

The SILVER STAR



Mercedes-Benz Club of America • Sierra Nevada Section • May 2021



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INSIDE THIS ISSUE...

Hole-in-One Event.....	1
President's Message	2
Officers	2
May Dinner	4
AMG GT 73e	5
Loneliest Road Drive	8
Yerington Treck	9
Blitzen-Benz.....	12
Items of Interest	14
Meeting Minutes.....	15
Events	15
In Closing	16

MAY 4TH
FIRST TUESDAY DINNER
(SEE PAGE 4 FOR DETAILS)



Hole-in-One Event

Casual, Classy Dinner at Beautiful Golf Resort in Sparks

by Marcus Dodson, Newsletter Editor

In early April, Patti Lamski hosted the Sierra Nevada Section of the Mercedes-Benz Club of America First Tuesday Dinner at David's Grill at Red Hawk Golf and Resort. It was a long drive out to the restaurant, but the road was lined with beautiful flower-studded trees, making the trip extra lovely for the 22 members who attended. Everyone was excited to be out once again enjoying an evening with friends. The beautiful weather was the

cherry on top, and it was lovely watching the sunset glow over the resort grounds.

The club was given its own private dining room, allowing friends to mingle and chat freely. There were two non-members who attended as guests of current club members, and it was wonderful to meet new people and get to know each other. We can even forgive them for not being Mercedes owners. Dinner was divine, with guests enjoy-

(Continued on Page 3)

PRESIDENT'S EXHAUST



Start Your Engines *Gearing Up for a Busy Summer*

It's hard to believe it is already May. I feel like I was recently taking down my Christmas lights, and now it's already time to get out my beach gear. Our club has been hosting some really great events this year, and we have even more to come. Be sure to keep an eye on our calendar of events so you don't miss anything.

Our April First Tuesday Dinner at David's Grill at Red Hawk Golf Club in Sparks was a wonderful evening of good food and even better weather. We had our own private dining room, which made the cozy atmosphere feel even more special. I am so glad that we're all able to gather again at some of our favorite local restaurants.

The club also met up later in April for a relaxing drive to Yerington, where we enjoyed lunch at Sherry's Stage Stop, followed by a tour of the Lyon County Museum. Spring weather is here to stay, and it was quite refreshing to feel the sunshine on our faces as we drove down to Yerington. Thanks

again to Patti Lamski for hosting these great events. In a couple of days, the club will meet for a First Tuesday Dinner at Red's Old 395 Grill in Carson City. To RSVP, please contact Terry Nielsen at bassetnielsen@gmail.com or (775) 747-9923.

The Board of Directors, at our recent meeting, brainstormed several fun events for the summer. Please keep an eye on the calendar and be sure to RSVP. If you have an idea for a dinner or a drive, please reach out to one of the board members so that we can help you get started. There are plenty of opportunities in 2021 to host a daytime or nighttime event. As always, stay up to date on club events and news by following us on Facebook @SierraNevadaMBCA.

Gail Wells
President



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SIERRA NEVADA MBCA FORMER PRESIDENTS

Marc Dodson • 2011
Gary Dyer • 2012 & 2013
Sherry Avilla • 2014
Don Williams • 2015 & 2016
Gary Dyer • 2017
Bill Shepherd • 2018 & 2019

The Silver Star is the official publication of The Sierra Nevada Section of MBCA, however, opinions expressed in this publication are not necessarily those of the Sierra Nevada Section, MBCA, or its officers.



monthly, and there are opportunities to host for anyone who is interested. For more information and to sign up to host a Tuesday Dinner or an event, contact Gail Wells at blackswan342@gmail.com or (307) 763-1701. Stay up to date on future club events by searching for @SierraNevadaMBCA on Facebook. 

Hole-in-One Event

(Continued from Page 1)

ing everything from steak to salad to chicken, as well as fresh fish and brick-oven pizza. The executive chef at David's boasts a fresh, gourmet cuisine with a Latin flair, and the setting is rustic and comfortable. The grill's wine selection was robust, with offerings from California, Oregon, Italy, France, and New Zealand. Several club members enjoyed cocktails, too.

The next First Tuesday Dinner will be at Red's Old 395 Grill in Carson City, Nevada, on May 4, 2021, hosted by Lynn



and Terry Nielsen. To RSVP, please email Terry Nielsen at bassetnielsen@gmail.com or (775) 747-9923. Dinners happen



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FIRST TUESDAY DINNER

Red's Old 395 Grill



TUES MAY 4

5:30 DINNER

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AN ARTIST'S RENDERING
OF WHAT THE ALL NEW
MERCEDES-BENZ AMG GT 73E
MIGHT LOOK LIKE.



AMG GT 73e

Recharging the 73 Moniker For New Plug-in Hybrid

by Ali Turner, Reporter for the Automotive Industry



Mercedes® has pulled its 73 name from the archives for a highly anticipated new family of high-performance AMGs. Expected to debut in the next few months, the GT 73e will utilize a twin-turbo 4.0-liter V8 engine with an electric motor. The GT 73e is the newest member joining the Mercedes AMG GT family after the 2021 AMG GT Black Series, which represents the high-performance sector of the line.

The GT 73e will have an electric motor that will likely be borrowed from the zero-emissions Mercedes EQC crossover and EQV van, and it will offer as much as 201 horsepower and an instant torque of 268 lb.-ft. Combined with the eight-cylinder engine, the new Mercedes-AMG 73e is expected to match the 805 horsepower delivered by the 2017 AMG GT Concept car, as well as torque up to 740 lb.-ft. The expected all-electric driving range should reach around 27-31 miles.

The new plug-in hybrid Mercedes-



AMG models will feature what is known internally as a P3 plug-in hybrid system, which should enable the GT 73e to cover 0-62 mph in less than three seconds and exceed 200 mph. The powertrain in the GT 73e is known internally at Mercedes-AMG as V8 Biturbo E Performance. The car is a flagship variant of the existing four-door GT 63, and is the first car to be launched under Mercedes' new E Per-

formance brand.

Some spy shots have indicated that consumers shouldn't expect much to change on the exterior of the car from the existing AMG four-door models. Although, updated badging, restyled bumpers, and unique headline graphics wouldn't be a big surprise when the GT 73e is released. Recent camouflaged photos indicate that the front and rear

(Continued on Page 6)



THE NEW GT 73E SPIED IN PUBLIC WITH CAMOUFLAGE.

AMG GT 73e

(Continued from Page 5)

bumpers will be more aggressively showcased to allow the new GT 73e to be distinguished from similar models. These changes in the new model could also coincide with the planned facelift for the GT series overall, which will in-

corporate redesigned bumpers and new headlight graphics. The interior cabin is still a mystery, but it's unlikely it will be too different from the GT 63 S, with a few minor exceptions. One change could be an upgraded infotainment sys-

tem that will be included in the GT facelift.

The electric motor will be integrated into the rear axle, allowing for direct drive to the rear wheels in either the all-

(Continued on Page 7)

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AMG GT 73e

(Continued from Page 6)

electric or hybrid mode. The size of the motor is larger than the one used in existing AMG electric models, which means more power. It also means a better front-to-rear weight distribution and improved energy recuperation during braking, which feeds directly back into the battery.

The closest industry rival is the Porsche Panamera Turbo S E-Hybrid, which produces less horsepower and torque than the upcoming AMG plug-in hybrid. The Panamera took the record for the fastest car at the Nürburgring in 2020, taking the long-held crown from Mercedes. The German automaker was quick to strike back, stating that Mercedes would reveal a car soon that will take back the title.

Many AMG enthusiasts will liken the GT 73e to the famed and limited AMG 300CE Hammer, which debuted in 1987, thanks to the incredible power that both cars output. Unlike the Hammer, the GT 73e won't be produced in limited numbers, but that doesn't mean it will be something you'll see on every corner. With a price tag that exceeds the \$161,200 base cost of the existing GT 63 S, you won't see a GT 73e in every parking lot.

Mercedes is reusing the 73 badge from its SL 73, which was built between 1995 and 2001. Essentially the precursor to the modern-day SL 65 AMG, the SL 73 used a 6.0-liter V12 from the SL 600 that was bumped up to 7.3-liters and modified to produce an incredible 525 horsepower and 553 lbs.-ft. of torque. To this day, the SL 73 features the largest displacement V12 ever fitted to any road-going Mercedes-Benz. While at one time the 73 badge was indicative of the 7.3-liter engine, that's not the case with the new GT 73e.

Upon its debut, the GT 73e will be the most powerful GT four-door coupe that you can buy. Mercedes-AMG prides itself on defining the future of performance, and the GT 73e continues to place the legendary carmaker in the forefront of automobile ingenuity.



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Yerington Trek

Club Takes a Day Trip Through Northern Nevada

by Marc Dodson, Membership Chair

In mid-April, 17 members of the Sierra Nevada Section of the Mercedes®-Benz Club of America took a drive down to Yerington, Nevada, for some history and delicious home cooking. Patti Lamski hosted the wonderful driving event, and she planned a truly special day trip. Leaving the dealership, we made our way up the mountain to Virginia City, then down to Dayton via six-



mile canyon, a nice winding road that put our suspension to the test. Once we hit Highway 50 in Dayton, it was on to Yerington. Our first port of call was Sherry's Stage Stop, where we were served an excellent lunch by Sherry herself.

Opened in 2014 by Sherry and Coy Williams, Sherry's Stage Stop is a family establishment that serves great lunches and dinners in a relaxed, comfortable atmosphere. A true Mom-and-Pop restaurant, the chef uses an open-flame grill to cook each piece of meat to perfection. Club members were eager to try the ribeye, prime rib, New York strip, chicken fried steak,

(Continued on Page 10)



Yerington Trek

(Continued from Page 9)

and chuck wagon steak.

Yerington is a tiny town, with only a few thousand people calling it home. That does not mean, however, that it is not full of exciting history. In fact, the club was given a private tour of the Lyon County Museum and learned all about the history and culture of



the area. The museum is housed in a refurbished Seventh Day Adventist Church on Yerington's Main Street, which was purchased by the Lyon County Museum Society in 1978. A 1980 annex, three one-room schoolhouses, a gen-

eral store, a blacksmith shop, and a historic gas station, were added to the collection over the decades.

In 2002, a new building devoted to exhibits on mining, railroad transportation, and local historical figures was constructed. Club members browsed the museum collections, which included an early ranch-house kitchen, uniforms from the Civil War to Desert Storm, watercolors and oil painting by local artists, a foot-pumped organ from the Gallagher Ranch, and much more.

Everyone who attended agreed that it was a beautiful day for a drive down to Yerington, and the club is looking forward to the next group event. If you'd like to host an event, or have an idea for a drive, please reach out to one of the board members and they will help you get organized. As the weather continues to warm and local attractions welcome people back into their establishments, it's the perfect time to plan an event. 🚗



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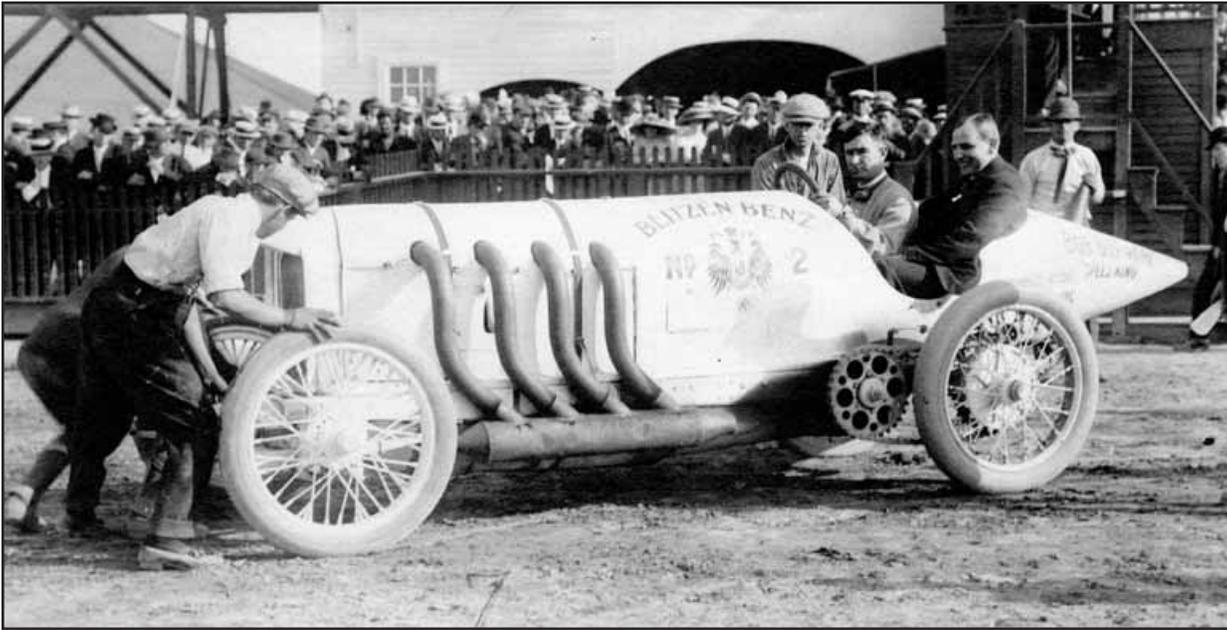


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THE GEARSHIFT & EXHAUST SYSTEM WERE LOCATED ON THE OUTSIDE OF THE CAR TO MAKE THE BODY AS NARROW AS POSSIBLE.

Blitzen-Benz

The Fastest Car in the World at the Time

by Ali Turner, Reporter for the Automotive Industry

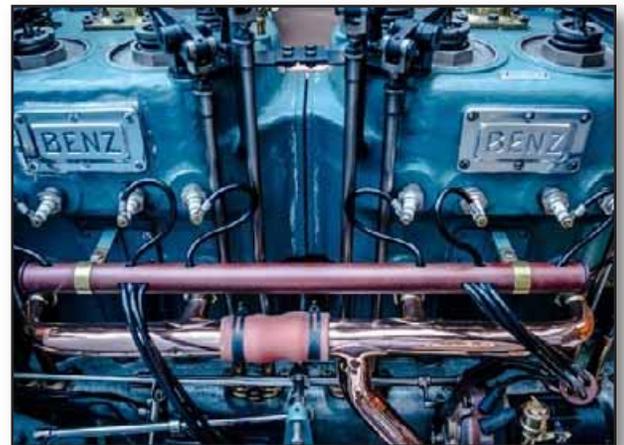
Today, Mercedes®-Benz is a titan in the Formula 1® racing world. Yet, one of the original German engineers for the luxury manufacturer, Karl Benz, was vehemently opposed to the idea of Mercedes being a racing brand. He was of the opinion that motor racing did not add anything of value to the production of regular automobiles. Julius Ganss, a board member at Benz and Cie., had a much different opinion. He felt that the publicity that Mercedes could garner from creating a record-breaking car was a huge potential gain for the company. So, when Victor Héméry, a French racing driver who worked for Benz and Cie., developed an incredibly fast and powerful racecar, the world took notice and proved Ganss right. Internally known as the Benz 200 hp, and later named Blitzen-Benz, the car was faster than any other road-going or airborne vehicle of its time, including motorboats and trains.

Mercedes engineers began sculpting the impressive racecar by first looking at their existing engine, then had to think of innovative ways to make it

more powerful. By widening the diameter of the Mercedes cylinder to 185mm, the displacement of the four-cylinder racing engine was increased from 15.1 liters to 21.5 liters. This is actually still a record, since no racing or record-attempting car from Mercedes-Benz has ever had a larger displacement. The entire objective of this was to increase the maximum speed of the Benz 200 hp to more than 124 mph, which had been the contemporary benchmark in the racing arena. The massive four-cylinder unit weighed almost 900 lbs., and the entire vehicle reached almost 3,200 lbs. It had an intermediate shaft and chain drive that transferred power to the rear axle via a four-speed transmission.

The Blitzen-Benz engine was originally placed in the 1908 Mercedes Grand Prix racecar, which included higher vehicle sides meant to provide better protection. It didn't take long for Mercedes engineers to design a stylistic character for the Blitzen-Benz that was

THE FOUR-CYLINDER ENGINE WAS A WHOPPING 21.5 LITERS & WEIGHED ALMOST 900 LBS.



wholly its own. This included making the car as narrow as possible in order to keep wind resistance to a minimum. This meant relocating the gearshift and exhaust system to the outside of the car's body, with only bulges in the hood giving the exhaust arms the space they needed. A bird's beak-styled brass grill, meaning its upper end formed an expansion tank that pointed out sharply from the car, helped to give the Blitzen-Benz its unique and intimidating appearance. The rear of the car tapered off into a pointy tail.

In October 1909, the Blitzen-Benz won a spring race in Brussels, Belgium,

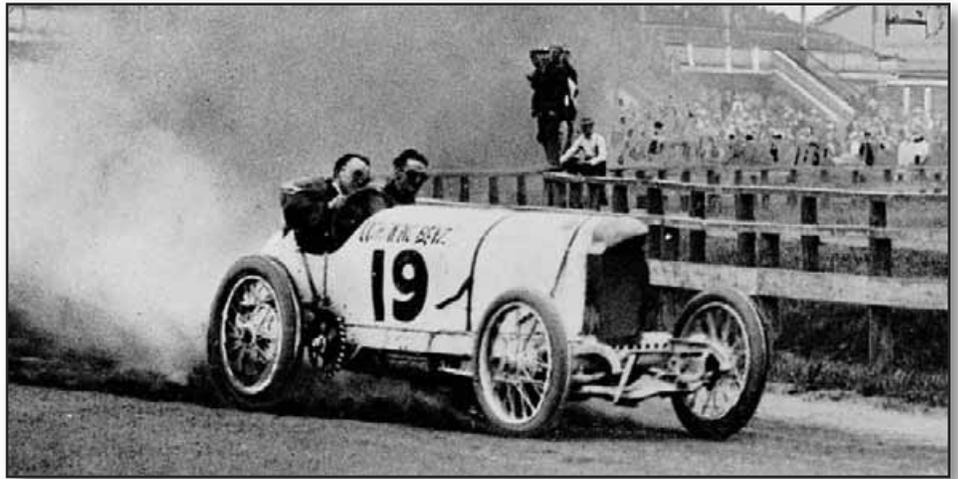
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Blitzen-Benz

(Continued from Page 12)

but it did not quite reach the 124-mph goal. Then, in November 1909, Héméry took the wheel at the Brooklands circuit in England and officially broke the high-speed record for the first time in Europe. After defeating the existing record in Europe, the Mercedes racing team set their sights on America.

In 1906, Fred Marriott had managed to reach 127 mph in a steam-powered Stanley Steamer at a racecourse in Daytona Beach, Florida. The Mercedes racing team, and the engineers who had worked so hard on the Blitzen-Benz, were intent on breaking that record. In 1910, Mercedes sent the Benz 200 hp to New York, where Benz importer Jesse Froehlich sold it to Ernie Moross Wind. It was Wind who christened the car the Lightning Benz, and it wasn't until later that the name Blitzen-Benz, as well as the painted imperial eagle on the hood, was commonly used in America.



The Lightning Benz, driven by Barney Oldfield, set a new record of 131 mph in March 1910. Unfortunately, officials didn't recognize the time, as it didn't comply with regulations. Then, in April 1911, Moss gave driver Bob Burman a chance behind the wheel of the Lightning Benz, and it was in Daytona Beach that he achieved an average speed of almost 142 mph. The new land-speed record remained unbroken until 1919, and the Blitzen-Benz toured

America as a show attraction.

The original Blitzen-Benz was retired from racing in 1913, and it was disassembled in 1923 in order to use its parts in another racing car project. A total of six Blitzen-Benz, or Benz 200 hp, cars were built, with varying bodywork. Three remain, including a restored version in the Mercedes-Benz Museum. The Blitzen-Benz is an era-defining vehicle for Mercedes, as well as the history of car racing. 

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ITEMS OF INTEREST

The National Automobile Museum

Sierra Nevada MBCA is a Proud Sponsor of This Great Museum Here in Reno



Here in Reno, we're lucky to be home to one of the top-rated auto museums in the world, The National Automobile Museum. Your Sierra Nevada MBCA Section is a proud sponsor!

What does that mean to you? Well, since your club is the sponsor of a 1955 Mercedes-Benz 300SL Gullwing on prominent display at the museum, all of our members get special benefits:

- Members get free admission into the facility, plus a 50% discount for any guests, during normal business hours.

- Members can request free guided tours of the museum, subject to the availability of the tour guides.

- Members receive a 10% discount at the National Auto Museum gift shop.

The museum has our member list on file, so just tell the cashier your name and that you're a member of the Sierra Nevada Section of the Mercedes-Benz Club of America.

The National Automobile Museum is located at 10 South Lake Street in Reno, (775) 333-9300.

Sierra Nevada MBCA Name Badges

We encourage all members to wear their MBCA name badges to all Sierra Nevada section meetings and events. WHAT???

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Be sure and order the magnet-backed version.



Advertisement of the Month

Kids Crash Toys...



Kids love to crash toy cars, but what happens when they can't? This is the idea behind this very funny automotive commercial from Mercedes-Benz out of Hamburg, Germany. To watch the humorous 30-second video, click on the link below or scan the QR code with your smart phone. Oh, and turn up the volume, as the music is perfect accompaniment for the video: <https://www.youtube.com/watch?v=pPISokPRyKE>



MEETING MINUTES

EVENTS

Sierra Nevada MBCA Board of Directors Meeting Location: Patti Lamski's Home Tuesday, April 6, 2021

CALL TO ORDER:

Gail Wells, President, called the Board of Directors meeting to order at 4:16 p.m. Directors present were: Gail Wells, President; Christy Dodson, Secretary; LaVern Lucovich, Treasurer; Patti Lamski, Program Director; Marcus Dodson, Newsletter Editor; and Vencil Wells, Board Member. Also present were Carlos Lucovich and Gene Lamski.

CONFIRMATION OF QUORUM:

Christy Dodson confirmed there was a quorum of directors present.

MINUTES:

Vencil Wells made a motion to approve the previous minutes as printed in the Newsletter. Marcus Dodson seconded the motion.

TREASURER'S REPORT:

LaVern Lucovich presented the Treasurer's Report. The Sierra Nevada Section of the Mercedes-Benz Club of America has \$4,489.90 in its bank account. This total amount includes the quarterly rebate from National Membership and the annual fees that are collected from businesses that advertise in the Newsletter. Marcus Dodson made a motion to approve the Treasurer's Report and Christy Dodson seconded it.

MEMBERSHIP REPORT:

Marcus Dodson read the Membership Report that was submitted by Marc Dodson, Membership Chair. As of April 2021, the club has 89 members. This total includes four new members. Vencil Wells made a motion to approve the Membership Report and Christy Dodson seconded it.

NEW BUSINESS:

➤ Marcus Dodson suggested giving an award to people who have been legacy members for 10, 20, or 30 years. Marcus will look into pricing for awards, such as lapel pins, and report back

at the July Board meeting.

➤ Vencil Wells is going to look into liability waivers for club members to sign for events.

EVENTS:

➤ Lynn Nielson will host the May First Tuesday Dinner at Red's Old 395 Grill in Carson City, Nevada, on May 4, 2021.

➤ Gail and Vencil Wells will host a May or June Event, which will be a drive to Austin, Nevada. They will research nearby restaurants that are open and available for larger groups.

➤ Gail Wells will try to coordinate the June First Tuesday Dinner at Duke's Steakhouse at the Casino Fandango in Carson City, Nevada, on June 1, 2021.

➤ The Board suggested a June Event to Bower's Mansion in Washoe Valley, Nevada, for a guided tour and picnic lunch.

➤ Christy and Marcus Dodson will host the July Event at their home in Reno, Nevada, on July 17, 2021.

➤ LaVern Lucovich is planning to host the August Event at Bartley Ranch Regional Park for the annual outdoor play. The date has yet to be announced.

➤ Gail Wells suggested the September Event be a trip to Lake Tahoe for a cruise on the M.S. Dixie II.

➤ Gail Wells suggested an October Fall Color Run to Nevada City, California, for wine tasting.

➤ Marcus Dodson and Vencil Wells will talk to the owner at Michael Bros. Ltd. in Reno, Nevada, to check on the possibility of coordinating a tech event.

NEXT MEETING:

The next Board of Directors meeting will be held on July 6, 2021, at 4:30 p.m. before the First Tuesday Dinner. The location is TBD.

ADJOURNMENT:

Marcus Dodson made a motion for the meeting to adjourn and Vencil Wells seconded it. The motion was carried and the meeting adjourned at 5:07 p.m.

*Respectfully Submitted,
Christy Dodson, Secretary*

May 4, 2021: Sierra Nevada MBCA First Tuesday Dinner, hosted by Lynn & Terry Nielsen, Red's Old 395 Grill, Carson City, Nevada. To RSVP, contact Terry Nielsen at bassetnielsen@gmail.com or (775) 747-9923

May 15, 2021: Sierra Nevada MBCA Lunch & Drive to Cold Springs Station Resort, Fallon, Nevada, hosted by Gail & Vencil Wells. To RSVP, contact Gail Wells at blackswan342@gmail.com or (307) 763-1701

June 2, 2021: Sierra Nevada MBCA First Wednesday Dinner, hosted by Gail & Vencil Wells, Duke's Steakhouse, Carson City, Nevada. To RSVP, contact Gail Wells at blackswan342@gmail.com or (307) 763-1701

June 2021: Sierra Nevada MBCA Drive to Tahoe, location and date to be determined

July 6, 2021: Sierra Nevada MBCA First Tuesday Dinner, Location To Be Determined

July 17, 2021: Sierra Nevada MBCA Summer Backyard Party, Christy & Marcus Dodson's home, 1840 Wendy Way, Reno, Nevada. To RSVP, contact Christy at christy@dodsonpublications.com or (775) 771-7777

August 3, 2021: Sierra Nevada MBCA First Tuesday Dinner, Location To Be Determined

August 2021: Sierra Nevada MBCA Picnic & Play at Bartley Ranch Regional Park, Reno, Nevada, hosted by LaVern & Carlos Lucovich, Reno, Nevada, date to be determined. To RSVP, contact LaVern Lucovich at lipinski3541@gmail.com or (775) 882-4697

September 7, 2021: Sierra Nevada MBCA First Tuesday Dinner, hosted by Tom & Grace Jenny, Location To Be Determined. To RSVP, contact Tom Jenny at tomjenny88@yahoo.com or (818) 648-4107

IN CLOSING



Did I Read That Right?

Where Did the Teachers Go Wrong?

by Vencil Wells, Board Member

(Editor's Note: The following story may have absolutely nothing to do with Mercedes or automobiles, but we feel it's interesting nonetheless. If you have a humorous or interesting story you would like to submit for this column, call us at (775) 997-9901.)

Usually you can tell what someone is trying to say when they leave a sign on their door. Sometimes, however, the message gets lost in translation. Whether the joke is intentional or not, these signs surely could've benefited from a second pair of eyes.

♣ **In an office building:** Toilet out of order. Please use floor below.

♣ **In a department store:** Bargain basement upstairs.

♣ **In an office:** Would the person who took the step ladder yesterday please bring it back? If not, further steps will be taken.

♣ **In an office:** After tea break, staff should empty the teapot and stand upside down on the draining board.

♣ **Outside a second-hand shop:** We exchange anything! Bicycles, washing machines, etc. Why not bring your wife along and get a wonderful bargain?

♣ **Notice in health food shop window:** Closed due to illness.

♣ **Spotted in a safari park:** Elephants please stay in your car.

♣ **Seen during a conference:** For anyone who has children and doesn't know it, there is a day care on the first floor.

♣ **Notice in a farmer's field:** The farmer allows walkers to cross the field for free, but the bull charges.

♣ **Message on a leaflet:** If you cannot read, this leaflet will tell you how to get lessons.

♣ **On a repair shop door:** We can repair anything. Please knock hard, the bell doesn't work. ♣