

# StarTracks 2008



Volume 4 Issue 5

September-October 2008

## Annual Regional Picnic-Saturday, Sept. 20, 2008

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Get ready to enjoy our annual picnic at “Falkenhorst”, John Bleimaier’s 18<sup>th</sup> century country home. We will have some chairs and tables, but if you have your own, please bring them. The third Saturday in September will be hot and sunny, the smell of freshly mown grass will be in the air, free hamburgers, hot dogs, pizza, sodas and a bunch of other stuff will be on the tables under the tents. We will enjoy the friendly competition of a seven category **popular vote** car show. There will be a ‘silent auction’ (proceeds to charity). Bring something lightly used. John will have slides of the latest Concours at Pebble Beach; you will see and vote on a bunch of great Mercedes. Sounds like a lot to do in one afternoon, but we’ll squeeze it all in. Plan to bring the kids.

This event is co-sponsored by the two New Jersey sections. **There is no cost to you, but WE NEED A COUNT.** We have to buy the food, beverages and supplies. Please complete and mail the coupon or contact Lucille Chabala by phone or email. Directions to “Falkenhorst” may be found below and on our website.

I/We will be attending the NNJS MidAtlantic Regional Picnic & Car Show on **Saturday, September 20, 2008 beginning 10 AM.** Please bring along an appetizer, salad or entrée as well as an item to donate for the silent auction. You may also want to bring along folding chairs, umbrellas and other comfort items. There is no charge for this event. As always, the Northern New Jersey and the South Jersey Section are co-sponsoring this event.

Name(s): \_\_\_\_\_

Email: \_\_\_\_\_

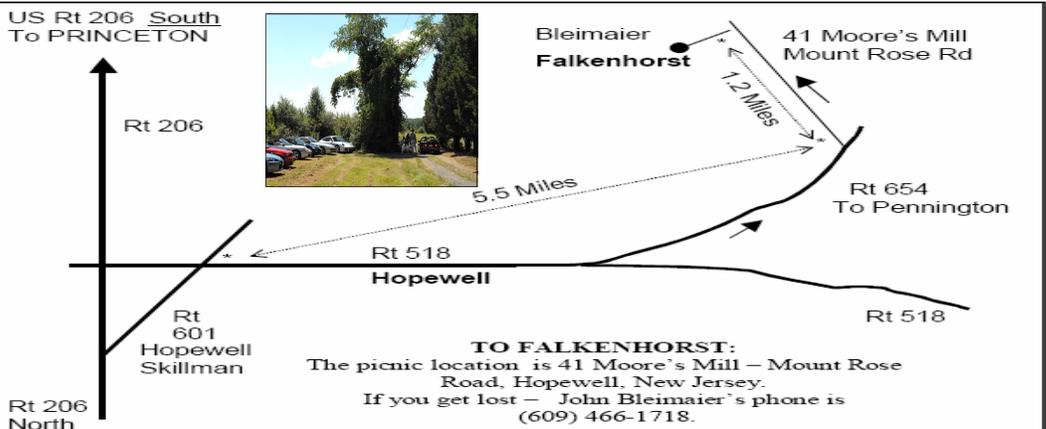
No. of people attending: \_\_\_\_\_

No. of cars to be displayed: \_\_\_\_\_

I am bringing to the picnic: Appetizer \_\_\_ Salad \_\_\_ Side dish \_\_\_ Entrée \_\_\_

**Lucille Chabala 6 Brook Way, West Orange NJ 07052 973-731-9133**

[LULUCHAB@aol.com](mailto:LULUCHAB@aol.com)



## ***From the President - Doug Ochwat***



If you include our “tire kicking” get-togethers, our section has had about a dozen events in the first eight months of 2008. Most recently, Joe Grattan and Carl Schwartz ran a very successful drive along the Hudson. In the remaining four months, our section will be running another four events, and participating in a couple of others. A busy schedule, indeed.

September 20<sup>th</sup> is our annual regional picnic at Falkenhorst, followed by Oktoberfest, the very next Saturday, in Chester. In November, we’re having a weekend getaway in Cape May, followed by our annual Christmas and Holiday party on December 6<sup>th</sup>. Details along with registration forms are included in this newsletter and I highly encourage you to register for as many of these events as you can, while you are thinking about it.

There is information also in this newsletter about an SCCA autocross in Englishtown where we are encouraging your participation. It might be a great “tune-up” if you are participating in the Tri-O-Rama (TOR) driving events the following week. Speaking of TOR (details in this newsletter), I highly encourage you to participate. There’s a car show on Saturday, a great rallye run by “our own” John Bleimaier, and driving and track events on Monday and Tuesday. You can go for the day, the weekend, or the entire event. There’s never been a National Event closer to home than this one.

In closing, I’d like to welcome Dave Hall to the leadership team of NNJS. Dave, who has been a member for only about a year has accepted the position of Membership Chairman. In Dave’s own words “who better to encourage and welcome new members than a new member”. Last of all, a big thanks to everyone on the leadership team. Without them a year like this would be impossible.

# OKTOBERFEST 2008

**Saturday, Sept. 27th from 11 am to around 3:30 pm — Chubb Park, Chester, NJ**

**On old RT. 24 approximately 1 mile west of RT. 206**

Featuring Authentic Oktoberfest Music, Food, Folks wearing Official German Oktoberfest Outfits, Etc.

Cost: \$20.00 per car. Here's what you get back, Up to \$20.00 per car in food vouchers, free admission to the Oktoberfest. Water, Coffee & Snacks are supplied by the club. Authentic Oktoberfest Music and Dancing.

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There will be a gag odometer trophy, and prize for best Lederhosen outfit. Pre-reservation is welcomed, although you may pay at the gate. We would appreciate a count of the amount of cars attending. Please contact Lucille Chabala at [LuluChab@aol.com](mailto:LuluChab@aol.com) or 973-731-9133. Please direct any questions about the event to Bob Wegner at [my280sl@verizon.net](mailto:my280sl@verizon.net) or 973- 515-0052

## Oktoberfest 2008 Registration Form

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Cost: \$20.00 per car if you are bringing one. No cost per person to attend. No. of cars being entered: \_\_\_\_\_@20.00

Please contact Lucille Chabala at [LuluChab@aol.com](mailto:LuluChab@aol.com) or 973-731-9133

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# Anything and Everything Mercedes-Benz

## Premium, please!

That phrase should be your answer next time the gas station attendant asks you, what fuel you want? (unless, of course, you're driving a diesel), when you pull up with your MB. I wrote an article about this subject some time (two years) ago, so forgive me if I bore you, but it seems to be more important now than ever before.

At a time when gasoline prices are soaring, people tend to be penny wise and pound foolish. I was not totally surprised when I read an article recently, that based on the total amount of fuel sold by gas stations only 12% accounted for premium. Most domestic vehicles run on regular, including the ones that I own and of the 7 cars in my household, only 2 need premium. However, I was a little surprised when I went to "my" gas station that I have been going to for years and they no longer had premium! Amazing, the things that happen while one is away on vacation.

But, the story does not end there. The final surprise/shock came just last week, when I happened to come across a Mercedes SUV almost new and it had strange noises coming from the engine, mostly while accelerat-

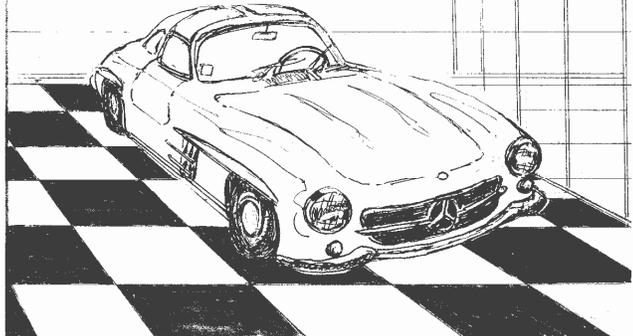
ing. It sure sounded like the engine needed major repair, but it also reminded me of the "pinging" sound that engines "used" to make 20-30 years ago when they were running on very poor quality fuel. To make it short, the owner had put regular in the tank, since premium was so expensive.

As far as I am concerned, regular and premium are both too expensive, the later just a little more. You do the math. If you need 20-25 gallons of fuel a week and pay on average 20 to 30 cents more for premium, it comes to \$4-8 a week, which amounts to about \$200-400 a year. In comparison to an annual fuel bill of approx. \$4-5000, it is pocket change. The difference between regular and premium is not a ploy by the gas companies to get more money out of you, (that's another story) but the engine design of a Mercedes and most other German luxury cars simply call for it and they need it. Without getting too technical, the higher compression ratio in the engine demands a higher octane, as in premium in everyday driving and not just to going 150 mph on the Autobahn.

As I have stated in my previous article, the electronics of most modern engines will compensate for a lower fuel grade to a degree, but at the expense of lower performance and poor fuel economy, which then defeats the purpose of using regular in the first place.

So, remember, say "premium, please" when you fill up!

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**John Tricarico 215-297-5843**

## ***November Weekend In Cape May***

The **Marquis De Lafayette Hotel** in Cape May, NJ is the scene of our November getaway. November 21<sup>st</sup> to the 23<sup>rd</sup>, the weekend before Thanksgiving, is *the* weekend to be in Cape May as it is the Annual Holiday Preview weekend in Cape May with the lighting of the tree at the Emlen Physick estate on Saturday evening. The estate is decked out with thousands of lights and holiday trimmings designed to get one and all in the holiday spirit. For anyone who may want an extended getaway I have secured a block of rooms at the hotel from November 20th through November 24<sup>th</sup>.

**You are responsible for your reservation.** The hotel number is 800-257-0432. You **must** ask for **Joan Haber** at ext. 151 when making your reservations and tell her you are with the **Mercedes-Benz NNJS**. If you do not ask for Joan, you will not get the discounted rate. *A three night stay is heavily discounted.* For a three night stay, a room with two double beds is \$124.00 per night; the suite with a king bed, sitting area and kitchenette is \$154.00 per night. A two night stay for a room with two double beds is \$174.00 per night, while the suite for a two night stay is \$204.00 per night. Rates are based on double occupancy. All rooms are equipped with coffee maker, small refrigerator and microwave. Breakfast is included. Every room has an ocean view.

The hotel is pet friendly. An additional fee of \$20.00 per night is expected at sign in as is a \$100.00 cash security deposit. A credit card will hold your reservation. Approximately 30 days prior to your check-in your reservation will be charged to your card. Cancellation prior to 30 days will have no cancellation fee. Other rules for cancellation, and the timing of the cancellation, are reasonable. If you have questions on their policy please call me 908-852-7772. Friday the 21<sup>st</sup> and Saturday the 22<sup>nd</sup> are planned group dinners.

The hotel is on Beach Avenue, across the street from the ocean, so even in November a stroll along the beach is possible since the weather is still mild there. Many nice shops are open and within walking distance of the hotel to start your holiday shopping or just browse. Scheduled trolley rides take you through the Victorian streets of Cape May and there are walking tours of the town and tours through some of the old magnificent Victorian homes. Do everything scheduled or do absolutely nothing but relax, the choice is yours.

Please note, if you wait until the week before the event to make reservations you will not get a room/suite or the special rates quoted above.

A registration fee of \$10.00 per person (20.00 per couple) is payable by October 20<sup>th</sup> to NNJS MBUSA and sent to Lucille Chabala. Please see registration form below

If I can be of assistance, please do not hesitate to call me. **Nora Ochwat**

## ***November Weekend In Cape May***

A registration fee of \$10.00 per person (20.00 per couple) is payable by October 20<sup>th</sup> to NNJS MBUSA and sent to Lucille Chabala. **You are responsible for your own reservation.** The hotel number is 800-257-0432. You **must** ask for Joan Haber at ext. 151 when making your reservations and tell her you are with the Mercedes-Benz NNJS

Name: \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_ No. of people attending @ \$10.00/person: \_\_\_\_\_

Lucille Chabala at [LuluChab@aol.com](mailto:LuluChab@aol.com) or 973-731-9133

6 Brook Way West Orange, NJ 07052



## Vice President's Message.....Andreas Molde

I just got back from my vacation in Germany and visited the Mercedes-Benz Museum in Stuttgart. The Museum is simply amazing - with 122 years of MB history - all in chronological order, encompassing over seven floors. Among the many MB's, I found the "Governator" Arnold Schwarzenegger's 1995(?) S 600 on display. You owe it to yourself to see it (the museum that is) and while you are there, take a factory tour and leave plenty of time. I did not have the time to tour the Stuttgart plant, but I had a chance to see the one in Bremen, where the new C-Class, SL, SLK and the new GLK are being built. It was certainly very interesting to see how much the manufacturing process of the automobile has changed over the last 30 years.

While waiting for the tour to start, I noticed a beautiful 1954 SL 300 Gullwing, which had a 1995 Resident Beach Pass from Kennebunkport on the windshield. Small world.

It was nice to come back to the "Good ole USA" and go on the Sunday Hudson Drive, with our members, some of whom I have met for the very first time. Hope to see many more new and familiar faces at our upcoming events.

## Technical Corner

by Andreas Molde

In this issue's column, I would like to talk about timing chains, since all MB's have them. Other manufacturers use timing chains or timing belts and you may have heard someone say "The timing belt broke". On most vehicles with timing belts, there is a service interval which calls for replacement of the belt between 30 to 60 k miles. The idea is to replace it BEFORE it "breaks" because the subsequent damage can be detrimental to your engine and possibly your wallet. There is no service interval on replacing timing chains. So it is up to you to replace it before it breaks. That is where the real problem starts. Since there is no real data on when to change it, you can only go by experience and the bad luck that others may have had.



If you call your dealer and ask when it should be changed, the answer most likely will be "never". You need to look at it as preventive repair, not maintenance. Again, there is no hard rule. I have seen timing chains break as early as a 100k, yet on some MB's of the same model, I have seen them last 250k or more. Actually, the chains don't break, they stretch, and the chain guides which get brittle after many years take, literally a beating and break. Those broken pieces get caught between the chain and the camshaft sprocket and the valve timing will jump. That causes the valve timing to be off and since there is hardly any clearance between the pistons and valves, the valves get in contact with the pistons and end up getting bent or broken. At times, even the camshafts and pistons get damaged in the process.

The models most affected by this are just about all of the V-8s from the 70's to the 90's, since they have the longest chains and because the V-shape of the cylinders rely mostly on the chain guides. The inline 4 or 6 cylinder engines are more forgiving as far as guides are concerned, but I have seen broken chains on those too. The decision whether to replace the timing chain is yours to make and you may want to enlist the help of your favorite repair shop, but the "rule of thumb" is 100k miles. It is very important to replace the chain, tensioner and the upper rail guides at the same time! It would not hurt to replace the camshaft sprockets, too. This is not inexpensive to do, since it takes about 8-10 hours of labor plus parts, but it's a lot cheaper than rebuilding or replacing your engine!

### Reminder:

All submissions for the next Star Tracks 2008 issue must be received by Ken Spingarn [khs@openix.com](mailto:khs@openix.com) by October 15, 2008

### We need your email address

If you have not received NNJS notifications via email, please send your email address to [JosephGrattan@aol.com](mailto:JosephGrattan@aol.com)

## We're on the Web!

[www.mbca.org/northern\\_new\\_jersey/nnjmbca.html](http://www.mbca.org/northern_new_jersey/nnjmbca.html)

Click to follow link

### Reminder:

Did you know that For Sale ad submissions are free for members? All that is necessary is for you to email your ad to the editor by the 15th of the month prior to publication. You may include one or two digital photos with your ad.

[khs@openix.com](mailto:khs@openix.com)

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# Summer Sunday Drive along the Hudson River

On a bright and sunny August morning we gathered in Fort Lee, near the George Washington Bridge, to kick some tires and begin our Summer Sunday Drive along the Hudson from Edgewater, New Jersey to Piermont, New York.

We drove through Palisades Interstate Park along the little-known Henry Hudson Drive which parallels, and is 50 feet below, the Palisades Interstate Parkway.

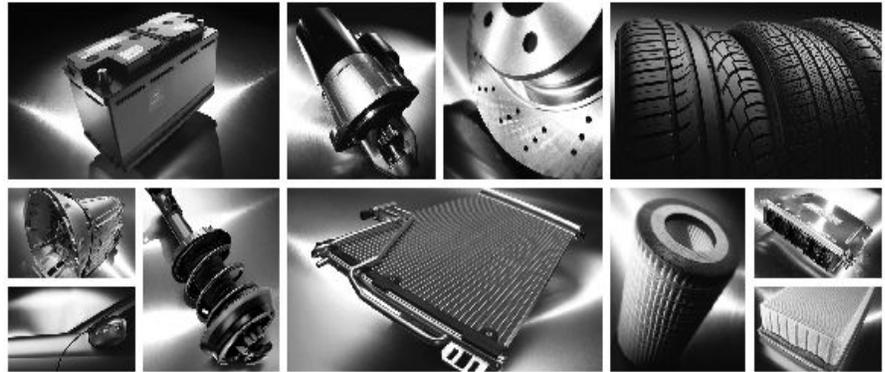
We drove under the George Washington Bridge and descending to the river level at parking areas which provided not only great views, but also historical sites, including an encampment George Washington used in 1776.

After traveling through the Park, we entered the Palisades Interstate Parkway and exited at Route 9W, continuing into the picturesque Village of Piermont-on-Hudson, NY for some touristy stuff, checking out the shops, visiting the farmers' market, and walking to the end of the pier.

Lunch on the riverside deck of the Lighthouse on the Hudson restaurant offered us more wonderful views with the Tappan Zee Bridge in the background.

All in all, we had a nice, relaxing drive on a Summer Sunday!

*Joe Grattan and Carl Ian Schwartz*



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Photo by Joe Grattan



Photo courtesy of Lighthouse on the Hudson

# ri-O-Rama 2008

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Track activities will be held at the brand new New Jersey Motorsport Park in Millville, NJ, using the 1.9 mile Lightning Circuit. This ten-turn circuit will be challenging, featuring some of the most interesting corners and dramatic elevation changes in the park. For more information visit [www.njmotorsportspark.com](http://www.njmotorsportspark.com).

**Area Attractions:**

- Within a 60 minute drive of Philadelphia, Wilmington, Atlantic City, and the Jersey Shore;
- Wheaton Arts - World Class Glass art created in the Glass Studio. Tour the Museum of American Glass, walk through the Craft Studios, see skilled artists at work;
- The Millville Army Air Field Museum - preserves the history of "America's First Defense Airport" dedicated in 1941 to train P-47 (Thunderbolt) pilots;
- Millville Arts District - Glasstown Center Arts District, an area with studios and galleries, retail outlet stores, restaurants, antique shops, and an arts and pottery school.



For Registration Information Visit the South Jersey Section's Website at:  
[www.sjs-mbca.org/TOR.htm](http://www.sjs-mbca.org/TOR.htm)

or contact:

**Rob Fini | 1334 Walnut Street | Philadelphia PA 19107**  
**Phone: (215) 680-7556 | Fax: (215) 735-5918**



## Tri-O-Rama 2008 Preview

**D**ateline-Millville, N.J. New Jersey Motorsports Park opened for its inaugural track day on July 5, 2008 for members of the NJMP Drivers Club on the Lightning Raceway track.

As a club member, I was there with my 1986 190E 2.3-16 for the opening event on the 1.9 mile northern circuit. This track has ten corners and is both fast and challenging as there are interesting and dramatic corners and elevation changes; there are two “blind corners” and a 270 degree turn called the “light bulb turn”.

For Tri-O-Rama 2008 participants on October 24-28 (see page 8), this track will be entertaining for both novice drivers, experienced racers, and anyone merely interested in experiencing what their Mercedes can actually do in a relatively safe environment.

I was impressed with the level of completion of the Motorsports Park complex on opening day. In addition to the Lightning circuit and paddock being completed, the class room and timing tower were also finished. Surprisingly, the restrooms were also available (which was not the case on a previous new track that I had attended some years ago) and the concession area was open for lunch (with track food much better than you would expect). There was sod laid in the complex and the club house was finished.

I had the opportunity to drive by the Thunderbolt circuit and although the surrounding area was not complete, all of the asphalt had been laid and the VIP suites were finished.

The owners of New Jersey Motorsports Park are the same people who own Virginia International Raceway and who have brought that facility to its current state of grander. I predict that NJMP is destined for similar greatness. **Greg Calabro**

## Holiday Party 2008

**S**ave the date – Saturday, December 6<sup>th</sup> for the NNJS Holiday Party. This year it will be dinner and dancing in the Giovanna Room at San Carlo in Lyndhurst, NJ. There will be a Cocktail Hour (cash bar) from 6 – 7 with hot and cold passed hors d’oeuvres including lamb chops and shrimp cocktail. We will then enjoy a sit down- dinner, beginning with a salad, fresh fruit, and a tableside choice of Chilean Sea Bass, Beef Wellington, Stuffed breast of Capon, or Vegetarian, followed by a Viennese Table and Coffee – espresso/cappuccino.

Music for your listening and dancing pleasure will once again be provided by our singing DJ, Pete Limone. We will also be continuing our “Toys for Tots” tradition this year – so start looking for a great gift for a needy child and bring it with you to the party – please do not wrap it. Each year the people are amazed at the variety and quality of the gifts that our club donates and are always very appreciative of our generosity.

The cost per person will be \$65.00. A coupon will appear in our next issue along with more information and directions. If you are the first person to send in your reservation (just write a short note to Lucille and send it along with your check), there will be a special prize awaiting you at the party. Remember ladies, this is a great time to wear one of those dressy outfits and get out on the dance floor and strut your stuff with your lucky fellow. Gentlemen, it is time for you to put a little shine on your shoes and take your Sweetie out for the evening. You can even come by yourself and join in the festivities with the rest of the group.

FYI – the parking lot is huge and there will be valet parking. There is also a covered area when you exit your car so you do not have to worry if the weather is inclement. There are no steps in the area of the building that we will be having our party.



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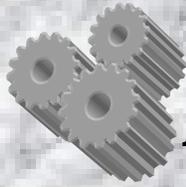


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## High Gear



John Kuhn Bleimaier

Back in the '50 and early '60s owners of European sports cars used to flash their headlights when they encountered each other on the road. In those days some folks in Mercedes-Benz sedans felt sufficiently unique that they similarly demonstrated their esprit d' corps. Things certainly have changed. The US car market is plainly no longer dominated by Detroit marques. Furthermore, I don't think that any contemporary vehicle has the intensity of clubbiness to inspire greetings between strangers who happen to drive the same type of motorcar.



Nevertheless, headlights do sometimes get flashed as a friendly gesture. It's done in order to alert oncoming traffic of the presence of a police speed trap. This practice raises an ethical and perhaps even a legal issue. Is it proper to help others to avoid the penal consequences of their actions? Does it constitute obstruction of justice, or an analogous offense, to thwart the purpose of constabulary radar? I believe that the friendly flash should not be considered morally wrong. It should not constitute an offence against the public order.

To intentionally hide a fugitive from justice is wrong. To trip up a police officer who is pursuing a suspected malefactor is obstruction of justice. However, to dissuade a would-be burglar from robbing the bank is not an infraction. Similarly, if we see a speeding automobile and flash our lights to encourage the driver to slow down we are transgressing no injunction of morality or law. On the contrary we are serving the best interests of society.

I am persuaded of the need for fixed speed limits in crowded residential or commercial areas and of the usefulness of suggested maximum speeds on many highways and country roads. That said, however, I find much of our speed enforcement to be capricious. How often do we encoun-

ter speed traps near schools, parks or congested shopping areas? Yet that is precisely where excessive speed presents the greatest risk of harm. Too frequently radar patrol cars are concealed on stretches of road where one could safely drive above an arbitrarily established limit. This gives motorists the impression that traffic enforcement is not related to protection of the public but to generation of revenue from fines. Such a state of affairs encourages public cynicism and contempt for the regulatory process.

Recently in these parts I have encountered the establishment of denominated "safety zones" where fines for infractions are doubled. Once again, let me emphasize that I can see the logic of establishing higher fines for those who break the law near schools or in construction zones where workers are present. However, the so called "safety zones" which I have encountered seem to differ not a wit from the adjoining *unsafe* areas. In general, if a neighborhood is particularly dangerous on account of short sight distances, road conditions or congestion, the appropriate remedy is a lower speed limit. Randomly established "safety zones" just reinforce a perception that traffic enforcement is a rip off. Analogously, I fail to see the logic of doubling the fines for speeding on the interstate highways of New Jersey. Is it twice as blameworthy to drive 85 miles per hour on a wide open limited access highway than it is to drive 45 miles per hour down a busy city block?

Don't get me started about speeding tickets on limited access highways! The enforcement of speed limits on the interstates is purely arbitrary. These roads were originally designed a half century ago for safe

85 mph cruising in 1950s American automobiles. Yet the official limit is 65 in the 21<sup>st</sup> Century. The average vehicle on the New Jersey Turnpike today is quite naturally driving in excess of 75 miles per hour. I am acutely aware of this every time I take my 1965 Mercedes Finback on the toll road. Because of the gearing of this classic starship, it is substantially quieter at 65 miles per hour than at 75. Yet, driving at the posted speed limit, even in the far right hand lane you actually run the risk of being rear-ended by some minivan in cruise control mode. In clear weather and with moderate traffic, it can be argued that the average speeder is really operating his or her automobile in a perfectly prudent manor. The road surface is smooth. The right-of-way is a straight line to the horizon. Yet randomly such safe drivers are subjected to steep fines and the assessment of costly points if they just happen to get snared by a random radar trap.

Of course, excessive speed is dangerous during inclement weather. Yet have you ever seen speed enforcement when it's raining or snowing?

We who belong to car clubs are the folks for whom the automobile and its proper operation is important. We care about our cars and about the environment in which we operate them. Let us speak out against capricious speed limits, inequitable enforcement policies and illogical fine structures. Let us also lobby for the re-



removal of speed humps on the road which damage vehicular suspension systems and impede the expeditious movement of emergency vehicles. Nevertheless, let us always support fair and sensible traffic laws, those which actually do protect the public. And, when you see a hapless fellow driver racing toward a speed trap... **flash!**

# “Why Are They Called “Mercedes””

No, Mercedes was not the name of Otto Benz's daughter. In the late 1890's Emil Jellinek, formerly attached to the Consulate of Austro-Hungary, was living in France. He was fascinated by an early French three wheeler and the possibilities of this new mode of transportation. Then he heard about improved cars made by Daimler Motoren in Württemberg, Germany.



He went to the factory and in 1897 bought one of the cars. He was an imperious and forceful gent and made certain demands as to performance for the factory to follow if they wanted his order. He soon bought more Daimler's for his friends and in this way became the Daimler dealer in Nice, France.

In 1899, Jellinek entered a custom built Daimler in a race near Nice. Owners often gave pet names to their cars in contests. Jellinek named his entry after his daughter, Mercedes. The Mercedes won its first race.

In about 1900, Jellinek gave Daimler an order for 36 cars but stipulated that his cars must have priority of production and that they all must bear the name "Mercedes". Since this was about 30 percent of the entire year's production, Jellinek's demands were met.

A short while later, the factory decided that the name "Mercedes" was better than "Daimler" for marketing in places like France. So they began using the Mercedes name on all production cars. Mercedes herself died when she was only 40 years old but her name has become forever linked to some of the world's finest cars.

© *Richard Madison*

This is to state that I, Tito Krishnamurthy, President of Deutsche Autohaus Corp., in Wayne, N.J. have not been available at Deutsche Autohaus to service Mercedes cars from Nov. 2007 to date.

I am not responsible for any issues arising during my absence. I can be reached at 201-303-2728 for any MB technical issues using my factory-trained (Stuttgart) Mercedes-Benz expertise.



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## NNJS Upcoming Events

**Saturday, September 20--NNJS-SJS Regional Picnic--Falkenhorst--Hopewell, NJ--See page 1**

**Saturday, September 27--Oktoberfest--Chubb Park--Chester, NJ--See page 2**

**October 25-28, 2008--Tri-O-Rama--Millville, NJ--See Page 8 & 9**



**November 21-23, 2008--November weekend in Cape May, NJ--See page 4**

**Saturday, December 6--Annual Holiday Party--Giovanna Room at San Carlo in Lyndhurst, NJ--See page 9**

