



MBCA Memphis Section Newsletter - November/December 2020

River City Star



President's Message:

To All Members, Associates and Friends:

Welcome all to the November-December edition of our Memphis Section Newsletter. I'd like to say welcome to our new members, and thank you to our older ones who have hung in there with us while we are limited on the activities in which we can plan and participate.

Hopefully, this issue of the **River City Star** will take your mind off some of recent complex issues and give you hope for future club fun.

We have scheduled a few things for the next two months if you feel comfortable joining us. We will, of course, adhere to any social distancing procedures in effect at the time and place of the events. Please check the updated calendar and associated articles later in the newsletter for more specifics.

This will be our last newsletter for 2020. The next issue will be for January-February 2021. Between now and then the staff and I will be putting together our calendar for next year. Normally we would have a membership meeting to do this, but this year is an exception. If you have any suggestions for events, please email your ideas to any of the officers or committee heads, and we'll do our best to get them included.

Hopefully, I'll get to see you at some of our upcoming activities, but if I don't, please enjoy the coming Thanksgiving and then the holiday season, drive safe and stay safe.

Bill Sudekum,
President, Memphis Section

The 2020 MBCA-Memphis Calendar of Events

Our events include delicious dinners, fun drives and how to fix your car. Regardless of your interests and preferences, you have many different events to choose from. The Memphis Section Board will re-evaluate in 30 days to make a determination on future events. We will notify you of any changes.

We hope you are safe and well as we all shelter from COVID-19.

As always, go to memphis.mbca.org for the latest updates on our events.

Date	Event	Location
November 7	Cars & Carbs	Panera Bread Germantown
November 14	Lunch at the Hollywood Cafe	Robinsonville, MS
December 5	Cars & Carbs	Panera Bread Germantown
December 19	MBCA Memphis Holiday Lunch	The Outlook at the Pyramid

Memphis Membership Matters

By Mike McHann (Membership Chairman)



Please welcome our newest members Larry Wright and Kevin Smith. I'm happy to report that our "Cars and Carbs" events have resumed for those who feel they can safely attend and the next one is scheduled for November 7th at Panera Bread in Germantown. The outside patio affords an open area where social distancing can be maintained.

For the calendar year 2020 we've gained 14 new members and lost 21 members, netting 77 members. Mercedes of Memphis is working with us to help bring in new members and has allowed us to setup membership awareness displays in the sales and service waiting rooms to promote membership with free copies of the Star Magazine and membership applications.

The Covid situation is putting a damper on our social events and it shows in the loss of members. We need your help. Let your Mercedes friends and acquaintances know the benefits of joining the club. Even in these tough times the 15% discount at our supporting dealerships makes it well worthwhile.

You can send your friends this link:

<https://www.mbca.org/join/national>

Membership in the MBCA offers many benefits including discounts on new cars, parts and service, a 15% discount at Brooks Brothers and much more!



Technical Tips and Tricks (TTT)

by Mike McHann

The mechanical restoration of my '90 burgundy 300SL was nearing completion, but one problem remained unresolved. From a full stop, the car was starting in 1st gear when it should be starting in 2nd gear.

After replacing everything ancillary to the transmission, it came down to the transmission. I consulted with my friends at Sunvalley Transmissions in California and Eurowa (ZF Transmissions) in Toronto, and they both agreed that it was a 1-2 valve problem in the transmission's Main Control Valve. Following their advice, I pulled the transmission Main Control Valve and discovered the 1-2 valve was stuck from an accumulation of sludge. It was so bad,

I decided to replace the Main Control Valve with new one I just happened to have on hand from a previous project! Then I replaced the filter and fluid and, finally, the car ran PERFECTLY!

Back in February when I bought the car, I went through my usual fluids and filters changes. The transmission pan showed no metallic particles but did have an accumulation of sludge and I suspected improper transmission service was the problem. Many of the "generic" repair shops treat Mercedes like any other car, draining the pan but failing to drain the torque converter which, I believe, led to the accumulation of sludge in this case. Be careful who you let work on your car.



A Journey Into the Past #2

by Bill Sudekum

As a continuation of my article in the July/August newsletter, I would like to share a few photos from our follow-on trip to the Frist Center, in Nashville, in 2016. This exhibit was called "Bellissima! The Italian Automotive Renaissance 1945-1975". Its theme was to celebrate the visual passion and innovation of coachbuilt cars, concept cars and motorcycles premiered by post-World War II Italian coachbuilders. The display did not disappoint.



The aluminum 1953 BAT 5, '54 BAT 7, and '55 BAT 9 Alfa Romeos were a Bertone styling exercise in reducing automotive coefficient of drag (Cd). The 1954 BAT 7, the second vehicle displayed (at right), had a remarkable Cd of only .19.



The 1946 Alfa Romeo 6C 2500 S was built by Penin Farina (before the Peninfarina company) just a year after WWII ended. Perhaps other cars of the period look more exciting, but the one-of-a-kind interior is still winning awards even today.



Even though only 39 were built, the 1962 Ferrari 250 GTO is widely known and respected as possibly the most desirable sports car ever built. It was sculpted by a panel beater working for Scaglietti who merely said, "I know what to do." Legendary, gorgeous, ultimate...you will never run out of superlatives.



The Bertone designed 1970 Lancia Stratos HF Zero stands only 33 inches high. The front windshield opens as the only door and the 45-liter fuel tank rests beside the engine. The dashboard is mounted on the back side of the left front wheel well. Its design ultimately led to the Lancia Stratos rally cars that nearly dominated the sport from the early 70s to the early 80s.



The 1970 Lamborghini Miura S was one of three iterations of the model. The first version, the P400, was introduced in 1965 and was an immediate hit. With a mid-engine transversely mounted V-12, forward opening scissor doors, and cast magnesium wheels, it instantly made every current Ferrari design obsolete. Of the 851 made, the latest model, the SV claimed 385bhp and a 180-mph top speed.

There were 18 automobiles and two motorcycles in the exhibit. Many were just as interesting as these five, but my space is limited. As an item of note, the three Alfa Romeo BAT vehicles went up for auction together at Sotheby's in New York on the 28th of October. The high bid was hammered down at \$13.5 million plus fees.



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