



The Houston Star

MBCA Houston Section Newsletter

**March
2010**

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PRESIDENT'S MESSAGE

Hi MB Enthusiasts,

If you missed Cars N Coffee last month, make sure to catch the following month. February's was the most attended I've seen thus far. Over 300 cars of all vintages and origins were on display, Porsche even had a few new cars to get early morning traffic attention. I know many owners were hurriedly wanting to bring out there babies, shine them up and take'em out for a spin and have everyone else admire them too. The next one is scheduled to be 3/6/10 at the Post Oak Town Square near the Starbucks and Crave (which are yummy cupcakes, try the Red Velvet, but not cheap!).

Were moving along with the first quarter of the year around the corner. Sorry if you missed the new members dinner at Canyon Cafe. Watch for the write up on this event. It really turned out to be better than what was prepared. We're planning on a Bio-diesel tech session this month, I'll get another email out shortly with more details. Autocross will also follow in April/May. Joseph Middleton is organizing another Centerville trip. Also tucked in there will be Keels and Wheels in the beginning of May.

More later....

Damon

The Fearsome AMG MAMPE Racing SLC

Roy Spencer, editor MercedesHeritage.com

In contrast to Daimler-Benz AG, which raced the Mercedes-Benz SLC in the World Rally Championship, AMG built a racing coupé for circuit competition. Hans Werner Aufrecht sought to triumph over Jaguar and Alpina-BMW in the European Touring Car Championship with the SLC.

According to the Group 2 regulations, the coupé could slim down to 1225 kilograms – in its original guise, a standard 450 SLC tipped the scales at around 1690 kilograms. AMG succeeded in upping the output of the 4520 cc V8 from the previous 160 kW/217 hp to 276 kW/375 hp; at the same time, the rated engine speed was increased from a modest 5000 to 6550 rpm.



An unlikely rival to BMW and Jaguar's 1980 European Touring Car Championship contenders. AMG pressed on, however, and created a winner. And using an automatic transmission at that!

The three-speed automatic transmission basically remained unchanged, the five-speed manual transmission that would have been the preferred option had not been homologated. Work on the AMG racing coupé was completed just before the first race of the 1978 season of the European Touring Car Championship in Monza, Italy. Notwithstanding this, the AMG drivers Hans Heyer and Clemens Schickentanz immediately secured a highly respectable fifth place on the grid, despite there still being plenty of room for improvement as far as both the brakes and the power transmission were concerned.

AMG did the best they could with the SLC's fundamentally hopeless aerodynamics. The competition wasn't much better.

During the four-hour race, the AMG team even managed to move up the field to third, a feat which it then repeated in the race on the Salzburgring in Austria. Finally, in 1980, the 450 SLC AMG came in second in the opening race of the season in Monza again. But it was in the car's very last European Touring Car Championship race on the Nürburgring circuit that the driver team of



Schickentanz/Denzel finally scored the victory that Hans Werner Aufrecht had yearned so long for.



Period photo of the AMG SLC at LeMans 1978.

Where are these bellowing SLCs today? Our research indicates three of these Group 4 SLCs were initially constructed and, after one was written off in a testing accident, two remain. One of the two – the car pictured at the top of the page – is resting at the Mercedes-Benz Museum in Stuttgart. The other car sits in private hands.

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ANNUAL CENTERVILLE RUN

The Houston Section of MBCA has been invited to attend the Fifth Annual Texas Mercedes-Benz Get Together. The meet will be held on Saturday, June 5, 2010 in Centerville, TX with lunch at Woody's Smokehouse, and a Show and Shine at Fort Boggy State Park. A caravan of cars going to Centerville from Houston will meet in the parking lot of the Cracker Barrel located at 14765 North Frwy (located on the southbound I-45 feeder road just south of Airtex Dr.). The cars will assemble towards the rear of the Cracker Barrel parking lot near the hotel at 9:45 am and will depart at 10:15 am for a 12:00 noon arrival in Centerville. If you wish to have breakfast at Cracker Barrel or at the neighboring Whataburger, you can arrive earlier than 9:45 am, just be ready to pull out at 10:15 am. There will be reserved parking and a BBQ lunch in a room reserved especially for the group at Woody's Smokehouse located on the northbound side of I-45 in Centerville. After lunch, the group will head 4 miles south on Old Highway 75 to Fort Boggy State Park for a show and shine. Park entry is **FREE**. After the show and shine, awards will be handed out based on People's Choice for the best vintage model (pre-1980), best 1980s model, best 1990s model, and best 2000s model. For all inquiries regarding this meet, including RSVPs, please contact Joseph Middleton at 713-828-4303, or via e-mail at "Jmiddle122 at aol dot com."



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Annual Bluebonnet Run Stan tuned for date

Technical Q & A

Question: A friend of mine from up north was wondering how to preserve the battery in his Benz while it was stored for the winter.

Answer: Usually you can buy a Battery Tender to maintain the charge and keep your battery healthy. Try to keep it in a warm place and disconnect it from the car. Good luck!

As always, if you have questions, please send your requests to the Houston Star or contact me directly. I can be reached at Saleem@JohansenUSA.com or call me at 281.883.3792.

March Technical Session

The first MBCA-Houston Tech Session of 2010 will be held at Houston Biodiesel on Saturday, March 13, 2010 at 10 AM. Houston Biodiesel was the first retail pump to sell ASTM spec biodiesel in the Houston area, and is located just east of Downtown Houston at 723 N. Drennan St, Houston, TX 77003.

A good percentage of Houston Biodiesel's clients are Mercedes-Benz owners. Even Chris Powers, the owner/operator of Houston Biodiesel, owns a few biodiesel powered Mercedes-Benzes. Chris will be on-site to give a tour of the facility including the homebrew reactor. Attendees will learn facts about biodiesel, and will learn what to expect when running biodiesel in their diesel powered Mercedes-Benz. Vehicles currently running biodiesel will also be at hand for observation at the tech session.

This tech session is open to all, regardless of what fuel type their Mercedes-Benz uses. Come out and learn about this popular alternative fuel at this fun and informative event! There will be an optional lunch outing at The Original Ninfa's on Navigation at 2704 Navigation Blvd., immediately following the tech session. For more information and to RSVP, contact Joseph Middleton at Jmiddle122 at aol dot com or at the phone number listed on the last page of this newsletter under Officers.

Houston Biodiesel Website: <http://www.houstonbiodiesel.com>

NEW MEMBERS DINNER

On a cool Saturday evening 23 members ventured out in the unseasonably cool temperatures for a great dinner and even greater conversations/discussions on their favorite subject; Mercedes Benz automobiles! We gathered at the canyon creek Café in the Galleria area for what was at least our second or third event there. As always the food and service were great. This time we tried something new – there was no set menu or predetermined cost - members chose from the menu and were billed separately. This made the accounting easier and no one had to make a choice from a limited number of selections. All in attendance seemed happy with this method and with the cooperation of future events and restaurants we will try it again.

While the starting time was listed in the Houston Star as 6:00 pm the conversations were so involved and acquaintances being developed and renewed that dinner did not get under way until almost 7 o'clock. The conversations continued through dinner as we all like to talk.





After dinner Damon gave a brief talk on upcoming events and then had numbers drawn for the door prizes. It was suggested that prizes should be awarded to those who had come the farthest but that was not taken seriously. It was exciting and fitting that 2 of the 4 prizes did indeed go to two ladies who had traveled the farthest: Eleanor Truitt of Bozeman, Montana and Gail Werner from Spring Hill, Florida. If these ladies can attend an event it seems strange that we cannot get local members to come out for a dinner!

The accompanying photos give a good example of the fun and good times to be had at our events.



Mercedes Marketplace

1999 Mercedes Benz E320

Dark green with tan interior. One owner, one driver. October 2009 inspection. Certified: good mechanical condition, no body damage, no frame damage. All original owner's manuals. 95K miles. \$6,995.

No dealers, agents, or brokers, please.



1979 Mercedes 300CD



Andy at 'cedes Car Repair (League City) has a 79 300D for \$300. It needs a new engine and is not worth it for him to install one. The body and interior are in very good shape. The odometer shows just under 105,000 miles. If you or someone you know, is interested, call Andy Rhoads at 281-332-1489.

1983 Mercedes-Benz 380SL

Pristine. Red with red hard-top and black soft-top. Natural leather. **53,500 original miles**. TOTALLY ORIGINAL with exception of dealer-installed double timing chain. Absolutely no body work or rust. Always garaged and regularly serviced, all/most records. Purchased in 1994 from second owner with 39,000 miles. New Michelin tires, spare never out of trunk. A/C converted to non-FREON refrigerant. As original

as minor repairs will permit. New Alpine radio purchased, but not yet installed. The black soft-top is original and has a totally clear plastic window. The hard-top is removable. I can provide a rack for vertical storage of the top. I also have a new, high-quality car cover. **Asking \$18,000**. Call: 713-850-1128.



1995 S320 LWB sedan



For Sale:

1995 S320 LWB sedan with only 97,000 well-maintained miles. Body and interior in great shape, and all systems are functional. Maintenance records and all manuals go with car. My daily driver and favorite vehicle, but retirement forces sale. **\$6300 OBO**.

832-444-9545

1985 300D Turbo Diesel

One Owner

I have all the maintenance records on it.

Less than 115,000 total miles with original paint.

It has been garaged at home and work for the entire 25 years.

Asking price \$7,500.

Roger Blakeney
713-526-6002
cell 281-797-1715



1967 Mercedes 600

This car was reportedly originally owned by the President of Dole Pineapple. Unfortunately I do not have any documentation.



Due to the varied unexpected turns life has taken, it has not been run for about 8 years, and we are thinking about finding a new owner. I had stopped using it because the drive shaft carrier bearing was noisy. I purchased the bearing, but never got around to having it installed.

The car has the optional cooler/armrest between the front seats. The upholstery is black leather.

According to published information (Robert Nitske), M-B only made 138 units in 1967. I have seen where the 600 is going for up to \$35k. I am asking \$28K or a reasonable offer.

Bob and Gail Supina 281-239-8583 See more at: <http://www.pcube.biz/Cars/MB600.html>



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Moving?

In order to change your address, go to the web site of the MBCA at:

<https://www.mbca.org/mbca/addchange.htm>

Going green

Remember if your email has changed from that which you gave to MBCA when you joined or you just want to make sure you receive the future electronic editions send your preferred e-mail address to damstith@yahoo.com.

2010 Upcoming Events

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June 5

Board of Directors Meeting

5:30 PM of 1st Tuesday of odd numbered months at the Mercedes-Benz Greenway dealership 2nd Floor Conference Room

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