



The Houston Star

MBCA | Houston Section Newsletter

May
2011

www.mbca.org/houston

In this issue

President's Message

Page 2

New Members and
Loyal Members

Page 3

Technical Q & A and
Chuck and Ted's Track Day

Page 7

CLS Review by K. Rawlins

Page 9

107 chassis 40th Anniversary

Page 10

Sprinter Review

Page 12

Regional MBCA News

Page 13

Mercedes Marketplace

Pages 14-17

Upcoming Events

Page 18



Members of the Houston and Lone Star Sections at the Central Texas Museum of Automotive History

Benzes, Bluebonnets and BBQ

By: Joseph Middleton

Spring has come to Texas, though it feels more like a dress rehearsal for summer. Where there's spring, there's wildflowers, and the best place to see them was out in the countryside in early April. So the Houston Section made a trip out to Central Texas to see the bluebonnets. About 8 vehicles, including a 2011 Jaguar XF and two Porsches met up with us at Gander Mountain on 290 on the Northwest side of town. Among the members in attendance were Harry Ramirez and family, Damon Stith and his friend Matt, the Martins, the Madsens, the Potts from Sulphur, Louisiana, the Taners, the Middleton family and Rev. Johnnie Lee and family. Rev. Lee is one of our newest members and had just joined the Club the week before. We pulled out at 9:30am and caravanned up 290 to Chappel Hill where we were met by a traffic jam. The traffic jam enabled us to spot a field of bluebonnets, so we pulled over and took a few minutes to take photos. After the photo session, we pulled back into the traffic and went on a little further to Brenham where we made a pit stop.

(See "Bluebonnet Run" on page 5)

President's Message

Hi M-B Enthusiasts;

A very quick and special thanks to Joseph Middleton for organizing the Bluebonnet run last month. While the viewing was minimal due to the lack of rain, we enjoyed the camaraderie with other club members. Inclusive was a visit to the Antique Car Museum in Rosanky, TX followed by very tasty BBQ in Lockhart. It was a beautiful scenic drive over beautiful Texas highways.

Please see in the newsletter for upcoming events right around the corner in May/June: Spring Autocross, Tech Session and Centerville Trip.

Hope to see you.



Damon Stith | President | [Mercedes-Benz Club of America](#) | Houston Section

Rescheduled Tech Session at Motorwërks



Sunil Patel, the car doctor, will host the rescheduled tech session at Motorwerks at 10:00 am Saturday, May 14, 2011. Motorwerks (832.419.8084) is located at 5704 Southwest Freeway (outbound frontage road just past Chimney Rock). Topics of discussion will be ABS brakes, ABC airmatic air and hydraulic suspension and automatic transmissions (maybe even one in pieces). Don't miss this event held in an excellent facility and presented by a real expert. It is worth the trip to view high dollar pre owned luxury and performance vehicles on the sales floor.

MBCA | Houston Section welcomes the following new members to the Club!

Welcome!

John Fisher of Houston, TX

Alexandre Van Meerbeke Duque of Houston, TX

Jamil Mohsin of Spring, TX

Willkommen!

MBCA | Houston Section thanks these loyal Club members

Lucy Archer of Houston, TX

Shelton Blanchard of Fulshear, TX

Philip Kamphius of Houston, TX

Nina Midway and Joy Hannush of Houston, TX

Ted Novosad of League City, TX

Harry and Lisa Ramirez of Sealy, TX

Michael Shawiak of Houston, TX

Gary Sonnenberg of Houston, TX

Summer Social at Peli-Peli

Come to our Summer Social at 5pm Saturday, June 18th at Peli-Peli, located in Vintage Park (Highway 249 and Louetta). Cost is \$30 per person.

Send all inquiries to
mbca.houston@gmail.com.

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Bluebonnet Run (continued from page 1)

A few of us had snacks during the pit stop, including Blue Bell Ice Cream. That's only natural since Brenham is the home of Blue Bell. Once again, we hit the road and went onward to Giddings. From Giddings, we went south on US 77 to LaGrange. From LaGrange, we took Highway 71 to Smithville and took some Farm and Market roads to Rosanky to our destination, the Central Texas Automotive History Museum. The vast collection of diverse vehicles included everything from Duesenbergs, Buicks, Cadillacs, Lincolns, Fords, Jaguars, Studebakers, Nissans, and of course, 3 Mercedes-Benzes, 4 if you include the 123 chassis 280CE Euro pedal car. Seeing all of those cars was nice, but our snacks were wearing off and it was time for a meal. Our caravan hit the road one last time and found ourselves in Lockhart, the BBQ capital of Texas. There were four BBQ eateries to choose from, but everyone in our group decided on Smitty's. There's nothing like a central Texas style lunch, a hot link sandwich with some cheese and crackers on butcher paper, washed down with a Big Red and an ice cream cone for dessert. Everyone filled their stomachs to their delight, and decided it was time to head back home. We all said our goodbyes and made the trek on US 183 to I-10 in Luling to drive the 150 or so miles back to Houston. Well, except for the Pottsers. They had a 200+ mile journey home to Sulphur, Louisiana. I imagine they made it back in record time testing the capabilities of their red SL!

Thanks to everyone who came out to the Bluebonnet Run. Here's looking forward to next year's Bluebonnet Run and I hope to see some of you at our upcoming events later this year. And to Harry, if you decide to take over the Bluebonnet Run again for 2012, I won't mind. (wink!)

View photos from the 2011 Bluebonnet Run at this link:

<https://www.facebook.com/media/set/fbx/?set=a.202300133138060.49065.178322852202455>



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Spring Autocross 2011

It's time for one of MBCA | Houston's most anticipated events...

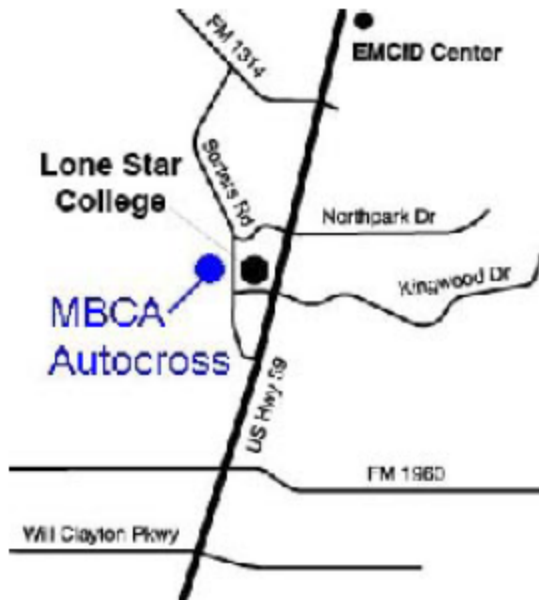
Spring Autocross 2011!



Family Fun!



Good food!



Most of all, good tire screeching fun!

The autocross will be held on Sunday, May 15th at Lone Star College-Kingwood. Drivers should arrive by 12:30pm for lunch and a pre-event briefing, and the event begins at 1:00pm. Bring your family, blankets, lawn chairs and enjoy a BBQ lunch and some hands on automotive fun! Cost is \$10 per driver. Helmets will be provided, or you can bring your own helmet. To RSVP with the number of guests in your party, and/or for more information, contact Mike Haney at mhaney@3dtriad.com, or at 713-298-4580.

Technical Q & A

Question: I have a 1999 S420 which has developed a misfire and turned the Check Engine light on. I was wondering what are some practical steps I can take to diagnose the problem before taking it to the mechanic?

Answer: You should take your S420 to Autozone where they can read the Check Engine code (for free) to tell you exactly which cylinder is the one that is misfiring. Once you know this information you can swap components from that cylinder to another and see if the problem remains there or moves with the component. When the problem remains at that cylinder, you can check that item off. When it moves to another cylinder you've found the culprit. If you do this one item at a time you can avoid spending money unnecessarily replacing parts, hoping that it will solve the issue.

If you have any 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.

Chuck and Ted's Excellent Adventure LOST Excursion

By: Chuck Wyatt and Ted Ankrum

Well here it is. Saturday morning! At 0745 hours, I departed my house, started the little car, left the garage out of the subdivision and headed Ted Ankrum who was waiting for me in his driveway.

At Grand Sports Speedway, Paul and his track staff had already set up the track and looked it over for potential hazards such as shutting down the inner loop which was flooded. But, the outer parts of the track were pretty much ready for driving on a wet road which is really cool, since we are there to learn to drive under any circumstances and do it well under higher than average speeds.

For those who have not seen this particular track the website URL is as follows and if there is interest, please come out and join us for some good entertainment.

www.grandsportsspeedway.com/

Paul really knows how to host this type of an event and the LOST members really like to help others out with honing their driving skills. They are a group of really nice people who enjoy getting together and having a good time. It is very similar to the MBCA/Houston Autocross. Everyone had a great time and it was an event that urges one to attend again.

I had the pleasure to take my first ride in a Lotus Exige. It was really, really fast and handled like it was on rails. Another rather pleasing experience beside my little C230 was a brief outing in Ted's GTR. Wow! When we went into the first turn it was very smooth and efficient, then he got on it and that thing really rolled. The four wheel drive made short order of the corners and the twin turbos sang on the straights. This car seems to be right at home on any type of course. I remember one time at the Autocross it just stuck to the course, yet there was so much more left to go. It seems the Nissan has an abundance of power but it really has to be handled by a smart driver.

Words alone cannot describe it, so the following YouTube link shows a couple of experienced drivers driving the course for about 7 minutes. This video shows a couple of Lotus Elise cars on the track with the inner loop being used.

<http://www.youtube.com/watch?v=5wXozWPOTLs>

Now I have to mention how MBCA member Wes Chain's Ford Taurus SHO handled the course. The car was brand new and it was to be initiated at the event. It was very impressive, AWD, twin turbo V-6 power, reasonable suspension and for a road car it was quite something.

Our next MBCA member was John Stone-with his Mercedes-Benz E55. The supercharged V8 had a deep throated sound that was unmistakable on the track. For a large 4 door sedan, that thing is a monster and John knows just how to tame it.

A short note from Ted: This is not a horsepower course and many of the better-handling cars were lapping within a few seconds of each other. Passing is only allowed on the front and rear straight, so a car like the GTR can keep anyone from passing by simply walking away on the straights, even though they might be faster in the curves. A well-driven Lotus is untouchable on this track while the heavyweights like my GTR and John Stone's E55 give away 2000 lbs to the Exige, and the track is just not fast enough to reward our horsepower. This is a safe track (ask the owners of the Detroit iron that regularly make excursions into the dirt) and a really good place to try out the full potential of your car and yourself. I'm still doing it at age 69, so anyone can.

Sixth Annual Texas Mercedes-Benz Get Together

It's almost time for the **SIXTH** Annual Texas Mercedes-Benz Get Together! If you've attended this meet in the past, then you'll already know that it's always a fun time, and I hope to see you again this year! If you have not attended this meet before, why not make this year your first time to attend? The meet will be held on Saturday, June 11, 2011 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 Freeway (located on the southbound I-45 feeder road just south of Airtex Dr.). We will have our pre-departure assembly in the rearmost portion of the Cracker Barrel parking lot near the Guesthouse Inn & Suites 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 with the group at 10:15am. 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 State 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 713-487-8197, or via email at editorjoseph@gmail.com



2012 Mercedes-Benz CLS 63 AMG: True Grit

By: Kimatni Rawlins of Automotive Rhythms



Kimatni Rawlins is the President and Publisher of *Automotive Rhythms*, an automotive magazine based in Silver Springs, MD. Rawlins is fully immersed in all things automotive, and writes reviews of brand new Mercedes-Benz autos in addition to reviewing other makes. You can read Rawlins' full bio here: http://www.automotiverhythms.com/aboutus/k_bio.pdf Rawlins agreed to let the *Houston Star* publish his reviews of Mercedes-Benz autos and Mercedes-Benz news, and we thank him for allowing us to do so. Here is the first new Mercedes-Benz review by Kimatni Rawlins to be published in the *Houston Star*. -Ed.

When it comes to man versus machine, Mercedes-Benz has pretty much every configuration covered. Whether it's a doctor and his S-Class, a young mother and her GLK, a pro athlete and his CL-Class, a famous Hollywood actress with her SL or Jay Leno and his SLS, possibilities are nearly limitless due to the German automaker's massive reach in each market segment. Two prominent vehicles in particular currently hold top rank because Mercedes was so far ahead of time when they manifested these creations that no other maker was able to catch up. I'm referring to the retractable hardtop SL convertible and the big-body CL Coupe. There is not one sporty, luxurious 2-door talent that can handle the CL in size, comfort and technology. Ferrari just recently joined the hardtop convertible world with its California. Another segment first for the automotive consumer market was the four-door coupe. And who do you think ushered in this new era?

Yes, in 2004 the CLS had many transfixed on its stunning design, stylistic appeal and of course a new term to throw about. "Hey, did you see that new four-door coupe from Benz?" People were so excited over the unknown German that they didn't even know its name. Where would you fit a 3-letter body style in the typical 2-letter naming convention for Mercedes? For the record, the CLS slots above the E-Class and below the S-Class. And for the record there is no such thing as a four-door coupe, just as there is no 50 Cent, only Curtis Jackson. So there you go -- nothing is constant except time. Add another exclusive name to the CLS four-door and now we're playing with fire. AMG; you either love them or hate them. Team Automotive Rhythms loves them. Especially when you turn off ESP and other systems and let fire burn from the 19" Continentals. If I had more street to smoke out San Diego's local fire department would have been after me! And please don't think I'm riding Benz's coattail since I drove a vehicle that won't be out until June, because I also like the other three Germans – BMW, Porsche, and Audi. A Panamera, M5 and R8 would certainly be sitting in my driveway if money were no object. But again, neither has a large coupe that caters like its touring sedan sister, and neither has a hardtop, top-of-the-line convertible.



In addition to the onslaught of new exciting products from Mercedes-Benz, the company is also commemorating their 125th anniversary. That's right, it was 1886 when Karl Benz invented his own rendition of the horseless carriage and help change the future of mobility. He certainly would be proud of the strides his company has made. With this profound and historic anniversary for M-B comes new vehicles to celebrate like the all-new C-Class which resembles a smaller S-Class and of course the new CLS-Class.

I was recently able to address the new features and technologies in the CLS 63 AMG during a media drive in San Diego. My prohibitive favorite would be the Diamond White body with the AMG Performance Package which adds an AMG performance steering wheel, sport suspension, red calipers, carbon fiber spoiler and engine cover and increased horsepower to 550 from 518 and max speed limit to 186 mph from 155 mph. As well, additional torque jumps from 516 to 590 to slash a second off of the base model's 4.4 second 0-60 time. These power numbers and times are simply for bragging rights since it's idiotic to attempt to exploit them any other place than a racetrack.

Yet, the CLS 63 AMG without the added performance is stellar. That's because AMG hand builds every engine from the ground up. The "one man, one engine" philosophy gives AMG owners something to be proud of. And if you so choose you can meet your maker since each engine is badged with the builder's John Hancock. Builders are like rock stars in Germany! The 5.5-liter biturbo V8 is enhanced with direct injection and functions in conjunction with the impressive AMG SPEEDSHIFT MCT 7-speed sports transmission. The MCT is exclusive to AMG vehicles and utilizes a wet start-up clutch which bathes in oil and in turn produces quicker shifts and efficient power management. The multi-talented, double-clutch transmission also has four drive modes including Comfort, Sport, Sport plus and Manual to allow the driver to treat the CLS 63 either like Jimmie Johnson or Miss Daisy. Johnson would take advantage of the vehicle's race start mode while Miss Daisy would engage Controlled Efficiency mode so the V8 shuts down upon braking to save on fuel. It also accelerates the vehicle in second gear opposed to first. Together, this new engine-transmission combo has achieved 32% better fuel than the prior model. Estimated fuel economy is looking like 16 mpg city and 21 mpg highway.

When you step back and look at the new CLS, you feel its stronger energy and magnetizing presence. The silhouette is chiseled with flaring wheel wells, distinct creases, inverted dual power domes on the hood and a major indentation on the doors. You will find no flat surfaces on this vehicle. Furthermore, AMG designs everything from the A-pillar forward. It's why you see a larger logo as on the SLS and distinct grille.

But I'm not all that excited about the rear quarter which looks like Mercedes squeezed the S-Class back there. It doesn't fit. Quad chrome exhausts, starfish themed alloy rims, V8 BITURBO badge and the AMG spoiler lip accent the rest of the CLS 63 AMG. **(See "CLS Review" on page 11)**

Mercedes-Benz 107 chassis 40th anniversary

From Daimler AG

- Stylistically confident, open-top touring cars - the 107 model series
- Successful third-generation SL model was produced for more than 18 years, achieving sales of 237,287 Roadsters

Stuttgart – Elegant and sporty, powerful and confident: the Mercedes-Benz SL 107 model series launched in the spring of 1971 was a classic Roadster embodying the very brand values which sum up the inventor of the motor car. After the SL models of the 1950's and the 113-series "Pagoda" SL, the 1971 sports car was the third generation of this vehicle family. And it was a model series which proved to be a runaway success: the Roadsters remained in production for a period spanning more than 18 years. In the brand history of Mercedes-Benz, from the 1950's the SL models represented a combination of innovation and appreciation for tradition as well as high standards of sportiness, comfort and elegance. The 107-series SL Roadsters immediately expressed all of this in a particularly stylish manner: the open-top two-seater gave the impression of a strong, self-confident and imposing car. The fact that at the same time this Roadster was also designed as a comfortable touring car highlights a carefully thought-out detail: while the soft top typical of a Roadster provided flexible protection against the elements from spring through to autumn, for the colder months there was also a removable coupé hardtop - which blended seamlessly into the elegant lines of this sports car.

Technically, the 107-series SL models set standards, particularly with their comprehensive holistic safety concept: the crash behaviour of the open-top two-seater was far ahead of its time. This was thanks to the carefully designed crumple pattern of the body and shell structure, for example, as well as highly resilient A-pillars and interior appointments designed consistently in line with safety criteria. These included the heavily upholstered dashboard, the deformable or recessed switches and levers, and also the new four-spoke safety steering wheel with impact absorber and wide, padded boss. In addition, the fuel tank was no longer installed in the rear end but above the rear axle, protected against collision.

The innovations in the area of active safety included measures to enhance being able to see as well as be seen: newly developed wind-deflecting mouldings on the A-pillars served to channel off mud-laden water in the rain and also kept the side windows clean, even in inclement weather. The wide wraparound indicators were also clearly visible from the sides, while the generously-sized rear lamps featured a ribbed surface profile to make them considerably more resistant to dirt build-up. Thanks to such details, the 107-series SL models were not only technical trend-setters for Mercedes-Benz passenger car development - which was repeatedly setting standards - but in the following years they also helped to define the style of Mercedes-Benz passenger cars.

At the premiere of the 4.39-metre-long, 1.79-metre-wide and 1.30-metre-high (with roof closed) sports car in the spring of 1971, Mercedes-Benz initially presented the 350 SL model (147 kW/200 hp). From the spring of 1973, the 450 SL model (165 kW/225 hp) then also became available in European markets. Both models were powered by V8 engines - this use of eight-cylinder units in SL sports cars was a first in the history of Mercedes-Benz.

During its extremely successful production period, which lasted some 18 years, the 107-series SL came to be equipped with a whole series of different six and eight-cylinder engines. In July 1974 the Stuttgart-based brand launched the 280 SL with a six-cylinder in-line engine developing 136 kW (185 hp). As a result, three SL engine variants were now available - another novel feature in the history of this model class. Over the course of time, all of the engines were modified slightly in terms of their output values, so as to be able to comply more closely with the stricter emission limits which in the meantime were introduced in most European countries.

In 1980 the 500 SL (177 kW/240 hp), featuring an all-alloy engine, became the new top-of-the-range model in the Roadster family, while the 350 SL was replaced by the 380 SL (160 kW/218 hp). A further facelift in 1985 resulted in the 300 SL (138 kW/188 hp) as the successor to the 280 SL, and all of the engines were now optionally available with catalytic converter. A new addition to the range was the 420 SL with V8 engine (160 kW/218 hp without catalytic converter, 150 kW/204 hp with catalytic converter). The most spectacular new development was the 560 SL (170 kW/230 hp), which was reserved for the export markets of the USA, Australia and Japan. Despite the larger displacement, the 5.6-litre model was not as powerful as the 500 SL: the reason for this was the sophisticated emission control system fitted to enable the SL to comply with the particularly strict emission limits of the US market.

From the moment of its premiere in 1971, the 350 SL already formed the basis, in both technical and style terms, for a four-seater coupé which was to replace the 111 model series luxury-class coupé, thereby becoming one of the forerunner models to today's CL-Class. Starting with the 350 SLC launched in the autumn of 1971, these SLC models had a wheelbase which was 360 mm longer (2820 mm instead of 2460 mm), to accommodate the row of seats in the rear. The success story of the SL 107 model series ran from the spring of 1971 until the summer of 1989. During an era lasting some 18 years, the Mercedes-Benz plant at Sindelfingen produced a total of no fewer than 237,287 roadsters.



CLS Review

(continued from page 9)

Inside is typical of Mercedes and AMG. Nappa leather racing seats that hug you in turns, piano black lacquer or carbon fiber trim, aluminum shift paddles, and COMAND multi-media interface. I did find the unique shape of the gear selector a little odd and somewhat confusing as I had to double check quite often if the vehicle was engaged in the proper gear. I didn't receive a tactile kickback as normal when you shift. I also don't like the positioning of the rotary dial that controls COMAND. The driver's position is always the best to be in when experiencing the CLS, but if you find your way in the back, then make it temporary as its not ideal for long trips.

Safety and assistance systems include Attention Assist drowsiness monitor, PARKTRONIC, Night View Assist PLUS w/Pedestrian Detection, rear side airbags, Active Blind Spot Assist and Active Lane Keeping Assist which actually self-brakes to pull the vehicle back into its lane.

Expect to see the 2012 Mercedes-Benz CLS 63 AMG on sale in June with pricing close to the outgoing model (\$100,000). It's 21st century true grit!

Midwest Automotive Designs' modded Sprinter

By: Joseph Middleton



Mercedes-Benz's current US spec model portfolio has something to appeal to a variety of needs. If you need a city car, try the smart brand. If you want something sporty, there's the C-class coupe, SLK, SL and SLR. If you need a family hauler, there's the GL, ML and R-class. If you want the most in luxury (and wallet weight loss), there's Maybach. Now how about this. If you need the capabilities of heavy hauling and luxury, Mercedes-Benz has you covered. Meet the 2011 Mercedes-Benz M2CA170 Sprinter modified by Midwest Automotive Designs.



Powered by a 3.0L V6 Bluetec turbo diesel engine and mated to a 4-speed automatic transmission, this special Sprinter features an exterior body kit, Brabus wheels, in dash GPS, CD, DVD, backup camera, leather captains seats, executive rear seating with console, dual 32 inch flat screen monitors, digital satellite directional TV system, Mobile Theater Sound System, sound deadening, wireless internet router, drivers partition wall with power window dual controls, fiber-optic mirrored ceiling panel, front bar area with fiber optic lighting. Hold on, I'm not done yet. This Sprinter also has full privacy window shades, full high gloss cherry burlwood, a refrigerator, folding laptop tables, a custom wine cabinet, an intercom system, and multi passenger rear seating with a wrap around sofa. The price for this more than nicely appointed van is \$149,885. That's the price to pay

to have a rolling night club. However, not all of Midwest Automotive Designs' Sprinters are decked out to look like a trendy Washington Avenue establishment's interior. Midwest Automotive Designs will also modify a Sprinter's interior to the specifications of a personal luxury van, a mobile office, a handicapped accessible mobility van, an RV Camper, or even a Golf Van. The Golf van is popular among colleges which need to transport their golf teams. Rice University is one such customer, and their van features custom upholstery with Rice logos emblazoned on the interior parts.

Mercedes-Benz promises The Best or Nothing. With Mercedes-Benz and Midwest Automotive Designs, you really do get the best when it comes to an incredible van.

Special thanks go out to A. Rod Mercedes-Benz salesman (and MBCA member) Gary Sonnenberg, and General Manager Garrick Hatfield for allowing me the opportunity to visit A. Rod Mercedes-Benz to photograph and get more information on the Midwest Automotive Designs Sprinter.

North Texas Section Do It Yourself Tech Session

May 14

What: "Do-It-Yourself" Tech Session

The next stop on this year's "Do-It-Yourself" Tech Session tour is Park Place Motorcars - Bedford, located in the Mid-Cities. They have graciously opened up their friendly facility for us once again and their knowledgeable technicians are always cheerful and helpful.

When: Saturday, May 14, 2011, 8:00 am - 12:00 Noon

Where: Park Place Motorcars - Bedford

Here's your chance to check your car out on a lift for a look-see, have a qualified technician help you evaluate your ride, or work on your car amidst a bunch of MB gear-heads in a well-equipped dealership in the mid-cities, then, this is the event for you.

3737 Airport Freeway

Bedford, TX 75229

If you're planning on doing a job on your car during the session, make sure you have parts in hand so they'll be available for you when they open the doors.

888/818-5930 (Service Department)

We start moving cars in at 8:00 but the line starts forming at around 7:30.

Dress: Work Clothes (you don't mind getting a little dirty)

Bring: Tools, Parts and Enthusiasm

Email our Technical Director Hyatt Cheek or ring him up at: 214/327-6890 to reserve your spot for \$10.00, otherwise, it's \$15.00 at the door, so, it's best to reserve by phone and stop by on Saturday; the earlier, the better. Park Place's state-of-the-art service facility and parts department will open to us for four hours.

Lone Star River Boat Cruise along with BMW & Audi Car Clubs

June 4

The Mercedes-Benz Club of America Lone Star Section would like to invite you to join us as we kick off summer with a beautiful sunset cruise atop "The Lone Star" one of the largest, most luxurious, all electric double-decked, paddle wheel riverboats in the Nation.

The 2 hour private tour will consist of a narrated sightseeing tour of Lady Bird Lake, the opportunity to experience the exhilaration of the outdoors, the natural beauty of the ever changing Austin skyline, the abundance of waterfowl, and the spectacular emergence of the world famous Mexican free tail bats.

Price will be \$20 per person.

Due to capacity limits. Your RSVP is required to MBCALoneStar@aol.com and payments must be received no later than Friday May 27, 2011

Please mail checks payable to MBCA-Lone Star Section to:
Joyce Melugin-Treasurer, 4205 Bluff Ridge Dr. Austin, Texas 78759

Please bring your favorite beverage, soda, beer or wine and an appetizer to share.

Enjoy the cruise from the roof top deck or lounge in the air conditioned lower level area.

Please see the following website for directions and parking information: www.lonestarriverboat.com

Mercedes Marketplace

2001 Mercedes-Benz CLK320

2001 Mercedes CLK320 Convertible (W208 Chassis) is finished in Brilliant Silver Clearcoat Metallic. Original Paint, no accidents. All the body panels are straight with no major dents/dings. This car was purchased by my mother about 4 years ago as a gift to herself for beating cancer. She typically drives her W126 every day, and the CLK only gets driven on the weekends. This car only has 58,700 miles on it.

16" Mercedes Benz Aluminum wheels, finished in factory silver, wrapped in a Matching Set of Goodyear Eagle LS H-Rated tires, the tires have less than 5,000 miles on them, and have plenty of tread left.

The black power fabric top opens and closes normally. The top is in great shape, and the car has always been garaged when not used.

The engine is the 3.2L 18 valve, Single Overhead Cam (SOHC) V6 (M112 - E32) with 218 hp. The engine starts and runs flawlessly. This engine is mated to a smooth shifting 5 speed automatic transmission. There are no leaks, funny noises, or fluid consumption. Car runs and drives great. The brakes work fine with no problem, no warpage, and no fading. Stops are straight and squeak free. The suspension is tight, squeak free and the car drives straight. We recently installed a brand new Interstate Battery (located in trunk), next to the full sized spare tire, which has never seen the ground.

The interior is finished in grey leather. Driver and passenger power seats both work fine with no problem with over tilt/slide for access to rear passengers. All power everything works. Dual zone climate control works fine with no problems at all. Nice condition inside for a 10 year old car. There is a trunk mounted CD changer.

The car has two keys, one original key as well as a new style chrome key.

This car hasn't seen the shop for anything since we owned it (except a flat repair) and I believe my mom has driven the car less than 5000 miles in the three years that she's had it. Texas Registration and Inspection are current.

Asking \$11,500 and entertaining all reasonable offers.

Email: weschain@gmail.com



Mercedes-Benz parts for sale

Location: SW Houston/Missouri City

Used and new parts for sale for Mercedes-Benz autos ranging from the 1960s-1980s. Parts include **Pagoda Euro headlights**, 2nd generation W126 SEL/SDL **velour interior parts**, M102 oil filters, 2 brand new W201 interior wood trim pieces, W201 right corner lamp, W201 front rotors & pads, plus more assorted MB parts.

You can take it all home for \$2100 obo, or you can buy the parts individually.

Contact Angie for more info: 832-453-9698

1968 Mercedes-Benz 250S for sale



Engine and mechanical systems restored/repared including alternator, water pump, radiator, transmission, fuel tank, front drive train, brakes, power steering, **speedometer, horn, tires**, and air conditioner.

Exterior and interior body, seats, seat belts, radio, heater core, and window gaskets need repair or restoration. Transmission reverse, horn steering column wire, rear drive train bushings, and power steering gaskets need additional repair in the near future. Shop manuals, tools, and records available. Asking \$2,950, price negotiable.

Contact Garland T. Bauch
281-733-1182

astrodad@live.com

1983 Mercedes-Benz 380SL



For Sale

1983 Mercedes Benz 380SL above avg.,
both tops, blue w/grey leather \$15,000

713-557-2741

Hardtop for 1983 380SL or similar model

Selling a dark green hard top with an ivory headliner that I no longer need (a long story). Very good condition. I am very flexible regarding price, i.e., make me an offer.

Contact: Joe Fischer at: joe.fischer-vbj@sbcglobal.net or (713) 850-1128.

1998 Mercedes-Benz SL600 for sale

Converted to SL74 by RENNtech

Formerly owned by Marshall Field V.

35K miles

The modifications done by RENNtech and their cost are listed below.

520HP 7.4L V12 engine: \$32,000
Upgraded transmission: \$1,290
Lowered by 1 inch: \$800
Rear sub-frame modifications: \$1,950
14 inch front Alcon brakes: \$5,760
12 inch rear Alcon brakes: \$3,490
RENNtech rear muffler: \$1,790
RENNtech resonator bypass: \$1,140
RENNtech front and rear sway bars: \$1,135
RENNtech hiflow intake: \$1,245
Larger radiator: \$1,225
Vented hood: \$3,000
Recaro seats: \$6,700
Anti penetration glass: \$2,700



Any reasonable offer considered.
Contact Diana Chapman for more info.
chapmand49@yahoo.com



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Joseph Middleton, Editor

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<http://www.mbca.org>

2011 Upcoming Events

Tech Session at Motorwërks

May 14

Spring Autocross

May 15

Sixth Annual TX MB Get Together

June 11

Summer Social at Peli Peli

June 18

Board of Directors Meetings

May 10 & July 5

Board Meetings are **open to ALL MBCA | Houston Section members**. Board Meetings are held every 1st Tuesday of odd numbered months at 5:30 PM in the 2nd Floor Conference Room at Mercedes-Benz Greenway (3900 Southwest Freeway, Houston, TX 77027), unless otherwise noted.

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