

MEMPHIS TENNESSEE

River City Star



MBCA Memphis Section Newsletter Sept./Oct. 2024

President's Message

Mike McMann

It's been a long hot summer. We've been lucky with only a couple of days over 100 degrees, but we did have the humidity. With summer coming to end, it's time to think about fall and colder weather and preparing our cars for the winter. We need to pay special attention to the battery and cooling system as these are most vulnerable to freezing weather. This time of year, the demand for service is high so allow for time to schedule your service.

Remember to request your discount when you go in for service. You'll need your MBCA Membership card which is available in electronic form with the MY MBCA app. Search for the app on your mobile phone "store," install and login to MBCA of America and proceed to your profile. From there you can click on "Memberships" to bring up an

image of your Membership Card. Use this Membership Card when requesting a discount from the dealerships.

I visited the dealers recently and they were flush with new models and much to choose from. With new car sales are at a peak for this time of year, it means many trade-ins if you're looking for a good deal on a used car. Members receive up to \$3000 discount toward new car purchases and you can check the details on mbca.org under benefits.

September is a busy month for club activities. We'll have our quarterly dinner at



Carrabba's Italian Grill in Collierville and the Memphis British Car Club will have their annual car show on September 21. I'll send a flyer with registration info, so plan to attend. The show has a new venue this year at C.O. Franklin Park in Germantown.

As President, I'm available to help with any issue you have from dealership problems to car problems so please feel free to reach

out to me. I welcome your comments and questions.

Take a look at our upcoming events and make plans to attend!

Mike McHann
President
901-299-6341

2024 Events Calendar

Date	Event	Location
Sept.14	Ronnie Grisanti's	6150 Poplar Ave. No.122 Memphis
Sept. 21	Memphis Eurofest	C.O. Franklin Park Germantown
Oct. 5	Cars & Carbs	Panera Bread, Germantown
Oct. 4-5	Eurofest (MS Section)	Ridgeland, MS
Oct. 19	Safari Park, Lunch TBD	Como, MS
Nov. 2	Cars & Carbs	Panera Bread, Germantown
Dec. 7	Cars & Carbs	Panera Bread, Germantown
Dec. 14	Germantown Holiday Parade	Germantown, TN
Dec. 14	Holiday Party	TBD

The Edge Motor Museum

by Mike McHann

Last month, a group of our local members visited The Edge Motor Museum followed up with lunch at Rock'n Dough Pizza & Brewery.

Attending what I thought was going to be a modest showing of conventional American Sports Cars, turned into something extraordinary. This was more than the average showing of American cars. Don't let the building's late 19th century architecture fool you, once entering the lobby everything transforms into a first-class, modern museum that spirals down into a well presented array of unique one-of--kind examples of Post-war sports cars. Every car is show quality and a unique example of the evolution of the sports car from the Fifties to the modern era. Each car is amazing.



Our guide Richard Vining made the visit an entertaining experience, highlighting



Lunch at the Rock'n Dough

each car, why it was there and what contribution it made in developing the modern sport car. This is a place of wonder and everyone should visit.

The Edge Motor Museum is having a car show Saturday, October 12 from 9-3 so try to attend, you'll be glad you did!

The Edge Motor Museum is located at 645 Marshall Avenue, Memphis, 38103.

HOW DOES A WEEK OF "ALL-THINGS-MERCEDES " SOUND IN GERMANY? PART 2 OF 2

by Lynn Jones

If a week of all things Mercedes-Benz - in Germany no less - sounds good, then here is a report of just such a trip to whet your appetite and help you consider taking advantage of this experience open to MBCA members. The first part of my report of a June 2024 trip with the MBCA group to Stuttgart appeared in the July-August 2024 issue of the *River City Star*.

Thursday morning, we were treated to a visit to Mechatronik GmbH north of Stuttgart where "resto-mod" was the goal.

Want a 1969 280 SEL cabriolet with a modern AMG 63 V8 engine and drive train to accommodate that power plus superb restoration all around? They had one and can do another, plus a lot more. Our guide here, a young man named Pascal Stephan, knew his business, knew Mercedes and was a

wealth of knowledge and detail. Another example was a dark blue pagoda SL with a similar engine treatment. When asked if they had to modify the hood to accommodate such an engine, the answer was no – they managed to fit it all in. Mechatronik also had a lab to generate 3-D models of needed parts and then a machine shop to craft them. A leather upholstery shop, an available paint facility, and anything else required to actually craft your classic dream with today's power and running gear were there. A "no-pictures-please" showroom presented several results of the firm's efforts.



Our next stop included lunch and a visit to what must be one of the largest motor museums in the world. About an hour and a half outside of Stuttgart, the Technik Museum Sinsheim is a huge collection

of almost anything with an engine that represented what seemed to be a century of collecting by dedicated curators. Cars,



SL300's everywhere at Mechatronik

trucks, several locomotives, farm machinery, military machines, airplanes, and several operational calliopes were all there, most all in remarkable condition. The airplanes included a decommissioned Concorde supersonic airliner as well as



1938 Mercedes-Benz 540K Special Roadster at Technik Museum Sinsheim. Note the locomotive in the background.

the Russian version of a knock-off, both displayed outdoors on huge pedestals visible for miles. If it had a motor, it was here. For MB enthusiasts, the Technik Museum claims to have the world's largest collection of Maybachs covering all vintages and models. Additionally there were examples of Mercedes S, SS, and

SSK series from the 1920s and 1930s.

We ended the day with a visit to the Dr. Carl Benz Museum in a town near Mannheim, down river from Stuttgart where the



Neckar joins the Rhine. On display at this converted early car factory were many models made prior to the merger of Daimler and Benz in 1926. Of special note

was one of the actual Benz Patent-Motorwagens of 1886, regarded as the world's first automobile.

Wikipedia tells us that in the summer of 1888, without her husband's knowledge, Bertha Benz, along with her two sons, made her famous drive in Patent-Motorwagen No. 3 and drove it on the first long-distance internal

combustion automobile road trip from Mannheim to her

hometown of Pforzheim, a distance of 104 km or 65 miles. Dr. Benz built a total of 25 Patent-Motorwagens between 1886 and 1894.

Also on display were several Mercedes typewriters, produced in lean times as the firm learned how to survive economic turmoil. It was interesting to see



this theme of adaptability running through many of the museums and collections we saw during the week. Leading in technology and engineering in everything from typewriters to cars, to heavy trucks and marine and aircraft engines has always kept the Company at the forefront internationally.

Friday started off with a visit to the Motorworld complex outside of Stuttgart. One of the facilities here offered sales and service on exotics including Bentley and Lamborghini, but also was the site of what may be a growing trend in upscale collector-auto storage facilities. Renting a storage spot for your precious collector car in a dry, safe building may be familiar to many vintage MB owners, but is it heated and cooled, clean and accessible? Motorworld's concept is similar to

Carvana's "car dispenser" but just two cars high. The machine shuttles stored cars back and forth, up and down to allow yours to be driven out and returned with ease. Climate controlled at all times.

Also at this site we visited the famous restoration showroom of Arthur



Arthur Bechtel Classic Motors offered this fully restored 1959 220SE Ponton cabriolet at its location in Motorworld.

Bechtel Classic Motors. A visit to their website, www.athur-bechtel.com, is interesting but seeing these cars up close was a real treat. This visit also emphasized the strength of the restoration and restoration/modification industry in Germany as well as the strong well of interest and respect for vintage Mercedes-Benz autos worldwide.

One cannot leave Motorworld without a mention of the iconic V8 Hotel across the street from Arthur Bechtel. Each room is car themed with front clips making up the foot or headboards on some beds and plenty of other car paraphernalia in each room. It is assumed you stay here when you are in town to pick up your fully restored 1971 Mercedes-Benz 280SE Cabriolet.

The prime event of this day was a tour of the Company's huge Sindelfingen plant where we saw S Class and Maybach cars being fabricated. Robots, robots, robots (all made in China, running on MB software) were everywhere doing all parts of body assembly. Once the key metal parts were joined and the body painted in other assembly plants a lot more employees were used to attach the myriad of parts, each one specific to the individual car, since none are made "factory run". All very impressive, very clean, and, of course, efficient.

This factory tour was of great interest to me since I had visited it in 1976 with my 1960 Ponton as I had been in transit from Beirut, Lebanon, where I had been working, to Rotterdam, Netherland where my car was shipped to the US. I recognized nothing of the plant from 48 years ago and this emphasizes the ever-changing nature of auto production as

facilities are modified to fit technology. Across the street from the E Class assembly plant that we also visited, an older building was being torn down to make room for a state-of-the-art paint facility.



The tour concluded with a chance to buy genuine gear at the M-B store, followed by a quiet walk through the Mercedes-Benz

Center of Excellence where customers of Maybachs and other high-end vehicles were treated to an orientation of their new luxury purchase in refined dignity. This factory delivery feature again brought up a question that came up with regularity during the week's tour. That question was, if and when Mercedes might bring back the romanticized and beloved factory delivery option for USA customers. The answer was a vague, "no time soon." Stories of US citizens who picked up their car at Sindelfingen and spent a week touring southern Germany and the Alps with a few hotel nights thrown in courtesy of MB before shipping it back home are still popular among MBCA members even if that was a long time ago. Factory delivery is an option if you are a European customer.

The agenda included free time on Saturday and several members toured the Porsche Museum in Stuttgart while I opted

I'd been at the Sindelfingen MB plant once before, in 1976 when my wife and I visited for a factory tour while transiting from Lebanon to the shipping port of Rotterdam in the 1960 Mercedes-Benz 190b we'd bought while teaching in Beirut before the Lebanese civil war had begun. Janet with our car behind the "P" sign. Note the Lebanese license plate, still currently on the car.

for a visit to Stuttgart's very fine botanical park and zoo. We wrapped up with another group dinner at the Maritim Hotel and it was the general consensus that the trip and tour were all that was expected and a great value, considering the tour and tickets, expert

guides, internal transportation, hotel, and almost all meals were included.

Chuck and Ava Stanford were our most capable MBCA guides and Milan Chudoba, our MB

representative, a natural host, helped make it all go smoothly. It's no wonder one of our group stayed an extra week and went back to spend more time at several places including the MB Museum and even spent a night in the V8 Hotel at Motorworld. This tour, conducted twice yearly by MBCA, is highly recommended as an addition to your MB experience, and one that brings background to the long history of the Company and greater appreciation of the Mercedes-Benz marque.



Memphis Membership Matters

Mike McHann (Membership Chairman)

We're very excited to welcome our newest members Charles Doyle, William Mclean, Doris Fast, Kyeanna Jones and Tonya Taylor... bringing our current membership to 83. Remember to promote the club to your Mercedes friends, emphasizing the many benefits which include:

1. 10 - 15% discount on parts & labor at Mercedes of Memphis, Mercedes of Collierville and Smith Imports. We're very excited to welcome our newest members Charles Doyle, William Mclean, Doris Fast,
2. Membership in the national club with national events, car shows and car raffles.
3. Bi-Monthly STAR magazine
4. Local club dinners, parades, car shows, etc.
5. Local newsletter
6. Technical help for your Mercedes from local club members.

The National Club continues to promote our local club membership. Until now, we depended on the STAR Magazine to communicate with our Mercedes community, but now we're switching to a web-based system to communicate online... moving from printed media to digital media. I'm already seeing the benefits of the new system with increased membership.

Each of us needs to login to the new website.

- <https://www.mbca.org>
- Enter your email address and assign a new password
- A profile page will come up for you to enter your info
- If you have problems, contact me mike@eccotek.com and I'll help you get on there
- If you get behind in dues and let your membership lapse, let me know and I can merge your previous membership data

I'd appreciate your feedback regarding your experience with the new website.

And finally, I need your old copies of the Star for our Dealer Displays. To donate, let me know and I'll come by and pick them up.

Mike McHann

Membership Chairman

901-299-6341

Technical Tips and Tricks (TTT)

by Henry Kinler

Cleaning Fuel Injectors

Here is another installment on my journey to restore my R129. Please take note that different years have different setups and my 1997 SL500 has a fuel rail with electronic injectors that spray into the intake manifold right before the intake valves. Since these injectors have been in place for 27 years, I thought it would be best to clean the injectors and replace the rubber seals. Below are some of the steps along with tips to make your job successful. There is too much information to place into this article so please reach out to me if you have questions or need more details.

Step 1



With the engine off and engine cool, check your fuel rail or fuel supply line to see if you have a relief nipple that you can compress to relieve the fuel pressure.

Step 2



Carefully remove all vacuum tubing that will impede you from lifting the fuel rail and label all your vacuum connections.

Step 3



Once you have relieved the gas pressure, you can lift the fuel rail carefully. The injectors will be tight and you will have to use some pressure at each injector to remove it from the intake manifold.

Step 4

The injectors have clips that attach it to the fuel rail, but be aware that sometime the clip will give way and the injector will stay with the intake manifold.



Step 5

Now you can use a tool I purchase from Amazon that will simulate injector to open & close while you use carburetor cleaner to flush out any buildup in the injector. This process will return you spray patten to a fine mist versus a heavy stream for better performance.

[Amazon.com: EM276SET Fuel Injector Tester & Adapter DIY Cleaning Tool Kit Set \(Fuel Injector Tester + Adapter\) Fuel System Cleaner Gasoline Engines : Automotive](https://www.amazon.com/dp/B078888888)

TIP: I can loan you mine if you don't want to order as these are seldom used.



There are two rubber seals (one at the top and one at the bottom) to secure the injector to the fuel rail and the intake manifold. You can buy fuel injector kits that should contain two seals per injector along with a micro filter insert at the top of the injector. Each car has different injectors so please research your injector type before ordering.



(Right) The micro filter must be extracted, and the new one gently tapped into the top of the fuel injector. There are lots of videos on YouTube that show you how to rebuild an electronic fuel injector.

Step 6

Once you have cleaned and re-attached your injectors back on the fuel rail you can re-attach your electrical connectors to your injectors. TIP: I labeled each connector for all eight cylinders so there would be no confusion which wire connected to each injector. TIP: I also numbered each injector so I would return the injector to its same cylinder.

Keep tabs on the little orange seals in the electrical connector as some fell out during my rebuild. These will keep out the moisture and keep your injectors problem free.



Final Step



Final step is to bolt the fuel rail down once you have hand-pressed the injectors back in place. TIP: Carefully check each injector that the rubber seals did not get pinched during the hand press. TIP: You can use silicone lubricant on the rubber injector seals to help make the injectors press into place.

You will want to verify that all injectors are connected to their correct cylinder connector or you will have misfires as the injectors will be out of sync. Once you are comfortable with all your connections, remember to reconnect all your vacuum tubes you disconnected earlier and tie wrap all your injector wires back to the fuel rail (see picture). When you try to start the engine it will take several turns before the fuel pressure builds in order to start spraying fuel back into the intake manifold.

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MBCA Holds Town Hall Meeting Before Vote on New Bylaws

In case you haven't heard, MBCA members will be voting on much-needed new bylaws between September 1 through October 15. You will receive your ballot by email. There is a way to get a paper ballot if you follow instructions on page 83 of the September/October 2024 STAR. A QR code is available on the same page to access a copy of the proposed bylaws.

A ZOOM town hall meeting was held August 27th with many Board members and 60-70 attendees logging in. In the spirit of transparency and

openness, any and all questions were tackled. The proposed bylaws, the financial situation, membership numbers, the new governance structure included in the proposed bylaws, the move away from Regional Directors, the challenge of relations with dealerships, and the ever-present questions on the new website were all topics of discussion.

When the email comes asking you to vote on these proposed bylaws, take the time to be an informed voter and vote to move our MBCA into the current era so it can meet the challenges of this era.

Cars & Carbs - Join Us For Lively Conversation and All Things Mercedes!

by Lynn Jones

One of the nice things about our Section's Cars & Carbs monthly gatherings is the new faces and vehicles that turn up. The September 7th session was one such case when new member Paul Shea arrived in his R129 SL600 V12 that he'd recently acquired. On such a beautiful early September day with temperatures in the 70s, this resulted in a MB cabriolet display in the parking lot at Panera Bread. With Paul's V12 and Henry Kinler's R129 SL500 V8 plus Mike McHann's W124 300CE-24 Cabriolet, it was a great day to admire rag-tops.



Formula 1 Update

by Bill Sudekum

Several F-1 races and the summer break have occurred since our last newsletter. Hopefully you have been following along as the teams move from country to country.

Rather than go through details of each race, I'll just mention the "Big One" for Mercedes, which occurred at Belgium. George Russell was leading Lewis Hamilton the last few laps of the race and crossed the finish line in first place, about a half second ahead of Lewis. Trophies were handed out and speeches were made, only to be undone by the track stewards. Apparently, Russell's car was found to be 1.5 kg (3.3 lbs) too light during the post-race weigh-in. He was disqualified and first place was given to Lewis. The reason most think this happened is that George only made one pit stop, instead of the planned two, resulting in more tire wear and a lighter

weight.

Two graphs follow which show you where we are so far this season.

Drivers' Championship Standings

1. Max Verstappen (Red Bull)
2. Lando Norris (McLaren)
3. Charles Leclerc (Ferrari)
6. Lewis Hamilton (Mercedes)
8. George Russell (Mercedes)

Constructors' Championship Standings

1. Red Bull
2. McLaren
3. Ferrari
4. Mercedes

There are eight races left in the 2024 season. The next three races are the Azerbaijan Grand Prix (Baku City) Sept. 15th, Singapore Grand Prix (Singapore City) Sept. 22nd, and the United States Grand Prix (Austin TX) Oct. 20th.



Circuit of the Americas, Austin, TX, site of the US Grand Prix on October 20, 2024

An Additional Request Regarding the MBCA Bylaws Update

Dear Memphis Section members:

If you have registered your e-mail with the MBCA, you should have already received an electronic ballot for the 2024 MBCA election. The only item on the ballot is adoption of new by-laws for the Club. Please take time to vote on this important measure. It takes less than a minute to cast your vote.

I served on the governance committee that worked on the by-laws. Additionally, Randy Bibb - Nashville Section President and a highly regarded attorney, along with others served on the committee. The club engaged Colorado Springs based attorney, John Wiley, a specialist in not-for-profit business matters, to update the by-laws. The by-laws were way out of date, and in some instances conflicted with Colorado law (which governs the club since it is registered and based in Colorado). Even more importantly the by-laws needed to be updated to make them more flexible and in line with how national not-for-profit organizations should be structured and governed. The revised by-laws will help us strengthen the Club for the 21st Century.

Thanks to John's guidance, the Club's Board of Directors recommended their adoption at the national board meeting this summer.

I too recommend that you vote "Yes" for adoption of the new by-laws. If you have any questions regarding them, please do not hesitate to call or text me at 901-216-7725

Thank you for your time and as always, I appreciate your involvement with the Mercedes-Benz Club of America.

Cliff

Cliff Reyle
MBCA Personnel Chair
Germany Trip Co-Leader
Past National Secretary
Mercedes-Benz Club of America