



Western Reserve Section

CRUIER

Mercedes-Benz Club of America

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Western Reserve Section Shines



Mary Alice Cozza, Secretary of the National Board and Director at Large

Congratulations to **Mary Alice Cozza** and **Terry Kiwala** from our section who were both elected as Directors at Large for the national board. Mary Alice will be serving her second term, and Terry will begin his first two year term. Mary Alice was also reelected as secretary of the national board. The

Western Reserve Section is well represented at the national level where Terry and Mary Alice are joined by **Josie Lesler**, also a Director at Large and **Frank Cozza**, our Regional Director. **Peter Lesler** just finished his term as past president ex officio following his two year term as National President.



Terry Kiwala, Director at Large

Mercedes-Benz enjoy the annual Oktoberfest

On a VERY hot day, members of the Western Reserve Section gathered at the Berea Fairgrounds to display their Mercedes-Benzes at the annual Oktoberfest. The cars were lined up near the large gathering of Smart Cars, and the owners quickly put their chairs in a



circle under the trees trying to escape the blistering sun. As usual, the Oktoberfest was a great display of booths, German cars (and other cars, too), entertainment, and food. The car show is the project of club member **Rudi Kamper**. It was great to see so many fine autos on display. We even had club member, **Tom Barrett's**, 1926 Studebaker.

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National and Regional News....

by Frank Cozza

The Fall National board meeting was held in Dearborn, Michigan on Nov. 5. Newly elected officers are: **Steve Dierks**, President; **Greg Magnus**, Vice President; **Laura Simonds**, Treasurer; **Mary Alice Cozza**, Secretary. The Western Reserve Section is well represented on the National Board. Members include, **Terry Kiwala**, **Josie Lesler**, **Mary Alice Cozza** and **Frank Cozza**. **Peter Lesler** is past National President.



Frank Cozza

The MBUSA loyalty program will remain the same for 2012. Individuals who have been a member of MBCA for one year, and are purchasing or leasing a new Mercedes-Benz, will receive \$1000 off the purchase price.

Some new benefits of MBCA include:

- 15% discount at Brooks Brothers Clothing
- Car insurance discount at Chubb Insurance
- Discounts at 8 resorts
- Special discount at Sears
- Avis and Hertz car rental discounts
- Medjet Assist

For more details and other benefits visit mbca.org Information is under membership and then benefits.

Members Since Last Crier

New

Dr. Marc Dolce
Rami Abbass
Ryan Gioia

Renewals

Patricia Seifert
Ronald Welch
Robert Vadas
Phillip Gravengaard
Edward Yungbluth
Leonard Ambrose
Stan Burson
Robert Young
James Feher
Clay Mock
Manfred Von Saucken
Vassie Scott
Lars Larsen
Jeffrey Delmonico

Todd Sleggs
Gregory Spencer
Leonard Strnad
David Gaddis
Brant
Schnackenberg
Victor Troha
Joseph Adamcik
Robert Sloan
R. Black
Joyce Jyurovat
Michael Yeagley
James Bergstrom
Jack Hemminger

Todd Schneider
Don French
Joe Wehrheim
Steve Dobrich
Drew Schneider
Clarke Bricker
James Eichler
Bruce Galbreath
Eric Goodrich
Kenneth King
Michael Schiltz
Thomas Barrett
Warren Ledsky



Bill VerDuin

Message from the President

by **Bill VerDuin**

In my last President's Message, I described the 2011 edition of Old Car Fun Day. It was fun, and a new format and new venue for this event. At our last (Nov. 1) Western Reserve Section Board meeting we brainstormed 2012 events. It was noted that at least in the case of car club events, change is often good, as evidenced by the great reception our latest Old Car Fun Day got. A suggestion was made: let's ask our club at large for suggestions for the 2012 Old Car Fun Day. So here's the request: please provide me or any board member ideas on what you'd like to see for an Old Car Fun Day. You'll remember that this is typically a half-day or so event focusing on pre-1980 Benzes, although of course all cars are welcome. Who would you like to see/hear? There are a number of obvious local choices, a number being esteemed members of our club. Then there is George Murphy, the national Mercedes Club tech guy who I've enjoyed hearing at various national events. (I understand that he is also available for our section events.) There are people that are model-specific (I know of Joe Alexander for Pagodas, as an example). But you tell us who you'd like. Or, do you have a particular model of interest – everything there is to know about 107s or Adenauers or whatever. Or system-specific: all about electronic fuel injection, or mechanical fuel injection, or electronics, new or old. We can slice and dice this

many ways, all interesting. You tell us, and we'll see if we can make it happen. I would love to get enough input to define several years of Old Car Fun Days. We have historically done this in August as an outdoor event. Nothing magic about August or outdoors either. Let us know what you think.

In a related note regarding member input, great to see the bigger turnouts we're getting at the Board meetings, which are indeed open to all club members, Board members or not. Expanded input on activities and policies is very helpful, because we strive to do what people want, but we need to know what that is. Generally 7 PM first Tuesday of every month and lately at Brewster's in Twinsburg. Dates and places may vary, so watch our webpage benzclub.org.

More on activities: I had the pleasure of attending committee meetings at the recent (Nov. 5-7) National Board meeting in Dearborn, MI. hosted by International Stars Section. Interesting to watch our leaders in action at the national level. Great to hear the proposals for 2012 national and regional events. Some exciting stuff coming: multi-day events, long driving events, national concours, a good variety of well-planned events that if history is a guide will also be well executed..

Yet another new twist on an established activity: our Holiday Party January 7 will be a fondue event! Details elsewhere in the newsletter. So many ways to have fun with our cars and friends.....

Taking an Ohio Backroads Adventure

If you enjoyed the leaf tour prepared by **Don** and **Carol Vecio** (and even if you weren't there), wait until you see what they have planned for this summer. Tentatively scheduled for August, 2012, they have planned a 4 day "Ohio Backroads Adventure." Day one will take us from Cleveland to Cambridge via Berlin, Charm, and Roscoe Village. We will spend two nights in Cambridge. Day 2 we will visit Dresden, Longaberger Homestead, the Y Bridge in Zanesville, the Miner's Memorial to see the "Big Muskie" bucket ending with a "Sunset Safari" and buffet at the Wilds. On day 3 we go to Marietta using parts of the "Switzerland of Ohio" roads which live up to the

name. When we arrive at the historic Lafayette Hotel, dinner is on our own followed by a sunset dessert cruise on the Valley Gem Sternwheeler. Day 4, we'll travel to Columbus stopping at Hocking Hills State park and exploring its caves. Then we will travel on to Columbus's German Village and ending our adventure at a German restaurant in the village. We will be opening the event up to all sections and hope we will have a chance to see old friends, meet new ones, and learn a lot more about Ohio's scenic locations. More will be on the web site and flyers when dates are guaranteed.

Fall Leaf Tour Through Amish Country

On a cool but dry morning, 50 eager tourists gathered in a parking lot near the interchange of I 71 and SR 18 in Medina for registration and the start of an exciting



John and Joe chat while everyone is in their cars lined up in the parking lot waiting to start.

fall leaf tour through Amish Country. Coordinators, **Don and Carol Velcio**, did an excellent job of organizing and planning. As people checked in, they were presented with tickets, name tags, and a detailed driving instruction package. The cars were lined up into 4 groups with an assigned leader. Don instructed each leader when to start out of the parking lot and what speed to follow so that we were not a long, aggravating line for other travelers and so that each group could stay reasonably close to each other. The maps were detailed to tenths of a mile so no one should get lost.

First stop was **The Farm at Walnut Creek** which had everyone smiling and laughing before their time was over. As the cars arrived, they were directed to the parking lot and then to the building for home made cookies still coming out of the oven. There was time there to explore the Amish home and other buildings on the grounds. Then the horse-drawn wagons arrived to take participants on an hour long ride around the farm filled with exotic and hungry animals. There were many containers of food on the wagon, and the guide would tell which animals would eat out of your hand, which to drop the food into their mouths from above, and which to keep your distance from. The animals were quite smart, too. They knew that the wagon meant a load of eager people ready to deliver. They also knew how to get to the food if the participants weren't quick enough. The guide driving the wagon identified each animal that we approached—or approached us—and gave the history of that animal. Some even had names. We were fortunate to see some newborns, too.

From there, we traveled some more back roads to the **Amish Door Restaurant**. No one could leave that family style dinner without groaning from overeating. During the time of visiting, eating, door prizes, eating, comparing notes on the wagon ride, and eating, the piano player provided pleasant background music for our enjoyment.

After the meal, many waddled to their cars for the short trip to Lehman's Hardware in Kidron. This 32,000 square foot retail store contains 4 pre-civil war buildings. From the time people enter the 1840's era barn, they are awestruck by the museum quality antiques lining the walls and the thousands of products you thought they quit making years ago. Hours can be spent looking, reminiscing and enjoying the unique items available for sale and those adorning the walls, beams, and floor space. Some quickly found the snack bar—mostly for a cup of coffee or soda—and sat and visited or compared notes on such worthy talks as overseas delivery and other adventures. Thanks to the Velcios for a great day!



Carol Velcio registering surprise as the giraffe tries to get to the food dish.

HIP HIP HURRAY...

Congratulations are in order to **John Tuck**, section Vice President and Secretary. He and **Kendall First** were married on November 5. We wish them much happiness!

Drive by Wire Braking and My “New” 2005 E320 CDI

by Ted Gottfried

The September-October 2011 issue of the Star Magazine has an excellent article about modern braking systems on pages 68-69. This article reviews the history of the transition from drum braking systems to the fundamentals of disc braking systems and more recent brake innovations up to the present. Disc rotor service limit thicknesses and minimum wear thicknesses are stamped on every rotor hub. Heat dissipation begins with having brake disc rotors of sufficient thickness. Mercedes does not encourage nor condone machining or “turning down rotors” due to warpage or uneven wear because minimum thicknesses will likely be exceeded.

The next step to good brakes is the pads. Pads must also be more than minimal thickness in order to provide sufficient heat dissipation and good braking. Previously a minimum rule of thumb was a thickness of 2 or 3 mms. on each pad in a pair. Long ago this was updated by inserting wear sensors into holes drilled side-ways into the brake pads. These sensors can then wear down to the point they make contact with the rotor, thus completing an electrical circuit and lighting up a warning light on the dash board.

Thus to have good disc brakes the fundamentals are rotors, pads, and sensors. Moving on to more sophisticated systems, “power” became the operative word when a vacuum booster was added to the system in the 1950’s. Brakes became “power brakes” when a vacuum booster was included to increase pressure on the brake master cylinder from the foot pedal. However by the 1990’s Mercedes introduced BAS (Brake Assist System). This system incorporates a redesigned vacuum booster with additional components:

- (1) Diaphragm travel sensor
- (2) Solenoid valve for implementing more brake force
- (3) Release switch at end of force cycle
- (4) Control unit to activate the complete system

The BAS system works in full cooperation with the ABS (Antilock Braking System). When BAS and ABS are employed, reduced stopping distances result. When you take your foot off the brake pedal normal braking is restored.

Most recently SBC (Sensotronic Brake Control) is the latest innovation in braking. This system is installed in the R230 SL’s and the W211 E-Class sedans and wagons. My own “new” 2005 W211 E-320 CDI sedan has this system. WOW! What a brake system!

The only previous owner experience I have had a diesel braking system was with a 1982 240D with a manual transmission. This was a great car for many other reasons from a much earlier technological era. Engine braking before pushing in the clutch pedal was very effective in slowing down the car!

The SBC brake system is 100 per cent brake by wire. This system has eliminated the vacuum booster and replaced it with a high pressure hydraulic pump that maintains 2,400 PSI on tap at all times. Brake feel from the pedal is simulated. The driver’s request for braking is transferred electronically to a central

control unit, hence the term “brake by wire” being an electronic circuit, not the wire cable used in vintage cars equipped with mechanical brakes before hydraulics were introduced long, long ago.

An additional battery in the engine compartment provides electrical back-up in the event the primary battery in the trunk was to lose power. If the brake by wire electronics were to fail, a hydraulic link between the brake pedal and the front wheels is automatically restored and the system will stop the car using the front brakes only. The brake pedal will travel down much lower and the instrument panel warning lights will come on in full force.

The SBC control module is divided into three main functions:

- (1) Signal conditioning
- (2) Function logic
- (3) Safety circuit

This same control module also monitors and controls:

- (1) Self test
- (2) Precharging hydraulic system
- (3) Dry braking of rotors
- (4) SBC holding

This control system provides numerous advantages:

- (1) Reduced stopping distances
- (2) Faster integration with other safety systems: ESP, BAS, and ASR
- (3) No foot pulsation in brake pedal
- (4) Brake disc drying when the wipers are on

Brake fluid in all braking systems from vintage to modern MUST be power flushed every two years. Stopping distances are shorter with SBC. However, I notice a kind of “free wheeling” feel when braking at low speeds and it has taken experience to learn to stop smoothly without a sudden jerk. Mercedes states that this aspect of the system will continue to be refined.

When all is said and done, compared to my 1982 240 Diesel, my “new” 2005 E320 braking is truly light years advanced. As a final note, Mercedes expects the life of the very expensive hydraulic pump to be no more than 10 years. Thus I plan to replace mine no later than that date while it will still be under warranty.

Western Reserve loses a good friend

Our section was saddened to hear that **Dianne Beck** had passed away November 15 in Princeton, NJ. Dianne and her husband, **Jim**, were avid drivers and attended most driving events throughout the country. They have always been supportive of Western Reserve events. Dianne was proud of her association with MBCA and enjoyed participating in the driving events. Our sympathy goes to Jim and his family and fellow MBCA members in the South Jersey section where Jim is a member.

MBCA Schedule of Events

January 3 Monthly Membership Meeting 7:00 Brewster's Twinsburg
January 7 Holiday Party—Melting Pot Legacy Village

Flyers will be sent for our specific club events. Check the website www.benzclub.org for more information and updates. A calendar for the year will be available at the holiday party, on line, and in the next Crier.

Annual Holiday Party - Mark Your Calendar

Our annual holiday party will be held Jan. 7, 2012 at The Melting Pot in Legacy Village. This interactive dinner will be the culmination of your holiday season, we hope. Watch for the invitation in the mail early in December. Because of space restrictions, we will be limiting the party to the first 60 who register so get your reservations in early. We will maintain a waiting list but will return checks to those that we have to turn away.



Crier Editors: Mary Alice Cozza and Sue Morrison

Check out the Western Reserve Section website at benzclub.org for updates.

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