

The SILVER STAR



Mercedes-Benz Club of America • Sierra Nevada Section • September 2020



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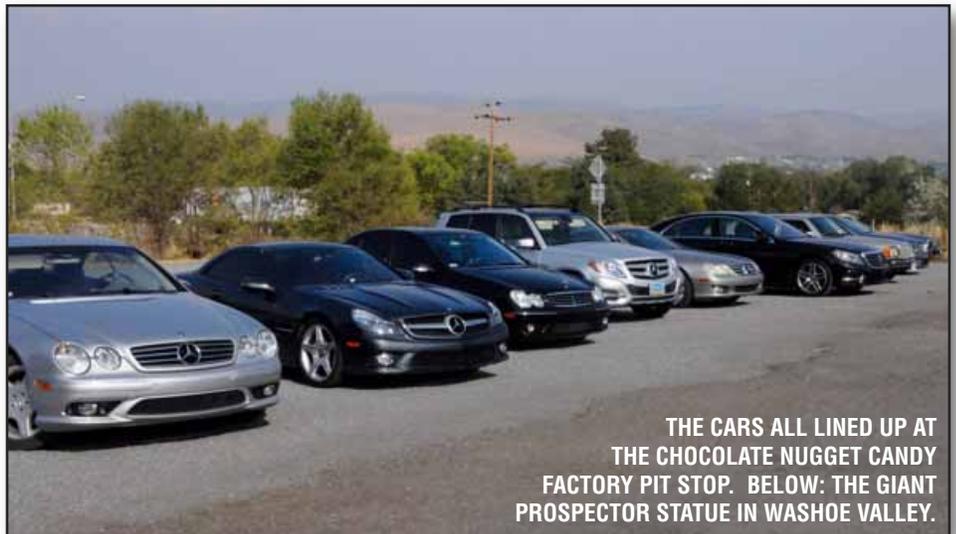
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**SEPTEMBER
 GAR WOODS
 TAHOE LUNCH
 (SEE PAGE 5 FOR DETAILS)**



THE CARS ALL LINED UP AT THE CHOCOLATE NUGGET CANDY FACTORY PIT STOP. BELOW: THE GIANT PROSPECTOR STATUE IN WASHOE VALLEY.

Fox Brewpub

Winding Drive & Dinner at Historic Hotel in Carson City

by Tim Wellesley, Sierra Nevada Section of the Mercedes-Benz Club of America Member

In late August, 22 people gathered for dinner at a British pub in Carson City, Nevada. Ten cars and 19 members met up at Mercedes-Benz of Reno at 4:30 p.m. to embark together on the beautiful, winding journey. Marcus and Christy Dodson organized the fun afternoon. The line of cars snaked down old highway 395 before jumping on the larger highway for the final stretch. A 20-minute pit stop at the Chocolate Nugget Candy Factory in North Washoe Valley gave the group a chance to enjoy porch-top rocking chairs and sweet treats. Many ladies emerged from the confectionary

with bags of assorted candies. Hopefully they shared them with their driving companions. A few club members live in the areas surrounding Carson City, so they met the rest of the group at the final destination, the Fox Brewpub.

The traditional, English-style pub is located in the Historic St. Charles Hotel right in the middle of Nevada's capital city. The St. Charles Hotel was built in



(Continued on Page 3)

PRESIDENT'S EXHAUST



Gearing Up

Looking Forward to Cooler Weather & Fun Gatherings

I'm sure we're all tired of the smoke that has descended upon the valley. So many people are facing devastation from the fires, and our thoughts are with them. We sincerely hope you and your families are all safe.

The Sierra Nevada Section of the Mercedes®-Benz Club of America was fortunate to have two events in August to make up for some of the events that were recently cancelled due to COVID-19. Our First Tuesday Dinner in early August, hosted by Bill and Lori Shepherd at BJ's Restaurant & Brewhouse at The Summit, was well attended and everyone had a fantastic time. We also met some new friends who joined us from another club branch. The food and drinks were great, but the company was even better.

In late August, we took a beautiful drive from Mercedes-Benz of Reno down old highway 395 to the Fox Brewpub in Carson City, Nevada. We stop-

ped along the way at the Chocolate Nugget Factory to buy a few sweets. They were very happy to see us patronizing their business. We enjoyed our dinner outside at the Fox Brewpub, and it was a lovely setting to watch the evening sun go down with friends. Marcus and Christy Dodson did a great job hosting this event. We will be planning future events that maintain social distancing to keep everyone safe, so keep an eye on the club's calendar.

Everyone have a happy Labor Day weekend and stay safe. We look forward to seeing more of you on September 22, 2020, for our drive and lunch to Gar Woods Grill and Pier, hosted by Marc and Sue Dodson. It will be a beautiful day at Lake Tahoe and we hope you all can join.

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.



EVERYONE GATHERED BEFORE THE DRIVE AT MERCEDES-BENZ OF RENO DEALERSHIP. BELOW: ON THE DRIVE TO CARSON CITY.

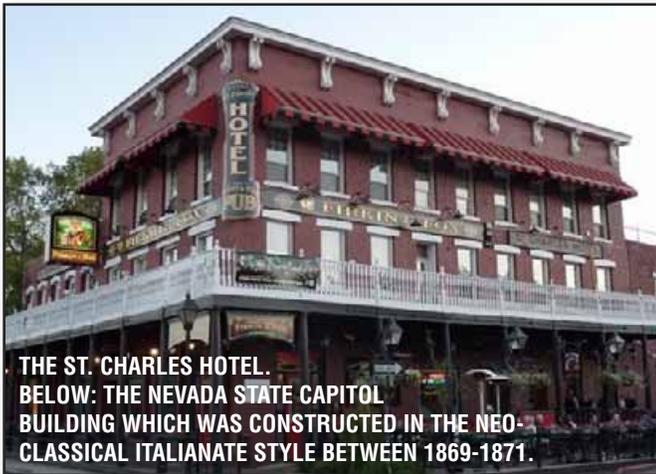


Fox Brewpub

(Continued from Page 1)

1862, just a few months after the Nevada Territory was established in 1861. The three-story brick hotel was consid-

State Capitol Building, which was completed in 1871 at a cost of \$168,000. Built of locally quarried sand-



THE ST. CHARLES HOTEL. BELOW: THE NEVADA STATE CAPITOL BUILDING WHICH WAS CONSTRUCTED IN THE NEO-CLASSICAL ITALIANATE STYLE BETWEEN 1869-1871.

ered the finest hostelry in the new territory, offering gourmet food, quality liquor, and upscale rooms and suites. George W. Remington, Albert Muller, and Dan Plitt partnered in the construction. That same year, Remington and Muller added a second two-story hotel, next door, which they named the Muller Hotel, and the two hotels worked as one lodging facility. Still standing today, on the corner of Carson and Third Streets, the complex is one of the oldest in the city.

It was a clever business decision to locate the hotel just across the street from the planned construction of the

stone, the beautiful and imposing capitol, with its silver-colored cupola dome rising 120' above ground, could be seen for miles around.

From the very beginning, the St. Charles was popular with travelers and locals alike. The Pioneer Stage Company, located in the hotel, became the Carson City stage stop. The notorious stage driver, Hank Monk, worked for the company and lived at the St. Charles. The Pony Express kept their horses across the street. Legislators,



lobbyists, and state officials were frequent hotel guests, as were others who had business in Carson City or with state authorities. Famed writer, Mark Twain, whose real name was Samuel Clemens, often visited his brother Orion, a political appointee, in Carson City. The Clemens brothers, no doubt, joined many other prominent figures that patronized the St. Charles.

By the mid-1870s, the great Comstock Lode of Northern Nevada declined in activity, with many moving on to more fertile grounds. The vast movement of thousands across Nevada due to the California Gold Rush also declined. Carson City was no longer in the wake of such mining prosperity and businesses suffered as a result. The St. Charles Hotel lost much of its clientele and revenue. During the decades that followed, the hotel changed ownership many times, often with a new name, and the bar and restaurant experienced numerous management changes with continuous losses. At one point the hotel served as the Greyhound® bus stop. The high

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GOOD FRIENDS ENJOYING THE OUTDOOR PATIO AT THE FOX BREWPUB.

Fox Brewpub

(Continued from Page 3)

vacancy rate forced the establishment to rent rooms to low-income transients.

In 1993, businessman Bob McFadden bought the hotel and spent \$250,000 in renovations and changed the name back to the St. Charles Hotel. Once again, a series of restaurants and bars took turns trying to make a successful operation, but most failed. Finally, in

2007, the Lopiccolo family bought the hotel, and investor Jim Phalan opened the Fox Brewpub there. The team continued to make both exterior and interior improvements. Today, the hotel, restaurant, and bar are doing quite well, thus bringing to life once again a beautiful lodging facility that is a tribute to Carson City and the surrounding area.

The Fox Brewpub was a great place

for the Sierra Nevada Section of the Mercedes-Benz Club of America to gather while still practicing social distancing, as the restaurant accommodated the entire group outside on the patio. It was a beautiful spot to watch the sunset and enjoy food, drinks, and laughs. Fish and chips were the most popular dish, while a few enjoyed burgers, salads, and assorted appetizers. With 17 beers on tap and a full cocktail offering, no one had trouble finding something to quench their thirst. While the group followed guidelines and wore masks in and out of the restaurant, they were able to enjoy small seating arrangements mask-less.

The next Sierra Nevada Section of the Mercedes-Benz Club of America driving event is on September 22, 2020, to Gar Woods Grill and Pier in Carnelian Bay, California. Enjoy lunch with friends while overlooking beautiful Lake Tahoe. To RSVP, contact Marc Dodson at marc.v.dodson@gmail.com or (775) 771-1080. 



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New Mercedes S-Class

Streamlined Exterior & Modern Interior for New Luxury Sedan

by Ali Turner, Reporter for the Automotive Industry



Recently, luxury car enthusiasts were shocked and excited when photos of the next-generation Mercedes-Benz® S-Class were leaked on social media. While the outside of the vehicle looks reminiscent of prior years' models, the interior of the sedan features an evolutionary design, including a modern-looking interior layout that features a massive touchscreen display that takes up nearly the entire center stack. As expected, Mercedes has been tight-lipped about the new luxury sedan, but we can anticipate a debut of the new S-Class later this year and hopefully it will be on the market for 2021.

In the automotive industry, the term Sonderklasse refers to a specially outfitted car, and it translates to "special class" in German. For Mercedes-Benz, the Sonderklasse, colloquially known as S-Class, is a designation reserved for the carmaker's full-size, top-of-the-line sedans. If you see a luxury Mercedes

sedan on the streets, it's likely that it's a coveted S-Class. A streamlined body and large front grille, accompanied by LED lights both inside and out, make the S-Class stand out on the road. Inside the chassis, almost every surface is covered with luxury materials. Genuine leather and premium metal blanket the interior, and recent models include large LCD displays with animated graphics. Most Mercedes-Benz S-Class vehicles are built at the Daimler AG plant in Sindelfingen, Germany, and at the Mercedes-Benz-Valdez plant in Santiago Tianguistenco, Mexico.

Safety innovations have traditionally been introduced by Mercedes in its S-Class cars. In Europe, the S-Class was the first car to incorporate airbags and three-point seatbelts. Accident avoidance technology, collision protection, automatic braking systems, traction control, brake assist, and night vision features have all been introduced to the public from Mercedes with its S-Class line. For those who

need it, such as government leaders and dignitaries, Mercedes has even produced a special armored version of the S-Class, known as the S-Guard. Features include the ability to withstand small arms fire and certain explosive devices, a self-sealing fuel tank, and an alarm system. While the majority of us don't need that added protection, it's nice to know the S-Class has our back if we need it.

Safety is a top achievement for the new S-Class, too, including the world's first rear airbag for severe frontal collisions. The airbag deploys from the front seat backrests, extending the protective systems to the two passengers on the outer rear seats. Also, as though it is featured in a James Bond film, the new S-Class is able to raise the entire vehicle body immediately before an impending collision, giving all occupants more safety protection. The side-mounted radar sensors are able to recognize and track a potential side crash

(Continued on Page 7)



LEFT: A SPY PHOTO OF THE NEW 2021 S-CLASS. BELOW: A RENDERING OF WHAT THE DASH MIGHT LOOK LIKE.



New Mercedes S-Class

(Continued from Page 6)

at an early stage, and the body of the car can raise 3" to allow the door to absorb more of the crash load. Even the seatbelts are more intuitive, as the new S-Class features an illuminated design on the belt buckles. An optional feature adds semi-supporting hydropneumatics to the air suspension, which generates dynamic forces that actively support and dampen the vehicle body.

The new S-Class, from what can be distinguished from the leaked photos, appears to have the same new supersport steering-wheel design, which has touch-sensitive capability that tells the car's driver-assistance systems if the driver's hands are on the wheel. Touch-sensitive technology, including a two-tone sensor, detects the driver's hands, meaning that movement isn't required to tell the vehicle's driver-assist systems that the car is under control. The Supersport design features a flat bottom and a three-spoke design. Ola Källenius, the Chairman of the Board of Management of Mercedes-Benz AG, has said before that the new S-Class would offer level-three autonomy, meaning it can operate and monitor the environment without intervention from the driver under most conditions.

As for the engines, not much is known, but it can be expected that Mercedes will power the new S-Class with a range of inline-six, V-8, and V-12 engines, some with hybrid assistance. A battery-electric option isn't likely, as that's being reserved for the upcoming EQS flagship electric sedan that we recently reported on. Keyless-go, which is Mercedes-Benz's version of push-button start and keyless entry, will surely be part of the new S-Class, as it has been available on all recent models. Previous S-Class models have come with a premium package option that includes niceties such as heated, ventilated, and massaging front seats; power side-window rear-seat shades; and a 360° camera system. The interior of the S-Class even smells good, thanks to the climate control's integrated air-perfuming system.

The most striking feature of the new Mercedes-Benz S-Class is the large infotainment screen that dominates the cen-

ter stack of the car. Most of the physical buttons have been removed, making the display incredibly streamlined and futuristic. Driving details are still available to the driver behind the steering wheel on a tablet-style screen instead of the center screen.

Those looking for a vehicle that has an exterior that evokes the ephemeral luxuriousness that Mercedes is known for, and technology that keeps pace with other modern car brands, can stop their search as soon as the new Mercedes-Benz S-Class is released. 



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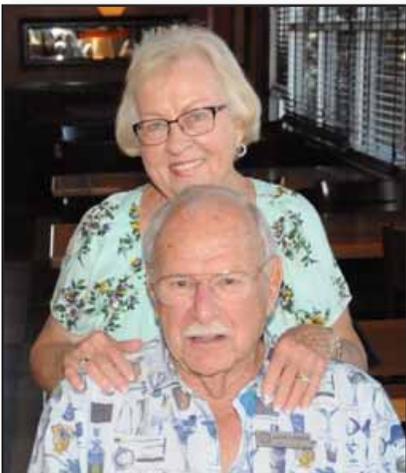
Brew-haha

Members Gather at Local Brewhouse for Dinner & Drinks

by Marcus Dodson, Newsletter Editor

It was a hot summer's evening in early August when 17 members of the Sierra Nevada Section of the Mercedes®-Benz Club of America gathered at BJ's Restaurant & Brewhouse at The Summit in Reno for a much-anticipated First Tuesday Dinner. The evening was hosted by Bill and Lori Shepherd, and everyone was glad to be together again while still being able to practice social distancing inside the restaurant. Tables were divided so that six people were situated at each. This allowed the group to connect with each other while still being safe.

The dinner talk was lively, as there were many member updates that were worth celebrating. Patti Settember and Gene Lamski arrived with big smiles on their faces, as



they had recently gotten engaged. A small, intimate wedding is planned in the near future. Club members congratulated them, and Patti was excited to show off her exquisite new engagement ring. Also, Maryann and Bob Tokle announced that they recently found their dream home in Reno. They are thrilled with their new home and are beyond excited to move in soon. Vencil and Gail Wells let the group know they were gearing

up for an epic road trip with their dogs up to Oregon and Washington to visit family and friends.

(Continued on Page 9)

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Brew-haha

(Continued from Page 8)

The Sierra Nevada Section of the Mercedes Club of America saluted old friends and welcomed new guests. Nancy Jarvis, who recently said goodbye to her long-time husband and fellow Club member, Wayne Jarvis, joined the group for dinner. Everyone raised a glass to Wayne and spoke a few kind words about him. Na-

dine and Barton Lane, members of the San Francisco Section, joined the Sierra Nevada Section for dinner. They're staying in Truckee, California, to be closer to their children and escape the Bay Area for the next month. It was wonderful to meet them and hear about a nearby Mercedes-Benz Club Section.

The next Sierra Nevada Section of the Mercedes-Benz Club of America First Tuesday Dinner will be on October 6, 2020, at Napa Sonoma Plumgate in Reno, hosted by Karin and Lloyd Gash. To RSVP, contact Karin Gash at karinmrich1946@icloud.com or (775) 851-1439. 



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Mercedes R 107 SL

The 1972-1989 SL had a New Modern Design & Innovative Safety Features

by Ali Turner, Reporter for the Automotive Industry



From 1972-1989, Mercedes-Benz produced its third generation of the SL line of luxury sports cars, internally designated as the R 107. This SL had the second longest production span of all the vehicles in the company's history, from 1972-1989, making the R 107 one of the most recognizable Mercedes models ever. Perhaps more impressive than its production span, is the fact that this SL was produced for 18 years without any body panel changes of any kind. Fans around the globe feel that the third-generation Mercedes-Benz SL is a model that most embodies the image of the company and the elements that led to its dominance as a premiere automaker. Luxury cars enthusiasts, professional athletes, and celebrities alike all agreed that this SL was simply perfect.

Safety

A heated debate raged internally at Mercedes-Benz, as some designers wanted a retractable soft top for the SL,

while others lamented the lowered safety rating that accompanied that feature. There was a question of whether a roadster should be turned into a coupe with a sliding roof, for alarming news relating to the safety of open-top cars was coming from the United States. Ultimately, the R 107 SL was produced as an open-top two-seater with a convertible fabric roof and an additional removable hard top. "The SL gave me great pleasure, but also caused me great trouble," expressed Hans Scherenberg, Head of Development for Mercedes-Benz. "This was no easy decision for us." This SL had the fastest and easiest soft top of any convertible or roadster, an ingeniously simple design that had no automated features.

The design team was tasked with making the new SL a luxury automobile that was incredibly safe, both inside and out. Innovative interior changes included a sheet-steel, foam-padded dashboard that yielded on impact both in the top section and the knee area. The switches and levers

were recessed, and the four-spoke steering wheel was based on the latest findings of accident researchers. The proven impact absorber was still in place, but the steering-wheel rim, spokes, padded boss, and hub were covered with polyurethane foam. The fuel tank was no longer installed in the rear, but instead moved above the rear axle, protecting it against collision. An anti-lock braking system was offered in 1980, following by an airbag and belt tensioner in 1982.

The only way to guarantee safety in the event of a rollover, without defaulting to a Targa-type rollover bar, was to rely on the sports car's A-pillars and windscreen. The R 107 SL's A-pillars and frame-bonded windscreen produced 50% greater strength than previous SL versions during roof drop tests, allowing the car to pass American safety regulations. The backbone of the R 107 was an autonomous frame construction with an enclosed transmission tunnel and box-section cross members

(Continued on Page 11)



LEFT: GROOVED TAIL LIGHTS & HORIZONTAL LINES GAVE THE BODY A SLEEK & POWERFUL LOOK. BELOW: INTERIOR OF THE R 107 WITH THE TOP DOWN.

Mercedes R 107 SL

(Continued from Page 10)

and side members. This was a deviation from its predecessor's shortened and reinforced saloon floor assembly. This was a new era of the Mercedes sports car. No longer did luxury car consumers have to sacrifice safety for style.

A Bestseller

When one considers that the annual sales of R 107 SLs during its second decade of production were almost twice as high as during its first, the only conclusion that can be drawn is that designers simply got this car right from the start. From all sides it made the impression of a strong, self-confident, imposing, open-top two-seater vehicle. The equally well-designed, removable coupe roof added to the R 107 SL's desirability among the sports car market, while the high-quality body radiated safety. However, it was not just the stunning safety features that motivated consumers around the world to gravitate toward the R 107 SL. Instead, it was the promise of an open-top automobile that was a successful piece of well-rounded engineering, as well as the fact that it was the only one of its kind offered in the United States over a period of several years. The car's distinctive front end with the powerful SL face, the wide-band headlamps, and

grooved turn-signal covers had a compelling aura. The wide-band tail lights, with their ribbed surface, were impervious to soiling and gave the rear of the car a dynamic look.

Prior to this third generation, Mercedes designers had been accentuating stacked headlights and vertical lines on its cars. Keeping in tradition with the original SL models, including the 1952 gullwing 300 SL, all numbers on SL models reflected the size of the engine. For its 18-year production span, the R 107 can be categorized into four cars.

The 450 SL was produced from 1972-1980, and the 1972 model is actually known as the 350 SL despite having a larger 4.5-liter V8 engine designed specifically for the United States market. From 1972-1977, consumers could choose standard, color-matched hubcaps or pay a premium for 14" aluminum-alloy wheels. Beginning in 1978, buyers had the option to pay extra for automatic climate control. The United States 450 SLs all came with three-speed automatic transmissions. Also, to meet government regulations, the SL models in America came with ex-



posed, round headlights in place of flush one-piece headlamp assemblies that other global markets received. Interestingly, consumers preferred the American style, believing the round lights provided a nicer curve to the car's front profile. So, when those original government regulations changed in 1975, Mercedes made the decision to keep the round headlights unchanged through its production timeline. Higher safety standards were incorporated in the 1974 versions, including bumpers with large shock absorbers that could withstand a 5 mph-crash test undamaged. While they added length and bulk to the car, they remained unchanged on the model through 1989.

The 380 SL came next and was pro-

(Continued on Page 12)

Mercedes R 107 SL

(Continued from Page 11)

duced from 1981-1985. All 380 SLs feature aluminum block 3.8-liter V8 engines and four-speed automatic transmissions. While the body stayed the same, the interior got a few exciting upgrades over the years, including digital radios, more modern switch buttons, and transmission shift gates that allowed activation of the extra-low first gear for acceleration. The 380 SL ushered in a new wave of safety features, too. This iteration of the model received driver airbags and ABS brakes in 1985, which was subsequently standard on SLs moving forward.

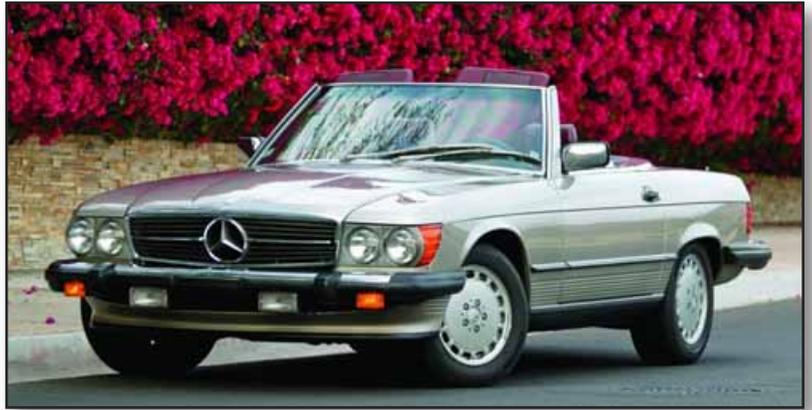
The 560 SL was produced from 1986-1989 and came with a massive 5.6-liter V8 engine. It had the most power of all the previous SLs, with 227 horsepower and the ability to go from zero to 60 in 7.5 seconds. New to the 560 SL were 15" alloy wheels, a third trunk-mounted brake light, lower front plastic air dam, a built-in alarm system, and a limited-slip rear axle that was previously not available on American SL models. Black urethane door handles replaced the existing chrome-finished ones, enhancing the sleek design of 560 SL. Leather seating became standard, rather than optional, a direct influence of the slick 1980s aesthetic.

A special subset of the SL, the SLC, was created in 1972 and sold through 1981. Mercedes designers created the SLC by stretching the SL body into a four-seat hard top coupe form. Produced alongside its SL counterparts, the SLC mirrored the interior and powertrain layouts of each year's model. It is noteworthy that the SLC provided several victories for Mercedes-Benz at a variety of rallies and long-distance races. Despite being a tad heavier than its SL brethren, the SLC had respectable aerodynamics for a vehicle of the time.

Appeals to New Generations

If you're at a stoplight next to a 1970s Mercedes-Benz SL, don't be surprised if you look over and see a 20 or 30-something behind the wheel. It's not that the SL is having a resurgence, but instead, its popularity has more to do with the impeccable design and safety features that carry it across generational divides. Sure, it may be considered a vintage car now, but it can be argued that this Mercedes SL was simply a perfect car straight off the production line. North America was the key market for this personal luxury car, and 2/3 of R 107s that were produced were sold there.

A big part of the draw to these classic cars is their affordability. Though well-preserved versions fetch big dollars, young people nowadays can get a 1980s Mercedes 560 SL convertible coupe with 30,000 miles for around \$30,000. For those happy with a 1970s model, the price tag can be well below \$10,000. "Younger drivers are important to us," said Mike Kunz, Manager of Mercedes-Benz Classic Center in



Irvine, California. "We have to recognize generational shifts occur and interest level changes over time. Unlike other classic Mercedes, these cars are attainable."

Grandpa's car has never been cooler and more attractive. Maren Morris, a 28-year-old country artist, sings in her song *80's Mercedes*, "Call me old school, but hey, I'm a 90's baby in my 80's Mercedes." In a recent *GQ* article, the R 107 SL was described as the "ideal vintage car that floods you with a sense of freedom."

Not only are these SLs affordable, reliable, and safe, but they are going to prove to be incredibly valuable as time rolls on. If you have a 1972-1989 SL in your garage, you might want to think twice before selling it to the 17-year-old down the street. And, if selling your SL isn't in the cards right now, you can still use it as your teenage time machine. 



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Incentive Rebate

It Pays to be a Member of the Mercedes-Benz Club of America

by Marc Dodson, Membership Chair



Did you know that members of the Mercedes-Benz Club of America are eligible for exclusive rebates on the lease or purchase of select Mercedes-Benz vehicles? I didn't think so. Well, you're in luck, because incentives can reach up to \$3,000 to lower your down payment or cash due at signing on recent models. This Incentive Rebate program is similar to the Loyalty Rewards program that Mercedes-Benz offered at one time,

but has since discontinued. This new program has been improved in order to better serve the loyal Mercedes-Benz Club of America members.

During the ongoing COVID-19 pandemic, Mercedes-Benz continues to offer customers the option to purchase from a local dealer or from the comfort of your own home. If you qualify for the Incentive Rebate, then you will need to login to your Mercedes-Benz online account and generate a control number. Then, you present that control number

to your local Mercedes-Benz dealer.

The Incentive Rebate is not available for every vehicle, and the incentives change monthly, so stay on top of the current deals by visiting the Mercedes-Benz Club of America website. Visit www.mbca.org/mbusa-incentives for current incentives, as well as detailed instructions on taking advantage of the special offers. For additional program details, please call Mercedes-Benz at (866) 628-7232 or email fleetoperations@mbusa.com. 

MEETING MINUTES

Sierra Nevada MBCA

Board of Directors Meeting

Location: BJ's Restaurant & Brewhouse
Tuesday, August 4, 2020

CALL TO ORDER:

Gail Wells, President, called the Board of Directors meeting to order at 4:29 p.m. Directors present were: Gail Wells, President; Patti September, Program Director; Christy Dodson, Secretary; Marcus Dodson, Newsletter Editor; Vencil Wells, Board Member; and Bill Shepherd, Past President. Also present were Lori Shepherd and Gene Lamski.

CONFIRMATION OF QUORUM:

Christy Dodson confirmed there was a quorum of directors present.

MINUTES:

Gail Wells made a motion to approve the previous minutes as printed in the Newsletter. Bill Shepherd seconded the motion.

TREASURER'S REPORT:

Gail Wells went over the Treasurer's Report that was submitted by LaVern Lipinski. The Sierra Nevada Section of the Mercedes-Benz Club of America received two rebates from The National Mercedes-Benz Club of America total-

ing \$110. The total amount in the Club's account is \$2,522.92. This total amount includes the annual fees that are collected from businesses that advertise in the monthly newsletter. Marcus Dodson made a motion to approve the Treasurer's Report and Bill Shepherd seconded it.

MEMBERSHIP REPORT:

Marcus Dodson read the Membership Report for the third quarter that was submitted by Marc Dodson, Membership Chair. As of the beginning of August, the Club has 83 members. This includes one new member, Thomas Daly, Reno, Nevada. Three members expired. Marc ordered more membership brochures to be distributed from Mercedes-Benz Reno. Vencil Wells made a motion to approve the Membership Report and Christy Dodson seconded it.

NEW BUSINESS:

• Marcus Dodson will be selling the 2021 Newsletter advertisements in November 2020.
• The wine for the Christmas Party will need to be purchased by the Club because Mercedes-Benz of Reno will not be purchasing it this year. The Board of Directors voted to buy the wine. The Board also voted to buy \$10.00 of each guest's dinner. Also, the Board voted to allocate \$400.00 to Ray Rich for gifts. Board members are exempt from receiving gifts.

SECTION EVENTS:

- Gail Wells will be leading the group on a 45-minute drive to the Fox Brewpub, Carson City, on August 25. The group will meet at 4:15 p.m. at Mercedes-Benz of Reno and leave at 4:30 p.m. together. Seating on the patio.
- September First Tuesday Dinner is open.
- Marcus Dodson will put together a drive to Tahoe later in September.
- The First Tuesday Dinner in October will be at Napa Sonoma Plumgate, Reno, hosted by Karin and Lloyd Gash on October 6.
- The Christmas Party will be held Wednesday, December 16, 2020, at Brick's Restaurant and Wine Bar, Reno, hosted by Ray Rich.
- The Board brainstormed more events and locations and will continue to look into them.

NEXT MEETING:

The next Board of Directors meeting will be held Tuesday, November 3, at 4:30 p.m. before the First Tuesday Dinner.

ADJOURNMENT:

Bill Shepherd made a motion for the meeting to adjourn and Marcus Dodson seconded it. The motion was carried and the meeting adjourned at 5:10 p.m.

*Respectfully Submitted,
Christy Dodson, Secretary*

SIERRA NEVADA
MERCEDE-BENZ CLUB



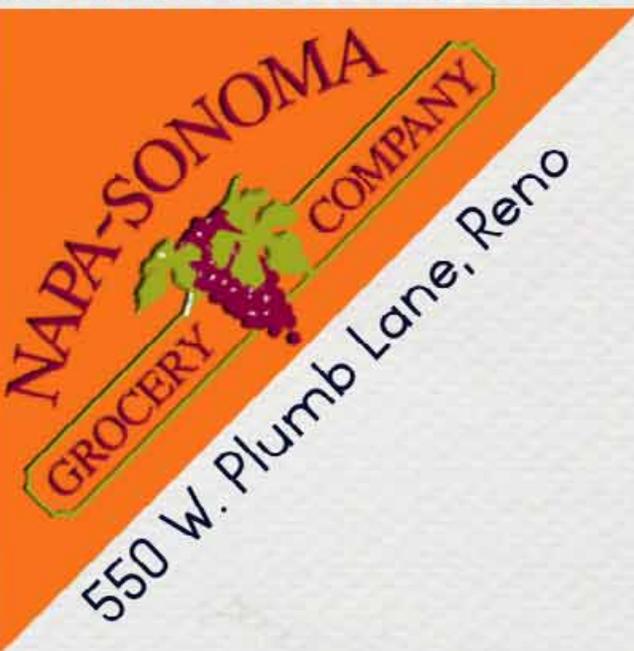
OCTOBER DINNER

FIRST TUESDAY DINNER

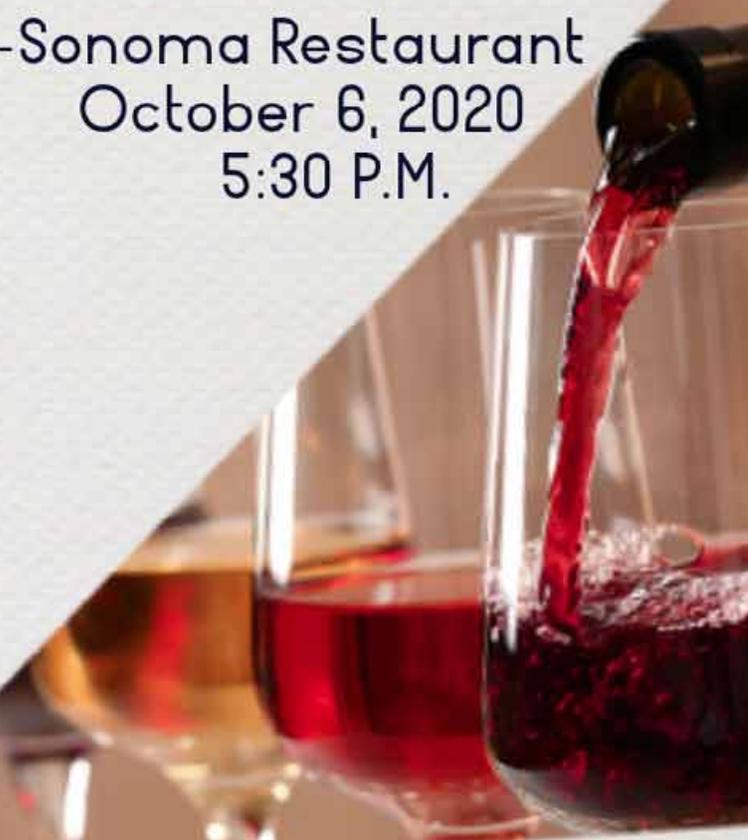
Hosted by Karin Gash

Napa-Sonoma Restaurant
October 6, 2020
5:30 P.M.

RSVP to:
Karin Gash
[775] 851-1439
karinmrich1946@icloud.com



NAPA-SONOMA
GROCERY COMPANY
550 W. Plumb Lane, Reno



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???

You don't have a Sierra Nevada name badge? Right now you're probably thinking, "How can I, a mere mortal, achieve the level of prestige and acclaim of those that proudly display their Sierra Nevada MBCA name badges for all to see?"

This one item will not only identify you as an official Sierra Nevada MBCA member, it will:

- ✓ Make you taller
- ✓ Make you slimmer
- ✓ Restore your hair
- ✓ Improve your sexual prowess

How much would you be willing to pay for such a miracle item?

\$1,000? \$2,000? \$5,000?

Well, now you can order your Sierra Nevada MBCA name badge for a mere \$12!

But wait, there's more...

If you order in the next ten minutes you can get TWO name badges for the incredibly low price of only \$24!

With this name badge you can hold your head up high! You will become the envy of the neighborhood, the first on your block, and the proud owner of a Sierra Nevada MBCA name badge identifying you as part of an elite group that has \$12 to spend.

Operators are standing by! Scan the QR code, order online by going to: www.mbca.org/name-badge, or you can call the MBCA office at (800) 637-2360.

Be sure and order the magnet-backed version.



Photo of the Month



EVENTS

September 22, 2020: Sierra Nevada MBCA Drive & Lunch, hosted by Marc & Sue Dodson, Gar Woods Grill & Pier, Carnelian Bay, California. To RSVP, contact Marc Dodson at marc.v.dodson@gmail.com or (775) 771-1080

October 6, 2020: Sierra Nevada MBCA First Tuesday Dinner, hosted by Karin & Lloyd Gash, Napa Sonoma Plumgate, Reno, Nevada. To RSVP, contact Karin Gash at karinmrch1946@icloud.com or (775) 851-1439

October 2020: Sierra Nevada MBCA Overnight Drive & Wine Tasting to Nevada City, California, hosted by the Board of Directors, Date To Be Determined

November 10, 2020: Sierra Nevada MBCA Second Tuesday Dinner, Location To Be Determined

December 1, 2020: Sierra Nevada MBCA First Tuesday Dinner, hosted by Marc & Sue Dodson, Sasquatch Tavern & Grill, Verdi, Nevada. To RSVP, contact Marc Dodson at marc.v.dodson@gmail.com or (775) 771-1080

December 16, 2020: Sierra Nevada MBCA Christmas Party, hosted by Ray Rich, Brick's Restaurant & Wine Bar, Reno, Nevada. To RSVP, contact Ray Rich at rayrich@sbcglobal.net or (775) 560-9592

January 5, 2021: Sierra Nevada MBCA First Tuesday Dinner, Location To Be Determined

February 2, 2021: Sierra Nevada MBCA First Tuesday Dinner, Location To Be Determined

There are plenty of openings for future events. Do you have a favorite restaurant that you like to eat at, or is there a scenic drive that stands out in your mind? If you'd like to host a dinner, drive, or any event, please contact Patti Settember at topat83@aol.com or call (775) 224-1794.

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IN CLOSING

Riding in Style

These Drivers Were Certainly Thinking Outside the Box

by Marcus Dodson, Newsletter Editor

(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.)

Think of the last time a vehicle on the road made you do a double-take. Was it an interesting color? Was it a rare model? Was it furry with ears on top, or in the shape of a high-heeled shoe? Rubbernecking is dangerous, but we're not so sure we'd be able to take our eyes off these peculiar cars if we spotted them on the road.

