



More than a Car Club. We're a Community. TM

Star Bulletin

April 2020

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Is your membership due for renewal?
Don't let it expire and miss out on the fun we have in the MBCA - San Diego Section

EVENTS SCHEDULE & SPECIAL ANNOUNCEMENTS



1958 300d "Adenauer" formally owned by Fidel Castro. See page 2

As most of us are aware the COVID-19 has caused major disruptions in our life styles. We will keep you informed of changes to our event schedules via e-mail blasts. Stay safe and sanitary. You have plenty of time to identify the mystery car. This Publication of the April Star Bulletin was held up until the very last minute in order that the latest word on car shows, events and other car stuff, was known. I believe that the Coronado Car Show and the Fallbrook will be cancelled or rescheduled. Whatever the outcome you will get your Star and any changes will be conveyed to you immediately by e-mail,

- ❖ Temecula Wine Tour Sunday **CANCELLED**
- ❖ Spa Day, Saturday, May 23, page 11
- ❖ General Lyons private collection tour, May 16, page 13

THE CUBAN ADENAUER

S. Ross



This rare 1958 Mercedes-Benz 300d "Adenauer" was purchased by Fulgencio Batista, the Cuban President. Batista bought the car with about every option available including whitewalls, power brakes, wood trim, carpeting, a Grand Prix Radio, tan leather interior with green piping, custom Karl Baisch Luggage, automatic transmission, and presidential flagstuffs for the sum of \$14,000.00. He barely had time to break the car in and fly his flags when Fidel showed up and Batista fled to New York City, USA on New Years Day 1959.

Fidel loved the car so he took it and used it until 1965 when his new Mercedes-Benz 600 Limo was delivered! Who says Dictators have no taste in quality? Fidel must have thought a lot of his ambassador to Canada as he sent him the car where it was used until 1970, when it was put in storage and where it languished for forty years. The current owner purchased the car in 2015. I bet there is an interesting back story in those forty some years. Anyway, the current owner did a mechanical reconditioning since the car showed only 15,000 miles it is mostly original with the exception of repainting.



Car was awarded the Mercedes-Benz Club of America Award for the most historically significant Mercedes-Benz

Wine Tour and Car Show

Time to show off our Mercedes-Benz automobiles at a beautiful winery in Temecula!
Let's eat, drink and be merry!



When:
Where:

Sunday, April 12, 2020 10am-3pm
Mount Palomar Winery
33820 California Road
Temecula, CA 92591
Go to www.mountpalomarwinery.com and check out the winery

Cost:

Those who choose to dine may order off of an extensive menu. Wine flights are also available.

Car show:

There will be a \$5.00 entry fee for the show to help finance the awards. This fee will be collected at the show. No need to send money.

Activities:

Car Show in parking lot (don't worry, you won't be on the dirt)
Winery Tour, Wine Tasting, dining and a full bar and of course a lot of socializing.

Please RSVP to Frank Leonard. **951-830-1230**, FleonardUSMC@gmail.com

A MORNING AT THE SPA, Cruise and Lunch



No, not the spa you're thinking of, but a spa for your car. 5 POINT AUTOSPA is hosting our club and providing a tour of their facility and the services they offer to help maintain the beauty of our cars.

Date: Saturday, May 23
Time: 9:30-11:00 am
Where: 5 POINT AUTO SPA, 1948 Kellogg Ave,
Carlsbad, CA 92008

We will meet at 9:30. Our hosts are graciously providing juice, bagels, pastries and coffee. Some of the topics they will cover include paint correction (removing surface swirls and scratches), ceramic coatings, clear bras, and window film.

After the presentation we will go on a short drive and have some lunch at a yet to be determined location.

Please reserve your spot by calling, emailing or texting Diana. 619-851-8067, dianakruse@ymail.com. Deadline for signing up is Friday, May 15th.



Orange County Tour: General Lyon Collection

Save the Date: Saturday May 16, 2020



Come see the rest of this rare **1934 Packard Boat Tail Speedster**, and 98 additional exquisite collector cars, vehicles, and vintage aircraft. The Earl C. Anthony region of PAC has arranged this tour, which may be our last opportunity to view General William Lyon's personal collection.

WHEN: Saturday **May 16, 2020**, meeting at 10:00 at the General Lyon home.

HOW: Caravans are encouraged, but not required. Routing and maps will be provided.

ITINERARY: Tour the car museum at the general's home, then leave for lunch at approx. 11:30 a.m. Drive to John Wayne Airport to view the remainder of his car collection plus vintage aircraft. Lodging will be available for those who do not wish to drive back to San Diego Saturday evening. Details to follow.

RSVP: This is important. There is no fee to view the Lyon collection, but security requires all names of attendees be submitted in advance. RSVP to Richard Schauer at 760-740-9188 or: packard1934@sbcglobal.net NLT Wednesday May 13, 2020.

Note: The tour group will be limited to 30 participants, so please sign up early!



AMELIA ISLAND CARS AND OTHER THINGS OF INTEREST

S. Ross



The Cars and Coffee Mercedes-Benz folks. We had about 40 cars there. Due to the success of this event the number of cars has been limited. I believe next year we are limited to 35 cars.

The Amelia Island show was outstanding as usual. Many iconic, vintage, historical racing cars, and motorcycles. Renown racecar drivers abounded. I have come to the conclusion that Amelia is better than Pebble. Lots of reasons but it all boils down to value received for the funds expended.

It came as shock to the Mercedes-Benz owners when we were told that Mercedes-Benz has announced that they will no longer have a presence at Pebble or Amelia. In fact, they will not be at Pebble this year. This will have no effect on the Legends of the Autobahn.



The 1904 American Mercedes, was built by Steinway Piano in New York and was the first foreign car produced on US soil. The enterprise continued from 1904 until 1907 until the factory burnt to the ground in 1907 destroying several cars.



This 300SL Roadster came all the way from Missouri to be in the show.



A 280SE, 3.5 Cabriolet



1927 Mercedes-Benz Model K
 winner of the Mercedes-Benz Star of Excellence Award is Powered by a six-cylinder 6.2-liter engine. The car was originally purchased by William Sloan, an America and he had Fleetwood coach builders do the body, an American Company in Pennsylvania. He had seen an Isotta Fraschini bodied by Fleetwood for Rudolph Valentino and liked.



Carol Ross discusses the finer points of winning at Indy with Al Unser SR. I think the man behind Al Unser is a race driver but not sure. Anyone out there recognize him



Unser's 1987 Indy winning ride

The highlight of the Amelia show this year was the display of Mercedes-Benz Silver Arrow racing cars from the first one in 1934 to the latest Petronas Formula 1.



1935 W125 the original silver Arrow and the first modern Grand Prix Race car, powered by a DOHC 3999-liter engine developing 430hp Rudolph Caracciola won seven Grand Prix and four non championship races. The W125 place one-two in five races in 1935



The 1938 W154. New Gran Prix rules ended the reign of the W125 which were thought by many to be brought about by the Mercedes-Benz dominance of racing. The rule changes were for smaller engines so Mercedes quickly designed a V-12, 2962-liter engine developing 480 hp and their dominance winning 80 percent of the races entered. In 1939 the W154 won 75 percent of the races entered. In 1947 the W154 ran fourth in the Indy 500



The 1954/1955 W196 Streamliner. Rule changes again challenged Mercedes-Benz to develop an engine. To meet the challenge the engineers refined the DB 601 high performance V12 engine used in the Messerschmitt Bf 109E fighter. The engine designed is a 2496 liter non supercharged straight eight with fuel injection putting out



297hp. Mercedes returned to racing with a bang, winning the French Gran Prix finishing 1-2 and one full lap ahead of the other racers. In the next year and a half Mercedes-Benz drivers won nine world championships in 12 races. The drivers were led by Juan Fangio and his teammates Stirling Moss, Hans Herrmann and Karl Kling

The open wheel W196



1989 Sauber Mercedes-Benz C9. Fifty-five years after the world's first Silver Arrows the 1989 world sports Prototype championship winning Mercedes-Benz painted the C9 silver bringing back memories of the all-conquering Silver Arrows of the 1930s and 1950s. The C9 powered by a 750hp 4-valve five liter turbocharged V-8 won all but one race in the 1989 world championship including a second one-two finish at the 24 hour Le Mans. Capable of speeds over 247 mph, which led to the installation of two chicanes on the Le Mans' 3.4 mile straight to reduce the top speeds being achieved.



The 2014 Mercedes AMG W05. Continuing their winning ways Mercedes Petronas have won every world championship since 2014. The AMG engine in this car is a 1.6-liter V-6 and is said to be capable of 1000hp with a hybrid power pack providing approximately 160hp. The engine is capable of 15,000 rpm but is kept in the 12,000 range during racing. I have a hard time getting my head around that. Buttercup sez no way!

SOME INTERESTING AUTOMOBILES THAT NEVER MADE PRIME TIME.



1953 Kleinschnittger Automobile

Kleinschnittger was a German company that produced microcars from 1950 to 1957s. They were powered by a 125-cc single cylinder two-stroke engine (made by DKW) that produced 5.4 hp with a top speed of 43mph. It was very fuel efficient and claimed to get close to 100 mpg. It had an aluminum body and a three-speed gearbox with no reverse. About 2000 of these cars were made and some were imported to the USA.

Little car ain't cheap. One sold for over \$43,000.00 not to long ago.



1926 Hanomag Automobile

Hanomag was a steam engine and heavy equipment company founded in 1871. In 1926 they ventured into the car building business and produced over 15,000 of these cars, and very few survive. I saw this car in Nashville, TN a couple of years ago and it was at Amelia Island. They made a light weight racing version out of wicker. Hanomag merged with Komatsu in 1989.



1942 Mathis VL333.

This is the only surviving model VL333. Mathis was a French Car builder from 1910 to 1950, and Prior to WWII was the fourth largest car manufacturer in France.



Mathis designed by Ettore Bugatti

In the early twenties Ettore Bugatti designed cars for Mathis. In 1930 Mathis and Durant, the head of General Motors, were working on a plan to build 100,000 Mathis cars in Detroit but, alas Durant went broke and Mathis went back to France. Mathis spent WWII in the USA as he was wanted by the German government for "crimes" committed during WWI. It seems he deserted from the German Army taking something of value with him.

CARS THAT WERE SUCCESSFUL



This rod is owned by Dennis Varni, the owner of Speed Nymph Garage in San Jose, CA. Dennis is a senior citizen but it has not slowed him down. In 2011 he did a one way pass at Bonneville at 345.229 mph.

This hot rod is a 1932 Ford with a Desoto Hemi engine and what caught my eye was the 1947 Packard Grill. He has built another rod with Bugatti headlights.



SHE'S REAL FINE, MY POP: Dennis Varni and his dedicated Bonneville crew celebrate reaching the 345 mph mark in Utah.



This barn find 1961 300 SL Roadster was parked in front of the Ritz Carlton Hotel. It had a Gullwing Motor Cars placard in front of it. I am assuming this is the Gullwing that was sold by the Beverly Hills Car Club for \$800,000.00. Reportedly it was stored in a barn in 1968 with the original bill of sale, a stack of service records and the owner's manuals.



A 1954 300 SL Gullwing was recently found in a barn in Florida. The last license tag was a 1968 Florida.

The car is now owned by the Mercedes-Benz Classic Center.

A Pleasant Repair Experience

Diana Kruse



I want to share my experience with repairs to paint scratches on my car. As some of you know, in addition to our 3 Mercedes-Benz autos, we also have a custom painted Camaro. Don't judge me! I love both Mercedes and Camaros!

A couple of weeks before Christmas my Camaro sustained quite a large scratch on the left front bumper. My experience with auto body shops taught me they would probably want to paint the entire bumper and I wasn't ready to fork out that kind of money. One day I saw a business card for Colors on Parade on a bulletin board at work. I remembered that Brian had them do some work several years ago on his 500SL so I gave them a call. I spoke to Gary Finn and sent him pictures of the damaged areas and he quickly responded with a quote. I scheduled an appointment to have the repairs done the following week. He arrived promptly at my appointment time and we went over the repairs he would do. Did I mention this is a mobile operation and he came to my work? How convenient for us working folks!

One thing I neglected to tell Gary is that the color of my car is a custom color and not a manufacturers color. The color is close to Plum Crazy, a Dodge color but a bit bluer. Oops! I probably should have mentioned that. But not a problem. Gary has over 24 years of experience and a great eye for color. He has attended "Eye for Color" advanced training offered by PPG, a global supplier of paints, coatings, optical products, and specialty materials and was able to match the color perfectly! The course tests for color blindness, teaches color theory, color wheel use and the manipulation of color without losing the base or origin of the root color.

I am very impressed and pleased with the work that Gary did, and I highly recommend Colors on Parade if you ever need paint repairs.

Colors on Parade
 Gary Finn
 Mobile: 619-302-0412
finncolors@yahoo.com
www.colorsonparade.com

Colors on Parade has designed strict standards to furnish the **highest quality** in the automotive appearance technology field, and offers four primary services: Paint Repair, PDR (Paintless Dent Repair), Headlight Restoration, and Interior Repair.



Before



After

STUDEBAKER-PACKARD, MERCEDES-BENZ era

Bob Gunthorp

Mercedes-Benz began its American venture with an unlikely alliance between Daimler-Benz AG and the struggling automaker manufacture Studebaker-Packard. Note: At the time of this merger Curtiss-Wright was the parent of Studebaker-Packard. Curtiss-Wright then formed the Utica Division of Utica Michigan to sell Mercedes-Benz Diesel engines for many uses other than automobiles. However, one Studebaker dealer, Karl Hosten in Michigan came up with a questionable idea. He had a 180D engines installed Sunbaker Champions. The only record of this project is an ad I found from Diesel Power magazine so I assume the project was not too successful.

An agreement, was drawn up between the two companies in 1957 by Hoppe's superior in Stuttgart, Carl Giese. The purpose of this agreement was to instantly give Mercedes-Benz access to the Studebaker Packard network of about 2,500 dealers. However, very few Studebaker dealers added Mercedes-Benz to their product line.

When Studebaker-Packard took over Mercedes-Benz their dealer base included the ones that had been owned by Max Hoffman. Note: Studebaker and Packard had just recently merged in 1954 so they were struggling with that merger when they added Mercedes to their lineup. Furthermore, pricing also played an important part in getting buyer into the show rooms because in 1959, the price of Mercedes-Benz ranged from \$3,240 to \$13,655 while the priciest Studebakers in the showroom was \$2,495.

One condition that Daimler-Benz stipulated in the merger was a noncompeting clause there would preclude Studebaker-Packard dealers from selling any vehicles in the same price range as Mercedes. Unfortunately, this clause meant that Packard dealers were not able to sell Mercedes. Therefore, the merger didn't help the bottom line for the Packard dealers. This is why I was unable to find any Packard dealers listed in the Mercedes dealers in quarterly directories.

Unfortunately, as Hoppe had feared, Studebaker salesmen hadn't a clue how to sell foreign cars, let alone Mercedes-Benz or how to handle the temperamental nature of customers interested in such unusual automobiles. Furthermore, because the advanced engineering of Mercedes vehicles they were much more complicated to service and repair than their American counterparts. The mechanics that were servicing and repair American brands were lost on Mercedes because of this engineering.

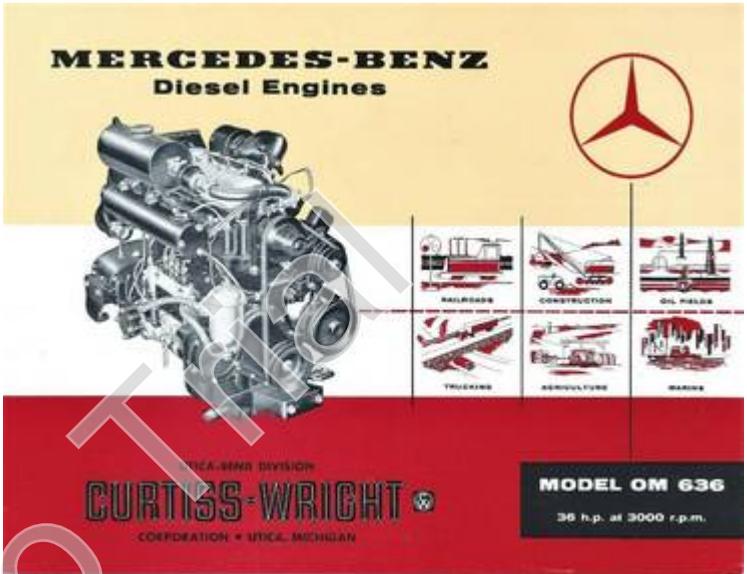
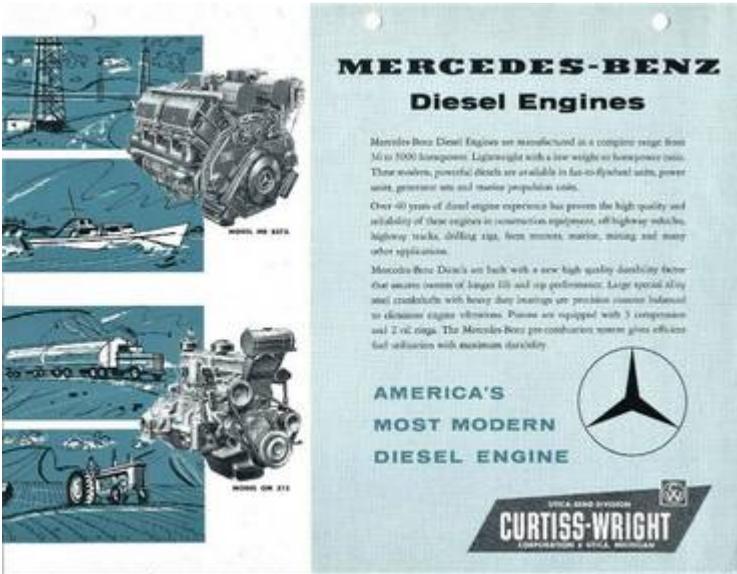
So, Giese's "marriage made in heaven" was slowly heading toward its demise but Hoppe managed to keep it going for nearly a decade, establishing Mercedes-Benz Sales Inc. in August 1958, as a subsidiary of Studebaker-Packard.

To say the relationship between Daimler-Benz and Studebaker-Packard was rocky would be an understatement. Curtiss-Wright who was the parent company that owned Studebaker-Packard thought that adding Mercedes-Benz vehicles to their line up boost the sales of both Studebaker and Packard sales. Unfortunately, however, it did not. To make matters worse, the marketing people in Germany had expected Studebaker-Packard to establish Mercedes-Benz as their import flagship model line. In theory it was a good plan that too never materialized.

At the end of 1964 there were 327 Mercedes-Benz dealerships in the U.S. the breakdown of the dealerships was as follows: There were 155 of them were also Studebaker dealers. There were 156 dual dealerships selling brands other than Studebaker. At that time there were only 16 dealerships exclusive to Mercedes-Benz.

The records indicate that many Mercedes buyers had previously owned Buicks so the natural evolution was for Buick dealers to also sell Mercedes-Benz. That was how both Dick Grihalva and Peck Buick became Mercedes-Benz dealers.

By April 1965 Hoppe had been able to put together a \$3.75 million dollar buyout package with Curtiss-Wright so that he could establish Mercedes-Benz of North America as a separate company. With his hopes still up for dual marque dealerships after Studebaker-Packard were out of the picture



he selected the best of their dealers to be the first Mercedes-Benz dealerships in the United States.

THINGS THAT MAKE US WONDER



I think this is a Model A Ford, driven on the front porch for a reason, Halloween prank, mad at husband, wife or??



Take that gluten free



This was named the "Fascination"

STUDEBAKER DIESEL



The Studebaker "Econ-O-Miler" Taxi was the testbed for a radical Mercedes 180 D diesel engine swap back in the mid-'50s.

MERCEDES DIESEL ENGINE SWAP IN AN AMERICAN ICON

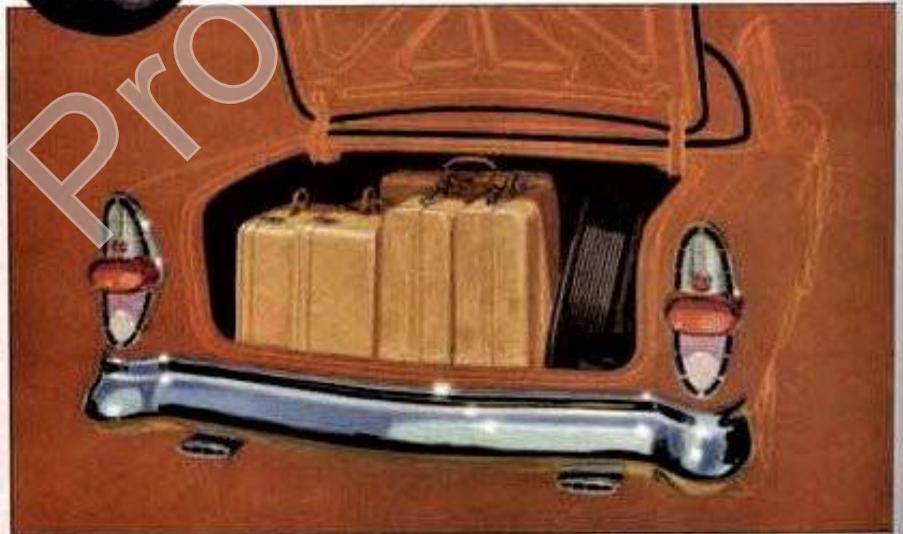
THE FLEET CAB PROGRAM

In the mid-'50s, Detroit's Radio Cab Company decided to drop an experimental diesel engine into one of its conventional Studebaker cabs to support an idea reinforced by a local dealer. The program was a feasibility study of reduced operating costs and greater fuel economy for its livery fleet.

During the same time frame, Mercedes-Benz was having some early success selling its 180 D series sedan platforms to a variety of Eastern and Midwestern cities for taxi and livery service as well.

Since the Studebaker-Packard company distributed Mercedes and sold them under the same roof in many locations, the radical idea actually seemed natural.

Karl Hosten, a well-known Michigan Studebaker-Packard/Mercedes dealer located in the affluent suburb of Grosse Pointe, Michi-



Based on Studebaker's Champion line of four-door cars, the diesel taxi had room for five adults and their luggage.

gan, decided to merge the diesel mill of the Mercedes 180 D into a production run of Studebaker Champions. It wasn't by chance that the new diesel-powered fleet was to be operated by Radio Cab. The resulting effort was to field engineer, document, and gather performance and operational cost savings to be presented to both operational users and Studebaker. Since the Radio Cab organization was both an established service brand

and an established customer, the company was the perfect candidate to help innovate new fleet vehicles.

THE DOMESTIC TEST PLATFORMS

Studebaker's Champion and Scotsman platforms of this era were widely known and utilized as taxis due to their frugal nature with regard to initial purchase and operational costs. These

WIN A CHICKEN DINNER

WE HAVE NO CHICKEN DINNER WINNER THIS MONTH!



Jon Bernardi correctly identified this as a 1936 Mercedes-Benz W143, 230. It came with a six cylinder engine making the car capable of going 73mph. this Mercedes was meant for the upper middle class.

Jon has maxed out his wins but can still play, but no chicken dinner

THE CHICKEN DINNER CAR FOR March

Although several models of this car were made it never went into production



Be the first on your block to win that chicken dinner by sending Steve the make and year of this automobile

****CHICKEN DINNER RULES. CONTESTANTS MAY ONLY WIN 2 CHICKEN DINNERS PER CALENDAR YEAR**

Even if you have won your allotted limit, please guess anyway...

and if you're correct, the editor will buy you a big orange drink at our next event.

NEW AND LOYALTY MEMBERS

WELCOME NEW MEMBERS

The San Diego Section welcomes you to our Mercedes-Benz world. Please join us ASAP and see how we have fun. Have a question contact me the membership guy at 619-508-3925- or inewsx@sbcglobal.net

James Branner

Mark Edwards

Patrick Ryan

THANK YOU LOYAL MEMBERS FOR RENEWING

David Hill

Thomas Hoffman

Timothy Nagy

Bill Neff

Roger Roberge

Ron Smith

Jeff Hollander

Anthony Ockunzzi

Jon Krause

Rich Stafford

Jerry Dunford

Philip Palumbo

We sincerely thank you for renewing your membership and continued support of the San Diego Section and the MBCA



1967 MBZ 250SL Pagoda

- 102,000 Miles
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\$220,000

Original Owner, Gary Jarvis San Diego, CA

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If you have a change-of-address,

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MBCA National Business Office.
1-800-637-2360

FOR SALE OR WANT ADS:

Personal classified ads (sale or wanted) are FREE exclusively for MBCA members. NO commercial or business sales allowed in the classified ad section.

Business advertising is available at competitive rates. Please contact the Treasurer for latest ad rates. If you want to place a personal ad in the "for sale" section e-Mail Steve Ross inewsx@sbcglobal.net
Please contact Steve every month to continue your AD

We are always looking for volunteers to help out with ideas, planning, and coordinating events.

If you would like to feature your Mercedes-Benz vehicle(s) in this Newsletter with an interesting story or photo, please submit in digital format via e-mail to:

inewsx@sbcglobal.net

We would love to get to know you & your Mercedes-B. Come to an event and ask us how to obtain a FREE name badge. Maybe even a free beverage.



Can't wait to have a really "Cool" MBCA name badge?

Here's how to order one: Go to the MBCA website www.mbca.org, log on, click on Store, click on MBCA Event Equipment Store and scroll down and click on the Name Badge. You are now in the order form.

Second method: Log onto MBCA website and enter Name Badge in the search box at upper right handcorner of screen, click on the Magnifying Glass icon and this will take you to the order form OR you may call 800-637-2360, ask for Anna McBride. She will take your order. All payments are made via credit card.

THIS SPACE MAY BE USED FOR YOUR AD OR FOR SOMETHING YOU, AS A MEMBER, NO LONGER HAVE A USE FOR. AS YOU MAY KNOW THE COST FOR A MEMBER TO RUN AN AD FOR THEIR ITEM IN THE STAR IS FREE. YEP WE SAID FREE.

IF YOU HAVE A BUSINESS AD OUR RATES ARE QUITE REASONABLE.

YOU COULD USE THIS SPACE TO MAKE AN ANNOUNCEMENT





Hoehn
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To send a file or for any changes
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CA 92107(619) 223-9797

Mention this ad and make an appointment in June for the following prices:

107 Chassis tops:

German \$945

Sonnendeck canvas top \$895 One-day turnaround

2020 Schedule of Events

MBCA – San Diego Section

Our motto "Have it your way, as long as it's FUN!" Always remember...this is YOUR club.

New ideas or changes please contact a Board Member!!!
Note: All dates may be subject to change

EVENT DATE 2020	EVENT DESCRIPTION	EVENT CHAIR/COORDINATOR
April 25 CANCELLED	Temecula Wine tour/Car Show	Frank & Pam Leonard
May 23 May 16	Auto Detailing Demo, Gen Lyons Collection	Diana Richard (Packard Club)
June TBD	Trip to Perris	Gary Jarvis/Bob Gunthorp
July TBD	Lawrence Welk	Carol
August 8	Patio Races	Pete and Jen Lobner
September 12	Bob Gunthorp BBQ	Birds of a Feather Catering
October 10/9-10/11	Idyllwild Art Festival	Steve, with Packard Club
November 7	TBD	Steve
December 13	Holiday/Christmas Party	The Board @ RB Country Club



Star Bulletin

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Valley Center, CA 92082

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APRIL 2020

**MBCA Board Meeting
April 21 @ 6:30 PM**

**Mimi's Cafe, 10788 Westview Parkway
San Diego CA (Mira Mesa)**

**Note: Our regular Board meetings are scheduled
on the 3rd Tuesday of the month**

The board has occasionally cancelled meetings when there is a small amount of business that can be considered adequately by telephone or e-mail. If you are considering joining us at a board meeting, please call a board member first to make sure the meeting will take place as scheduled.

**WANT TO JOIN THE SAN DIEGO SECTION OF
THE MERCEDES-BENZ CLUB OF AMERICA?
IT'S EASY JUST GO TO MBCA.ORG OR
USE THE QR CODE BELOW.**



YOU MAY ALSO EMAIL: inewsx@sbcglobal.net

MBCA San Diego Section

President's Message – April 2020

<http://sandiego.mbca.org>

Diana



I hope everyone is healthy amidst the craziness the world is going through. And I hope your family and friends have remained healthy as well. I look forward to when we can put the social distancing behind us and can resume our monthly events. We missed out on Tequila Rose in Borrego Springs and will miss a fun day at the winery showing off our cars. We will be playing it by ear for a while, abiding by the MBCA guidelines for events and those of the state and local governments and will keep you informed of the status of the events. April's have been cancelled and we will see what happens with May's. With all this time not being able to go out and about and socialize we should all have beautiful, shiny, immaculate cars! I hope to see your beautiful MB's soon! Take care and wash your hands and don't run out of toilet paper!

President - MBCA San Diego Section

