



Mercedes-Benz Club of America

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

Star Bulletin

AUGUST 2019

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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

MERCEDES-BENZ IN SAN DIEGO

Fun in the sun continues unabated in San Diego. Inside this issue of the **STAR BULLETIN** read and see what has been going on and what is planned for your future Mercedes-Benz world of fun.

We just finished racing some of the world famous Mercedes-Benz Silver Arrows, photos inside, and this month we are going to the thoroughbred races in "Old Del Mar". Truly sorry if you missed it.



Several have signed up for the Idyllwild trip and it is not too late to join us. It is a nice drive up through the mountains and of course the scenery is not bad wither.

Join us for one of our functions and if you don't have any fun I will personally reimburse you for your cost. (The editor)

WHAT'S COMING UP

- *August 4th - Brunch at Milton's and Day at Del Mar Race Track, page 6
- *September 14th - Bob Gunthorp's BBQ & Mercedes-Benz Collection, page 7
- *September 20th - LA Museum Tour, overnight, in planning
- * October 11th, 12th - Idyllwild, Page 8
- * November 17th - USS Midway Tour
- * December 15th - Country Club of Rancho Bernardo Holiday Dinner

ANNOUNCING A NEW MEMBERSHIP PROGRAM

Bring a Mercedes-Benz owner as a guest to an event and the club will pay for your guest and you will receive a beverage of your choice. Is this a good deal or what?!

Mercedes Benz at the Races in Del Mar

Sunday, August 4, 2019



FEEL THE HORSEPOWER!

This is a great outing for the whole family! Your buddies at the Mercedes-Benz Club of America, San Diego Section have obtained a select number of "Reserved Seats" in the Club House at the beautiful Del Mar Race Track. This is a great opportunity to meet with your Mercedes-Benz Club friends in a completely different environment. (Because there is more to life than just cars!) We're a bunch of Mercedes-Benz owners getting to know each other better, sharing stories, having a few drinks, a lot of laughs, and if you're lucky... maybe even winning a buck or two. This year will be fun as we have invited the Los Angeles and Orange County Sections to join us in the festivities. **We will be meeting for brunch at Milton's, 2660 Via De La Valle, Del Mar CA before the races to give you your passes and have a bit of fun. maria@miltonsdeli.com**

Each racetrack ticket is **\$20** and includes Clubhouse admission, reserved seating, and an official Racing Program. Seating is limited so don't miss out on a great day of horse racing with your pals! **Please RSVP by July 25th.** For more details or to reserve your tickets, please contact **Michael Cooper at (760) 599-0629** or e-mail at michaeldenise1212@gmail.com

We will meet at Miltons for lunch at 11:30 am

JUMP IN THE BENZ, STOP BY THE BANK, COME TO THE TRACK AND WIN SOME BIG BUCKS ON THE PONIES. RUMOR HAS IT THAT THE CLUB IS GOING TO FRONT MEMBERS WITH A \$2.00 (San Diego Members only) TICKET FOR A CHANCE TO WIN



DOES THIS LOOK LIKE FUN OR WHAT?!

THE PATIO RACES ARE IN THE HISTORY BOOK

S. Ross

What a day of racing and fortunately, there were no crashes or injuries. There were some spin-outs, however. Our Track Steward, Pete Lobner ran a fair and safe race. There were six qualifying races, and the winners competed for the championship. As might be expected, the races were close, and the excitement was high.

The spectators and drivers had food catered by the Birds of a Feather Enterprises. An assortment of beverages was brought in by the attendees, so no one was thirsty.



The setting for the races could not have been more scenic as it was overlooking the city of San Diego, the bay and the North Island Naval Air Station. The track conditions were excellent and resulted in some record times. There is a strong possibility that these races will be run next year so if you missed out, there might be a chance next year. Slots fill up fast so do not procrastinate.



Qualifying race number one drivers ready to go, from left to right, new member, Mr. Mike Tellez, Ms. Catherine Ockunzzi, Ms. Eda Adelman, Mr. David Comber, Mr. Bob Gunthorp, and Ms. Jeanette Hay (like Jackie Stewart), a native of Scotland.



The winners: Catherine in center, second on Catherine's right, Bob and third Eda on Catherine's left. This race was close all the way but the Gullwing was just too fast



Race number two approaching the checkered flag with Carol Ross in the lead, she went on to win the race. Eda came in second and Ann was third. David seen here in fourth with wine while racing was permitted. Eda and Carol were in a dead heat until the last roll of the dice.



Carol's W196 Silver Arrow was just too fast. Note: A Silver Arrow Number 18 was driven by Juan Fangio to victory in the Italian Grand Prix in 1955.



Qualifying race number three racers ready to go - on the left Brian Kruse, guest Diann Clarke, Victoria Mazelli, Diana Kruse, Gary Jarvis, and Mary Baumgartner



Diann, winner of race number three with Gary second and Victoria third. Diann was racing a W154 Silver Arrow. Note: A W-154 number 16 driven by British driver Richard Seaman won the Nurburgring Grand prix in 1938. Mercedes-Benz won the first five positions with Auto Union trailing along with Italian cars.



Race number four entries from left Jeanette, Del, David, Ron, Richard and Bob.



David wins race number four winner David with his R-107 beating out a Silver Arrow and a Gullwing. Ron Axelrod is number two and Bob number three

David is still clutching his wine



Qualifying race number five, from the left Eda, Steve (looking grouchy), Bob, Mike, new member Lydia Buchanan, and Diana



Race five winners Steve (looking a bit happier) Lydia Buchanan, number two, and Diana number three. Lydia is holding her \$2.0 for something and Diana has money, drink and cell phone. Track steward was not very alert.



Race number six constants are ready, from left Deb Haugen, Brian, Ann, Bob, Jen and Diana. I am sure you have noted that some entered just about every race. That is ironic since the Grand Champion entered just one qualifying race.



The winner of qualifying race number six Jen Lobner, second Brian Kruse and number three Ann Kinner. The silver Arrow's winning streak seems to have come to an end.

The six qualifying races completed the run for the grand champion is now ready to go. The excitement in the stands was high, and everyone had their favorites.



Our President Victoria gives us the plan of the day and opening



Mr. Pete Lobner the track steward, the roller of the dice. and the master of checkered flag marking the finish line



Anthony racing to get to the stands before the races begin.

Waiting for the races to begin are from left Gary Jarvis, Victoria Mazelli, Catherine Ockunzzi, standing giving the peace sign Deb, Anthony Ockunzzi, Steve Ross, and Mary Baumgartner.



Attending his first event with our club is Mike Tellez. Mike brought is SLK 55 but we couldn't get up the stairs to race.



Lydia Buchanan a new member attending her first event.



Lydia, Del and Mary Baumgartner



Eda and Allan Adelman



Diana and Brian Kruse with Mike Tellez



The line up for the championship race L to R are David Coomber, Steve Ross, Diann Clark, Carol Ross, Katherine Ockunzzi, and Jen Lobner



Winning the championship race is Steve Ross, second place Carol Ross and third place is Diann a friend and guest of Victoria. The winners are being congratulated by the president Victoria Mazelli. The winner can be seen holding their Cash winnings



The Champion

One of our best drivers, Mr. Radau Alexandru, enabled others to win a race. Alan Adelman, a to get a ride, so he sat out the races however, came in second in race number 2. The ladies did quite well as four of the six qualifiers for the championship were women! In the final lap, Carol Ross finished second, and Diann was third. It came down to the roll of the dice. The winner of the championship was Steve which he won in spite of spinning out on turn 5 of the qualifying run.



It was an excellent day for a patio race as Mercedes-Benz had won the number one and number two spots in the British Formula 1 earlier in the day.

As you have guessed by now the winners all came down to the roll of the dice and practically no skill on the part of the constants was required. If one could stand up and walk fairly well you could be a winner. Not a chicken dinner winner, but a winner.

WHERE DID THE NAME SILVER ARROW ORIGINATE?

S. Ross

According to Wikipedia here is the story. In 1958, Alfred Neubauer described the origin of the *Silver Arrows* as being accidental. In 1934 the international governing body of motor sport prescribed a maximum weight limit of 750 kg for Grand Prix racing cars, excluding tyres and fuel. Neubauer said that when in spring 1934, the Mercedes-Benz team placed its new Mercedes-Benz W25 on the scrutineering scales prior to the Eifelrennen at the Nürburgring, it allegedly recorded 751 kg (1,656 lb). Racing manager Alfred Neubauer and his driver Manfred von Brauchitsch, who both later published their memoirs, claimed that they had the idea of removing all the white lead-based paint from the bodywork. The story continues that the next day the shining silver aluminium beneath was exposed and scrutineering was passed. After the 350 hp (260 kW) car of Von Brauchitsch won the race, the nickname *Silver Arrow* was born, according to this version.

This version has been disputed by several authorities that the name may not have come about as described by Neubauer but, I like it and am sticking with it.



Manfred von Brauchitsch driving the W-25 Silver Arrow at the Eifelrennen Nürburgring race track in 1934. Manfred was the winner of this race with an average speed of 76.118 mph.



Richard Seaman driving a W154 in the Nurburgring race in 1938 which he won with an average speed of 83.413 mph. Seaman was a British driver driving for Mercedes-Benz from 1937 to 1939 when he was killed in the Belgium Grand Prix.

Nurburgring had the reputation as being one of the most dangerous race tracks in the world. From July 1928 to June 2013 six and nine drivers were killed on this track



LINCOLN HIGHWAY JOURNEY AUGUST 31 -SEPTEMBER 16

S. Ross



On August 31, 2019, Carol and I are departing Washington DC with the Lincoln Highway Association tour commemorating the one-hundredth anniversary of Colonel Eisenhower's Army convoy from Washington DC to San Francisco, CA on the old Lincoln Highway. This is a sixteen-day journey and will cover approximately 3,250 miles.

When Ike did it, the convoy departed DC on August 25, 1919, and took over four months to complete the trip. The total actual driving time was 573.5 Hours, with an average speed of 5.67mph. Just a bit faster than a man walks. The remaining time was spent building bridges, 88 of them, repairing road, broken vehicles, tending to injured men, etc. There were several Packard trucks in the convoy

The Lincoln Highway tours are usually driven by people with older automobiles. On this trip the Packard aka Buttercup will not be going as she says she is too old for this S--t and that is echoed by the driver. He likes air conditioning, cup holders and all that stuff. We will be making the trek in a 1987 Mercedes-Benz diesel.

Leaving San Francisco, we are proceeding north to the Canadian Border to visit family, friends, and Car clubs. I will be doing the Star Bulletin while on the road, and if all goes well, the October issue will be on time.



This photo was taken by my sister Marilyn, the navigator, in 2013 while driving the Packard in Nevada on the Lincoln Highway. Dust is being kicked up by two Packards in front of me.

Since we not driving the Packard on this trip but a Mercedes-Benz, we will be representing the MBCA



**WE ARE GOING TO BOB GUNTROP'S HOME TO
SEE HIS COLLECTION OF MERCEDES-BENZ
AUTOMOBILES AND ENJOY A BBQ LUNCH.**

**Please join the gang at Bob
Gunthorp's home where you
will see Bob's Eclectic
collection of rare Mercedes
Benz automobiles... some are
restored and some are not.**

**Lunch will be catered by
Birds of a Feather Catering and Event
Enterprises Soft drinks are included.**

Saturday September 14, 2019.

11:00 am - 3:00 pm.

\$25.00 per person

2176 Leon, San Diego, CA

If you think you might enjoy this outing, Contact Bob Gunthorp

**RSVP by September 4, 2019
619-993-0184 or badwrench7@cox.net**

Directions to the house of Bob

- **Get on I-5 South**
- **Take the Coronado Ave exit**
-

Fall Weekend Getaway

The Mercedes-Benz Club and the Packard Club of San Diego Idyllwild, CA, October 11-12-13, 2019



Join the **Fall Tour** and weekend stay at the Mile High Community of [Idyllwild, CA](#). Friday, October 11 through Sunday, October 13, 2019. Accommodations are at the **Bluebird Cottage Inn**, one mile from downtown Idyllwild. We have nearly the entire inn reserved for our two clubs, which are combining again for a fun-filled weekend. October 12 is the [22nd Annual Art & Wine Walk](#) in Idyllwild. **Because this is such a high demand weekend everywhere in Idyllwild, the deadline to reserve your room/cabin at our special rate is June 30th. Make your reservation NOW to guarantee your room!**

WHEN: Friday & Saturday **October 11-12**, departing Sunday October 13th.

WHERE: Bluebird Cottage Inn, 26620 Saddle Drive, Idyllwild, CA 92549.

HOW: Call **951-659-2696**. Ask for the Packard Club block of rooms.

ROOMS: Click [HERE](#) to view the cottages/property map. Every room/cabin on the upper part (east side of Hwy 243) is reserved plus some on the west side of the highway. Prices vary depending on size and number of bedrooms. A special rate is offered for our room block.

SATURDAY: Our banquet will be at 6:30 pm at the Gastrognome Restaurant 54381 Ridgeview Drive Idyllwild (in the main square). See the [MENU](#)

RSVP: So that we can properly plan for the weekend (hospitality, Saturday evening banquet, etc.), we would like to know that you're coming. Please email Steve Ross, or phone him at 760-740-9188.

ADDITIONAL INFORMATION:

- The Conference Room is reserved for us as a hospitality/welcome place. Hours: 4:30 pm both Friday and Saturday. Relax, enjoy snacks and cocktails, visit with friends, and make new ones.
- Check-in time is 2:00 pm and all parking is on-site, off the highway.

CHICKEN DINNER WINNER

WE HAVE A CHICKEN DINNER WINNER: MR. MIKE ELLIOTT! GIVE MIKE A BIG HAND.



This is a Daimler 250. The 250 was conceived by the BSA motorcycle company and was based on the frame of a Triumph TR-3 which tended to flex and the doors flew open. BSA sold it for a song to Daimler which was being taken over by Jaguar. Body was redesigned and debuted at the NY auto show in 1959 where it was unofficially voted the ugliest car there. The 250 got off to a bad start and never seemed to recover although performance was competitive.

Information on the Daimler provided by Gene Jurick, National President of the Mercedes-Benz Club of America

This issues mystery car looks like a Daimler Dart also known in the U.S. as an SP250 due to a little scuffle with Chrysler over the name. The SP250 was introduced at the NY Auto Show in 1959. Jaguar purchased Daimler in 1960 and continued to build the car for five year lifespan. A total of 2654 Daimler Dart/SP250 was built. The folks that think they know say there are about 532 still kicking around. A nice one should bring about \$40,000.



Who can identify the make and year of this automobile?

This was an American made automobile that was relatively popular and enjoyed a good reputation while it was in production.

Be the first on your block to win that chicken dinner Sending Steve the make and year of this car.

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

WHATS HAPPENING IN OUR WORLD

S.Ross

WELCOME ABOARD

The MBCA and the San Diego Section welcome you to our Mercedes-Benz world. Please join us as soon as possible and join in the fun. Have a question contact the membership guy, me, 619-508-3925 or inewsx@sbcglobal.net or any board member.

William Dower

Lawrence Firestone

The roster does not list what Mercedes-Benz these folks have but, I am sure it is a beauty. We would love Mercedes-Benz be it new, old, vintage, well used or Concours. *Yes, we love diesels too!*

WE THANK YOU

The San Diego Section and the MBCA sincerely thank you for Renewing your membership and for your continued support...

Ray Benkendorf

James Bonk

Carlos Ezquerro Morin

Miguel Konig

DID YOU KNOW

It was once perfectly legal to mail a human being through the U. S. Postal Service



When Parcel Post Service first launched in America on January 1, 1913, there were few guidelines on what could be mailed. As a result, a handful of parents, spotting a bargain, began mailing their children. The first known case of this was the child of Mr. and Mrs. Jesse Beauge of Ohio only a few weeks after the launch of Parcel Post. They sent their son to his grandmother's house for a fee of just 15 cents (about \$3.72 today). On January 27, 1913, Mr. and Mrs. J.W. Savis of Pennsylvania mailed their daughter to relatives for a fee of 45 cents. More famously, 5 year old May Pierstorff of Idaho was mailed on February 19, 1914 73 miles to her grandmother's house at a cost of just 53 cents (about \$13.13 today). This was significantly cheaper than sending her on a passenger train, with the train ticket in question costing \$1.55 according to the book, *Mailing May*. May's case helped push forward an inquiry on the matter of mailing children and ultimately led to Postmaster General Albert Burleson declaring that, from that point forward, it was against the rules to mail human beings. Despite this, the practice continued for about two more years, finally stopping after an investigation into why three year old Maud Smith of Missouri was allowed to be mailed to her grandparents' house in Kentucky. While you might have visions of children being put in boxes with holes in the side for air, this was not how the children were mailed. The appropriate number of stamps were simply affixed to their clothing along with the address they were to be sent. From there, they accompanied postal workers on the trains along with normal packages and then were escorted to their destinations.

BABY BOY BY PARCEL POST.

Rural Carrier Safely Delivered 10¾-Pound Infant to Grandmother.

BATAVIA, O., Jan. 25.—Vernon O. Lytle, mail carrier on rural route No. 5, is the first man to accept and deliver under parcel post conditions a live baby. The baby, a boy weighing 10¾ pounds, just within the 11 pound weight limit, is the child of Mr. and Mrs. Jesse Beagle of Glen Este. The boy was well wrapped and ready for "mailing" when the carrier received him to-day. Mr. Lytle delivered the boy safely at the address on the card attached, that of the boy's grandmother, Mrs. Louis Beagle, who lives about a mile distant. The postage was fifteen cents and the parcel was insured for \$50.

BUTTONWILLOW DRIVING EVENT 2019
SATURDAY, Aug. 10th, 2019
8:30 AM to 4:00PM



This is a joint opportunity being brought to members of both the Jaguar and Mercedes Clubs to participate in a one-day driving experience, either on an individual or organized membership basis. This is a one-day performance driving and learning event on how to become a better driver and to learn more about the performance handling aspects of your car.

Buttonwillow Raceway Park is a motorsports park in [Kern County, California](#), 10 miles (16 km) north of [the town of Buttonwillow](#) and 28 miles (45 km) northwest of [Bakersfield](#). It is located just off the Buttonwillow exit on I-5. Constructed during World War 1 by world famous racing driver [Dario Resta](#), it is now owned and operated by the California Sports Car Club, a region of [SCCA](#). Buttonwillow is the "flagship" track of Cal Club, and is also the location of the Cal Club's administrative offices. (Courtesy of Wikipedia)

You can visit the Buttonwillow Raceway website: buttonwillowraceway.com.

Although this event held at a racetrack is referred to as performance driving, this's not what one's primary reason for going to Buttonwillow is about. Attendees will be given the opportunity to learn to drive more safely and competently by being taught by a professional driver. We will learn about speed, cornering, braking, and more importantly the capability of our automobiles as well as our own driving capabilities. After instruction, you may if you want take to the track solo and see how you do.

The cost is \$195.00 for the one day, and helmets can be rented at the track for \$15.00. A \$15.00 credit at the gift shop is also included. Soft top convertibles are not permitted, although Mercedes SL's and Jaguar F-Type Cabriolets equipped with the automatic pop-up roll bars are.

Attendance is limited to 65 cars. Reservations for this event are still available, but can be expected to fill quickly as the event date approaches. **Make your reservations directly through their website: buttonwillowraceway.com. Please contact** Rudy Hradecky (PHONE: 619.246.2094 or email: sdrudy@earthlink.net) after you reserve your slot at the Raceway so that we can coordinate details

Since the event is a one-day event, a suggested schedule would be to arrive at the town of Buttonwillow by Friday late afternoon, plan on staying overnight at one of the local motels, and leaving Sunday morning at your leisure. **Lodging at a discounted club rate is available about 12 miles away at Studio 6 Buttonwillow located just off the freeway south of the track. Phone: (661)764-5153 and tell them you are with the Jaguar/Mercedes Club Buttonwillow Raceway function.** Depending on the number of participants, a dinner party might also be arranged at the Willow Ranch Restaurant closeby on Saturday evening. All expenses involved are the responsibility of the attendee.



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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.

SEE YOUR AD HERE!

FOR MORE INFORMATION

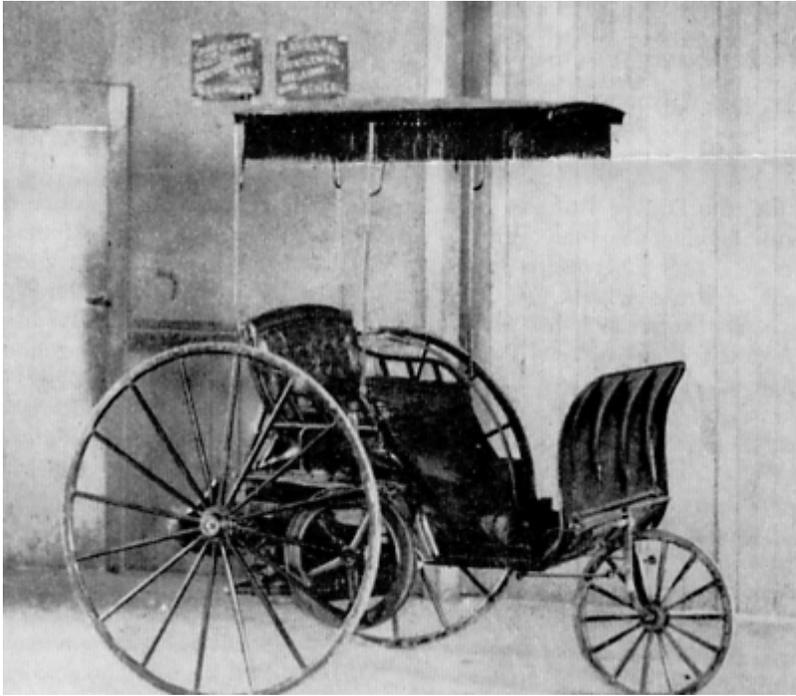
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619-508-3925



SOMEONE HAD TO BE THE FIRST

S. Ross



The 1891 Buckeye Gasoline Buggy

Ohio City, Ohio claims the first accident involving a gasoline-powered auto, a little closer to what most of us think of as a car today. In 1891, engineer James Lambert was driving one of his inventions, an early gasoline-powered buggy, when he ran into a little trouble. The buggy, also carrying passenger James Swoveland, hit a tree root sticking out of the ground. Lambert lost control and the vehicle swerved and crashed into a hitching post. Both men suffered minor injuries.

The **Buckeye gasoline buggy** or **Lambert gasoline buggy** was the first practical gasoline automobile available for sale in [America](#), according to automobile historians. This would be well ahead of Ford and the Duryea brothers. Lambert had his car on the market in 1891. According to the brochures the price as \$550.00. There is no record of how many he built but he did not sell a single ca and went out of the automobile business in 1891. I doubt if the wreck was good for business. Ths passenger was in all likely hood a potential buyer.



The first death by motoring happened on August 17, 1896, at the Crystal Palace, London, when Bridget Driscoll of Croydon was run over and her skull fractured by the wheel of the offending car. The driver (Arthur Edsell) was employed to give joy rides in a **Rogers-Benz** on the terrace of the Crystal Palace. Driscoll was crossing the road when she saw the automobile hurtling toward her at the speed of 4 mph. She took fright and stood still in the path of the oncoming car. The death was ruled accidental.

How ironic that it was a Benz that ran her over.



The first bulk-storage petrol filling station was operated by the Automobile Gasoline Co., founded by Harry Grenner and Clem Lessing at St Louis, Mo. in 1905. The petrol was dispensed through a garden hose connected to a gravity-feed tank. The first station with a forecourt and projecting canopy (the form mostly in use today) was opened by Standard Oil of California in Seattle, Washington, in 1907. [Image: the first gas station – best quality copy available on the internet]



A very early 1900's gas station

SHOULD WE SAY THANK YOU MR. MAGEE?



The first parking meter was devised by Carlton Magee, the editor of a leading Oklahoma City Newspaper. Magee was the chairman of a committee set up in 1933 to inquire into methods of imposing stricter parking controls in town. Magee created the Dual Parking Meter Company (so called because of the fact that the meters served two purposes: parking control and revenue generation). The first meters

came in to service on July 16, 1935. [Image: Magee's parking meter – the first in the world]



Mr. Magee at his desk. He was a lawyer and a newspaper man

Magee was important in bringing the Teapot Dome Scandal to the fore. When a judge Magee had once accused of corruption knocked him down in a hotel lobby, Magee drew his pistol and fired, accidentally killing a bystander. Magee was acquitted of manslaughter, but moved to Oklahoma City from Albuquerque NM to run the Oklahoma News and invent the parking meter.



Hoehn

MERCEDES-BENZ

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fax .760-757-0971

2019 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 2019	EVENT DESCRIPTION	EVENT CHAIR/COORDINATOR
Friday, September 20	LA Museum Tours, overnight	Steve Ross and Michael Cooper
Fri, Sat, Sunday October 11 & 12	Idyllwild overnight	Steve Ross
Sunday, November 17	USS Midway Tour	Rudy Hradecky
Sunday, December 15	Holiday Party at the Country Club of Rancho Bernardo	Anthony Ockunzzi and Victoria Mazelli



Star Bulletin

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AUGUST 2019

MBCA Board Meeting

September, 17 @ 6:30 PM

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

Note: Our regular Board meetings are scheduled for 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? WELL IT IS EASY JUST GO TO MBCA.ORG OR USE THE QR CODE BELOW.



YOU MAY ALSO E-MAIL inewsx@sbcglobal.net

MBCA San Diego Section

President's Message - August 2019

<http://sandiego.mbca.org>

August is a busy month for travel, local site seeing, and family time before school starts; therefore our meeting for August will be dark...See you in September



More than 26 members and guests, including 2 new members, Mike Tellez, and Lydia Buchanan, enjoyed a wonderful feast, fun times, and frivolous laughter at the "**1st Annual Mercedes Patio Car Race.**" This event was hosted by members **Pete and Jen Lobner** on their patio deck overlooking beautiful Point Loma, San Diego Harbor, and the San Diego skyline. The article by Steve Ross in the month's *Star Bulletin* - and the photographs - by Pete Lobner, Bob Gunthorp, and other members, will give you an idea of the attention that was paid to detail making this event a true success. You won't want to miss it next year. With membership in mind, **I am happy to announce we are in the final stages of implementing an MBCA - San Diego Section business card.** The card will provide an opening for you to talk to MBZ owners "face to face" by introducing yourself, promoting the club, and sharing your contact information **vs** the old school of thought of putting a card on a windshield and walking away...**we will not be using that method.** There's also a new award for "Membership Member of the Year". Let's see how many new members SD Section can add to our MBZ family. Please contact me or Steve Ross if you would like to start using the business card. Our club has always been a **FUN car club!** Next event - members and friends are meeting for brunch at **Milton's followed by a day at the Del Mar Races on Aug 4th.** Please be kind to the volunteer chairperson and **RSVP before the event deadline date!** See the information in this bulletin and **sign up now for an amazing BBQ/Car Show at Bob Gunthorp's home on Sept 14th.**

Cheers, Victoria
MBCA President - San Diego Section