

StarTracks 2012



Volume 8, Issue 3

May-June 2012

June Jamboree – June 16, 2012

MBUSA Headquarters – Montvale, NJ

The 49th Annual June Jamboree will be held at Montvale, NJ on Saturday, June 16, 2012. This is the longest running car show event for the MBCA. Come join us for this fun-filled day.

Concours class cars will be judged by teams of judges according to MBCA National rules. **Concours** cars will need to be cleaned and detailed inside and out. They will be judged in four categories: 1 – Interior, upholstery, trunk, hard top, soft top; 2 – Chrome, plastic, rubber, glass, lights, trim; 3 – Engine compartment; 4 – Exterior paint, finish, bodywork. The chassis, underbody, and exhaust systems will NOT be judged in this event as we will not have a Show class only a Street class.

Popular Vote cars need only to be clean and presentable. My suggestion for Popular Vote cars is to give the baby a bath and come out and enjoy the day. Pre – registration is greatly appreciated as it allows the judges to have the field set up more accurately. Pre-registration for Concours and Popular Vote is \$45 prior to June 14, 2012, registrations on the day of the event will be \$55 per car. Meals and facilities are \$10 per person for those not registering a vehicle, (children under 12 – no charge). Tickets will be issued for admittance to the lunchroom – remember to keep your lunch ticket with you – it is your ticket into the dining area.

Concours cars will be placed in the classes by body style and not year according to MBCA guidelines and **Popular Vote** cars will be divided into 7 categories: New – 2008-



present; Modern Sedan – 1998 – 2007; Modern Sport – 1998 – 2007; Old Sedan – 1988 – 1997; Old Sport – 1988 – 1997; Vintage Sedan – pre 1988; and Vintage Sport – pre 1988.

Registration will begin at 8:00 AM in the lobby of MBUSA. If you are registering or have registered a vehicle for the Jamboree, please drive up and park outside while you register and pick up your packet. After you receive your registration packet, please proceed

around the circular driveway in order to park your car. All vehicles entered into the Jamboree – both Concours and Popular will have their picture taken by the Mercedes Benz sign before proceeding to their assigned parking space. You will then be directed as to where to park your vehicle. Your assigned parking slot will be on the window placard for your car, this will help the parking lot guides to direct you to the correct area. If you are not registering a vehicle, please DO NOT drive up to the registration area; please follow the signs and park in the parking area. After parking, please come in and let the registrars know that you are there and pick up your name tag and tickets for lunch.

The schedule for the day is as follows:

Registration 8:00 AM until 10:00 AM.

Judging will begin at 10:30 and there will no more detailing of the cars allowed.

Luncheon graciously provided by MBUSA will be served around 1:00 or as soon as the judging of the **Concours** cars is complete. All **Popular Votes** must be turned in before entering the lunchroom. Awards ceremony will follow the luncheon and the completion of the judging.

For more information, contact Valerie 908-369-0793 mercedeslady1@verizon.net

Directions to MBUSA in Montvale:

From the Garden State Parkway North – Take the Grand Avenue Exit (exit 172) and turn RIGHT at the end of the ramp. MBUSA Headquarters is on the right.

From the Garden State Parkway South – Go to the Montvale REST STOP, and follow signs to the Parkway North (see directions above). You enter the REST STOP from the Southbound simply to reverse direction and exit the rest stop heading Northbound.

Hotel information for anyone wishing to spend the evening in the Montvale area:

Courtyard Montvale
201-391-7700

100 Chestnut Ridge Road
Montvale, NJ 07645

Web link to hotel : <http://www.marriott.com/hotels/travel/ewrmv-courtyard-montvale/>

Please find registration form on page 2.

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49th Annual June Jamboree Registration Form

Form and check must be received by June 14th

I/We will be attending the June Jamboree on Saturday, June 16, 2012

Name (s):

No. of Guests:

Address

Phone #

Email address:

Cost: _____ #of cars @ \$45 Pre-registration, or \$55 the day of the event =
Total \$ _____

Car registration includes meals and facilities for the people in the vehicle

Model	Year	Chassis	Concours or Popular
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Model	Year	Chassis	Concours or Popular
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(Please circle the category)

Registration for meals and facilities only:

of persons over the age of 12 _____ x \$10 = Total _____

Please send this form along with check or money order to:

Valerie Cristiano

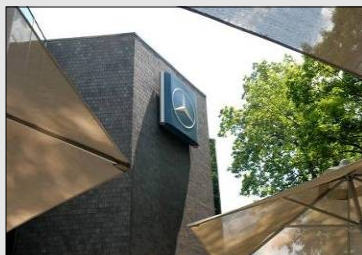
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FOR SALE: 1985 500 SEC. Rare imperial red, saddle leather interior, A/C, AM-FM-Cassette, Sunroof, 105,000 original miles, Excellent condition, One owner, 25 years from new until May 2010. Original paint, no rust. Drives great. Asking \$10,475 Andrew Permison thepermitage@comcast.net 973-379-7283



FOR SALE: 1985 380SL – Wonderfully-maintained, garage-kept, dependable car. Red with red hard top, dark brown convertible top, and tan interior. I have had tons of fun driving this vehicle since purchasing it in 1998 from a member of the Mercedes Club, and it has been a very reliable car. 185K miles. \$14,950. Car is garaged in Morristown in



case you want to check it out. Contact Joe at 646-245-8926 or joe.stivaletti@gs.com

FOR SALE: 1973 450 SL Mint condition. Must see! Original buyer family, recent complete overhaul including entire new exhaust system. Signal red with matching hubcaps. Palomino MB Tex interior, like new. 51,000 miles and always garage kept. Complete maintenance records and original manuals. European chrome bumpers. Removable hard top and convertible roof. \$22,000 or BO. Call George @ 201-310-2411

FOR SALE: MB 1998 SL500, red/beige interior clean car fax 145K miles, New top \$10,500. Also: MB 1994 E320 cabriolet Black/Parchment, 88K miles, \$18,500. Please call Alvin Martz @ 201-567-7224 or 201-615-



FOR SALE: 2005 Mercedes E55 AMG in excellent condition. Low miles (36,800); Pewter w/ black interior and wood grain accents; Original (non-smoking) owner; Leather, carpet and windshield perfect; No mechanical problems; Wheels beautiful and in excellent condition; 8 cylinder / 472HP; Tiptronic/Automatic; Heated and cooled leather seats; Harmon Kardon stereo w/ 6 CD changer and iPod doc; Remote key-

less entry and ignition; Navigation; Xenon headlamps; Alarm; Traction Control; Rear window shade; New tires on rear; 3 sets of floor mats (rubber for winter and 1 set never used); All service by Mercedes technicians. \$34,800 (obo) Michael Fischer Madison, NJ 862-485-2433 michaelwfischer54@gmail.com



FOR SALE: 1995 E320 Cabriolet – 98,000 miles - Near showroom condition, inside and out - Car comes in very desirable triple black - Black with Black Leather Interior Black Soft Top - Full AC - Very tight, smooth running engine - No transmission slippage - All accessories in full working order – Only 4500 miles on new tires. W124 Platform Only 6500 built - very good potential to become a Collector's Car - Original MSRP \$77,300 Asking \$15,800 – please contact Peter Jansen 732-416-0023 or peter-jansen@comcast.net



PARTING OUT: 1983 300D four door sedan 160,000 miles: Silver Exterior/Perfect Blue Interior Most parts still available. Please call: John Longo 201-454-7490

FOR SALE: Two (2) Alloy Wheels for W123 with Tires, Perfect for Snow Tires. No Curb Rash or Visible Damage. Fits 240D or 300D \$100. Please call: John Longo 201-454-7490



FOR SALE: 1998 Mercedes Benz ML320 AWD Black with gray leather interior. Well maintained and mechanically reliable. 243k miles. Mature, original owner & non-smoker. Mobil 1 oil changed every 5k miles. 3.2L V-6. Complete, professional transmission rebuild @ 216k miles in October 2009. High and low range transfer case. Vehicle is loaded including sunroof, tilt wheel, cruise, PW, PDL, OEM Bose AM/FM cassette & 6-disk CD, heated seats, power seat, PS, roof rack, etc. Towing package. Michelin tires. All records since new. \$4,750. Call 908-377-5982 or e-mail kwmccauley@earthlink.net

Perfect Spring Drive - Augusta, NJ to Stockton, NJ - May 20, 2012



If you've ever wondered why New Jersey is called "the Garden State," a drive along "County Road" 519 is the answer. Extending from the New York border down through Sussex, Warren, and Hunterdon Counties through Newton, Fredon, Frelinghuysen, White, Lopatcong, Pohatcong, Alexandria, Kingwood, and Delaware Townships, the road travels through towns, farmsteads, and historic markers down to end at NJ-29 along the Delaware River.

Ten cars (including an SLK320, an E320 cabrio, and an SL380—all red!) assembled at a diner in Augusta, just north of historic Newton, the Sussex County seat. After a late breakfast we turned left onto US-206 north and made a left onto Augusta Hill Road, which ended in NJ-519 South in Hampton. We made a left and followed NJ-519 to its end. There was enough time to stop along the way for antiquing or ogling old stone houses, horses, and cows.

After an early dinner at the Stockton Inn, our happy group drove home tanned and happy—especially those who put their tops down!



Welcome New Members

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 Michelle Bettman
 Mercedes Coulibaly
 Michael Dipani
 Bruce Iannelli
 Will Laforge
 Chad Leland
 Paul Levitsky
 Robert McEntee
 Ed Ozery
 Robert Schwartz
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Technical Corner

Sean Connor, Technical Advisor



SIX THINGS EVERYONE SHOULD KNOW ABOUT GASOLINE

OCTANE RATING - AND WHAT YOUR CAR REQUIRES

We all know higher octane gas costs a bit more. But why? The higher the octane number, the more a fuel can be compressed before detonating. In short, fuels with a higher octane rating are needed in higher compression engines that generate high horsepower for their size.

Mercedes-Benz and other German carmakers recommend 91 octane fuel in almost all newer vehicles. Porsche owner manuals specify 93 octane gas. In the words of a Porsche spokesperson on the decree, "It does not indicate any exceptions."

Because 91 or higher octane gas can't be found sometimes, Mercedes' advice is to use regular in a pinch — but no more than half a tank — until locating a station that sells premium. Good advice.

THE FULL EFFECTS OF USING LOWER OCTANE GAS THAN RECOMMENDED BY THE MANUFACTURER

First, fuels with higher octane content are more stable, and resist premature detonation of fuel when it first enters the combustion chamber. If fuel octane measurement isn't high enough for your vehicle's engine pressure, that premature detonation causes harmful "knocking" of pistons, connecting rods, and intake/exhaust valve parts. Furthermore, more fuel is left unburned at the end of the combustion stroke which causes a number of ill effects.

Most newer cars have knock sensors that when alerted, signal the car's engine computer to adjust engine timing so lower combustion pressures result. The end effect

is sluggish performance and noticeably lower fuel economy.

Any monetary gains that come from buying low octane gas are fully offset by the reduced mileage. Second, in the shop I regularly see check engine lights that will not stay off due to multiple misfires (often too slight to notice) resulting from carbon and sludge buildup on fuel injectors, intake manifolds pistons, and cylinder walls. The fix for this is labor intensive — a technician must disassemble the top part of the engine and literally scrub the carbon off engine parts for the car to run right. Unless resulting from another specific problem, this is caused by unburned/low quality fuel 19 times out of 20.

Third, increased amounts of unburned gas going out the exhaust system will, over time, foul oxygen sensors and the catalytic converter (s) your exhaust pipes are equipped with. Catalytic converters are very expensive. In my experience, if an engine is kept in good running condition and good quality gas is always used, there's no reason a catalytic converter shouldn't last well over 100,000 miles if not the life of the car.

ETHANOL "E10" FUEL ADDITIVE - BOTH A PLUS AND A MINUS

In the EPA's quest for cleaner air, it mandated in 1992 that reformulated gasoline with 10% additive content be sold during winter months to reduce ground level smog and ozone. Because the methyl tert-butyl ether oxygenate mixed into the gasoline (MTBE) contaminated groundwater significantly when underground storage tanks leaked, this additive was

banned and "oxygenated gas" passed into history.

Replacing MTBE as a fuel additive was ethanol, also known as "E10" for the 10% maximum content of it allowed by law. Essentially grain alcohol, it does not have negative environmental effects. However, it is a possible source of grief in your engine.

E10 reduces fuel mileage by 4 to 5% due to its lower b.t.u. heat output per gallon (84,000 vs. 115,000 for gasoline). Mainly, increased amounts of ethanol in standard combustion engines cause incomplete combustion and the ills that result from it.

Many gas stations illegally water down their gasoline with more ethanol than the law allows to stretch profits. Those that are on the level often don't check the ethanol levels in their tanks, and can just as easily receive a poorly-mixed batch of gasoline from an incompetent or unethical refiner.

I know this happens for a fact. In the shop when a customer's German car is running poorly and no specific problems can be found, we use a test kit to determine the percent of ethanol in the car's gasoline. Usually test results show ethanol levels in the sick car between 15% to 20% - much higher than the 10% allowed by law.

Of note: a government-funded study by Mercury Marine Company showed a blend of 15 percent ethanol and gasoline caused such extensive damage to boat engines that the test was ended early.

"TOP-TIER" GAS BRANDS

Since minimum gasoline additive performance standards were first established by the EPA Clean Air Act of 1995, most gasoline marketers have since reduced the concentration level of detergent additives by as much as 50%. This has made it tougher for engines to run clean and maintain stringent Tier 2 emission standards.

BMW, General Motors, Honda, Toyota and Volkswagen/Audi recognize that the current EPA minimum detergent requirements don't cut it on today's higher compression engines. As a result, an unofficial industry standard of rating the highest quality of fuel as "Top Tier" is recommended by them.

New England area chain gasoline brands named on the list that *consistently, as a whole* deliver fuel of **Top Tier quality are Chevron, Conoco, Exxon, Mobil, 76, Phillips 66, Shell, and Texaco.** Manufacturers are adamant in their beliefs about fuel quality. Since they have no big oil interests, they would have no reason to fudge results.

After interviewing customers in the shop about which brands of gas they purchased before experiencing high ethanol problems, I do not question the Top Tier list.

OVER-THE-COUNTER GAS ADDITIVES AREN'T ALWAYS HELPFUL:

Because mostly what's inside a can of fuel additive are chemicals to boost octane levels, you really don't need it if you're buying gasoline with the proper octane rating in the first place.

Fuel additives can sometimes cause problems instead when mixed with E10 gas. Many fuel additives claim to restore "E10" back to its pre-ethanol state, but according to many chemists it is not possible.

Check the ingredients in that container of fuel additive before you

buy it. Using alcohol-based and strong solvent additives in fresh E10 gasoline is not recommended, since this may serve to raise ethanol content even higher will only increase water absorption, parts corrosion, and may also raise ethanol content over the recommended 10% maximum.

Products that contain strong solvents, emulsifiers and water-absorbing agents should not be used with E10 gasoline either. Strong emulsifiers will not only force alcohol and water back into gasoline, they may also solidify engine lubricating oils and additives in gasoline. Clogging, gelling and gunk can build up in the engine.

Fuel additives can be helpful in a situation where too much water has gotten into a fuel tank due to a disconnected hose or other open entry in fuel lines. Usually those problems are repairable without too much difficulty, but in the meantime look for a lubricating fuel conditioner that delays "phase separation". Or for a fuel stabilizer that claims to break down water molecules. If rusting of engine parts is a worry, look for a fuel additive that specializes in corrosion inhibiting.

BAD AND DEGRADED GAS – HOW IT HAPPENS

Sometimes it's already partially degraded when you buy it from the gas station. Unlike crude oil, gasoline is a highly refined product brewed to a certain chemical composition with very specific characteristics. One characteristic of gas is volatility, a term used to describe how easily and under what conditions the gas vaporizes so it can be efficiently burned in your car's engine. The most highly volatile components in gasoline

also tend to evaporate over time. As they do, fuel's volatility and ability to combust decreases. The less volatile the fuel, the less effectively it burns in your engine. Diminished engine performance and minor misfiring may result.

Oxidation

Over time, hydrocarbons in the gas react with oxygen to produce new compounds that eventually change the chemical composition of the fuel. This leads to gum and varnish deposits in the fuel system. These deposits and impurities can clog up gas lines, filters, carburetor channels, and tiny fuel injector orifices.

Water Contamination

Condensation can form inside your gas tank and lines from hot-and-cold temperature changes. Water contamination can be a problem at [gas stations](#) with light [traffic](#) due to a slightly different kind of heat cycling.

Underground storage tanks experience increases and decreases in temperature which can cause moisture to form and contaminate the fuel. When you fill up at such a station, you're pumping in the water along with the gas. Such low-traffic stations may also have other contaminants in their underground storage tanks, such as rust. They are best avoided when possible.

Water will cause hard starting and rough running until it's purged from the system. It can also contribute to internal rusting of the gas lines and tank. The resultant scale and small particles can create a true nightmare – in extreme cases replacement of the gas lines and tank are required.

Traditional wisdom says you can reduce the chances of water contamination by keeping the gas tank as close to full as possible, especially if the vehicle is going to be left idle for an extended period. However I always leave a little extra room for adding fresh gas the moment I take the car out again in the future.

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AACA Show in Florham Park

We had our doubts about the weather, but the questionable rain in the morning gave way to the sun in the afternoon. The true diehards showed up with their beauties, unfortunately many of the attendees did not bring their best vehicle due to their concerns about the weather. There were Packards, Buicks, Fords, Oldsmobiles, and Chevrolets just to mention a few, on display in the show area as well as our Mercedes group. Attendance for the show as a whole was not as great as last year, however, the Mercedes Benz people were real troopers and showed up with their beauties – which only goes to prove that you can't keep a good Mber down. Our section regulars were there in great form with their star cruisers. The best action was actually outside of the show area at the NNJS Hospitality Tent. There our members and some potential new ones were able to gather and relax and enjoy refreshments provided by our section - bottled water, donuts, and bagels - not to mention some great conversation and a lot of laughs.

Show results for the Mercedes Benz Class are as follows:

1st place: Ralph Esposito 1975 450 SL

2nd place: Ronald Scott Sr. 1985 280 SL

3rd place: Michael Goldberg 1980 450 SLC

Seniors Class 1st place: Claire Wegner 1956 190 SL

Honorable Mention: Doug Lansing 1971 220 SC



Thanks to all who attended and helped out, (especially Pankaj for setting up the tent), in order to make the event another success for our section. Joe Cristiano

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The Stable - Saturday, April 21, 2012

Lovely weather heralded our follow up visit to the unique classic car store that is "The Stable". The villages of Peapack-Gladstone in the rolling hills of Somerset County, NJ provided a refreshing backdrop to the varied examples of automotive history that our members enjoyed. We saw several vintage Mercedes-Benz cars including a rare 1938 540K Cabriolet A. (shown below) as well as vintage Packards, Jaguars, Fords, T-Birds, Buicks, Cadillacs, XKEs, Citroen, Lincolns, and Morgans. Thank you to owner Tom Rossiter for his hospitality. See www.stableltd.com.



Cape May Event - November 16 and 17, 2012

Once again we are traveling to Cape May to welcome in the Christmas Season. We plan on arriving on November 16th with the Tree Lighting and caroling at the Emlin Physick Estate on the evening of November 17th, Saturday.

Accommodations at two hotels in the heart of Cape May are underway to which you will be making your own reservations. More specific information on hotels and the restaurants for both evenings will be forthcoming.

While group dinners are being planned for both evenings, Saturday's *early* dinner will be the night we give out special MB products for some lucky attendees.

I will have names of additional restaurants secured/available in the event some members want to have an extended weekend and arrive on Thursday and depart for home on Monday. More information and highlights will be in the next newsletter.

See you in Cape May?

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From the President Valerie Cristiano



Spring may have had a chilly beginning, but it will end with a sizzle at the 49th Annual NNJS June Jamboree on Saturday, June 16th. Your officers and board members have been working diligently to make this the premier NNJS event not only for members of our section but for all the MBCA members in attendance. This will actually be my 22nd Jamboree and it seems as if it were only yesterday that I attended my first June Jamboree with my 1981 380SL (sadly she is long gone). If you have never attended a NNJS event before, I heartily encourage you to attend this one. Look for more information on the June Jamboree in the newsletter and on

our section's [website](#).

Did You Know!

AMG was founded in 1967 by two former Mercedes engineers named Hans Werner Aufrecht and Erhard Melcher. AMG stands for **Aufrecht, Melcher, and Grossaspach** – the name of the place where Melcher was born. Happy 45th Birthday AMG.

Reminder:

Did you know that **For Sale** ad submissions are free for members? Just email your ad to the editor by the 21st of the month prior to publication. You may include one or more digital photos with your ad. Send to khs@openix.com

Notice:

The next deadline for submission of all written and graphic material to the editor is July 21, 2012. Please email your submissions to Ken Spingarn khs@openix.com



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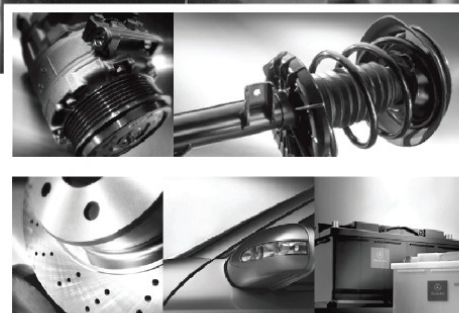
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High Gear

John Kuhn Bleimaier



ALL BUT ONE

Indeed, Hispano-Suiza, Delage, Delahaye, Horch, Isotta-Fraschini and Minerva have all bowed out and disappeared from the automotive scene in the second half of the 20th Century. There is only one exception. And we, dear friends, ride behind its bright, shining, silver star. Yes, Mercedes-Benz is the sole surviving grand marque on that continent where the motorcar was born.

Certainly there remain other thriving automobile manufacturers between the English Channel and the Ural Mountains. But the survivors, with the exception of Mercedes-Benz, had their roots in the mass market. BMW, Audi, Fiat, Renault built fine cars during the classic era. But their vehicles were not, by and large, clothed in custom coachwork and sold to the carriage trade. BMW started car production with a micro Austin manufactured under license. Audi also started with its sights set on the people's car segment. Fiat made its mark with the sub-one-liter displacement Topolino. Renault and Citroen traditionally targeted the middle class.

The bespoke motorcar trade of yore has only survived into the 21st Century under the three pointed star. The fabled "car of kings" continues to be the conveyance of choice of heads of state, corporate chief executive officers and religious leaders. Mercedes alone lived through the great leveling cataclysms of the last century, which laid low the other grand marques.

It is my hypothesis that the Stuttgart firm has retained its preeminence because it's hallmark was engineering rather than ostentation. While the craftsmanship and aesthetics of Mercedes-Benz automobiles were always at the highest level, it was their technical superiority which set them apart from the other *pur sang* automobiles.

The Schwabian manufacturer was first and foremost a

technical innovator. From the Blitzen Benz of 1908 to the 1914 Mercedes grand prix racer, these motorcars established one engineering *tour de force* after another. The record continued unabated during the interwar period and beyond.

After the universal disaster of the Second World War and the temporary disappearance of the carriage trade customers on the European continent, Mercedes-Benz was able to literally reinvent and reconstruct itself. The company built trucks, buses and industrial engines. It was that component of the business which allowed the fine saloon car trade to weather the storm.

The technological sophistication of the Mercedes-Benz automobile continues to differentiate the marque from pretenders to its crown. In an age of robotics and hyper automation the Stuttgart engineering leader of necessity sets the luxury pace as well.

You may be tempted the query as to why I decided to confine my analysis to the right bank of the English Channel. What of the grand marques of old Albion? While Armstrong-Siddeley, Lancaster, Lagonda and Alvis have bitten the dust, are there not yet a flying B and an iconic RR athwart the white cliffs of Dover? Well, ladies and gentlemen, need I remind you that Rolls Royce is now a subsidiary of BMW and Bentley belongs to Volkswagen, AG. Nuff said.

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49th Annual June Jamboree—

MBUSA Headquarters— Montvale,
NJ — See page 1 & 2 — See our
[Website](http://sections.mbca.org/northern-new-jersey) for updates.

Friday, July 27—

**Summer Car Show at the German
American Club—Clark, NJ**

Friday, August 3—

**Biergartenfest & Auto Show—
Germania Park, Dover, NJ**



Saturday, September 22—

**Annual Regional Picnic at
Falconhorst—Hopewell, NJ**

Saturday, November 3-

**Tech Session—Contemporary Motors—
Little Silver, NJ**

**Friday & Saturday, November 16 &
17— Cape May Event—Cape May,
NJ—See page 10**

Sunday, December 2—

**Holiday Party at the German American
Club—Clark, NJ**

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