



The Lone Star



January 2010

Volume 19 , Issue 1

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NEED A NEW NAME TAG??

Our treasurer is taking orders for nametags. The club will pay for SHIPPING. All you need to do is send \$8 check, color, and name info to:

Joyce Melugin

4205 Bluffridge Drive

Austin, TX 78759

U p c o m i n g e v e n t s

Jan 14 : monthly meeting -
Brick Oven

February 11 : monthly
meeting Brick Oven

March 11 : monthly meet-
ing Brick Oven

April 8 : monthly meeting
Brick Oven

April 10-11 : wash and
shine

May 13 : monthly meeting
Brick Oven

May 16 : wash and shine

President's Message

I hope the new year is off to a wonderful start for all of you. I wish you Health, Happiness and Prosperity in 2010 !

I would like to start off the year by thanking Beverly Darilek and Larry Koch for welcoming us into their home and hosting such a wonderful Christmas

Party! Excellent food, good company and some evil under-handed gift grabbing! All in good fun!

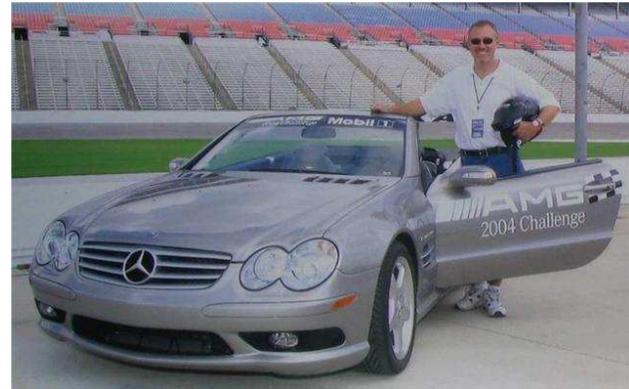
This is a Tri-Marque year and I am looking forward to planning the car show with the other clubs (Audi, BMW...maybe even Porsche) and working with the events committee and scheduling tech sessions, driving events and social events for the year to offer everyone in the club something they enjoy.

Looking back on the the past year, I would like to say thanks to all those members who participated. It's all about you! I look forward to seeing more new faces this year.

Please make sure that you are receiving regular e-mails from our e-mail coordinator Beverly Darilek. Her e-mail address is mbca.lonestar@yahoo.com. Also, if the MBCA central business office does not have your email address, please contact them to update it directly. They will not take changes from our section.

Wishing you all the best for 2010 !

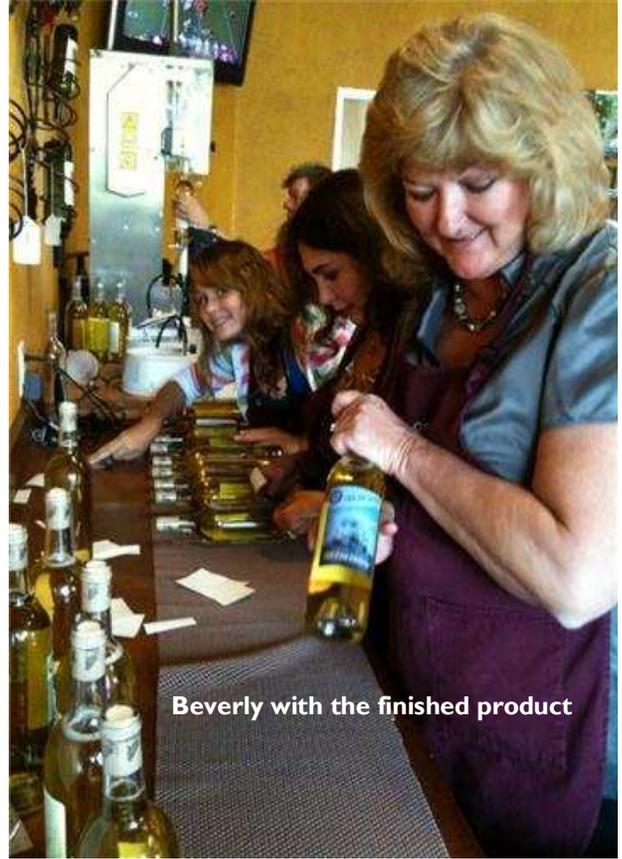
Bryan



D'Vine Wine 2009



Kris having a great time



Beverly with the finished product



Lone star section wine bottling event

Christmas 2009

By Bryan Harter



Lone star section Christmas Party



Dinner Buffet



Beautiful home of Beverly Darilek and Larry Koch



Live entertainment



Beer....



Germans....

Is your Mercedes suffering from chronic CLUNKER-emia?

Anthony Atencio

We Mercedes enthusiasts always have a reason to fix or over maintain our beloved cars. Lone Star sections members have come to realize that I'd rather be wrench'n around than sit and watch TV. But when the cash for clunker program was going on, I got tempted of doing the unthinkable.

Why all this intro? I recently blew a head gasket on my daily driver, a 1987 300 SDL with a Turbo charged I6 diesel engine clocking in 250,xxx miles. For diesel owners, this is mere break-in mileage. Well, they were right. It did break at 250k miles! It produced white smoke – the kind that would put Cheech and Chong to shame. What is a DIY'r to do? First, pray a lot that the issue is something simple. Then, research the forums. I found out that this particular model is prone to cracked heads. The casting #I4 head.

All I read was replace the head with a different casting; maybe a #18 or 22 from other cars that have this particular engine. Little did I know that Austin has this magical place called Precision Engine Service owned by Dennis Murray that has been repairing Mercedes engines for over 20 years. The cylinder head of the 300 SDL has seen better days. Prior to the bad smoking habit it acquired, the “tapping” valves sounded like it has upgraded to a 7.1 surround sound system. You can hear the car tap from a block away! So to say the least, I was ready to accept a “non repairable unit” report from Dennis.

Now just to give you an idea on how much this unit would cost new, the dealership quoted me \$2200 just for the head. The gasket kit ,12 valves, 12 springs, 26 Torque to yield bolts and 12 seals are extra. Total estimate of a new unit? Don't bother because your heart is definitely not strong enough for that.

After examining the head he gave me a report that wrong anti freeze was the cause of the failure (ofcourse blame the previous owner). The head had pits on it's surface due to green anti freeze eating up portions of the aluminum head. He also stated that the exhaust valves and seals are shot and is responsible for the loud tapping. No cracks were found and very minimal shaving is required to flatten the surface. Bottom line: FIXABLE.

So I asked him, “How will you take care of the pits?” He said “weld'em!” I read a gazillion (that's more than alot) articles claiming that you can't weld this particular head due to its design. Dennis said “They don't know what they're doing”. That was good enough for me!

Clunker-emia?...No more . For me, she has been healed of her chronic condition. The car started and purred like a kitten- a big kitten! This is my first EVER cylinder head R/R. It was intimidating at first but hey, there is always a first time. You need to try it. The feeling was unexplainable once you hear it start. Thanks you Dennis Murray – my miracle machinist!



Precision Engine Service : 1029 Reinli Rd. Austin Texas 78723 Dennis Murray (512) 451-1663

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Membership Application

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For payments via check, please make checks to MBCA. You can also apply by phone by calling (800) 637-2360 or online at www.MBCA.org

