



the STAR

capitol

The MERCEDES-BENZ CLUB of America • Sacramento Section May-June 2009

Calendar Of Events

August 1, 2009

Columbia Lunch & Theater
Hank Pezzetti
(916) 687-4792

Latter Part of September, 2009
Foothills Rally & Lunch
Sandy Reese
(530) 878-1999

Sierra Foothills Venture Angels Camp and Columbia Aug. 1, 2009

All good things must come to an end, it is written, somewhere. We have all read about the problems the State of CA is having with its budget, it has come home to roost. The City Hotel is closing, probably by the time you read this, it will be closed. The town of Columbia, we all forget, is a State Park. I got a call from Twyla at the hotel telling me of the bad news. I asked her what the problem was and all she could tell me was that the State was applying pressure and that the hotel could not meet the States demands. So we were out of a lunch spot for our outing.

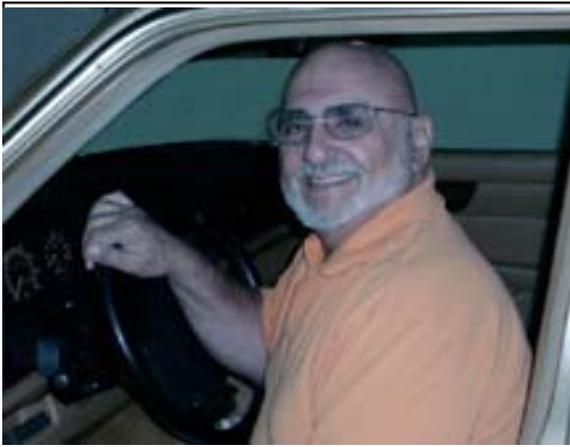
Thanks to a lot of work on Bill Brandt's part we have decided that our best course of action is to somehow stay in the same vicinity as the Fallon House. The area was searched for a good location and we settled on Angels Camp. There are 5 restaurants in the City and after reading the reviews from many visitors it seems as though Caruso's has been voted the best in town. There were a total of 8 reviews, of the 8, 2 were 4 stars and the rest were 5. I called the restaurant, they can handle up to 65 people and they open at 11:30, perfect. The entrées range from \$13 to \$20, and to keep it simple at this late date, ***lunch will be on your own.***

We will again be meeting at the Old Sloughhouse Restaurant parking lot on Highway 16 (Jackson Rd) at 9:30 AM. We will depart at 10:00AM. Please make sure that you include a cell number with you registration so that we can contact any stragglers. We will continue down Hwy 16 to Rt. 49 through Jackson. Continue on 49 to Angels Camp. The address of Caruso's is **1240 S. Main St. (209-736-1440)**. We will try to get to the restaurant about 11:30 so that we will have plenty of time for lunch and then get to Columbia in time for the Show at the Fallon House.

After lunch we will continue to the end of Angels Camp and make a left at Hwy 4 toward Arnold. Approx 5 miles make a right at Parrots Ferry road. Columbia is approx 11 miles on your left. The Fallon House is at the end of town and there is ample parking behind the theater.

This year's show is "Damn Yankees", the story of shoeless Joe from Hannibal MO that sells his soul to the devil for the chance to lead his team to the pennant. This is one of the classic musical comedies that played on Broadway for many years. Like most classics they entertain forever and this year should be no exception. Although this is a small repertory theater, there is nothing small about the talent that performs. The actors are from all over the country and we (MBCA SAC) have enjoyed every one that we have attended.

Once again, I am only going to get tickets for those that have prepaid, \$26 each. I have to pull the plug on ticket sales July 15, because I am going to out of town from the 20th to the 28th and I will not have time to arraign for tickets when I get back. The show starts at 2:00PM. There is a coupon in this newsletter, if you are interested in going on our venture please fill out the coupon with a check **NOW** .



President's Message

by: Hank Pezzetti

The Mercedes Benz Club of America has been looking at the problem of shrinking membership throughout the country. The Sacramento Section has also been experiencing that same illness. It is something that seems to be common across many clubs these days.

People all seem to have so many new things demanding of their time, not to mention (recently) trying to keep their homes and jobs!

We have all been hit by the economy and we have all had the tendency to pull in our horns. So how do we remedy that?

The best way I know is to have a party. You know how to do that don't you? The last several months there has been a lack of activity within the club and we are all to blame. I realized this when several of us attended the May Sunday drive that was hosted by the San Francisco section. I believe we had four cars from the Sacramento section that

joined them. This Sunday Drive also included Saturday, and it started out miserably, it was raining. The host of that drive said there

were originally eight cars from SAC that were to attend but they cancelled due to the rain. How many times have you canceled a trip because it was raining, I know I have.

There have also been times when we said "Let's go anyway". This was one of those times we had a great time, rain and all, because we were out there doing what we all in this Club loves to do, drive our cars.

The last couple of planning meetings have been a bust, low to no attendance. Maybe we had gotten too structured; several of us have talked about this and think that we should go back to the basics.

San Francisco's idea of the Sunday drive has been very successful. It would be very simple for us to put something together just like that. The advantage to this is that other than the route there is no planning involved. No restaurant reservations or advance planning to do – just show up and drive! I think that's how

car clubs have always been since the days of, well, Bertha Benz. It doesn't have to always be a Sunday, Saturdays work just as well.

We should have at least one drive – or activity – every month. We all know of places we like to go. I believe that most of you know that I do some test-driving of hydrogen cars to keep me out of trouble. Several weeks ago, we were scouting a new route to test one of our vehicles and it took us to Bodega Bay from Sacramento. We did not hit a freeway the whole trip except for going over the Yolo causeway.

I worked that day, but I would have gladly paid the company that day. Don't let that out. It was a fantastic day of driving and if anyone is interested I would gladly lead the pack on just such a drive.

What do you think of this idea of simpler – non-reservations – activities?

So, if you are like mind as me, let's see what we can do to get this party started.

Hank

Contact Information for "the Capitol STAR"

Submit articles to:

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Sacramento, CA 95822

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CapitolStar@sbcglobal.net

Deadline for submissions is the 20th of each month.

For changes to articles or ads:

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Deadline for changes to articles or ads is approximately the 26th of each month.

New article ideas:

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The Meaning of Bertha's Drive

Most of us who have been Mercedes-Benz enthusiasts know of Bertha Benz's drive 121 years ago. It is part of the long and proud history of the Mercedes-Benz. However, I had missed many of the details – and the true significance of this 65 mile drive from Mannheim to Pforzheim. It seems from a marketing and product perspective, Carl and Bertha Benz were a perfect team. To this day, companies have internal friction between their engineering and marketing departments – when should a product go to market?

Engineers are never happy until all of the problems are solved. Marketing people want something to sell. Sometimes the marketing people win too early and sell something that is full of problems.

Sometimes the engineering people prevail and perpetually work on a product that had a "window" for public acceptance that is lost. The world is full of examples of both.

Some years ago, I had finished a five-year programming task to have the "perfect" software package for the automobile repair industry. There were over 300,000 lines of code patiently written and tested. I could not bear the thought of bringing something to market that still had flaws.

The problem was in my effort to solve every little problem and offer features I felt were needed, the world had moved from DOS to Windows. My window had come and gone. I had received a very expensive lesson in learning that having a good product – and marketing – are 2 separate things.

Carl was on my path. He had produced several versions of his new 3 wheeled car and still wasn't satisfied that it would be ready to market. He still saw problems to be solved.

At the same time, the public wasn't particularly interested in his product. The Mannheim newspapers were not too positive about this invention. Between

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Mercedes-Benz

From Page 3

real “horsepower” and steam power for trains and ships, there appeared to be no particular need for a “horseless” carriage. Bertha saw the potential in this new invention.

Can you imagine the breakfast conversations between a stubborn husband and an equally stubborn wife? *“Carl, don’t you think we should try and sell this car? This project of yours is consuming all our finances and time!”*. *“Ja Ja Bertha. Just a few more things to solve. Pass the broetchen, bitte.”* *“But Carl, I’ve heard this now for over a year, and still nothing!”*

So Bertha did something particularly gutsy for a woman in 1888. She wanted to visit her mother in Pforzheim as a surprise. But she knew that Carl would not allow that. So, as she said years later, she and her sons 13 year old Richard and 15 year old Eugen “hatched a real conspiracy” *“We left early in the morning and already traveled a couple of hours before daddy woke up.”* She chose prototype number 3 – rather than the patented motor car number 1 since it had more seating area for 3 persons.



The trip was certainly an adventure. There were no roads as we know them, nor was there an AAA (or ADAC; Germany’s equivalent). So you had to use the on board tools to solve any problems. And 2 bad problems did occur along the way. The first time, the fuel line became clogged. Bertha said years later that she had to use her hairpin to unclog it. When later on the ignition had a problem she used her garter to fix that. Since there were no highways – just rut-filled dirt paths - Bertha chose to navigate the way early pilots did – following the railroad tracks. Bertha also found the world’s first “service station”. Since Carl had only tested the car on short drives around town, he greatly underestimated the fuel consumption. Of course, there were no stations! So they stopped in a pharmacy in Wiesloch and decided to use Ligroin, which was a detergent that was flammable. On the return trip, the brakes wore out – so she went to a shoemaker, Karl Bitsch, to nail some new leather on the brake blocks.

So why was this drive so significant? As she drove through towns, people started to take notice. They followed her progress. That first drive was a transformational event that captured the world’s imagination. The press now covered this event by detailed, positive reports and Dr. Carl Benz received invitations all over the world. As he later had to admit, *“She was much more courageous than me, and went on a decisive trip for the further development of the motor carriage.”*

Dr. Benz is acknowledged by the world as creating the world’s first automobile, but it required his “marketing side” to show its potential to the world! Over a billion drivers in the world today have benefited from her 65-mile drive.

Bill Brandt

Columbia Sierra Venture August 1, 2009

This Reservation is for the **Theater Only** -

Name _____ Phone _____ Cell Phone _____

Number Attending _____

Total _____

Please send a check of @26.00 p/p made to MBCA Sacramento Section and mail to:

Hank Pezzetti
11371 Randolph Road
Wilton, CA 95693

Questions? (916) 687-4792

Don Werner

I received the sad information that longtime member Don Werner recently passed away. Don and his wife Betty have been long-term members of the Sacramento Section. Who can forget the wonderful Christmas Party they had at the McClellan Officer's Club? Our condolences to wife Betty.

Ted Bonnington recalls some facts about Don that you may not have known...

Bill Brandt

I first met Major Werner in 1961 when shooting in the Sacramento Valley 30 Cal. Rifle league. In those days the range was located off Sibley St. in Folsom. We would have about 150 shooters for the monthly Army DCM qualification matches. Werner was one of the local big shots in the sport having made the 1940 NCAA All American first rifle team shooting for Creighton U. He was commissioned a 2Lt. Infantry out of Creighton ROTC but resigned his commission and reenlisted as a Private in the USAAF to get into flight training. This happened to many others I've known. He said that during the Normandy landings he was flying a P38 on recon missions while his old Infantry Div. was down on the beach catching hell. Don also said he had flown Spitfires on photo recon missions. Anyway, over the years he was a regular in local high power and winter small bore match shooting.

Another of America's greatest generation gone off to rest. We are diminished.

Ted Bonnington

Going To Germany?

Apparently the reach of the *Capitol Star* extends far beyond the Sacramento Section's region. I received an email from Frauke Meyer, who is Chairwoman of the Bertha Benz Memorial Club in Rossenheim, near Heidelberg.

In the summer of 2006 when she and her family visited the Dr. Carl Benz Museum in Ladenberg, the visit started a discussion. It was felt that most people in her region (Baden) knew of Bertha Benz. In fact, since she died only 65 years ago, there are those who can say that they knew her personally!

In Mannheim, where Dr. Benz invented the automobile there is a street, stadium and school named after him but no tributes for Bertha. And yet without her Dr. Benz's invention might have been a lost footnote in history.

Even in other areas of Germany, knowledge of Bertha's achievement is dwindling. So Frauke and her small band wished to give Bertha her due recognition. Rather than erect a monument or statue, they wanted to honor her "dynamically by setting up road signs along the route she took in 1888 and earmarking it as a modern scenic route". For 2 years they have lobbied the government to recognize her route as an official scenic route.

Other than a small donation from Daimler for the road signs, they have received no funding from any large corporation. This is strictly a grass roots effort! However, their hard work has paid off. The route is now official with 150 signs guiding the way! For more information you can go to their web site at www.bertha-benz.com.

Frauke Meyer



Sierra Rally September, 2009

Sandy Reese has informed me that in the latter part of September, she and her son Mark (with wife Kim) will have another one of their famous rallies in our Sierra Nevada Mountains.

It may be in the foothills like their famous Ironstone Vineyard trip, or go into the high Sierras like the Rainbow Lodge trip. This much I can tell you – it will be fun!

Details will be in the next issue of the *Capitol Star*.

Bill Brandt



Welcome New Members

Darryl Brown	Elk Grove
Steven & Erin Haas	Davis
Mark & Cheryl Morgan	Reno
Jay Pearce	Citrus Heights
Frank & Fredina Rose	Capay, CA
Lance & Lori Taylor	Reno

Order your MBCA name badge for \$8-\$9.50 at the club store in the Star Magazine

Join MBCA

To join the Mercedes-Benz Club of America, call the MBCA National Business Office at (800) 637-2360 and use your VISA or MasterCard. Membership dues are \$45 annually. The dues include six issues of "The STAR" each year, plus your local section's newsletter (like this one). To pay by mail, make your check payable to MBCA, and mail it along with your name, spouse's name, address and telephone numbers and occupations to:

Mercedes-Benz Club of America, Inc.

**National Business Office
1907 Lelaray Street
Colorado Springs, CO 80909**

Or, ask a member for an application. You can also join by visiting MBCA on the Web:

<http://www.mbca.org>

Also, check out our local web site:

<http://www.mbca.org/sacramento>

Moving?

You must contact MBCA National at the above address or phone number. *The address list comes to us monthly from National. We cannot make changes locally.*

Mercedes-Benz Club of America

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Mercedes Mart

This column is the Sacramento Section's want ads. The vehicles must be Mercedes. Mercedes accessories are also accepted. The ads will be printed for 3 months, at which time the seller must renew them. Cost for Sacramento Section members is free – Free space will also be given to MBCA members of other Sections on a space available basis. Non-members can advertise here for \$30 for 3 months. If you are a non-member, you may wish to join MBCA since you can also advertise in our national magazine *The Star* at no charge. We have a circulation of 350 members. Send a copy of your ad, including your name and phone number, to Bill Brandt, 5910 Gloria Drive, Sacramento CA or email CapitolStar@sbcglobal.net



600 Vernon Street, Roseville, CA 95678
Corner of Vernon & Judah
(916) 782-4151
Monday-Friday 7:30 am-6:00 pm
www.bertinis.com

Save up to \$200.00 with ad! 10% off repair labor. Not valid with other offers



1988 560SL. White/navy blue leather/new navy blue soft top. 77,800 miles. One owner since 1989. Service records available. Hardtop, stand and cover, chrome wheels and fender skirts, radio/CD, front and rear speakers, automatic, a/c.

\$16,500

Contact **Jack Davidson**

916-939-2252

Or

jwd11@sbcglobal.net



1979 300SD Turbo Diesel

Original owner car that has been garaged its entire life. Has no dings, not even a door ding. New Michelins and radio although I still have the original Becker. Back seat is like new, front driver's seat has a few small cracks in the MB-Tex. Dashboard has no cracks. Ivory with dark brown interior. This car was used by me as a press car while I worked for the *Sacramento Bee*. It has 323,000 miles and has been well maintained. **\$4000**

Erhardt Krause (916) 771-0529



1988 300SEL Gold 191K miles. This car is in very good condition, a real driver, paint is 8/10. 10 CD player, always garaged, no body defects, great tires. It has been MB maintained, all the records since I have owned it.

\$2500.00 OBO.

Contact **Hank Pezzetti**

916-687-4792

or

hapezz@frontiernet.net

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First Class Mail

