



Western Reserve Section

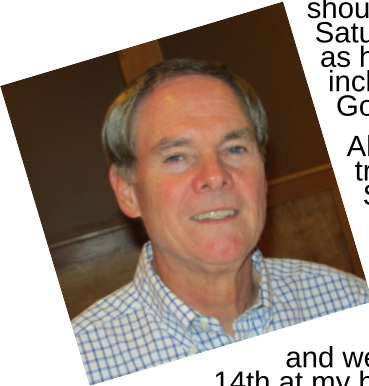
MERCEDES-BENZ CLUB OF AMERICA

Crier - Summer Issue - 2021

Presidents Letter

By: Rod Thompson

Thank goodness for summer in Cleveland! It feels like the pandemic has been lifted from our shoulders as 30 of our members attended our first tech session in sixteen months the first Saturday in June. The event at SwitchCars was a spellbinding presentation by Doug Tabutt, as he recounted a highly detailed history of his performance in several Cannonball Rallies, including his winning the 2019 Rally in a Mercedes E Class 63 AMG. Thank you, Ted Gottfried, for arranging the event.



Although some car clubs continue to cancel events, our club's summer schedule is traditionally filled with outdoor events which we are able to continue for 2021. On Sunday, June 20th several of our club members attended either the Stan Hywet Car Show or the Donauschwaben Car Show. On Wednesday, July 14th our club will be the featured marque for the Gervasi Vineyard Car Show. Later in July, on Sunday July 25th Mary Alice Cozza has arranged for our traditional luncheon at Spread Eagle Tavern followed by an Ice Cream Social at her home in Hanoverton.

In August we plan to attend the Ursuline European Car Show on Saturday, August 7th, and we have scheduled our Old Car Fun Day luncheon and tech session on Saturday, August 14th at my home in Hunting Valley. Our fall schedule includes our traditional Taborville Clam Bake and Car Meet on September 19th, and the Fall Leaf Tour on October 16th. We are also pursuing plans for attending the Cleveland Auto Show at the Cleveland Convention Center on Saturday, December 4th combined with a luncheon or dinner at the Marriott Hotel.

Please join us for these events and enjoy showing your cars to the outside world.

SwitchCars

On June 6th, 30 Western Reserve Section members and their guests toured SwitchCars (an exotic car sales showroom) in Twinsburg, Ohio and listened to Doug Tabutt describe the history of the Cannonball Run and his two record times as a co-driver. Doug utilized a big screen TV to show slides and video which enhanced his presentation.

The Cannonball Run, as it's called today, got its name from Cannon Ball Baker who set a transcontinental record of 11 and a half days on an Indian Motorcycle in 1914. In 1933 Cannonball Baker set a record time of 53 hours and 30 minutes in a Graham Automobile.

Cannonball Run Route is from the Red Ball Garage in Manhattan to the Portofino Hotel & Marina in Redondo Beach, California.

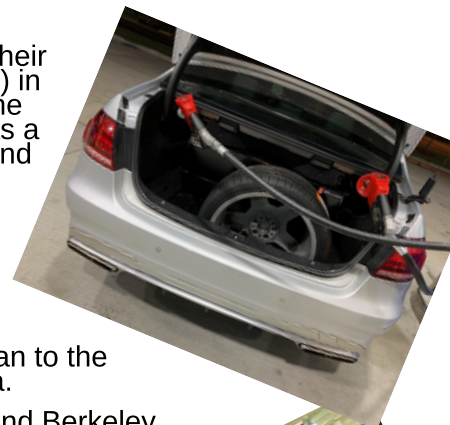
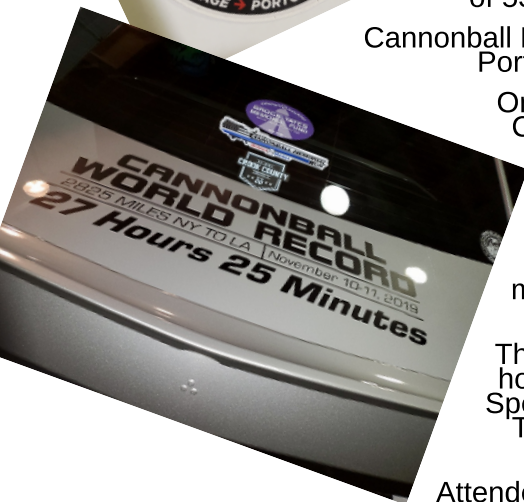
On November 10, 2019, Arne Toman, Doug Tabutt, and Berkeley Chadwick drove a 2015 Mercedes-Benz E63 AMG sedan across the country in 27 hours and 25 minutes. That record time held until the pandemic.

The fastest current Cannonball Run record was set in May 2020 by Arne Toman and Doug Tabutt in a 2016 Audi S6 at 25 hours and 39 minutes. An insane average speed of 110 mph was achieved on this record run.

The current Double Cannonball Run Record is 74 hours and 5 minutes by Chris Clemens and Mark Spence in a 1999 Mercedes SL500 in May of 2020.

The Double Run is from the Red Ball Garage to Redondo Beach and back again.

Attendees enjoyed Doug Tabutt's presentation and the extra time he spent answering individual questions from our enthusiastic group. We thank Ted Gottfried for arranging this event which he had initially scheduled for 2020.



F1 Update as of 5/24/2021

By Jan Pesta

Position	Driver	Car	Points
1	Max	Red Bull	105
2	Lewis	Mercedes	101
3	Lando	McLaren	56
4	Valterri	Mercedes	47
5	Sergio	Red Bull	44

Position	Team	Points
1	Red Bull	149
2	Mercedes	148
3	McLaren	80
4	Ferrari	78
5	Aston	19

It's an absolute pleasure to have 2 gentlemen sportsmen currently competing for a championship. Both Hamilton and Verstappen express respect for each other's ability and are relishing the battle in what appears to be an exciting 2021 F1 season. There is no name calling or derogatory comments about the other just solid racing. Let 's hope they continue to talk respectfully about and to each other.

There are a couple of areas that have the seeds of building a significant controversy. First, Red Bull has spirited away 5 members from the Mercedes F1 team to strengthen its development team. If you remember Honda is exiting F1 racing and Red Bull purchased the Honda technology and will be developing its own engines and cars in the future. Second, Toto Wolf head of the Mercedes team, has raised an issue about the flexibility of rear wings on some of the cars saying some are bending more than is acceptable under FIA rules. The bend is said to exist at top speeds reducing drag and allowing higher speeds of some cars. Starting June 22 FIA will require Teams to submit their cars to additional testing to determine if this is occurring. There are 3 races scheduled before 6/22.

Depending on when you have a moment and choose to read this article, the standings could be very different. F1 races are occurring about every week or 2 on Sunday. For up to the minute results go to <https://www.formula1.com/en/results.html> and choose driver or constructor standings.

As of May 24th the results for the top 5 are as follows in the driver and constructor championships. Keep in mind, Valtteri Bottas is consistently scoring points for Mercedes. So the Constructor championship bears watching closely. Race schedule: 6/6 Azerbaijan, 6/20 France, 6/27 Austria.

The 2021 Gervasi Vineyard Cruise

The 2021 Gervasi Vineyard Cruise-in featuring The Western Reserve Section of Mercedes-Benz Club of America will be held on Wednesday, July 14. The vineyard is located at 1700 55th St. NE, Canton OH 44721. For those who haven't attended before, the show is an all-car cruise-in, but the featured club has the path leading back to the pavilion and the pavilion, as well. Dinner can be purchased in any of the restaurants on the grounds, and there are drawings for door prizes and a 50/50 raffle. Our host, Dick Self, will direct you to your spot. Tell the greeters that you are with the Mercedes Club, and they'll direct you to Dick. There is no cost for the event, but the following information should be submitted with your RSVP to Dick by Tuesday, July 13:

1. Provide your name, year, and model of your Mercedes-Benz
2. Please note if you would like your vehicle highlighted by the club
3. Cars need to be at Gervasi before 5:00 P.M

Dick Self: selfrich@sssnet.com or 330-546-5764

Hope to see you there!



Summer Feature - Sue Morrison



I was born in Steubenville Ohio and graduated from Wintersville High School—an adjacent town to Steubenville. I continued my education at Kent State University majoring in elementary education. My last official day on campus was May 4, 1970—the day of the infamous shootings. As it was, I was in Rootstown doing fieldwork for one of my classes so thankfully didn't witness the chaos that morning. I had seen the effects of the days of rioting both on campus and off but was not directly affected by them.

I did my student teaching in Rootstown and was offered a first-grade position there that spring. Rootstown is a wonderful rural township and the perfect place for me to teach. It immediately seemed like home and family both at the school and in the church that John and I joined shortly after we married. That's been our home church ever since—again, a small, country church that is family for 2 transplants. Our church hosts a Red Cross Blood Drive

6 times a year, and I am considered the “coordinator” for our location. It means I find volunteers to handle the registration and canteen. It's not a hard job and gives me the opportunity to see friends that are donors.

Although my church and my former employment are in Rootstown, John and I have lived in Kent for the last 44 years of our nearly 49-year marriage. Our sons, Mike and Steve went to school in Kent. My stepchildren, Scott and Megan started there but finished in Wooster, We also have 7 grandchildren ages 6 to 25. This year, I've combined my love of primary education with my love of my grandchildren by helping our grandson with virtual kindergarten one day a week. It's the best of all worlds!

John had been involved in the club for several years before I retired. I started going to events with him after my retirement. At some point, he volunteered to be the registrar for an upcoming Gemütlichkeit. Of course, he brought the info home, and I started working on it with him and then totally doing it. That job became a passion. I loved meeting the people who went with the registrations. And we formed many, many long-lasting friendships all over the country. I continued to do that position for the remaining Gemütlichkeits and a StarFest that our section hosted and a StarFest that the San Francisco section hosted. What fun that was! We have many great stories to tell about those events! I served a couple of terms as the secretary and one as Vice President. I have been one of the editors—never the only one!--for the Crier for many years.

Our years with the MBCA Western Reserve Section have been great fun! For me, it's the people. For John, it's the people and the driving events. Our bonds are deep with the many friends we've made and with whom we continue to stay associated. Whatever your interest in the club, we strive as a board to touch as many varied interests as possible with the common bond of loving the Mercedes-Benz brand.

Zoar Maifest 2021

By: Jon Elsasser

After an enforced hiatus in 2020, the Zoar Maifest this year was a successful one. Including a plant sale, German car show, a performance by the **Gemütlichkeit Cleveländer**

Musikanten and a beer tent with German-style craft brews from Lockport Brewing of Bolivar and Wooly Pig Farm Brewery of Fresno, Ohio, we welcomed over 500 visitors to Zoar, served 300

bratwursts, 200 hot dogs, 100 chicken halves and 10 gallons of sauerkraut from Cleveland Kitchen. We hope to see all of you back for Maifest 2022 next year (date yet to be established).



Lee's 1972 350 SLC

By: Lee Kalassis

My dad was a fighter pilot who flew British Spitfires against the Germans in WW2 in Africa mostly against Rommel's forces. Somehow he managed to survive it and became the military attaché to the Greek embassy in Brussels where he got a taste for Mercedes cars. He drove a couple of leftovers from the Allied occupation of Germany and when it was all over, he settled back in Greece to retire.

Eventually, he finished paying my college bills and saved enough to buy a slightly used 1972 350 SLC, white, with all the options on it. It used to belong to a doctor who needed a much bigger car for his practice. Dad bought it in 1974, and it was in pristine condition from the Benz dealer in Athens, Greece.

Dad drove this car like his Spitfire and, lucky him, his brakes worked every time...police in Greece would not dare give a speed ticket to a decorated war veteran. Lucky me I survived driving in his car every summer that I visited him from the US...WHITE KNUCKLES AND ALL!

Dad drove the car all the way to 1999 and as time went by he would try to maintain the car as best as he could. Eventually, he could only afford to maintain the drive train and whatever was absolutely required to drive the car.

Dad finally passed away from cancer in the summer of 1999 while I, thankfully, was visiting him in Athens and I had to decide what to do with the car. Well, I decided to fix the brakes which were pulling to the right correctly and put it in storage for me till I got back the following summer, 2000. Some repair shop repaired his brakes badly and that was my first inkling of what kind of maintenance had been done to the car.

My wife and I were building a house on the island of Limnos located in the northern Aegean sea.

The house was more or less ready to be semi-occupied so we decided to put the car on the ferry to the island in the summer of 2000 and put the car in our garage till we had time to work on it.

I made a list of parts that looked in sorry state, mostly plastic components, and ordered them in the fall when we got back home. In addition, I took the car to the best car shop I could find on the island to do some liquid changes. The shop seemed to enjoy working on this car because it was old but good 'as they said so they have kept me as a customer all these years.

In the following years, I kept improving the car with parts mostly from the US and sometimes from Germany directly. I used it every summer for the 3 or so weeks I was there and at one point had the car painted only to find out that several body repairs were done to it in the past-- not all of them the proper way... I guess his breaks either failed him or could not keep up with his driving like a bat out of hell...Dad always blamed other bad drivers were at fault.

New chrome pieces and new paint made it look perfect again so I then brought new interior leather and made it even better always struggling to find shops that would do interior work.

I even found a fairly new steering wheel in the US which I put in my suitcase and struggled to get it there as the airport security in Athens looked at me funny, probably thinking their X-ray machine just caught a lunatic ...

The air conditioning was always giving me fits and no matter how much I repaired it or replaced it, it would not last the whole summer...oh well.

High test leaded gasoline in Greece eventually stopped being produced so I had to go with high test unleaded with lead added in every time I filled the tank.

The car currently operates better than ever due to its latest tune-up last summer. Everyone knows me by my car on the island and not by my name ... 'The American with the white Benz' is my name. Oh well, they call me 'The Greek' in the US...I don't get a break in either place!

I wish I had all the right pictures to go with this history so I attached a few I found on my phone.

Every winter I either put the battery on a trickle charger or had someone start the car periodically or change the battery with the exception of one year when one of my repairmen stole the battery...boy was I mad as I could not prove it!

The car is in such good shape now that I do not plan to bring any parts for it this summer.

The windshield was replaced twice with OEM ones coming from Germany. One of them cracked over the winter and no one could figure out why. Probably stress fracture.

A valve job was done on it in the late 1990s. The engine had 128000 kilometers on it. The automatic transmission was rebuilt in the '90s while the rear end was serviced in 2015 or so as it was starting to leak a bit.

Mechanical work is the strength of the car shops on the island. God forbid my auto transmission goes as I will have to transport the car by ferry to Athens and pay a small fortune to redo it.

So far so good...stay tuned!



Welcome New Members!
3-13-21 to 6-11-21

Renewals—Glad you're back!
3-13-21 to 6-11-21

Summer Feature - Rod Thompson

Chris Remark	Terance Stahl
Ed Kuchar	Dana Pawlicki
Brian Hayes	Stan Burson
Eric Ziegler	J. Holan
Daniel Ferencz	Jon Elsasser
James Farley	Kurt Von Leyser
Mike Shanker	Lawrence Shafer
Ike Perez	Peter Thomas
Terry Endress	Michael Schiltz
	Peter Bollar
	Ralph Stupka
	Kevin Goodman
	Scott Radcliffe
	Peter Bihuniak
	Christopher Arn
	Beverly Stewart
	Dante Comacchione
	David Wade
	John DiPasquale
	Donald Brehm
	Howard Johnson
	Ellis Lovell
	Hans Proemm
	Paul Balciar
	Werner Heidemann
	Richard Buys
	Phil Yanchar
	Anthony Mikolich

I was born on the Iron Range in Duluth, Minnesota in 1950. Although my parents were lifelong Clevelanders, my father had been transferred to Duluth by his employer, US Steel, as a metallurgical engineer, to open a new integrated steel mill in 1948. His forebears had spent their lives in the steel industry or its mineral resources for generations, my great-great grandfather having left Scotland in the 1860's to join Carnegie Steel as a metallurgical coal specialist.

By the age of three, we moved back to Cleveland, and I was raised in Shaker Heights within a few blocks of my grandparents' and cousins' homes. It was a highly protective environment, and I could not do or say anything that would not be shared with my relatives within hours. I was a pretty well-behaved kid, and a conscientious student. My personal time was spent on piano playing, gardening and mowing lawns for my parents, aunt and uncle, dad's boss, and washing my parents' and grandparents' cars, with television or shortwave broadcasts in the evenings.

My father always liked cars, and was an amateur historian of American car companies and industrial corporations. By the age of six I could name the brand, model and year of any car that we passed on our turnpike summer trips. Until the age of sixteen, I believed that the best cars in the world were Cadillacs (my grandparents and aunts and uncles drove them), Rolls-Royces (the parents of one of my friend's down the street had a Silver Cloud, which I fell in love with at the age of ten), and four door Lincoln convertibles (my next door neighbor drove a new one every other year).

At sixteen, I quickly obtained my driver's license. One month later, my father bought a year old 1965 red Mustang convertible, ostensibly for my mother. The seller, his brother-in-law, who'd bought it new for his wife, my mother's older sister, who'd loathed it. Mom merely disdained it, having a Buick station wagon, and zero desire to return to pre-war driving: pre-air-conditioning, pre-power steering, and pre-automatic transmission. (The Mustang didn't even have synchromesh in first gear!)

My father took the Shaker Rapid to work, and occasionally drove the Mustang on weekends. But it spent the week mostly idle until, soon after getting my license, I was allowed to drive the Mustang to school. Heaven! (By that time, I attended University School, about a mile away, and my ride made me the envy of my classmates.)

One day, my dad was driven home by a business associate who had just taken delivery of a 1966 Mercedes 250SE coupe, emerald green with saddle leather interior. I was captivated, and he handed me the keys (and sat in the passenger seat, explaining the disc brakes, the fuel injection, and the unusual, second gear as first, automatic transmission). I was astounded at how well it held the road while going around curves. It was truly a luxury car, but it handled like a sports car. After that experience I informed my parents that my first car would be a used Mercedes. When I started looking for such a vehicle while I was in college, my father informed me that, if I could afford a Mercedes, I could afford to pay for college.

I couldn't. I also had no need for a car when I was in college (and no place to park it). It would have been similarly unnecessary for my summer job at the International Division of Society National Bank, and for my earlier summer jobs, as a deckhand on iron ore carriers. (Big ship, but still no parking space!)

I didn't own a car until I'd finished my 5-year A.B./M.B.A. program and touring western Europe before starting my first full-time job as an executive trainee for Bank of America in San Francisco.

That summer European sojourn between graduation and Bank of America, I used a college roommate's family apartment outside Munich as my homebase. I had saved a little over \$4,000 during my past summer jobs and intended to import a used Mercedes, preferably a coachbuilt coupe, convertible or SL roadster. I scoured the local newspapers with the German language assistance of my roommate's teenage sister, and I found a 1969 280SL. After some negotiating, the seller realized that I had only \$4,000 to spend, so he accepted 10,000 DM (then worth \$3,800). I had barely enough to pay the shipping to San Francisco. When I arrived for work in mid-August, I was surprised to learn that my employer would cover the shipping cost, as it was significantly less than the cost to ship a car from Hanover, New Hampshire where I had been hired before graduation.

I have been fortunate to keep that car all these years. If not for our club and its tech savvy members, especially Ted Gottfried, I would have had trouble keeping it on the road. In 1987, after three attempts, the local Mercedes dealer could not get it to stop stalling once a week. Ted drained the gas and VOILA!



A DIFFERENT AUTO-RELATED HOBBY - COLLECTING LICENSE PLATES

By: Morgan Taft

There are many types of collections of what is referred to as "automobilia" that those of us, with an interest in automobiles, can collect. These collections are an interesting addition to the collector vehicle residing in our garage and can contain books such as automobile history, technical repair manuals, or perhaps old hood ornaments. My automobilia collecting interest is a collection of license plates, an auto-related hobby collection I acquired at an age well before I was eligible to obtain a driver's license or own a collector car.

In the summer of 1943, I discovered a box of Pennsylvania license plates in a garage in Grove City, Pennsylvania while visiting my grandparents. The box included the Pennsylvania expired license plates for the years 1910 to 1940 and I brought that box of license plates home to Northeastern Ohio. I hung those thirty years of Pennsylvania license plates on our basement walls adding some additional years. I also added some expired Ohio plates that had escaped donation to local scrap-metal drives that were common during World War II to the display.

My parents, grandparents, uncles, aunts, and family friends living in other states became a source of license plates. During my college years and two years in the service, my collection remained somewhat dormant but picked up after my discharge from the service. In 1963, I joined the Auto License Plate Collectors Association, (ALPCA for short) which was founded in 1954 by a group of license plate collectors in New Hampshire and that today has over 3,000 members in the United States, Canada, and some foreign countries. This organization has for most of its existence, sponsored annual National Conventions held in various parts of the country that attract about 500 members who spend three days trading and/or selling license plates. Some members participate for awards with displays of portions of their collections there. ALPCA also has established regional groups that gather periodically during the year throughout the country to trade and sell plates and display their collections.

I have attended several ALPCA Conventions and Regional Meets that increased the size of my collection. Local auto swap meets and the Annual Antique Car Club of America Flea Market in Hershey, PA has also been a resource for additions to portions of my license plate collection as well. With lots of pegboard hooks, I have been able to display portions of my license plate collection on our basement and garage walls that can be easily changed to display different portions of my collection. My sixty-five-porcelain license plate collection is displayed on the basement wall as a permanent Ohio plate collection, and on the south wall is a display of the 50 states and the 13 Canadian Provinces plates of various years. On the north wall is a display of 1934 plates from most states illustrating the various sizes of plates issued up until 1956 when all license plates became the 12 by 6-inch size. Most recently, also displayed on the north wall, I have been collecting vanity plates from each state and some Canadian provinces that have been interesting, fun, and illustrative of how creative some folks are. These are displayed also on the north garage wall and I periodically replace one when I acquire a cleverer state example.



In recent years I have been reducing the size of the collection eliminating non-passenger Ohio plates and some almost complete sets of the state license plate issues such as Maine, New Hampshire, New York, Massachusetts, and Vermont as well as some of the non-family early Ohio plates. Collecting license plates does take up less garage space than collecting Mercedes Benz Automobiles!

Board of Directors

Rod Thompson, President
renold.thompson@clevelandship.com
216-374-6419

Allan B. Pintner, Vice President
abpintner@mhmltd.com
216-548-9077

Ted Gottfried, Secretary
tbgfried@yahoo.com
330-650-0751

John Morrison, Treasurer
gobenzing@aol.com

Sue Morrison
slm2teach@aol.com
330-673-7885

Gary Goodman, Webmaster
ggood100167@aol.com
440-670-4203

Jan Pesta
jnkpst@gmail.com
330-659-4956

Dr. Bill Mulhausen
drbillmulhausen@outlook.com
440-899-1570

Kieran Mulhausen,
Membership Chair
kieranann@aol.com
440-899-1570

Jim Tullis, Past President
jtullis@roadrunner.com
330-656-1453

Mary Alice Cozza
macozza7@neo.rr.com
330-222-1106

Joanne Hovanic
330-332-1576

Paul Bailey
paulbailey@neo.rr.com
317-502-8595

Open Position
Great Lakes Regional Director

Crier Editors: Bryce Hasman, Sue Morrison, and Allan B. Pintner

FLASH! – Electric Car Sets Land Speed Record

By Jan Pesta

Well, okay, okay. The headline should say 'flash Back - electric car sets land speed record'. Thought this would put a little historical perspective on our EV discussions.

Here are the first land speed records from FIA all are electric cars:

RECORD *du Monde*

CLASSE _____ BASE DU RECORD: *1 Kilomètre, départ lancé* PAGE _____

DATE	LIEU	CONDUCTEUR	MARQUE	N. DE CYL.	ALÈS	COURSE	COURSEE EN C. G.	DISTANCE OU TEMPS	MOYENNE A L'HEURE		HOMOLOGUÉ LE
									EN KIL.	EN MILES	
18-12-1898	Achères	E. Choudaplaubot	Jeanraud					54"	63.15	39.24	
17-1-1899		Jenatzky	Jenatzky					54"	66.66	41.42	
17-1-1899		E. Choudaplaubot	Jeanraud					51" 1/5	70.31	43.69	
27-1-1899		Jenatzky	Jenatzky					44" 4/5	80.35	49.92	
4-3-1899		E. Choudaplaubot	Jeanraud					38" 2/5	92.75	58.25	
28-11-1899		Jenatzky	Jenatzky					34"	105.88	65.79	

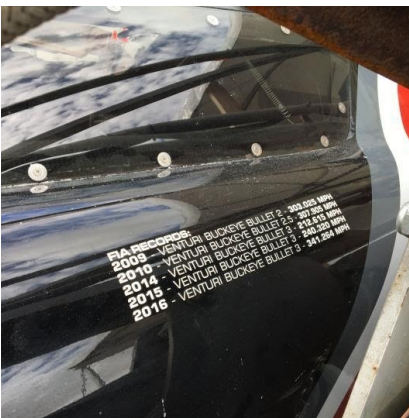
Below are photos (historical, museum, motor reconstruction) of the "la Jamais Contente" driven by Camille Jenatzky at Achères, Yvelines about 15 miles from the center of Paris on January 17, 1899. It was the first road vehicle to exceed 60 MPH. Its recorded speed is 65.792 MPH or 105.882 km/h.



But wait, the Jamais Contente lives on to capture more speed records in the form of the "Venturi Buckeye Bullet". It holds the FIA EV land speed record set on the Bonneville Salt Flats with a two-way average top speed of 341.4 MPH or 549.4 km/h. It is a joint venture of Venturi and Ohio State University's



Center for Automotive Research. It has also been called the Venturi "Jamais Contente." (for OSU fans - Go Bucks!) Note: Monaco based Venturi Designs and also campaigns a Mercedes powered Formula E team cars.



Yeah so, what about something like the Pikes Peak International Hill Climb? Something 12 miles long with 156 turns and a climb of 4700 feet. The record for the Unlimited class of the PPIHC is 7:57.148 minutes. It is held by Romain Dumas driving the all electric Volkswagen I.D. R. He broke the 8 minute barrier for the first time and the only car to do it thus far. Sidelights – though not EVs, at the Nardo Ring, on May 5, 1979 the Mercedes-Benz C111-IV broke the 400 km/h (235 MPH) barrier for the first time. To the best of my knowledge Volkswagen still holds the 24 hour closed circuit speed record with an average of 200.6 MPH set in 2002 with its W12 Nardo.



Below are pictures of the VW I.D. R, W12 Nardo. And C111-IV.



Western Reserve Section CRIER

Mercedes-Benz Club of America
7783 Diagonal Road Kent, Ohio 44240



Western Reserve Section of MBCA Schedule of Events

*July 6	Membership & Board Meeting, 7:00	Brewster's, Twinsburg
*July 14	Gervasi Cruise - In	Canton, OH
*July 25	Spread Eagle Brunch & Ice Cream Social	Hanoverton, OH
*Aug. 3	Membership & Board Meeting, 7:00	Brewster's, Twinsburg
Aug. 7	Ursuline Car Show	Pepper Pike, OH
*Aug. 14	Old Car Fun Day	Hunting Valley
Aug. 21	Alzheimer's Assoc. Benefit Car Show	Anna Maria, Aurora
*Sept.7	Membership & Board Meeting, 7:00	Brewster's, Twinsburg
*Sept. 19	Clam Bake & Car show	Taborville
*Oct. 5	Membership & Board Meeting, 7:00	Brewster's, Twinsburg
*Oct. 16	Fall Leaf Tour	TBA
*Nov. 1	Membership & Board Meeting, 7:00	Brewster's, Twinsburg
*Dec.4	Cleveland Auto Show & Brunch Auto Show runs Dec. 4-12	Convention Center
*Dec. 7	Membership & Board Meeting, 7:00	Brewster's Twinsburg

*Denotes Western Reserve Sponsored events. Flyers will be sent for events.

Board meetings have resumed in person at Brewster's in Twinsburg, but we are still broadcasting via Zoom. If you wish to join via Zoom, contact Rod Thompson for the link at: renold.thompson@clevelandship.com All are welcome to attend either way. We'd love your input.

Be sure to watch for announcements via email and on the website: www.benzclub.org

MERCEDES FREUDE

“The Joy of Everything Mercedes”

MBCA's newest & greatest National Event **EVER!**

Staying at the Omni Hilton Head Oceanfront Resort will **ENHANCE** your total Mercedes Freude experience by staying where the action is !

LOCATION:

OMNI HILTON HEAD OCEANFRONT RESORT
Hilton Head Island, South Carolina

DATES:

Mercedes Freude - Tuesday, November 2nd - Friday, November 5th, 2021
Legends of the Autobahn East - Saturday, November 6th (Port Royal Golf Course)
Hilton Head Island Concours d'Elegance - Sunday, November 7th (Port Royal Golf Course)

Event Registration is NOW OPEN on the MBCA Website !

PRIMARY REGISTRATION will include the ability to participate in most events and activities, as well as the Meet & Greet Reception and Final Banquet. **PRIMARY PLUS REGISTRATION** will include everything noted in the Primary Registration, as well as the ability to attend the Educational/Tech Sessions on Wednesday.

Along with our MBCA Event, we will be able to experience the kickoff of Legends of the Autobahn-East, as well as the renowned HHI Concours d'Elegance.

ACTIVITIES INCLUDED, BUT NOT LIMITED TO a Welcome Reception, Historic & TSD Rallies, local shopping & potential cruises, Educational/Tech Sessions, Cars & Cocktails, our final MBCA Banquet, and a Special Limited Visit to the Robert Jepson Collection Tour.

The hotel reservation link is open and available to book hotel rooms:

<https://www.omnihotels.com/hotels/hilton-head/meetings/mercedes-benz-club-of-america-10302021>

OR reservations can be made by calling Omni central reservation at 1-800-843-6664.

Ask for the group code: 110221MERCEDES. Cost per night, for a Resort View Studio Suite, is \$169, plus taxes and daily discounted resort fee.

Further details coming your way in the near future!

Rick Siefert
National Events Chair
rick.siefert@att.net



Advertisement Photo credits:
Hilton Head Island Visitor & Convention Center
Omni Hilton Head Ocean Resort
HHI Concours d'Elegance