



# The Bluegrass Star

A Publication of the Bluegrass Stars Section  
Mercedes-Benz Club of America

Summer 2018

**BARDSTOWN MILITARY MUSEUM! Saturday, August 18, 2018 @ 10:00 AM**

## Club members Waved the Flag at Keenland in July

Once again, the rain held off and the skies parted (to some degree) for the Saturday events at the Keeneland Concours. And, as usual, it was also very warm. In spite of fairly serious storms the night before that left wide swaths of central Kentucky without power for several days, the show went on with no problem.

Club members were amazed at how quickly the damaged trees had been cleared and that after more than two inches of rain only 18 hours earlier, the show-grounds were not even slightly wet, a testimony to the good landscaping there.



## Upcoming Events

### **Bardstown Military Museum**

August 18, 10 AM

In Saturday, August 18, 2018, the club will have an outing in Bardstown, Kentucky. It will start at 10:00 AM at the Bardstown Military Museum, 310 E Broadway, with exhibits of Civil War times. The nearby General Hal Moore Military Museum will also be toured.

At noon, we will gather for lunch at the Talbott Tavern. The admission to the museum and the lunch will be covered by the club.

At around 2:00 PM, we will visit the historic Basilica of St. Joseph, which was the first Catholic cathedral west of the Allegheny mountains. It is known for its historic artwork and gifts from world leaders acquired at the time of its founding.

We hope to see you there as we try to renew the activities of your club!

### **Holiday Dinner**

Save Saturday, December 1, 2018 for our Holiday dinner, which will be held at the Guest House in Radcliffe between 2 and 6 PM. More information to follow.



## 107 (And Others?) Star Modifier

*Steve Loboiko*

Questions came up at Keeneland as to where I obtained the perforated “chrome” backing for my 107 grille star. Well, you can’t get it anywhere, but I made it fairly easily and inexpensively. It is a completely reversible modification, and, although purists might not like it, some, including myself, do - so, here is how it was done. As usual, “your mileage may vary”; there is no warranty/liability on these instructions.

First, I obtained a sheet of perforated aluminum from Ebay with about 1/4” perforations. I sanded it with 200-800 grit wet or dry sandpaper (wet) and polished it. Then, I traced a circle using the star itself onto the aluminum, trying to ensure that a perforation would wind up roughly in the center of the star although this is not very critical. The piece was then cut out with tin snips. The rough edges were files/sanded; you can optionally put some tape over the rough area (this cannot be seen from the outside).

I obtained some washers, a screw, a “T-nut”, and an approximately 1” (larger end) rubber stopper for a bottle at Home Depot or Lowes (I don’t remember which). After drilling a hole through the center of the stopper, these parts were assembled as pictured below. The idea is, that the stopper fits in the center of the star tapered end in, and turning the screw compresses it into a “friction fit”. Do not overcompress the stopper because you could crack a plastic star (very bad) or even the metal version of the star (VERY, VERY bad). A solid friction fit will suffice.

After getting the perforations lined up to your aesthetic liking with the front of the star, you will need to notch the top of the perforated aluminum for clearance with the star mounting screw area of the star/grille assembly.



I made a few for both of my cars and a spare; they have never fallen out in 100K miles of driving; they have not noticeably affected cooling.

## W107 (and other 70/80’s MB’s?) Fender Maintenance

*Steve Loboiko*

In 1986, The W107 SL was improved in many, many areas. One of these was in rustproofing. The front fenders on 86+ W107’s have a plastic liner to keep the vast majority of water out of the inner fender area. For this and other reasons, you do not see rusty post-1985 W107’s.

We have probably all seen these cars with rusty fenders above the headlights. This is caused by water and especially DIRT accumulating on the “shelf” above the headlight, which is accessible from inside the front wheelwell. The pre-86 cars are especially prone to this. I knew this when I purchased my 1985 380SL.



Sure enough, I probably removed a half pound (not an exaggeration) of damp, fine DIRT that accumulated. Plants may have been growing in it. After thorough cleaning and drying, I used a good amount of POR-15 rustproofing paint (don't waste your time with less) in this area. I can say that this conclusively stopped any rust and further problems in this area for 8+ years of daily driving (including all but the most serious winter snow). When I drove the car I would wash it out every year or so.

You may think that installing the 86+ plastic liners would be a good idea. It probably is, but installation would require drilling holes BLINDLY into the inner fender. I did not do this because with my luck I would drill into wiring or brake lines. So, although I have a spare set of these from a parted out 86+, the pair continues to sit.

The fender area behind the wheel and under the moulding is a small problem that can turn into an enormous problem. There is a metal plate that closes the gap between the fender, the inner fender, and the rockers inside the wheel well. It is screwed down and sealed. If that seal is compromised in any way or if the metal plate is rusted out, water goes right into the fender and rockers from the wheels/tires and will rust them out. Fender damage is bad, but rocker damage is worse - structural rust there can make a car no longer financially feasible to repair. Simply removing the plates for inspection **will require** resealing them. MB still has the plates and the (butyl?) rope seals at reasonable prices. If you actually drive your W107, I would strongly recommend inspection and maintenance of this area. It was too late for my fenders when I bought the car - hopefully it won't be for yours.

## QuickJack and the W107

*Steve Loboyko*

After years of low-height, high-risk jacking of my W107's that limited my ability to repair them, this spring I looked seriously for some kind of a "real" lift. Expensive "scissor" jacks block the transmission area, and four or two post jacks are even more expensive and not really portable or suitable for my garage environment (which is limited). A friend at work bought a QuickJack system for his Honda S2000. This is a parallelogram-based hydraulic dual jacking system designed to work with rocker support, leaving the underside of the car clear. It is available several models with weight capacity, size, and power source selections. The W107 is in US trim 3600-4000 pounds, so I opted for the middle model of 5000 pound capacity, with "pinch weld" rocker rubber blocks as an option. I had measured the length of the rockers vs the QuickJack specifications carefully and the W107 would fit (but not by much).

It arrived fairly quickly (the local FedEx person does NOT like me) in several boxes. One contained the power unit and two others were the jacks themselves. Assembly was a bit of a DIY project and I discovered some incorrect feet and that they had sent me a 120V power unit, not the 12V unit I had ordered. After some deliberation, I determined that there was no way that I would be using these "in the field", and the 12V model would be more of a pain than the true "portability" was worth. The feet were sent overnight to me. Assembly was uneventful although you need a source of 50PSI air during assembly (only), which might be a problem if you don't have a compressor. A bicycle pump might be a pain to use.

Obviously, this is a potentially dangerous piece of equipment in and out of operation and a thorough manual is included. It is especially important to read and understand it because some operations are not entirely intuitive. **Needless to say,**



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**I read it thoroughly.** I should also note that this method of jacking relies on uncompromised pinch welds and rockers. Certainly, we have all seen rusty 1970's/80's MB's with crumling, rusty rockers. **It goes without saying that these jacking points at the pinch weld and near the "jacking tubes" should be inspected thoroughly by a professional before attempting any of this.**

The pinch weld rubber blocks included had slots that were not quite wide enough, so I very slightly widened them with a table saw. Once I did that, positioning and jacking the units was very easy. The jacks lock in two positions, medium and maximum heights. The maximum height is adequate for under the car work with a mechanics creeper. I was a bit leery about going under the car, but I had seen a demonstration of the strength of the system and its resistance to being toppled; I am confident in it. **Once jacked and locked**, the hydraulics are no longer needed to support the vehicle, although leaving them attached is additional insurance.

These are made by a division/subsidiary of BendPak and the equipment feels professional. Obviously, at my age, I'm not going to make a living with these - but when my "career" is over, I should be able to get most, if not all of my money out of them.

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## Section Officers

*You can contact the Section Officers by snail-mail, phone or e-mail:*

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## The Trading Post: Cars, Parts, and Accessories

After an absence of newsletters, this section has become "stale". Please renew your "for sale/wanted" parts requests to the Acting Secretary, Steve Loboyko at 560mbsl@gmail.com.

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## Discounted Parts

The following dealerships and shops have agreed to reduce by ten percent (10%) the total price of parts purchased by a Mercedes-Benz Club member with a current MBCA membership card. Restrictions apply; call for details.

### TAFEL MOTORS

4156 Shelbyville Road  
Louisville, KY 40207  
(502) 896-4411

### AUTOBAHN MOTORS LLC

1403 Hugh Ave  
Louisville, KY 40213  
(502) 473-7858, See Don

### JAMES MOTOR COMPANY

2440 Richmond Road  
Lexington, KY 40502-1301  
(859) 268-1150

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## Website

Don't forget to check our website for late-breaking news:

**[www.mbca.org/bluegrass\\_stars](http://www.mbca.org/bluegrass_stars)**