THE OFFICIAL MBCA-OC SECTION NEWSLETTER VOLUME 1 ISSUE XII

The Orange County Star

August

Mercedes-Benz, through its Formula One team Mercedes-AMG Petronas Motorsport, celebrated 125 years of motorsport in their home Grand Prix in Hockenheim on July 28, 2019. With a special white livery and team members styled in 1950s attire, everyone, from Team Principal Toto Wolff to the drivers and mechanics, was in on the celebration. Despite how disappointing the result of the race must be for Mercedes, they have certainly had plenty to celebrate as they have taken the last five consecutive driver and constructor championships and are on track to take a sixth.

While their recent success is forefront in everyone's minds, Mercedes-Benz's impressive motorsports history started all the way back in July 1894 with world's first competitive motor race, the Horseless Carriages Contest from Paris to Rouen. Gottlieb Daimler and Wilhelm Maybach developed the engines that powered the two vehicles who tied for first place.

More success followed with the first modern car, the Mercedes 35 PS, which dominated the Nice Week 1901 race with Emil Jellinek. Mercedes set the standard for automobiles, and racing. Just a few years later, the Benz 200 PS record car became the first land vehicle in Europe to break 200 km/h. It continued to break numerous speed records in the subsequent years.

Before the famous "Silver Arrows", Mercedes race cars were painted a gleaming white. This started with the Mercedes vehicles entered in the Gordon Bennett Cup races in the early 1900s, and became traditional for German cars. Just before the outbreak of World War I, Mercedes finished 1-2-3 at the French Grand Prix with its brand Mercedes 35 hp racing car.

Benz began Grand Prix motor racing in 1923 but financial difficulties over the subsequent years led to a merger with Daimler. Together, Daimler-Benz dominated Grand Prix racing. In order to save weight, they stripped the traditional white paint from their cars, leaving the brilliant silver metal bare. Thus, the "Silver Arrows" were born.

Again, world war brought motor racing to a standstill and it wasn't until 1952 that Mercedes-Benz returned to the track. Despite the time away from motorsport, success was immediate. The 300SL won several races that year, including the 24 Hours of Le Mans, Mille Miglia, and the Carrera Panamericana.

Mercedes-Benz then returned to Grand Prix racing on July 4, 1954, with 1951 Formula One Champion Juan Manuel Fangio at the helm of the technologically advanced W196. Immediate success in the race with a 1-2 finish led to Fangio winning another 3 races, and the championship. 1955 was another banner year with the young Sir Sterling Moss partnering Fangio. Between them, they won 6 of the 9 rounds and finished 1-2 in the championship with Fangio securing his third title.

Domination with Grand Prix cars lead to domination in sports car racing as well. The 300 SLR, derived from the Formula One winning W196, was successful throughout 1955. Unfortunately, disaster struck the 1955 24 Hours of Le Mans when a 300 SLR collided with another car and killed more than eighty spectators. Despite winning the following two races and the Manufacturer's championship, Mercedes-Benz withdrew from motorsport, not to return for several decades.

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MERCEDES AMG PETRONAS FORMULA ONE TEAM

MEMBER RECOGNITION

Welcome

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JULY | **AUGUST**

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Thank You to the following for Renewing.

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If we've missed your name in this issue, we apologize. Please let me know and I will get you in next months issue!

- M. Ward

MEMBER TALK

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WHEELS, TIRES AND FINISHES

125 YEARS - MOTORSPORTS

CONTINUED FROM PAGE 1

In the late 1960s and early 1970s, tuning company AMG, which later became a Mercedes-Benz subsidiary, helped fill the Mercedes void in motorsport by entering the 300SEL 6.3 in the Spa 24 Hours and European Touring Car Championship. Despite not officially being in motorsport, Mercedes-Benz vehicles achieved success in rallying where the SLC Coupe and G-model were successful in the late 1970s and early 1980s. In 1985, Mercedes-Benz reentered motor racing as an engine supplier for the Sauber racing team in 1985 in Group C. It later went on to join Sauber as the Sauber-Mercedes works team in 1988.

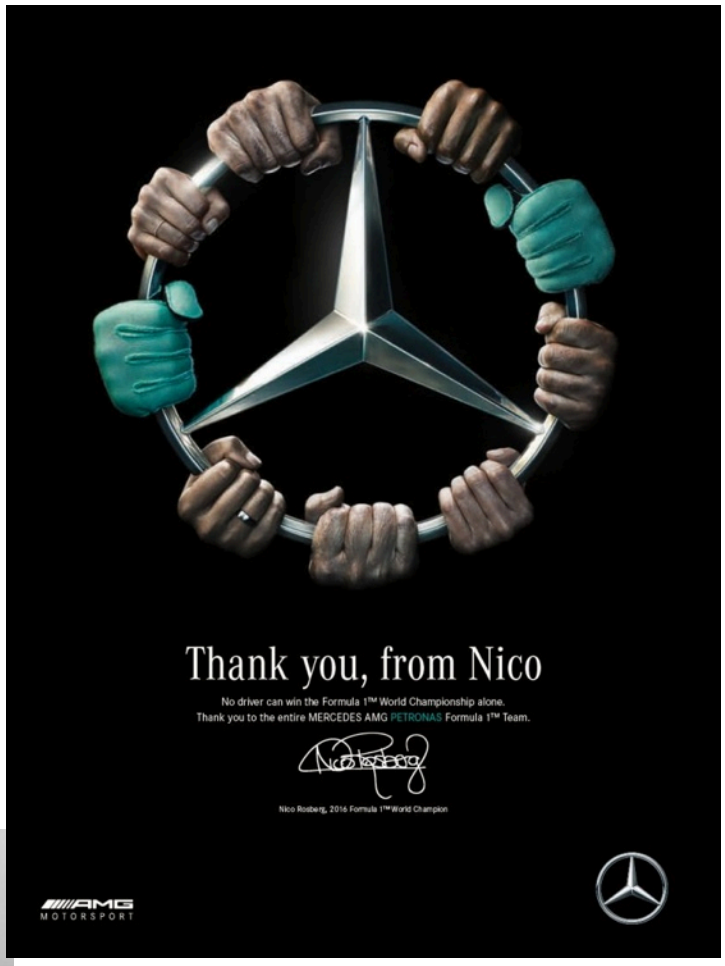
Private teams such as AMG, and then Mercedes-Benz, raced the "Baby Benz" w201 in Germany's touring car championship, the Deutschen Tourenwagen Meisterschaft (DTM) first with the 190E 2.5-16 Evolution (1989) and Evolution II (1990). Mercedes-Benz won the DTM Manufacturers' Championship in 1991, 1992, 1994, and 1995, and the 1992, 1994, and 1995 Drivers' Championship. After then end of the DTM championship in 1996, Mercedes-Benz took part in its successor racing series, Deutsche Tourenwagen Masters. From 1996 to 2018, Mercedes-Benz won 8 Drivers' Championships and 10 Manufacturers' Championships.

AUGUST IS NATIONAL EYE EXAM MONTH

Regular eye examinations are key to keeping your eyes healthy for longer. The three leading causes of blindness in the world – macular degeneration, diabetic retinopathy, and glaucoma – can all be detected as part of high level eye screening exams.

Our eyes change over the years and our vision requirements change too. We may need glasses for reading or computer work, or for driving. Contact lenses can help boost confidence and allow us to participate in sports more easily than when wearing glasses. Regular eye exams provide a complete history of your vision, so you and your ophthalmologist can monitor your eye health over many years. Thanks to advanced techniques such as retinal scans and imaging, we can now 'see' into the eye better than ever before.

Conditions that previously show no visible symptoms, such as macular degeneration, can now be detected through changes in the structure and surface of the retina. Optical Coherence Tomography (OCT) scans can even create cross-sectional images of the retina.



Meeting adjourned. Next Board Mtg. September 7, 2019 @ 12noon

- *Ann-Marie Alexander*

Dana Point PARASAILING EST. 2015

HOMEOWNER TID BIT

did you know?

Three things you can do to avoid a home claim and costly repairs.

You've probably heard the old saying, "An ounce of prevention is worth a pound of cure." But it might surprise you to learn that the author of that axiom , Ben Franklin wasn't talking about the virtues of healthy living. Rather, he was urging Philadelphians in 1736 to step up their fire safety efforts.

All homeowners would do well to heed Franklin's words, and not just when it comes to fire prevention. We're all so busy, but if you spend a little time ensuring that you house is in order, you can catch potential problems early and reduce the risk that you'll have to deal with a much bigger issue and expense down the line.

Here are three simple things you can do right now to avoid having to file a homeowners insurance claim and make costly repairs to your home.

1. Keep a fire extinguisher near your kitchen and laundry room. Picture this: The dryer in your laundry room catches fire. In your desperation to put out the flames, you pour a bucket of water over your dryer. After a few rounds of this, you extinguish the fire, but also cause water damage to your hardwood floors. A fire extinguisher could have taken care of the problem without the added headache. Kitchen size extinguishers are inexpensive, they're portable and they're easy to use. Just pull out the pin and squeeze the trigger.

2. Locate your main water shutoff valve. If a pipe or water supply line bursts in your home, it can flood multiple rooms in minutes. Its like having a hose turned on inside the house. Obviously the best thing to do in that situation is to turn off the "hose" which in this case is the main water line to the house. Taking time now to find the valve and commit its location to memory will allow you to act quickly in an emergency. In colder climates, where pipes might freeze, the valve is usually inside the house, near the water meter. In warmer areas, its typically at the front of the house, near an outside faucet. To shut off the water, simply pull the handle into the off position or turn the valve clockwise until it stops.

3. Inspect your roof. Its a good idea to check your roof at least once a year. You can probably even do it yourself using a ladder. Look for missing or worn shingles, which could result in a leak in the next rainstorm. Pay special attention to areas around chimneys, vents, skylights, etc which are prime spots for leaks if they are not sealed right. If anything concerns you, call a reputable roofer and make an appointment for a general roof inspection. Fix any trouble spots ASAP!

If you're in need of Homeowners Insurance or thinking about changing companies, give our friends and supporter SoCal Insurance a call to receive a no hassle quote for your Homeowners & Auto Insurance needs.

Stay up to date on the latest event information... Follow the OC Section on Facebook & Instagram!

WANTED: Membership Engagement

By M. Ward, OC Section Newsletter Editor and Webmaster

Your board is diligent in our efforts in making a difference in improving activities, events and overall membership at all levels. As part of that effort, we want to hear from you, the OC Members!

Do you have an interesting story about a road trip in your favorite Mercedes-Benz? Why not submit it to me, to be included in an upcoming newsletter?
Do you have an idea for a fun event? Or certain kinds of events you'd like to see more of? Then please contact any of the Section Officers listed on Page 9, or better yet—bring your ideas to one of our board meetings. You can find the dates on our website, or just drop us a line.

There are many ways to be engaged, and we want to encourage them all. Together we can build on past successes and create a Section that will thrive long into the future.

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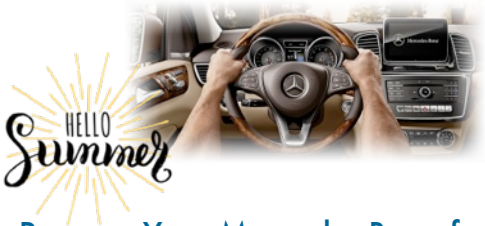
FORMULA E TEAM

DRIVER'S SEAT
POSITION 1



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Here at Oil Res-Q, we're not only prepared but committed to help you with all of your automotive needs.

We don't just help you find out what's going on with that perfect luxury car, though; we also help you keep it in top shape on your schedule as we come to you! Our expert technicians will make sure that your car is in top shape for the summer driving season.

Before you hit the road this summer, there are a few routine maintenances that we can do to make sure your Mercedes-Benz car is ready. If you're not sure of what routine maintenances your car needs, we can set up a customized schedule for you to follow so that your car is always in its best shape.

A big thing to do with summer already here is taking a look at the air conditioning unit, since you don't want that to fail you on a summer day.

The heat won't just bother you though…it can also affect some parts of your car.

The most notable one is probably your battery. You may not have realized this, but there's liquid in your battery that allows it to do its important job. As the weather heats up, some of that liquid could evaporate.

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So visit our website, email us, text us, or call us when you want to make sure that your luxury vehicle is in top shape. Oil Res-Q can't wait to lend you our expertise. We hope to see you before you take your summer road trip!

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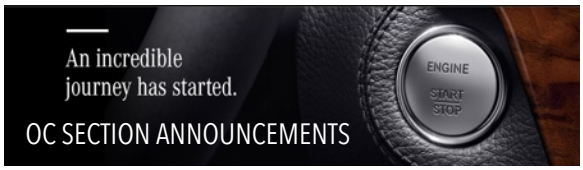

MBCA, OC Officer Elections will commence in November.

Available positions will be listed on our site as well as in future Newsletters.

PLEASE INQUIRE by email OCMBCA@gmail.com

Become part of our board, cast your vote for continued officers.

More info to follow.

Ready to be different

VOICE YOUR VOTE

YOUR VOTE COUNTS!

Holiday Party is Planned for DEC 7 6pm - 10pm

Our party will be held at the Porsche Experience Center. The price for this event includes Dinner from American Bistro Menu, Beverages, Beer, Wine, Exclusive 2 hour access of the Porsche Simulator Lab, Exclusive dining on Speedster Patio, Parking

$160 per person - Make Checks Payable to MBCA, Orange County. You may also PayPal

Space is limited RSVP to ocmbca@gmail.com.

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OKTOBER FEST WILL BE BACK **9/28** STAY IDLE FOR DETAILS.

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A DRIVE TO JULIAN 10/19 MORE DETAILS TO FOLLOW. ALL PROCEEDS WILL GO TOWARDS BREAST CANCER RESEARCH.

CELEBRATING - THE G-WAGEN

THE BIG BENZ TURNS 40!

Congratulations on 40 years during which time there has been no way but up for the Mercedes-Benz G-Class since 1979: on the one hand, this refers to the outstanding off-road capabilities of the vehicle presented in 1979 and, on the other, the fact that it has remained true to itself and its values for almost 40 years. It took Daimler-Benz and Steyr-Daimler-Puch ten years to put the G-Class into production, with the Graz factory starting its large-scale welding in February, 1979.

In 1969, Joachim Zahn of Daimler-Benz and Karl Rabus of Austrian carmaker Steyr-Daimler-Puch got together with the intention of collaborating on an all-conquering off-road vehicle that would also be able to handle on tarmac.

Both manufacturers offered vehicles with excellent off-road capabilities as part of their product ranges: the Mercedes-Benz Unimog as well as the Puch Haflinger and the Puch Pinzgauer. In 1971, the idea of jointly building an off-road vehicle was fleshed out for the first time. It was to combine extreme off-road capabilities with good handling on the road

That was 50 years ago. And yes, we said the G was only 40, because product development wasn't quite as rapid back in those days, and it was a full decade before the wraps came off the very first G-Class in Toulon, 1979.

From the very start, there was also no way but up for the G-model with regard to its status as an automotive icon. For decades, the G continuously evolved from a useful off-road vehicle with high ride quality on the road. The constant development work of Mercedes-Benz ensured that the vehicle always remained fresh and up to date.

Back then it was a utilitarian rival for the Land Rover Defender and was extremely accomplished in the rough stuff. However, over the years it has developed its own brand – becoming one of the most in-demand city cars for the image-conscious, despite looking remarkably similar to the original.

Stuttgart. The world première of the 460 model series G-model took place between 4 and 9 February 1979 in Toulon, France. On this occasion, the Mercedes-Benz press kit emphasized the values of " uncompromising off-road and on-road capability" as well as "maximum variety of use". These aspects also apply to the new G-Class of the 463 model series that has been built in Graz, Austria, since May 2018. In addition to these elements there is the tradition of performance and unique character. The G-Class has grown into this role over the past decades with ever more success.

The first wooden model was created by April 1973. The first roadworthy prototype was already being tested in 1974. Photos in the technical description published internally in 1975 showed how quickly the designers and engineers arrived at a design that already came very close to the eventual G. The final styling with the clear profile was defined by Mercedes-Benz Design headed by Bruno Sacco. The stylists masterfully combined the large, smooth surfaces of the vehicle body with the technically defined characteristics such as large approach and departure angles as well as a relatively large vehicle height with a rather small overall width.

The G-model has been built at the Puch plant in Graz-Thondorf from the outset. This plant is also where the new 463 model series G-Class has been assembled since May 2018. Mercedes-Benz has been supplying components including engines, axles, steering systems and large stamped parts from various sites in Germany to Graz since 1979. Series production started in February 1979 shortly after the vehicle's world première, and Geländefahrzeug Gesellschaft (GfG), founded by the two companies in 1977, was in charge of this process.

CONTINUED ON PAGE 10

Stronger than gravity.

DID YOU KNOW? IT TOOK 10 YEARS TO PUT THE G-WAGEN INTO PRODUCTION? OR THAT THE G-WAGEN IS STILL BUILT AT THE SAME PLANT AS ITS HUMBLE BEGINNINGS?

AROUND THE BEND Upcoming Events:

STARTIVITIES **CALENDAR**

Dates: August 3 4th Annual BBQ & Potluck - AMG SoCal Lounge

Dates: August 4 - Classic Mercedes Marque Day. 7am to 10am Use the Vicory & Mason Entrances. Pre-1980 models.

Dates: August 16 - Legends of the Autobahn - Monterey CA

Dates: September 28 - Oktoberfest - Phoenix Club - More to follow

Dates: October 3 - 7 - Pegoda Fest - Pacific Palisades - Info TBD

Dates: October 19 - Drive for the Cure - Fundraiser Drive for Breast Cancer. More to follow. Drive will be to Julian

Dates: October 25-28 - Las Vegas Concours

Dates: December 7 - Holiday Party - Porsche Driving Center 6pm - 10pm. Detailed info on section website. Tickets - $160 per person. Make Checks Payable to MBCA, Orange County or pay by way of MBCA, OC PayPal!

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CELEBRATING - THE G-WAGEN

THE BIG BENZ TURNS 40! CONTINUED FROM PAGE 9

The G was initially launched on the market as the 460 model series: a universal off-road vehicle with a comparatively plain interior but a great deal of attention paid to the drivetrain. The selectable standard-fit all-wheel drive with its one hundred per cent interaxle differential lock and optional differential locks on the front and rear axles, which have been standard equipment since 1985, ensure optimum off-road handling characteristics. The frame design and rigid axles with coil springs were aimed at versatility and robustness off the road. The 240 GD and 300 GD models with a diesel engine as well as the 230 G and 280 GE with a petrol engine were available at the production launch. There were two different wheelbases as well as different body styles (open vehicle, closed station wagon and panel van with closed side walls). In addition to the 460 model series with a 12 V on-board electrical system, Mercedes-Benz offered the 461 model series with a 24 V on-board electrical system for military customers. Its CKD (completely knocked down) version was designated as model series 462.

A continuous advancement process for the G-model began shortly after its market launch, which would prove to be the key to its lasting success. Important steps included the standard-fit power steering (first in the 280 GE and 300 GD, from 1987 in all models) and standard-fit differential locks (1985) as well as the introduction of a closed-loop, three-way catalytic converter (from 1986 initially as special equipment in the 230 GE) and the anti-lock braking system (ABS) in model series 463 from 1990. The optimization of comfort and safety was embodied, among other things, by the standard-fit combination of the most capable vehicle dynamics and all-wheel-drive systems starting in 2001. It comprised the electronically controlled 4ETS traction system, the Electronic Stability Program ESP® and BAS Brake Assist.

40 years of G-Class

The major facelifts in particular represented important development leaps for the technology of the G. For example, model series 463 was launched in 1990 equipped with permanent instead of the previous on-demand all-wheel drive. Subsequently, eight-cylinder and even twelve-cylinder engines were used in the powerful and luxurious G-Class. At the same time, Mercedes-Benz cultivated the tradition of the G as a versatile utility vehicle. In 1990, this role was initially played by model series 460, before it fell to model series 461, launched in 1992. Today, it is the professional variants of the G-Class which carry these capabilities on into the future.

The tradition of exclusive equipment in the history of the G-Class started with refined details such as individual Recaro seats for driver and front passenger, which were available as special equipment from as early as 1981. The interior was enhanced as standard in 1982. In 1990, model series 463 brought fine-wood applications into the off-road classic that was just eleven years young at the time. This constant change allowed the G-Class to acquire new, private customers. They particularly appreciated the exclusive and powerful variants of the G. A first highlight in this regard was the Mercedes-Benz 500 GE V8, built in small-series production starting in 1993. From 1998, the G 500 then became the standard top-of-the-range model of the Mercedes-Benz G-Class, as the family of off-road vehicles has been known since 1993. The nomenclature of the G thus follows the system established for the other Mercedes-Benz passenger car model series, whereby a letter preceding the three-digit number or a combination of letters designates the class to which the vehicle belongs.

A particularly successful chapter in the history of the G began in 1999: in that year the G 55 AMG became the new top-of-the-range model of model series 463. It formed the basis for the lasting success of the G-Class high-performance vehicles by Mercedes-AMG. Further standards in this regard were set by the G 55 AMG Compressor (2004), the G 63 AMG, the G 65 AMG (both 2012), the G 63 AMG 6x6 (2013) and finally the Mercedes-AMG G 63 of the new G-Class presented in February 2018 .

CONTINUED ON PAGE 13

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REARVIEW MIRROR

22 Members attended the Nethercutt Tour in June
5 Members attended the Lunch after the Nethercutt
3 Members attended the Supercars by the Sea
3 Members attended the Huntington Beach Concours
8 Members attended the AMG SoCal Lounge BBQ & Potlock

CONTINUED FROM PAGE 12

That the G continues to master all challenges successfully in its fourth decade was also demonstrated by other highly exclusive models such as the G 500 4x4² from 2015 and the Mercedes-Maybach G 650 Landaulet from 2017, of which only 99 were made. Both variants of the iconic off-road vehicle opened up new dimensions for the G-Class: the G 500 4x4² with regard to the yet further improved off-road capabilities thanks to portal axles and the Mercedes-Maybach G 650 Landaulet boasting the highest automotive luxury also off the road.

The new generation of model series 463 celebrated its world première at the North American International Auto Show (NAIAS) in Detroit in January 2018. It transports the strengths of this charismatic performer into a bright future. The first of the models launched is the Mercedes-Benz G 500, followed shortly afterwards by the Mercedes-AMG G 63. In December 2018, the G 350 d, the third engine variant featuring the state-of-the-art OM 656 diesel engine, celebrated its world première. Once again, the G reinvents itself by focusing on important technical details in the new model series 463 G-Class: for example, with the chassis developed jointly by Mercedes-Benz and Mercedes-AMG, featuring a traditional, rigid rear axle and a double-wishbone front axle with independent suspension. What has not changed are the excellent off-road capabilities – the new G-Class even surpasses its predecessor in many disciplines. And on the outside, the basic credo is: the genes of the G from 1979 will be evident in any G-Class at first sight.

DID YOU KNOW?

THE FIRST DAY OF SUMMER IS BETWEEN JUNE 20TH AND JUNE 22ND EVERY YEAR. THE FIRST DAY OF SUMMER IS CALLED THE SUMMER SOLSTICE, AND THE DAY VARIES DUE TO THE EARTH'S ROTATION NOT EXACTLY REFLECTING OUR CALENDAR YEAR.

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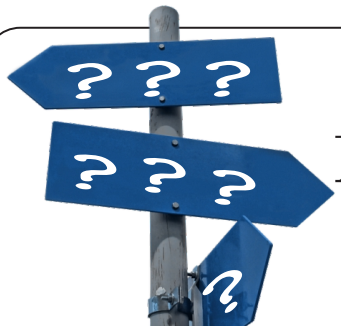
MBCA MYSTERY TRIP

CENTRAL CALIFORNIA SECTION



MBCA Central Cal Section
MYSTERY TRIP
NOVEMBER 1 -3, 2019

The Mystery Trip is fast approaching. For those who have not been on one before, the trips are all different and a lot of fun. For those that have been on one or more of these events, they know that the slots go quickly, since it is limited to 15 cars and 30 participants.

A working CB radio is required so the group can keep in touch, and the banter between the cars is interesting.

The cost of the trip is $650 per couple. It will cover all costs for the 3 days. Two nights lodging, 2 breakfasts, 3 lunches, 2 dinners, all events, venues, and entrance fees.

We need a **deposit of $150 ASAP no later than September 15** in order to hold the rooms. We will need the remaining $500 no later than October 15 to let the restaurants and venues know the final count. Please mail checks, made out to MBZ Club Central California Section, to

Kathryn Splivalo, 4800 N Van Ness Blvd., Fresno CA 93704.

There will be a no-host Pre-Mystery Trip Dinner
on Thursday, October 31st, at Sequoia Brewing Restaurant,
1188 E Champlain Dr (at Perrin Ave)
at 6:00 pm in the Woodshed annex.

We will meet at Starbucks at 7010 N Marks Ave, Fresno
at 7:00 am on Friday, November 1st.
If you have any questions, call or email
Kathryn (559-289-0578) kaspliv@gmail.com
or Mike (559-916-0715) mspliv@gmail.com

DANA POINT PARASAIL

NOT ONLY IS *AUGUST 4TH* FRIENDSHIP DAY, ITS ALSO U.S. COAST GUARD DAY! CAPTAIN CHRIS, INVITES YOU TO GET YOUR FRIENDS OUT WITH YOUR MBCA,OC EXCLUSIVE DISCOUNT
USE **OCBENZ19** WHEN BOOKING.
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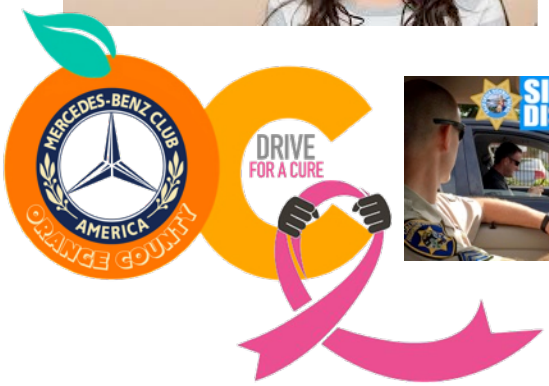
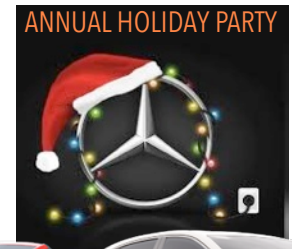


SAVE THE DATE ANNOUNCEMENTS

STAR TRADITIONS



Ho Ho Go! 364 Days of Preparation. 1 Day of Holiday Celebrating. We will let you know when its Jingle Time for the OC Holiday Party 2019

For more info contact MBCA-OC StarExperiences at ocmbca@gmail.com

Oct 19 - Drive for a Cure

We want to help Susan G. Komen save lives and end breast cancer forever. We're taking the first step towards a world without breast cancer by raising funds to stop this disease that affects 1 in 8 women during their lifetime. As the world's largest and most impactful breast cancer organization, Susan G. Komen supports more breast cancer research than any other nonprofit outside the U.S. government, while providing real-time help to those facing the disease.

August is National Eye Exam Month.

August is here and although the summer is shortly coming to an end, the UV Rays are still high and it's important to take proper precautions to protect yourself from the sun. August is **National Eye Exam Month**, a **month** dedicated to the importance of **eye** health and safety.

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THE OFFICIAL MBCA-OC SECTION NEWSLETTER

the Orange County Star

ORANGE COUNTY SECTION

MEMBER UPDATE

Dear Valued Members,

If you've either moved, changed numbers, email or addresses please login or call the National Business Office to update your information to receive the latest club info.

NBO# 800.637.2360

We're now on Facebook & Instagram, please take a moment to follow us.

facebook.com/orangecountystars
instagram.com/orangecountystars

Mercedes-Benz Club of America
Orange County Section
PO BOX 17434
Anaheim, CA 92817-9998

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