 days, including 2 nights lodging, 2 breakfasts, 3 lunches, 2 dinners, all events, venues and entrance fees.

We need a deposit of \$150 ASAP no later than October 1st in order to hold the rooms. We will need the remaining \$500 no later than October 15th to let the restaurants and venues know the final count.

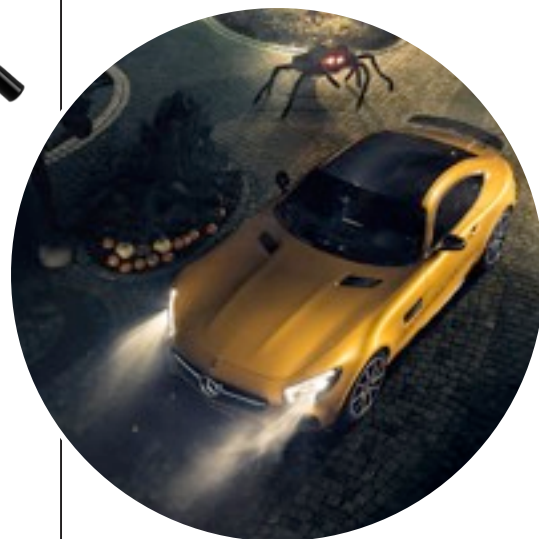
Please mail checks (made out to MBZ Club Central California Section) to Kathryn Splivalo, 4800 N Van Ness Blvd., Fresno CA 93704.

There will be an optional no-host Pre-Mystery Tour Dinner on Thursday, November 31st, at Sequoia Brewing Restaurant, 1188 E Champlain Dr (at Perrin Ave) at 6:00 pm in the Woodshed annex.

We will meet at Starbucks at 7010 N Marks Ave, Fresno, at 7:00 am on Friday, November 1st.

If you have any questions, call or email
Kathryn (559-289-0578) kaspliv@gmail.com
or Mike (559-916-0715) mspliv@gmail.com

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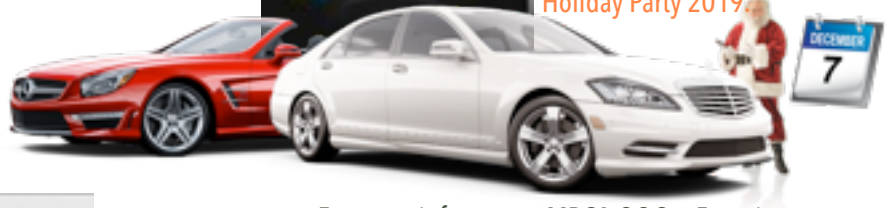
SAVE THE DATE ANNOUNCEMENTS



STAR TRADITIONS

ANNUAL HOLIDAY PARTY

Ho Ho Go! 364 Days of Preparation. 1 Day of Holiday Celebrating. We will let you know when its Jingle Time for the OC Holiday Party 2019.



For more info contact MBCA-OC StarExperiences at ocmbca@gmail.com

Oct 19 - Drive for a Cure

We want to help National Breast Cancer Foundation save lives and end breast cancer forever. We're taking the first step towards a world without breast cancer by raising funds to stop this disease that affects 1 in 8 women during their lifetime.



December 11 - CHP Toy Drive in Riverside. Kick Off Event 12pm-9pm
DECEMBER TO REMEMBER - TOY DRIVE



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3rd Prize
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TICKET PURCHASES (including your Official Order Form and payment) **MUST BE RECEIVED BY December 4, 2019.**
 If purchasing by credit or debit card you may call 800.637.2360
 (Mon-Thurs 8am - 4:30pm; Fri 8am - 4pm Mountain Time)
 or fax this completed Order Form to 719.633.9283
 Make your check/money order payable to: MBCA, International Stars Section
 Mail to: Raffle, 1907 Lelaray Street, Colorado Springs, CO 80909

MBCA Member # _____

Member Name _____

Address _____

City, State, Zip _____

No limit to the number of tickets you can buy. At least one phone number is required.

Home Ph. # () _____

Cell Ph. # () _____

Email Address _____

Ticket Quantity _____ x \$50 each = Total Due \$ _____

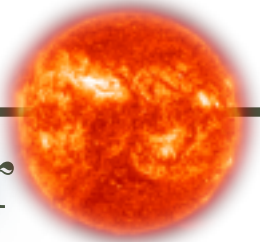
Paying by (select one):

☐ Check # _____ ☐ Money Order # _____

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*(MUST complete credit/debit card information on reverse side)

the Orange County Star



ORANGE COUNTY SECTION

MEMBER UPDATE

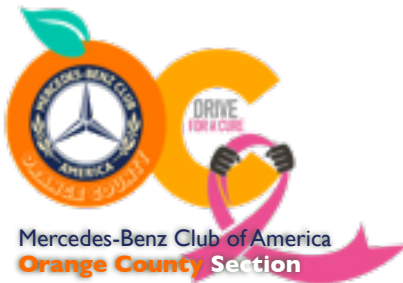
Dear Valued Members,
If you've either moved, changed numbers, email or addresses please login or call the National Business Office to update your information to receive the latest club info.

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Mercedes-Benz Club of America

Orange County Section

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