



STAR TRACKS 2004

MERCEDES-BENZ CLUB OF AMERICA – NORTHERN NEW JERSEY SECTION

May/June 2004

Volume 5 Number 3

INSIDE MAY/JUNE ISSUE:

Presidents Message	2
Editor's Message	2
More Road Show Photos	2
Spring Rallye - May 22	3
C-Spot Driving Event	4
* June Jamboree 2004 *	5
Tire Safety	6
Classified Ads	9
Detail Clinic July 18	10
Editor's Journal	10
Upcoming Events 2004	12

NNJS Antiques Road Show 2004

The morning started out cloudy, but our spirits were bright as we headed off to Bella Italia in Orange, NJ. for our annual Antiques



Road Show. The day became brighter and brighter as Benz after Benz pulled into the parking lot. We stood around and admired the wonderfully crafted automobiles, including the owner's Tobacco Brown 1975 280S

and some "old faithfuls." Conversation ran the gamut of weather, family, upcoming events, antiques, and of course, Benzes. Stories of how we obtained our Benzes and the history that they had in the family were warmly told to nodding heads as other members could relate to the love for their car. We proudly displayed our treasures and greeted one another. Lively conversation ensued until it was time to sit down and begin the delicious feast that was prepared for us and served family style. After dinner was over, we began to "Show & Tell" about our treasures. There were many interesting items displayed with marvelous stories of their acquisition and the memories they evoked.

- Valerie Cristiano



(116 chassis), new member, Mark Sluscavage's black 300 SE., and the Douyon's white AMG. We had our own private dining area, which was festively decorated with vases of

Tech Session at Globe Motor Car Company

On Saturday, April 3rd we gathered at Globe Motor Car Company in Fairfield, NJ for the first public exhibition of the new E320 CDI. This 2005 model is the first new diesel powered car in the US since 1999 and we were the first to see it on public display.



Joe Gallagher, Service and Parts Operations Manager of the New York Region along with Peter Scherr, General Sales Manager of Globe, were instrumental in bringing the car to NJ for its introduction to the public. Upon our arrival we were cordially greeted by Joe Wells, Parts and Service Director of Globe, and Nadir Acikbaht, Shop Foreman, and then shown into the immaculate service area where we received the first glimpse of the E320 CDI.

(Continued on page 2)

MOVING:

Send Address Changes to:
MBCA
1907 LeLaray Street
Colorado Springs, CO
80909
or call 1-800-637-2360



fresh flowers on each table along with adorable Spring bunnies, pink for the ladies and blue for the gentlemen. Lively conversation ensued at every table as we greeted some "first timers"

Read your STAR TRACKS 2004 online:

http://www.mbca.org/northern_new_jersey/NNJMBCA.html

Daimler-Chrysler (NYSE:DCX)



PRESIDENT'S MESSAGE...



There are many activities that are coming up in the next few months for the MB car enthusiast. These activities are offered not only by our section, but also by other nearby sections as well. I encourage all of you to keep checking our web site (add NJ Website link) and those of other sections so that you may take full advantage of all that our club has to offer. Joe and I have had the opportunity to attend events hosted by other sections and we have always had a wonderful time. A few years back we attended an event held in the Berkshires and met and became friends with a fantastic couple from Canada; you never know whom you might meet at an event. Many of our members already travel to different sections and regions and have developed some lasting friendships. Even if your schedule or commitments do not allow you to travel, our section offers a wide variety of activities including those for people with special interests and those that encourage participation by the entire family. Sincerely, Valerie vjcristiano@msn.com

EDITOR'S COMMENT



There is an old saying this time of year that says "When it rains, it pours!". Nothing could be further from the truth, it seems. The last week of April suffered a four day straight set of heavy rainy days in a row during the work week, and now, looking at the late spring/early summer NNJS calendar, we seem to have the same effect of a deluge of activities upon us all at once. Next week the annual May rallye will be run in Sussex County, NJ, followed by the highlight of the automotive club year, the annual June Jamboree concours at Mercedes-Benz Montvale HQ in Bergen County, with a chaser of the Annual Summer Car Care Clinic at Beverly Hills Auto Resort in July in Morris County. Our beautiful Garden State has much to offer from stem to stern in connection with the MBCA-NNJS, and I encourage you to avail yourself of all we have to offer. I apologize to any of you who have been missing me at recent events, as I have an exciting construction project and many weekend road trips at my constant call, but I sincerely look forward to seeing all of you next month where we'll swap endless Star talk.

Springtime cheers..... Ellen D. Ruck "190-Girl, The Star Cruiser." eruck@kirkland.com

STAR TRACKS 2004
The bi-monthly publication of the MBCA-NNJS.

President:
Valerie Cristiano
973-377-2882
vjcristiano@msn.com

Vice President-Operations:
Ken Spingarn
973-377-1997
khs@openix.com

Vice President-Communications:
Frederick G. Perry
703-359-2965
amtech@webspan.net

Treasurer:
Lucille Chabala
973-731-9133
lulusmalley@msn.com

Secretary:
Pauline Longosz
973-635-2136
pmlmcas2@aol.com

Technical Advisor:
David Veith
973-731-5871
dlvbenz@aol.com

Editor:
Ellen D. Ruck
908-879-4228
eruck@kirkland.com

Mid Atlantic Regional Director:
Robbie Ackerman
robby@ackerman.net

(TECH Session — Continued from page 1)

NNJS graciously provided the coffee, bagels, and donuts. After meeting and greeting about 60 fellow members, we settled down to learn about the car. Steve Stamatopoulos, Mercedes Benz Training and Education Specialist, gave us a detailed description of the car and its workings. Amazingly enough, when Steve started the car and ran the engine, the smell of diesel was not overpowering. It is more environmentally friendly than the older diesels and much more pleasant on the olfactory nerves of the "gas heads", but the "diesel heads" may need some time to adjust to the lack of fumes. At the end of the tech session, Peter Scherr presented all of the attendees with complimentary tickets to the New York Auto Show along with passes to the Mercedes Benz VIP Lounge.



Special thanks to Ken Spingarn for his efforts in arranging the Globe Motors Tech Session!

Thanks to Ed Longosz for the photos in this Newsletter !!!

More Roadshow Photos





German Driving / German Dining

The Rallye in May

Mercedes Benz Club of America - Northern New Jersey Section

Register by May 15th and receive a small MB gift

THE RALLYE TAKES PLACE ON SATURDAY MAY 22

The entire rallye takes place in the southern half of picturesque Sussex County, NJ

We will meet at the Black Forrest Inn which is 2 miles North of Interstate 80 on Route US 206 North (Exit 25)
Times:

- 11 am - Registration. Meet and Greet. Kick some tires
- Noon - Advice to participants maps & questions
Leave when you get set TIME IS NOT A FACTOR except you need to be back by 3pm
- 3pm - Return to the Black Forrest Inn
- 3:30 - Bar is open and the meal begins

Served Dinner

- Appetizer of Maultaschen
- Garden Greens and House Dressing
- Rolls and Butter

Choice of the following entrée selections:

- German Sauerbraten with Red Cabbage and Spatzle
- Veal Schnitziette with Red Cabbage and Spatzle
- Poached Salmon in Dill Cream with Vegetable and Potatoes duJour

Cash bar

- Apple Strudel
- Coffee Tea Soft Drinks

First, second and third prizes have been selected from
the Spring 2004 edition of MBUSA gift catalogue



Brought to you by Joe Grattan (973 638 1781) and Doug Ochwat (908 850 9643) Rallye Masters Extraordinaire

Names of Attendees _____

Address _____

Phone _____

Cost \$10 per car \$30 per person for dinner

Please send check To: LUCILLE CHABALA, 6 BROOK WAY, WEST ORANGE NJ 07052
Make check payable to MBCA/NNJS

Mercedes Sponsors "C-Spot" Obstacle Course Driving Event

On the weekend of March 19th through the 21st, Mercedes owners and fans gathered in Northern New Jersey at the Giants Stadium parking lot to attend the "C-Spot Drive Party". As strong seasonal winds blew that weekend, variations of each C-class hatchback and sedan models were made available to guests to test-drive around a variety of slalom courses for our driving enjoyment. Part of a national tour to promote C-class models, the Meadowlands event was one of many demonstrations put on by Mercedes-Benz USA.

Inside party tents, guests were treated to a variety of hors-d'oeuvres and demonstrations on C-class product features, SIRIUS digital stereo operations, and more. Finance representatives were on hand to answer the questions usually associated with being in a more pressure intensive showroom environment. Outside were S-, E-, CLK-, SLK-, M-, G-, and CL- models for guests to enjoy a restful break from the wind in and to dream.

A demonstration ramp covered with soapy water was erected to show how well a C-class 4Matic all-wheel-drive model could climb it with traction and stability control at all four wheels and a special wet track was also set up for test drives of 4Matic sedans and wagons. A wealth of C230s, C240s, and C320s were on hand for guests to pilot around the courses. C32 AMG models, piloted by MBUSA test-drivers wearing helmets, were available for riding in only. One might parallel the powerful gusts of wind that shook the moorings of event tents and wreaked havoc on everyone's hair that day with the fury of air currents emerging from C32 AMG superchargers.

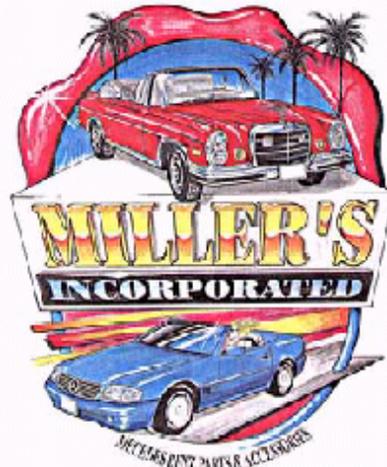
As for my own experience - When my first turn came, I chose a manual transmission C240. Since I don't own and have not driven any late model Benzes, my plan was to take the car around the course in the same conservative manner I normally drive to get a feel for how a modern Mercedes would handle 99 percent of the time I'd really be using it. Even though the reps on hand from MBUSA actually encouraged driving the cars hard and to their limit, I dismissed the thought. Realistic F1, Nascar, and Baha Rallye video games usually suppress those urges.

It had been a while since driving a stick shift. One tire smoking burnout for several seconds before going slowly around the course wouldn't hurt. After all, it wasn't *my* clutch that would be suffering. The traction control quickly aborted any wheel spin (forgot about that) and the C240 gained speed quickly since my foot was still planted hard on the gas pedal. The first turn came up faster than planned so I went into it hard and on the brake. The tires squealed a bit and no skidding occurred as the car tracked around a tight 180-degree angle without any loss of composure whatsoever. Unbelievable!

The Mercedes ESP stability control system worked

MERCEDES-BENZ PARTS SPECIALISTS SINCE 1981

Vintage 50's 60's 70's & 80's
Parts Specialists



NEW LOCATION



We have Moved to our new warehouse
Call Kevin O'Brien for Moving Sale Specials !

Miller's East 877-226-1870

Local 704-226-1870 or 24 Hr. Fax 704-226-1652
Open Monday - Friday 8:00 a.m. - 5:00 p.m. EST
1749 Williams Road, Unit C, Monroe, NC 28110 USA



Visit Our On Line Store - www.millermbz.com

Miller's Inc. has a California Location also:

Miller's West 800-338-7787

17420 Mt. Herrmann, Unit I Fountain Valley, CA 92708

Local 714-557-0115 or 24 Hr. Fax 714-557-0155

Open Monday - Friday 8:00am to 5:00pm PST

incredibly well and I became a fast believer in the C's handling abilities. Plus, this modern Mercedes had a remarkable, light-on-its-feet agility that my '85 300D and '91 420SEL could never dream of. And the V6's power was an excellent match with the manual transmission. I confess these cars were simply too much fun to drive sanely, and I became a racecar driver for the rest of the afternoon. It later occurred I hadn't spent even one single second cruising in the sedate manner planned originally. So I still have no idea what a modern small Mercedes would be like in 99 percent of everyday driving - only how well it handles and drives during that last 1 percentile. Which is superbly.

Over the last two years, Mercedes has sponsored other E- and C-class driving events similar to this one in the Northern New Jersey area, and there will be others to come. For those who didn't know about the event and missed it, there is a link on the main page of Mercedes-Benz website ("send me news and information") which allows you to give an email address for notification of future events such as the C-Spot party.

-Sean Connor



41st Annual June JAMBOREE Reservation Form - MBz HQ Montvale, NJ

Form and Check MUST be received by June 14th

I / We will be attending the June Jamboree Saturday June 19, 2004

Name(s): _____ No. of Guests _____

Address: _____ Phone: _____

eMail: _____

Cost: ___ cars @ \$35/ car Pre-Registration, or, \$40/car Day of Event (circle an entry class below)

1. Model: _____ Year: _____ Concours Popular Vote

2. Model: _____ Year: _____ Concours Popular Vote

Send Form with Check or M.O. to: Lucille Chabala, 6 Brook Way, West Orange, NJ 07052

Make Check Payable to MBCA-NNJS - (No refunds for inclement weather)

DIRECTIONS TO MERCEDES-BENZ HQ @ MONTVALE, NEW JERSEY

From the Garden State Parkway North, Take the Grand Avenue Exit (Exit 172 Northbound) and turn Right at the end of the ramp. MBNA 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 Above.) Note: You enter the rest stop Southbound simply to reverse direction and exit the rest stop Northbound.

STAN'S AUTO TOP

A FAMILY BUSINESS SINCE 1957
SPECIALIZING IN GERMAN CARS
973-635-3443
CHATHAM, NEW JERSEY
PETER SERBANICA

41st Annual NNJS June Jamboree

The 41st Annual NNJS June Jamboree will be held on Saturday, June 19, 2004 at Mercedes-Benz USA Headquarters in Montvale, New Jersey. As for the past forty years there will be magnificent examples of Mercedes Benz craftsmanship and luxury on display.

Registration begins at 8:30 AM until 10:00 AM. The cost for entering your vehicle is \$35 pre-registration and \$40 on the day of the event. **Judging** will begin at 10:30 AM and is scheduled to end at 12:30. (Check the Website for updates !!!)

Lunch will be served at the conclusion of the judging courtesy of Maryalice Ritzmann and MBUSA. The awards ceremony will be held immediately following the luncheon.

Pre-registration is encouraged and appreciated. Please send your name and phone number (email address – if you have one) along with the year, model, and choice of category to:

Lucille Chabala, 6 Brook Way, West Orange, NJ 07052

If you have any questions, please contact any of the following:
 Lucille Chabala lulusmalley@msn.com or 973-731-9133
 Valerie Cristiano vjcristiano@msn.com or 973-377-2882
 Ellen Ruck ellen_ruck@ny.kirkland.com

We ask everyone who plans to attend the June Jamboree to please pre-register even if you do not plan to show a car. We need to have an accurate as possible headcount for the luncheon, which will be provided courtesy of Maryalice Ritzmann and MBUSA. We also implore everyone to sign in at the registration table upon arrival in order to pick up your nametag.

TIRE SAFETY

Everything Rides On It (NHTSA Website)

Studies of tire safety show that maintaining proper tire pressure, observing tire and vehicle load limits (not carrying more weight in your vehicle than your tires or vehicle can safely handle), avoiding road hazards, and inspecting tires for cuts, slashes, and other irregularities are the most important things you can do to avoid tire failure, such as tread separation or blowout and flat tires. These actions, along with other care and maintenance activities, can also:

- Improve vehicle handling
- Help protect you and others from avoidable break downs and accidents
- Improve fuel economy
- Increase the life of your tires.

This article presents a comprehensive overview of tire safety, including information on the following topics:

- Basic tire maintenance
- Uniform Tire Quality Grading System
- Fundamental characteristics of tires
- Tire safety tips.

Use this information to make tire safety a regular part of your vehicle maintenance routine. Recognize that the time you spend is minimal compared with the inconvenience and safety consequences of a flat tire or other tire failure.

Safety First—Basic Tire Maintenance

Properly maintained tires improve the steering, stopping, traction, and load-carrying capability of your vehicle. Under inflated tires and overloaded vehicles are a major cause of tire failure. Therefore, as mentioned above, to avoid flat tires and other types of tire failure, you should maintain proper tire pressure, observe tire and vehicle load limits, avoid road hazards, and regularly inspect your tires.

Finding Your Vehicle's Recommended Tire Pressure and Load Limits

Tire information placards and vehicle certification labels contain information on tires and load limits. These labels indicate the vehicle manufacturer's information including:

- Recommended tire size
- Recommended tire inflation pressure
- Vehicle capacity weight (VCW—the maximum occupant and cargo weight a vehicle is designed to carry)
- Front and rear gross axle weight ratings (GAWR—the maximum weight the axle systems are designed to carry).

Both placards and certification labels are permanently attached to the vehicle door edge, door post, glove-box door, or inside of the trunk lid. You can also find the recommended tire pressure and load limit for your vehicle in the vehicle owner's manual.

Understanding Tire Pressure and Load Limits

Tire inflation pressure is the level of air in the tire that provides it with load-carrying capacity and affects the overall performance of the vehicle. The tire inflation pressure is a

number that indicates the amount of air pressure—measured in pounds per square inch (psi)—a tire requires to be properly inflated. (You will also find this number on the vehicle information placard expressed in kilopascals (kPa), which is the metric measure used internationally.)

Manufacturers of passenger vehicles and light trucks determine this number based on the vehicle's design load limit, that is, the greatest amount of weight a vehicle can safely carry and the vehicle's tire size. The proper tire pressure for your vehicle is referred to as the "recommended cold inflation pressure." (As you will read below, it is difficult to obtain the recommended tire pressure if your tires are not cold.)

Because tires are designed to be used on more than one type of vehicle, tire manufacturers list the "maximum permissible inflation pressure" on the tire sidewall. This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

Checking Tire Pressure

It is important to check your vehicle's tire pressure at least once a month for the following reasons:

- Most tires may naturally lose air over time.
- Tires can lose air suddenly if you drive over a pothole or other object or if you strike the curb when parking.
- With radial tires, it is usually not possible to determine under inflation by visual inspection.

For convenience, purchase a tire pressure gauge to keep in your vehicle. Gauges can be purchased at tire dealerships, auto supply stores, and other retail outlets.

The recommended tire inflation pressure that vehicle manufacturers provide reflects the proper psi when a tire is cold. The term cold does not relate to the outside temperature. Rather, a cold tire is one that has not been driven on for at least three hours. When you drive, your tires get warmer, causing the air pressure within them to increase. Therefore, to get an accurate tire pressure reading, you must measure tire pressure when the tires are cold or compensate for the extra pressure in warm tires.

Steps for Maintaining Proper Tire Pressure

- 1: Locate the recommended tire pressure on the vehicle's tire information placard, certification label, or in the owner's manual.
- 2: Record the tire pressure of all tires.
- 3: If the tire pressure is too high in any of the tires, slowly release air by gently pressing on the tire valve stem with the edge of your tire gauge until you get to the correct pressure.
- 4: If the tire pressure is too low, note the difference between the measured tire pressure and the correct tire pressure. These "missing" pounds of pressure are what you will need to add.
- 5: At a service station, add the missing pounds of air pressure to each tire that is under inflated.
- 6: Check all the tires to make sure they have the same air pressure (except in cases in which the front and rear tires are supposed to have different amounts of pressure).

IS YOUR VEHICLE PROPERLY INSURED?

Are you protected in case of Fire, Theft, Collision, or Flood Damage?
 What kind of parts will be used?
 Do you have a choice of Repair Shops?
 What is the true & fair amount of coverage if you should have a claim?

Buying an antique, classic, special interest, or muscle car...

BUYER BEWARE !

Seller Misrepresentation? Odometer Fraud? Prior Collision?
 True Mechanical Condition? Actual Value?

These and many more questions will be answered when you have East Coast Antique and Classic Auto Appraisers INSPECT, ROAD TEST, and EVALUATE your possible purchase or currently owned vehicle.

I-CAR LICENSED and BONDED by NEW YORK STATE INSURANCE DEPARTMENT
 NEW YORK STATE MOTOR VEHICLE DEPARTMENT as AUTO APPRAISERS & BODY DAMAGE ESTIMATORS
 Our Appraisals Accepted by ALL Insurance Companies




East Coast
 Antique & Classic Auto Appraisers

P.O. Box 1189 MONROE, NEW YORK 10950 ASE Certified and I-CAR Trained (845) 988-0359 FAX (845) 988-0411

E-Mail: ecstappr@warwick.net Web <http://ecstappr.tripod.com>

If you have been driving your vehicle and think that a tire is under inflated, fill it to the recommended cold inflation pressure indicated on your vehicle's tire information placard or certification label. While your tire may still be slightly under inflated due to the extra pounds of pressure in the warm tire, it is safer to drive with air pressure that is slightly lower than the vehicle manufacturer's recommended cold inflation pressure than to drive with a significantly under inflated tire. Since this is a temporary fix, don't forget to recheck and adjust the tire's pressure when you can obtain a cold reading.

Tire Size

To maintain tire safety, purchase new tires that are the same size as the vehicle's original tires or another size recommended by the manufacturer. Look at the tire information placard, the owner's manual, or the sidewall of the tire you are replacing to find this information. If you have any doubt about the correct size to choose, consult with the tire dealer.

Tire Tread

The tire tread provides the gripping action and traction that prevent your vehicle from slipping or sliding, especially when the road is wet or icy. In general, tires are not safe and should be replaced when the tread is worn down to 1/16 of an inch. Tires have built-in treadwear indicators that let you know when it is time to replace your tires. These indicators are raised sections spaced intermittently in the bottom of the tread grooves. When they appear "even" with the outside of the tread, it is time to replace your tires. Another method for checking tread depth is to place a penny in the tread with Lincoln's head upside down

and facing you. If you can see the top of Lincoln's head, you are ready for new tires.

Tire Balance and Wheel Alignment

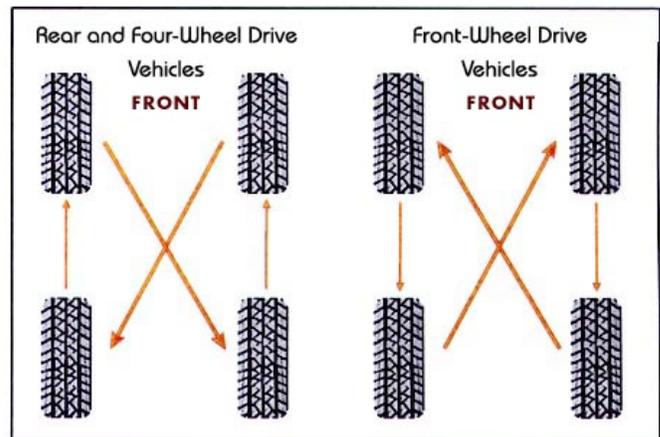
To avoid vibration or shaking of the vehicle when a tire rotates, the tire must be properly balanced. This balance is achieved by positioning weights on the wheel to counterbalance heavy spots on the wheel-and-tire assembly. A wheel alignment adjusts the angles of the wheels so that they are positioned correctly relative to the vehicle's frame. This adjustment maximizes the life of your tires and prevents your car from veering to the right or left when driving on a straight, level road. These adjustments require special equipment and should be performed by a qualified technician.

Tire Rotation

Rotating tires from front to back and from side to side can reduce irregular wear (for vehicles that have tires that are all the same size). Look in your owner's manual for information on how frequently the tires on your vehicle should be rotated and the best pattern for rotation.

A Tire Rotation Example

For maximum mileage, rotate your tires every 5,000 miles. Follow correct rotation patterns.



Tire Repair

The proper repair of a punctured tire requires a plug for the hole and a patch for the area inside the tire that surrounds the puncture hole. Punctures through the tread can be repaired if they are not too large, but punctures to the sidewall should not be repaired. Tires must be removed from the rim to be properly inspected before being plugged and patched.

Uniform Tire Quality Grading System (UTQGS)

To help consumers compare a passenger car tire's treadwear rate, traction performance, and temperature resistance, the federal government requires tire manufacturers to grade tires in these three areas. This grading system, known as the Uniform Tire Quality Grading System, provides guidelines for making relative comparisons when purchasing new tires. You also can use this information to inquire about the quality of tires placed on new vehicles.

Although this rating system is very helpful when buying new

(Continued on page 8)

(Tires—Continued from page 7)

tires, it is not a safety rating or guarantee of how well a tire will perform or how long it will last. Other factors such as personal driving style, type of car, quality of the roads, and tire maintenance habits have a significant influence on your tire's performance and longevity.

Tire Fundamentals

Federal law requires tire manufacturers to place standardized information on the sidewall of all tires. This information identifies and describes the fundamental characteristics of the tire and also provides a tire identification number for safety standard certification and in case of a recall.

P

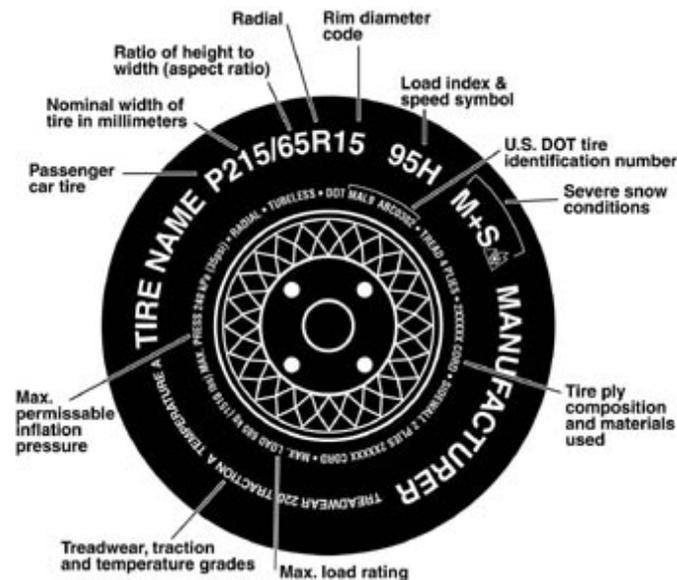
The "P" indicates the tire is for passenger vehicles.

Next number - Tire Width

This three-digit number, see 215 above, gives the width in millimeters of the tire from sidewall edge to sidewall edge. In general, the larger the number, the wider the tire.

Next number—Aspect Ratio

This two-digit number, (here 65), known as the aspect ratio, gives the tire's ratio of height to width. Numbers of 70 or lower indicate a short sidewall for improved steering response and better overall handling on dry pavement.



R

The "R" stands for radial. Radial ply construction of tires has been the industry standard for the past 20 years.

Next number - Wheel Diameter

This two-digit number is the wheel or rim diameter in inches. If you change your wheel size, you will have to purchase new tires to match the new wheel diameter.

Next number - Tire's Load Index

This two- or three-digit number is the tire's load index. It is a measurement of how much weight each tire can support. You may find this information in your owner's manual. If not, contact a local tire dealer. Note: You may not find this information

on all tires because it is not required by law.

M+S

The "M+S" or "M/S" indicates that the tire has some mud and snow capability. Most radial tires have these markings; hence, they have some mud and snow capability.

Speed Rating

The speed rating denotes the speed at which a tire is designed to be driven for extended periods of time. The ratings range from 99 miles per hour (mph) to 186 mph. These ratings are listed below. Note: You may not find this information on all tires because it is not required by law.

Letter Rating	Speed Rating
Q	99 mph
R	106 mph
S	112 mph
T	118 mph
U	124 mph
H	130 mph
V	149 mph
W	168* mph
Y	186* mph

* For tires with a maximum speed capability over 149 mph, tire manufacturers sometimes use the letters ZR. For those with a maximum speed capability over 186 mph, tire manufacturers always use the letters ZR.

U.S. DOT Tire Identification Number

This begins with the letters "DOT" and indicates that the tire meets all federal standards. The next two numbers or letters are the plant code where it was manufactured, and the last four numbers represent the week and year the tire was built. For example, the numbers 3197 means the 31st week of 1997. The other numbers are marketing codes used at the manufacturer's discretion. This information is used to contact consumers if a tire defect requires a recall.

Tire Ply Composition and Materials Used

The number of plies indicates the number of layers of rubber-coated fabric in the tire. In general, the greater the number of plies, the more weight a tire can support. Tire manufacturers also must indicate the materials in the tire, which include steel, nylon, polyester, and others.

Maximum Load Rating

This number indicates the maximum load in kilograms and pounds that can be carried by the tire.

Maximum Permissible Inflation Pressure

This number is the greatest amount of air pressure that should ever be put in the tire under normal driving conditions.

UTQGS Information

Treadwear Number

This number indicates the tire's wear rate. The higher the treadwear number is, the longer it should take for the tread to wear down. For example, a tire graded 400 should last twice as long as a tire graded 200.

Traction Letter

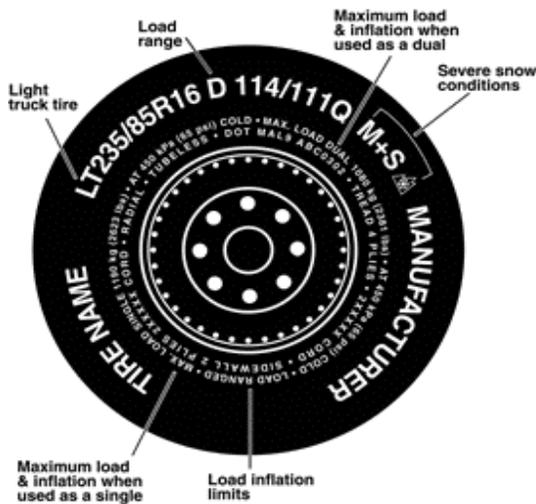
This letter indicates a tire's ability to stop on wet pavement. A

higher graded tire should allow you to stop your car on wet roads in a shorter distance than a tire with a lower grade. Traction is graded from highest to lowest as "AA", "A", "B", and "C".

Temperature Letter

This letter indicates a tire's resistance to heat. The temperature grade is for a tire that is inflated properly and not overloaded. Excessive speed, under inflation or excessive loading, either separately or in combination, can cause heat build-up and possible tire failure. From highest to lowest, a tire's resistance to heat is graded as "A", "B", or "C".

Additional Information on Light Truck Tires



Tires for light trucks have other markings besides those found on the sidewalls of passenger tires.

LT

The "LT" indicates the tire is for light trucks.

Max. Load Dual kg(lbs) at kPa(psi) Cold

This information indicates the maximum load and tire pressure when the tire is used as a dual, that is, when four tires are put on each rear axle (a total of six or more tires on the vehicle).

Max. Load Single kg(lbs) at kPa(psi) Cold

This information indicates the maximum load and tire pressure when the tire is used as a single.

Load Range

This information identifies the tire's load-carrying capabilities and its inflation limits.

Snow Tires

In some heavy snow areas, local governments may require true snow tires, those with very deeply cut tread. These tires should only be used in pairs or placed on all four wheels. Make sure you purchase snow tires that are the same size and construction type as the other tires on your vehicle.

FOR SALE: MERCEDES BENZ DIECAST MODEL CARS Scale 1:43. 300SL Roadster, Black & 280SL, Red in display cases. Limited Quantities. Great gift for Graduation, Father's Day, Birthdays or any occasion! \$7 each plus shipping.) Other types of diecast cars available for sale too! Call 973-895-4039 Ask for Sheila or Emil.

FOR SALE: 2001 ML 320 35,000miles Loaded with options, Desert Silver, Tan Leather, Heated Seats, Sunroof, 100,000 mile Starmark, \$27,750 Original Owner Doug 908-850-9643

FOR SALE: Remus Exhaust for SLK320. Great Sound. Put original back on car at end of lease. Originally \$800+, \$250 OBO Will throw in plexiglass windscreen. Doug 908-850-9643

FOR SALE: 1990 560SEC: 49 K miles, fully loaded, Third Owner, garage kept, "Slate" Grey exterior over Lt. Grey Leather interior. Price: \$19,800 Call Peter Poznerowicz at home (201) 288-2669 or cell (201) 481-2157.

International Vehicle Appraisers Network

John Kefalonitis
Certified Appraiser

(908)459-4201 www.i-van.org
Fax: (908)459-9868 bjspecialties@accessgate.net
2 La Barre Road, Blairstown, NJ 07825



FINE AUTOMOTIVE ELECTRONICS,
DETAILING AND ACCESSORIES



Complete Detailing Packages
Concours Prep • Paintless Dent Removal
Symphony Sound Systems

19 E. HENRY STREET • BASKING RIDGE • NJ • 07920

908•766•7115

FOR SALE: 1999 Porsche Boxster Convertible. Five Speed Manual, Triple Black, 17.9K miles, Mint detailed regularly, always garaged, NJ Car All Books & Records, one Owner, Price \$26,990.

Call Mike (908) 479-0099 evenings.

FIFTH ANNUAL SUMMER CAR CARE DETAIL CLINIC

Sunday, July 18th marks the anniversary of the Fifth Annual Summer Car Care Clinic at Beverly Hills Auto Resort in historic downtown Basking Ridge, New Jersey between 1-3 PM. In these golden sun-kissed high summer afternoon hours we will have the special privilege of an open-house shop exclusively for MBCA-NNJS Members on a quiet Sunday afternoon to discuss serious Detailing without the disturbance of workweek phones and pressures. In the very private triple bay garage setting of owner/operator Michael Perrino's auto resort facility, we will unfold once again the secrets of the art of Automotive Detailing to ensure your Star is always at it's sparkling best appearance. Whether new or old-timer Member, concours enthusiast, concerned Star owner, one who has inherited a problem, or just out for a good time on a sunny summer afternoon, please attend this ever popular event to address all of your personal Mercedes-Benz appearance needs. We welcome beginners through enthusiasts at this event, which usually numbers three dozen strong at-

tendance to glean bits and pieces of professional Detail Secrets that ultimately enhance your personal Star. After the informal tech session discussion, Mr. Perrino will afford time to personally examine your detailing problem and suggest a regimen of necessary car care at no extra charge. Last year more than a half dozen Members were seen scurrying to their vehicles for a bit of one-on-one attention with pleasing results. Plan to take a break from your pool time, lawn mowing activity, or hammock dreaming to join us for this ever popular Sunday afternoon event. Attendance is free with Membership, but we do ask that you RSVP in advance to ensure we prepare the correct amount of cool drinks and tasty snacks for your enjoyment throughout the afternoon Q and A session. Who knows.....you may end up one of the lucky ones to have their photos posted on Beverly Hill's Trophy Bulletin Board! All winners of any concours trophy following a Beverly Hills detail appointment are automatically guaranteed a place of prestige on the front office "Brag Board"! Won't you join us ? Coupon below is ready to clip and send your RSVP today!

Directions: Beverly Hills Auto Resort is at 19 E. Henry St in Basking Ridge. This section of Henry Street is one-way, easily accessible from Finley Street, the main street in the center of Basking Ridge. Or, take the North Maple Street exit from I-287 into Basking Ridge about 1 to 1.5 mile into the center of town, and turn left onto Finley then left onto Henry. Henry Street is directly across from "The Store" restaurant.

Editor's Journal:

MBZ TURNS A SUNDAY INTO FUNDAY

Balancing the ever precarious and overloaded schedule I tango to, the calendar decreed last weekend it was time for me to step lightly and head to the southern climes of Virginia. Every other month or so it's my turn to travel to the Commonwealth to give Fred a break from the I-95 homeward haul.

Thursday night, in preparation for my weekend jaunt, I was packing Red Star's trunk with catering goodies and my luggage, when I noticed something that looked like a Hostess mini-doughnut laying on the ground under the muffler area. Just about the same size and thickness and even color of the boxed breakfast supermarket treat, I knew immediately what it was spying it face up on the gravel. One of two thick, elastic heavy duty O-rings that securely hold your muffler onto the chassis bracket under your car, had simply dried with age and let go. The other one still looked good, but I had been warned by a fellow SEC driver what happened to him on the way home from Baltimore. Driving with one remaining O-ring, the other one let go at a stoplight, and a Harley cyclist motioned to him that his expensive muffler was dragging and incurring damage.

Not wanting that to happen to me, I immediately phoned my local Mercedes parts room to have ready the Mercedes-Benz doughnut rings ready for my pick up enroute home Friday night. Not one but two mechanics there suggested it takes two persons to replace this simple part, one to hold the muffler system upwards, while the other stretches and pulls the O-ring over the two slightly skewed bracket hooks. I was alone and this was not encouraging advice, and sure did not want to take a risk driving high speed without my replacement part, so I set my sights high and became determined to accomplish this task. I spread an Oriental rug under RedStar's trunk area, and laid down to examine my task at hand. Slipping the O-ring's center hole over the top

July "Concours" Detailing Clinic

Sunday July 18, 2004 - 1 PM

(Beverly Hills Auto Resort - 19 E. Henry St. Basking Ridge NJ)

Form MUST be received by July 10 th

I / We will be attending the 5th Annual July Detail Clinic

Name(s): _____

Address: _____

Vehicle Yr/Model _____

Phone: _____

Send Form to:

Lucille Chabala, 6 Brook Way, West Orange, NJ 07052

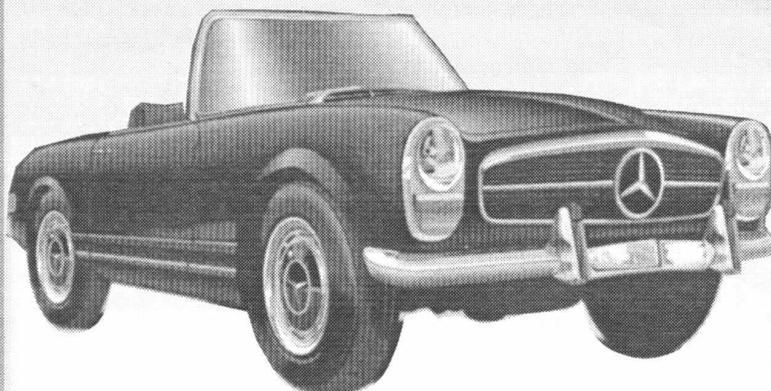
bracket with one hand and holding the muffler up with my other hand, was no easy task. Way easier said than done! No matter how much I pulled, I did not have the strength to stretch this tensile little rubber part. After a few failed attempts, I thought maybe the local aerobics classes could use a few of these tenacious little stretchy things in their exercise classes. It surely flexed muscles yanking on this thing in an upside down position! Ten minutes later, I figured if I rolled on my side, I could use my shoulder and elbow for muffler leverage, freeing another hand to work the O-ring, and with a gargantuan growl, I managed to stretch the rubber doughnut into place. Then a funny thing happened. Enjoying my little bit of satisfaction, I actually marveled at the under chassis car parts, and thought, next week given more time, I must visit under here again soon!

Now smiling and on my way, the night flight was serene yet fast paced as Friday evening interstate commuters flew low making time and connections to their next destination, so if you can't beat 'em, it's best to join the conga line and join 'em in competitive driving. At midnight I pulled safely into my berth, rolled happily into bed, and awoke to an entire day of fun of my choosing, planned well in advance. Trouble Part II started late Saturday afternoon when it was too late for us to execute a self-fix. We wanted to mobilize Arctic Star, the 89 560SL, and Star Commander, the Pearl Black 91 560SEL, but both were battery dead from winter disuse.

All along I'd been asking Fred if he was regularly exercising the 560's for battery turnover, but it was a long cold winter down there too, and it turns out, neither of them had stretched their legs in over one and one-half month's time. Not only were the cars dead late on Saturday night, but one was in our residential parking garage, and the other buried 4 levels underground at a highly secured office complex, and neither had access to an electrical outlet for our portable battery charger. Even if we did, the batteries might possibly be aged and in need of replacement. We decided the best thing to do was wait until Sunday morning, and call Mercedes-Benz Roadside assistance to visit us at our location. After lunch, we phoned 1-800-FOR-MERC and following a short hold period, we were connected with the proper department. The operators will ask you your name, address, VIN number, type of vehicle, problem incurred, and contact phone number, and then turn you over to the nearest Mercedes dealer for help.

They even knew we had cars serviced both in NJ and VA from their (infrequent) repair records kept in the central computer system. About one hour later, the Mercedes-Benz rescue vehicle pulled into our complex of buildings. I spotted the signature ML truck and flagged it down, although it had a navigation system to find us in case I hadn't been on the lookout. **Andy Cardwell**, an energetic young technician who works for HBL Mercedes in Tyson's Corner, VA, hopped out to assist us. He not only works five days a week there in the shop, but also covers every other weekend for Roadside Assistance in a 24-hour continuous shift. He was driving a 2004 ML350 already with 28K miles from rescues since September, fully outfitted

∞ Flemington Foreign Car Repair ∞



Servicing European Cars Is Our Business.

- We specialize in European Automobiles
 - Over 18 Years Experience
- We Accept All Major Credit Cards, Personal Checks
- We Will Maintain Your New Car Factory Warranty
 - All Service and Repair Work
 - Authorized Emission Repair Facility

Flemington Foreign Car Repair

35 Route 12 in Flemington

(908) 806-CARS



with a loaded tool chest and one of every battery any Mercedes could ever need. With a simple but powerful boost Star Commander growled to life and was ready for the road.

She did not require a replacement battery, but we would let her run for a bit to charge the system as Andy marveled at the under hood Japanese stickers on this former Tokyo limousine. He said he had never seen a 126 in such amazing pristine condition with a tall tale to tell. There was no charge for this service and it seemed too easy, so we asked Andy if he had the time, would he mind to service the dead convertible at the other location as well? Like a little kid wanting a ride in a fire engine, I asked Andy if I could ride in the rescue ML for my jollies. He told me to hop in and on the drive over to the other car needing a battery jump, we chatted about cars. He told me he bought a very good condition 190 E 2.3-16V recently for himself with just 78K miles that he just loved, and I told him about my collection. While I was in the car, he fielded another call from a gentleman he just helped earlier in the day, whose car failed to hold the battery charge even after one hour of driving.

Many rescue technicians spent a good part of their shift servicing simple problems like dead batteries and flat tires, yet very important ones when the driver is grounded! Andy was patient as an

(Continued on page 12)

(Editor's Journal - Continued from page 11)

angel as we had to flag down a security guard to access the car and go underground for service.



Minutes later, the SL and the ML came screaming up from underground, but the convertible had trouble holding the charge, so we asked Andy to change the battery in the trunk for us. Once again, he said he never saw a car as dazzling white as that, and efficiently swapped batteries, charging us the basic fee for the part only and handling the dead battery we did not need. Our experience was positive and we cannot recommend utilizing MBz Roadside Assistance highly enough when you require help. Swift delivery of parts with a smile will be delivered right to your doorstep, and this is probably the 4th or 5th time we have used the service north and south with great results. Old or new..1-800-FOR-MERC is there for you! *Ellen D. Ruck*



UNDER THE HOOD STAR

This time around let's talk rubber. There's a lot of it on a Mercedes and it needs to be taken care of too. Starting under the car, the exhaust system is supported by rubber "donuts" so the system can sway over bumps and curves, these "donut" hangers should be inspected for dry cracks or being broken and replaced right away. There are usually 4 to 5 hangers that are more towards the rear of the car at the muffler-I also might add that after 1995 they seem to last longer.

Care of rubber is something I do on my own cars. Wurth Rubber Care Spray can be applied with cotton balls or sprayed onto the rubber directly. (But wipe off paint) These are the parts I preserve:

1. All rubber around the door seals.
2. Mirror rubber on the side views of Pre-95 cars.
3. Trunk Seals
4. Wind shield Seals
5. Window Seals, but not to much on parts that touch glass
6. Under the hood: weather strips or moldings made of rubber.

And remember, inspect all hoses and fan belts (both sides) for cracks or dry rotting and replace as necessary. Rubber can last a long, long time if cared for, it will look better if preserved or "fed" and remember that what acid rain does to paint, it does to rubber, so keep it clean and washed.

Until Next time, Happy Mercedes motoring. *-David Veith.*



STAR TRACKS 2004

P.O. Box 146 Chester, NJ 07930-0146



UPCOMING NNJS 2004 EVENTS:

- May 22** Rallye - Joe Grattan and Doug Ochwat
 - June 19** 41st Annual June Jamboree – Montvale NJ
 - June 26** Spring 04 Coupe Fest - A Scenic Driving Event with Country Dinner" for W-126 560SEC cars, please contact the Editor Ellen D. Ruck for further information and registration.
 - July 26** Werner Fehlauer BlueBerry Picnic
http://www.sjs-mbca.org/up_coming_events.htm
 - July 31- Aug 4** STARFEST Western Reserve Ohio
 - Aug 15** Defensive Driving / Autocross (Tentative)
 - Sep 18** Mid-Atlantic Regional Picnic – Falkenhorst
 - Dec 11** NNJS Holiday Party
- Please contact Valerie Cristiano, President, or the Editor for permission to reprint information from this publication.

FIRST CLASS MAIL

Place Mailing Label Here

