

July/August/September 2015

Coastalair

Porsche Club of America - California Central Coast Region



Report: Gathering of Friends IX

Report: 356ers North Meets South

An Artist in Our Midst

Who is Jerry Woods?

Revised Year End Calendar

Tale of a Mad Dog

Report: Werks Reunion



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Member Services

Classified Ads

Classified ads are posted in the CCCR PCA website at <http://ccc.pca.org/>. Submit your text and photo (if required) by email to: Chuck Jennings at concoursechuck@gmail.com. The editor reserves the right to edit the ad if it is over 40 words. The ad is Free To Members.

CCCR / PCA Mailing Address :

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Questions? Call Dave at 805-547-1191, or email demills@charter.net

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The deadline for submission of articles is the 5th of the month preceding the month of publication.

April-May-June 2015

COVER PHOTO



Red, White and Blue Porsches

Photo by Chuck Jennings

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Prez's Corner

Good news! Coastalair now has an associate editor! **Art Trinidad** is a long-time car enthusiast with a special passion for Porsche. He subscribes to several car publications. He has a degree in English, and he has considerable experience in editing. Best of all, he accepts that this is not a paid position. Sounds like perfect qualifications to me. You will find two articles authored by Art in this issue: pages 14, 15, and 19. Next time you see Art, give him a hearty slap on the back and a sincere word of appreciation. When you see me next, you'll note a considerable improvement in my expression.

At this time, your Board of Directors is putting a lot of extra effort into the production of the New Members BBQ coming up October 17. CCCR has had a great year financially. The Board wants to pass along some of that prosperity directly to you. Consequently, the BBQ will be free to all CCCR members who RSVP. And Jim Eckford has graciously volunteered the use of his spectacular "garage cathedral". Check out the flyer on page 6. Early in September expect to receive an email message from us with more information as to the program and how to RSVP.

It's all about the people!

Board Meetings

CCCR members are welcome to attend the Board Meetings. Time may be made available for non-board members to have input during these meetings. Due to limited time and space, please call Chuck Jennings prior to the meeting you wish to attend. 459-7416

Location	Date and Time
San Luis Obispo Country Club 255 Country Club Dr. San Luis Obispo	First Wednesday of the month at 6:30 PM

Minutes of all Board of Directors meetings are available for review on our website at ccc.pca.org.



2015 Events Calendar
California Central Coast Region
Porsche Club of America



Date	Event	Coordinator	Contact
7-11-2015	Breakfast @ Scotty's Pismo Beach	Chuck Stevenson	805-459-9493
7-12-2015	Gathering of Friends Car Show	Gary Thies	805-540-1640
8-1-2015	Teststrecke XIII SM Autocross	Tom Dobyns	805-458-8461
8-7-2015	Breakfast @ Scotty's Pismo	Chuck Stevenson	805-459-9493
8-14-2015	Works Reunion/Monterey Historics	Chuck Jennings	805-459-7416
9-12-2015	Breakfast @ Scotty's Pismo	Chuck Stevenson	805-459-9493
9-19-2015	Teststrecke XIV SM Autocross	Tom Dobyns	805-458-8461
9-25/27-2015	Rennsport Reunion V Laguna Seca	Chuck Stevenson	805-459-9493
10-17-2015	New Members BBQ	Chuck Jennings	805-459-7516
10-24-2015	Tour/Brunch Parkfield Cafe	Chuck Jennings	805-459-7516
11-13-2015	Drivers Ed @ Buttonwillow	Jon Milledge	805-704-8785
11-14-2015	Brunch @ Loading Chute Creston	Andrew Winterbottom	805-481-1973
12-6-2015	Annual Christmas Dinner Party	Sanja Brewer	805-541-6036
12-12-2015	Breakfast @ Carla's Morro Bay	Chuck Jennings	805-459-7416

New Members' BBQ

This years' New Members' BBQ will be something very special.
You won't want to miss this event.



- All CCCR Members Free
 - Raffles Prizes
 - Great BBQ Buffet
- Special Porsches on display!



- Special Guest Speaker: **Jerry Woods!**
- Location at Jim Eckford's spectacular garage!

11:00 A.M. to 2:00 P.M. October 17

More information coming, but put this on your calendar!

Who is Jerry Woods?

Highly recommended by our own Jon Milledge, Jerry Woods will be our special guest speaker at our **New Members' BBQ** on October 17. Jerry's presentation will include images from his experiences as he crewed and/or was crew chief for cars that have won Le Mans, Daytona 24 hour, and Sebring 12 hour



Among his many achievements, he was crew chief for Walt Maas IMSA GTU Champion in 1976; crew chief for Dick Barbour 935s in 1979-1981, winners of IMSA Camel GT with John Fitzpatrick, and other drivers Bobby Rahal and Bob Wolleck; and crew chief for Bob Garrettson's World Endurance Championship around 1982. Bob ran all the WEC races with many other pro drivers as co-driver. Jerry was crew chief for Carlsen Porsche Firehawk Gran Sport IMSA Championship in 1985 (Jon Milledge was Co-Champion with Walt Maas and finished 7th in the Porsche Cup NA). And Jerry was crew chief for Carlsen Porsche Escort Endurance in 1986

After this, he started Jerry Woods Enterprises (JWE) in Campbell, CA in one of four building modules. Today, it is still in the same location but occupies all four modules and another facility across the street.

Jerry's well-respected and highly-valued expertise allowed him to continue to work with race crews as a hired gun for many years, but eventually he retired to concentrate on his business. His website is <http://www.jwemotorsports.com> or <http://www.jerrywoods.com>. Both are linked to the same website.

Jerry's presentation at the New Members BBQ should be informative and interesting. Don't miss it. 



We first met new CCCR members, Don and Lissa Landy, at the July 11 breakfast at Scotty's in Pismo Beach. They arrived in their recently acquired 2015 Panamera 4S. The Carmine Red exterior with cream leather interior made a striking presentation reminiscent of the July 4 celebrations only a week prior.



Preceded by many hours of considering and reconsidering all their enticing options, Don and Lissa ordered their Panamera through Porsche Santa Barbara. Lissa said that they "got lost" in the on-line ordering process, consequently deciding to work with Shane Koblis at PSB. They were pleased they did. Shane was very helpful. In addition to the Carmine Red exterior, they settled on the premium package with mahogany/maple accents in the interior. They wanted the extra power of the S option, and they both agreed that they wanted the traction of the all-wheel drive to better handle the wet and snowy roads of the Sierras. Their car also includes the sports chrono package and PDK transmission.

They ordered the car in October, 2014. It arrived on April 1 (No kidding!). As many eager Porsche buyers are prone to do, they followed on-line the progress of the car's journey from Germany to California. Lissa shared that she was surprised how little time it took for the ship to pass through the Panama Canal. Nonetheless, the Panamera could not arrive soon enough.

Don's first car was a 1956 VW "bug". Over many years that followed, he owned "at least a dozen bugs" and one very fondly remembered Karmann Ghia. In 1986 he bought a '66 912. Don laughingly confesses that the car had so much rust, he was reluctant to lift it on a rack for fear that the body would collapse over the chassis. With some relief, he is quick to add that he owned the 912 for just one year.

When Lissa was sixteen, her brother taught her to drive his 911. She went off to college without a car. But when she graduated and started her graduate program, her dad asked her what would be her "dream car". She answered that she wanted a midnight blue 911 with a white interior. But her dad, citing a savings of \$5000, bought her a new 914. At that time, the 914s had a VW engine. Lissa was disappointed. "I didn't consider a 914 a real Porsche". In 1979 she bought a '73 911 Targa. Despite repeated problems with the fuel injection, she drove the Targa for several years. The "everyday driver", the backup to the Targa, was a 1980's Cadillac. Unable to resist her acquired taste for the performance of her Porsche, she took the Targa off the "injured reserve list" and drove it for over 20 years.

When Don and Lissa made the decision to buy the Panamera, they sold a Mercedes that Lissa had been driving for several years. The seven-month anticipation of the Panamera proved to be just too much "Porsche denial" to endure, and so, to address their restlessness they bought a very nice 2003 911 Carrera (Red, of course.). Now, the Panamera and the Carrera keep each other company while resting at the Landy household, enjoying a spectacular view over Atascadero, Templeton, and Paso Robles. Don and Lissa seem very pleased with the recent additions of their family. Welcome, Don and Lissa Landy and your red beauties to CCCR.



When Don and Lissa Landy arrived at Scotty's for breakfast in July, I was immediately excited to see, for the first time, a red Panamera. After I introduced myself and drooled all over their car, I was reminded that Ed and Darlene Swain have a new, gorgeous blue Panamera with a few of my drools on it too. Now, I'm not one of those guys who drives around with a huge American flag flapping behind his pick up truck, but the July breakfast was only a week after Independence Day, and my resensitized patriotism was still marching around in my consciousness. Inspiration not to be denied, I began to form a concept for our cover of this issue of Coastlaire. All I needed was another white Porsche, preferably a recent addition to the CCCR family fleet. Ken Finney's wonderful 2015 Cayman S was an obvious contender. Now, I needed to get all three cars together for a coordinated photo shoot without inconveniencing anyone.

Good things inevitably happen at our monthly club breakfasts, especially bringing our members together with their cars. August 7 was that day. Don and Lissa, Ed and Darlene, and Ken graciously remained a few minutes after breakfast, and patiently allowed me to boss them around to setup the scene next to Scotty's. All agreed it was painless, and soon we were on their way.

As a bit of a perfectionist, I knew my work had barely begun. I knew that that overly busy background in the original shot would be a distraction, and it would have to be replaced with something fittingly patriotic. I found the replacement background image on-line, among hundreds of choices of our American flag. Finally, I had to remove the background from the original picture and drop in the flag in its place. Ah! The magic of Photoshop!



Much thanks to Don and Lissa Landy, Ed and Darlene Darlene Swain, and Ken Finney for your time, and for sharing your gorgeous Porsches with the rest of us.



Every year the quality and fun bars get raised for the Gathering of Friends Car Show at Laguna Lake in San Luis Obispo. This year was no different— Sunday in the Park was simply perfect. There are the six main ingredients for a great car event: great European cars and motorcycles, great owner participation, great food, great venue, great weather, and a great viewing public. The weather was splendorific, with sunshine in just the right amount, a brilliant fogless morning, and only a gentle zephyr from Los Osos. The lack of water in Laguna Lake was barely noticeable because the variety and gleaming colors of the cars on display this year kept all eyes focused on the show. There were well over 100 vehicles available for viewing, including displayed cars, motorcycles, and a generous collection of sponsor's offerings. Almost all classic marques were represented by at least one example.

Gary Thies, Craig Smith, Bern Singen, Hamp Miller, Ed Swain, Bob DeVries, and Ken Finney played major roles in the success of the event. Thanks to David Dawson for a great layout for the cars; they were displayed very nicely and were easy to park. And of course much thanks for all the time, loving care, and polish expended by the proud owners of a gorgeous collection of old, and some not to so old, wheels.



One of the main reasons this event has enjoyed such a success among car owners and spectators year after year is because all of the money that is raised for the event itself goes to Camp Hapitok; the coffee and donuts are donated with the local Boy Scouts selling them and funds going to their activities; and the always-great-BBQ by the Evening San Luis Obispo Kiwanis Club raises money for their youth programs. All good reasons to be a part of this great event....and you get to show off your car.



A favorite of ours was the VW Vanagon with all of its paraphernalia. More of a campy favorite, really. Our serious favorite did not receive any awards; this was the 1957 black and red Citroen Traction Avant, owned by Viviane Koller. Viviane augmented the natural ambiance of this most endearing Citroen by playing the accordion and singing La Vie en Rose and other Edith Piaf favorites for the Francophile crowd gathered around. As with



many of you, Porsches are my European car of choice but there were many high quality European cars at this year's event that I would not mind seeing in my garage. One vehicle that would look especially good in any garage was a very black Bentley sedan, reeking with subdued elegance, both in its sybaritic interior and its restrained profile.

But after all is said and done, we have to admit that one of our secret reasons for going to the event year after year is to chow down on the Kiwanis Club's the great BBQ: yeah, yeah, the cars are nice, but that perfectly buttered, lightly grilled garlic bread is to die for. Yum, Yum.



The judging of the cars is done two ways. The 1st awards are judged by some of the kids from Camp Hapitok. They give awards for their favorite categories. This year our own Joe Korpiel won the Honorary Judge's Choice and The Fastest Car awards. The awards for the Gathering of Friends are voted on by the contestants themselves. The First, Second, and Third vote gathers in each category received very handsome plaques.



Some of the Porsche and club member winners this year included:

Class A Special Interest
2nd place: **Joe Korpiel**, 2002 silver GT-2

Class G Golden Age 1951-1970 Porsche
1st place: **Scott Cole-Dombrowski**

1964 356 C Coupe
2nd place: **John Whitworth**
1958 black Speedster

3rd place: **Frank Pekar**
1957 silver Cabriolet

Class J Modern Era 1971-1990 Porsche
1st place: **Marcie Goodman**

1982 Bamboo Beige 911SC
2nd place: **Jeff Koskie**
1971 black Targa

3rd place: **Tom Elerding**
1986 Garnet Red Metallic Turbo Coupe

Class K Contemporary 1991-2014 Sports Cars
2nd place: **Jason Len**

1962 green/black Morgan +4 DHC

Class M Contemporary All Porsches
1st place: **Carl Sepulveda**

1996 Arena Red 993 Carrera 4S Coupe
2nd place: **Ken Finney**

2015 white Cayman S
3rd place: **Susan Foreman**
2015 Lime Gold Cayman

4th place: **George Shepard**
1995 blue Carrera

Class N Replica Cars
1st place: **Jason Len**,
1937 Jaguar SS100 gunmetal gray

M 3 Motorcycles – 1971 to Present
1st place: **Greg La Cava**, 1982 Mike Hailwood
Replica Ducati

Barbara Newton and her 1967 Jaguar took Best in Show for the cars and **Mike Barber** took Best in Show for his beautiful 1929 Harley Davidson for the motorcycles. 



It has been an exciting year so far for Autocross at Santa Maria Airport and our Driver Education at Buttonwillow. To date, we have had five AX events and one DE. As of this writing, we will have one more of each: Our final AX of the season on Saturday, September 19, and our last DE on Friday, November 13.

This is your last chance to compete this year, and so I encourage you to watch for an email blast that declares that registration is open. Let's make these two events our best attended events of the season!



It takes a village. One of the things I like best about AX is that everyone helps. Everyone competes, and everyone works. Everyone has an assignment during the day, whether it is being a course worker, starter, grid person, or working the timing trailer. We couldn't put this event on without the assistance of all. A huge thank you to everyone who assists at each event. You make it fun for everyone, and ease the burden of the event organizers.

Speaking of which, we do have an organizing committee...we call it the "Slick Six", comprised of Ken Finney, Chuck Jennings, Jon Milledge, Warren White, Andy Winterbottom, and yours truly. I know you can appreciate how much work goes into putting events on, but without this team, it simply wouldn't happen. From a new course design for each event, all the way to calculating and posting results after the event, this group meets to regularly handle all the logistics necessary for a successful event.

Food! Alice Ober has raised the bar for the quality of food we are lucky enough to have at our events. She works tirelessly the night before (and sometimes early into the morning) to make sure her guys and gals are treated to incredible breakfast and lunch meals. Alice...we love you!

Competition! Because we compete against the clock, it provides immediate feedback as to how well we are doing. Not only against other competitors in our same class, but AGAINST OURSELVES! I have never seen folks so happy as when they improve their times by even as little as a tenth of a second! You can tell when someone does well, because you hear a loud cheer from their car as they pick up their time slip!! We all talk amongst ourselves between runs about how we drove through the different elements on the course, where we did well, and where we blew it. "If I had only...I had my best time, but I hit a cone...I

FINALLY did the course right." Forty to sixty seconds of exhilaration followed by spirited conversation.

There's nothing like it!

I want to share a quick story about two guys that come from different backgrounds, are different ages, and yet are connected by this common love of driving their Porsches.

Steve Potratz is the CEO/Owner of The Parable Group/Book Store in SLO. He purchased his 2001 911 Cabriolet less than two years ago and attended our first Academy. He's always loved sports cars, and was hooked on AX right away. His comment to me recently was, "With AX, I don't have to be fearful. I can test the limits of my car, and the worst thing that can happen is that I hit a cone, or spin out. I love cars, and I love to drive fast. This allows me to compete in a safe environment." Steve has always been competitive in his business life, even when playing Cribbage with his granddaughter! This is a whole new avenue for him to exercise that competitive spirit.

Fred Herr is a software engineer for Lockheed Martin. He purchased his 2003 Boxter S in 2004, and for the first eight years of owning it, didn't want to get any road chips, and kept it in pristine condition. After attending many races as a spectator with his father and brother, he decided to take the plunge and actually compete with his car. Fred also attended our first Academy (along with his dad and brother), and has only missed one or two events since the beginning of 2012. When I asked him what brings him back, time after time, he said, "At first, I was learning the limits of my car, and learning car control. But now, it is about the competition! Against the clock, and against my competition." (Guess Who? Steve Potratz!!).

These two guys have become fast friends, and friendly competitors. During the day, they know EXACTLY where each other stands...and what they have to do to beat the other's time.

The exhilaration of the best time...the determination of getting better when all of a sudden your best time isn't good enough...and finally the declared winner for the day. Good stuff for guys coming from different walks of life, united for a common passion. Hey, who's going to win next month?!

Teststrecke IX: January 24
Autocross Academy: March 14
Teststrecke X: March 15
Teststrecke XI: April 18
Teststrecke XII: June 20
Teststrecke XIII: August 1
Teststrecke XIV: September 19

Join us for these great events to safely enjoy your Porsche unlike you may on public streets. It's great fun!

Details and Registration at motorsportsreg.com or contact Tom Dobyys at 805-458-8461

If you have not yet ventured out to an Autocross, I really encourage you to do so. You get to use that beautiful car you purchased, become a better driver through increased driving skills, satisfy that competitive spirit that resides inside you, and best of all, make new friends!

See you at the track!



Tom Dobyys
Autocross Chair

When I first met Drew Grundfor he was complaining about a difficult client and the headaches he was going through selling a car. Thinking he was a car salesman I told him that I had caused grief to many a salesman while contemplating a car purchase, and asked him what car he was trying to sell. “A Mercedes 300SL,” he replied. I swallowed and did a mental rewind. There are many models of the 300 series of Mercedes Benz, and back in the good old days of the nomenclature actually matching engine displacement it simply meant a six cylinder motor. Then he dropped the magic words, “A Gullwing. My dad restores them. He’s actually a pretty famous car restorer, Scott Grundfor.”



The next day, my first phone call after 8:00 a.m. was to Drew who invited me over that afternoon. The directions were vague. “Look for the blue barn and turn up the dirt driveway and drive a while. It gets kind of weird after that; so if you get lost just call the shop because Google is no help.” I decided to give my car a bath and massage that morning as

I wasn’t going to show up at the home of a Gullwing in a dirty car. As you will soon learn, that was time wasted. My first turn off the paved road was onto a dirt road that may or may not be named but was definitely by a blue barn. I then wandered up said dirt (and dusty) road, wound

around a bit, passed several unlikely mobile homes and horse pastures and then saw the roof of a very large barn. Since that was the most likely place to discover a barn find, I headed in that general direction and pulled into a dusty (have I mentioned that before) parking lot. I looked back at my once pristine Adventurine Green but now mottled Lime Gold with a touch of Anthracite Brown car, fairly convinced I had taken a wrong turn until I saw what appeared to be a Ferrari 330 GTS under restoration in the distance. Got to be the place.



I was met by Nate Garcia, the bodyshop and paint manager who told me that Scott and Drew would be by in a while and that he would show me around. He did. In the shop and under either restoration or reconditioning were six 300SLs, Gullwings (W198 I) and Roadsters (W198 II). Included in this amazing collection of auto nirvana was one with a mere 400 original miles.

When two gearheads start talking cars it seems like the rest of the world tends to fade away and it was only after a good 10 minutes that I glanced over at Drew’s wife in the car, not at all pleased to be waiting. After he caught one of the daggers being flung his way and was brought back to reality he told me to google Scott and give him a call. “He’s out in Arroyo Grande. Come by and take a look,” he yelled over his shoulder while hustling to his ride.

It was evening, so I wasn’t going to call. But I did do an internet search and found Scott’s website very quickly by typing in “Scott” (I couldn’t phonetically spell the last name) and “Mercedes Gullwing”. The first result got me to scottgrundfor.com and there I spent the next two hours browsing the amazing man and his amazing cars and accomplishments. Yes, living and working in this county is one of the world’s leading car restorers and expert of Mercedes Benz automobiles and especially the W198, one of the most storied and lusted-after cars in the auto universe. Its five year run producing so many legends, that even today in modern supercars, many of the design features are shamelessly copied. The latest tribute is a progeny; the Mercedes-Bens SLS AMG, its spiritual successor.

The problem I have at big time concours is that numbness quickly sets in. At Pebble Beach one year I caught myself saying, “Oh, that’s just a Talbot Lago. Thought it was a Bugatti Atalante,” and deciding not to take a photo of the Figone et Falachi bodied beauty that would have brought me to my knees in another setting. So, the astounding fact that I was surrounded by 300 SLs lost its impact. But Nate was a good docent, and for a young man he not only is clearly a master of the hammer and dolly, but the historical knowledge that is part and parcel of a truly world class restoration of a world class car. He brought me in from the macro to the micro, showing some of the work needed to bring out luster in chrome, matching paint from different eras and putting the correct patina to leather. The micro attention to detail and the thought process and research that goes into any restoration or preservation before the first hammer blow is amazing. The process is part art, part archeology and part gut feeling borne from 30 years of experience. They do it all in Scott Grundfor’s shop.

“Do you want to see some of Scott’s prototypes?” Nate asked and pointed to the covered cars. I nodded. He then started uncovering some remarkable designer exercises built by or for the Big Three and displayed at the big auto shows. Some were full working models, others pressboard and body filler. But all were a glimpse of what designers at the time were thinking. In the 50’s it was all futurama with wings, fake rocket motors and bubble glass. The 60’s were fins and tails and the 70’s were about people movers. Scott owns representative copies of the eras including a Ghia Streamline named the Gilda after Rita Hayworth’s famous turn. He bought it from the Blackhawk collection and after a nut and bolt restoration added a gas-turbine rear engine, a power plant perfectly matching the space age body that in all actuality more closely resembles a sea predator more than anything that truly ended up in space.

Scott and Drew showed up in a cloud of driveway dust and were very gracious in taking over from Nate. Scott is a slender, unassuming man with sandy hair and beard and a penchant for describing his projects the way an artist would. After graduating from UCLA in 1970 he opened a body shop in Van Nuys, the first “modern” restoration shop, he is proud to add. “Back then car restoration was more of a cottage industry, with each person having their own specialty.” His shop did it all from engine to paint. It’s

a tradition he continues today. In fact in one corner an apprentice is hand



sanding the paint off a wooden wheel from a brass era project. After a stint in Michigan he returned to California and opened his shop in the countryside of Arroyo Grande. “It’s beautiful here. I couldn’t stay away,” he smiles with a twinkle in his eye. Over the years his skills became a matter of legend and his accolades come from all over the world. His cars have been displayed at prestigious museums and exhibitions and he boasts 34 best-of-show concours wins including a best-of-show at Pebble Beach. He has been a Pebble Beach judge since 1989 and has served as the restoration editor for “Star Magazine”, that other German marque’s equivalent to “Panorama”. (For Coastalaire readers pinning for some mention of a P car. Yes, waiting in a corner for its turn under glare of the preservationist’s lights is a 356A).



(continued on page 21)



Once again the Porsche 356 clubs from the North and South constructed an enjoyable 3 day event, choosing the headquarters at the Cambria Pines Lodge. This event is traditionally rotated between the Cambria Pines Lodges and the Embassy Suites in San Luis Obispo.



About 125 cars and about 200 individuals participated in 3 different tours, including two wine tours and one with a trip to the San Antonio Mission via the legendary Nacimiento road.



We participated in a car show at Del Mar Park



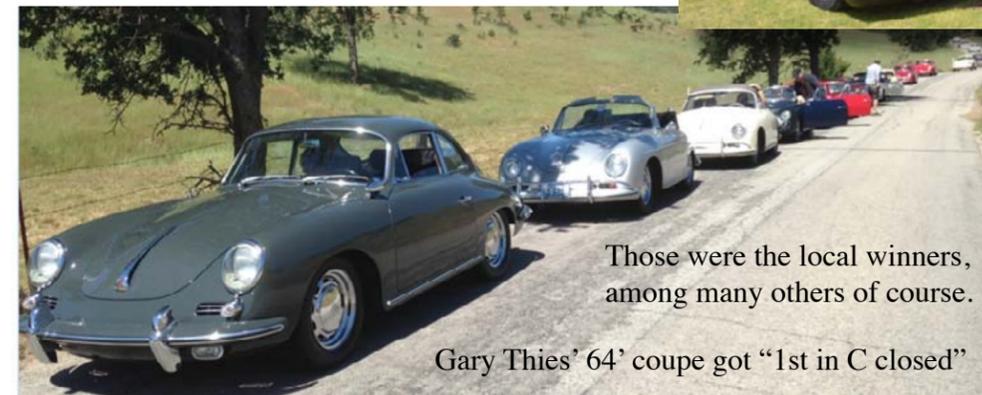
Ray Crosno's 51' Coupe got "Best of Show"



We enjoyed happy hours, visiting with long-time-friends, and swapping stories.



Some 914's showed up.



Those were the local winners, among many others of course.

Gary Thies' 64' coupe got "1st in C closed"

People cast their ballots, and then winners were announced at the Awards Banquet.



This region of PCA is loaded with some amazing talent and some very interesting stories. I suspect that's true of all regions. It's the nature of the folks who appreciate the qualities of the marque. After much cajolery, the following story was reluctantly submitted to me for publishing in Coastalaire. Its author claims a lack of confidence in his writing skills. But as they say, (Whoever "they" is.) once you get 'em started, you can't shut 'em up. Consequently, this interesting story has several chapters. This is the first. Just for fun, the Mad Dog's identity will not be revealed until the last chapter is published. Your Editor

I always, since age 4, wanted to either fly fighter planes or race cars. When I was 4, in 1944, my father made me a "race car" from a wooden crate, a pulley for a steering wheel nailed to the front and a Maytag drum control shift lever nailed to the side of the wooden crate. My uncle Jack was a WWII pilot who told me about flight school. He was my hero although I found out later he flew bombers. No matter. As I grew up, I was extremely interested in mechanical things and racing. This was in Southwest Iowa where there was only one "race track", a ¼ mile dirt track in Council Bluffs, Iowa. My father had two businesses and for his mechanical contracting business, he had to, occasionally, go to Omaha, Neb to order supplies. Sometimes, I was allowed to accompany him if the trip was on a Saturday and after visiting all the boring plumbing supply and heating supply houses in Omaha, we would spend the evening at the dirt track. I remember there was a driver named Tiny Lund who was dominant in hopped up jalopies at this track. Check him out on Google. He made it to NASCAR stock cars.

When I was twelve to fourteen, maybe after this, there were sports car races at Offutt Air Force Base South of Omaha. My father took me twice to these races to watch Ferraris and Allards race for the win in the, at the time, most competitive SCCA racing series. I was drooling over these cars but couldn't get really near them without a pit pass. This wasn't available to the general public so I just watched from the side of the airport runway as these fabulously fast cars roared by.

My father also took me to the Indianapolis 500 in 1955, 1956 and 1958. By this time, I was older and studied all the magazine articles written about Kurtis and Epperly and Watson roadsters that were powered by Offenhauser engines. My favorite was the Novi, a supercharged V8 with more power than the Offy but it always broke in the race.

Ah, but I digress. I participated in impromptu drag races while in high school. We had a little used paved two lane blacktop highway with a river bridge and a RR track nestled between two hills. We would put a lookout on each hill at night to flash lights if a car was coming. It was exactly ¼ mile from the bridge to the RR tracks that we used as our drag strip. I could tell you stories about narrow escapes from the local cops but it would be lies. We seldom had any interference and were driving peacefully toward town the few times there were any police. Iowa must have had a budget problem because there was only one highway patrol car assigned for all of our county and the local Sheriff was busy with other duties most of the time.

Fast forward to 1964...I started working at General Dynamics Astronautics in February. Their primary business was Atlas Intercontinental Ballistic Missiles for the US Government. I worked in a department that managed the business computers doing programming for program control on a 7044/7094 DCS system.

The first day I went to work, I met Gene Borlin. He did tracking data analysis for Atlas missiles. He had an Austin Healy 3000 that he was going to prepare and race in SCCA. He was immediately my best buddy. I offered my vast experience with race cars (Zero experience in road racing but years of reading and dreaming) to help him with his Healy. He had heard of a mechanic named Art Kratz in Julian, CA that had experience with racing engines from Good Ol' England, like AH Sprites and MGs. The AH 3000 engine was much bigger but similar so he was deemed the one to do the engine. Even better, Art had a shop with a hoist and could remove the engine from the car! Yeah!

(Continued to page 20)



Photographs by Chuck Jennings

A gorgeous day in the Carmel Valley, a goodie bag full of goodies, and 600+ Porsches of any color, year, or model. Porsche Heaven!



Tom Dobyms, Allison Edwards, and Chuck Hoops with typical ear-to-ear Werks department.



We took the car to him and planned what to do to prepare the rest of the car while Art was busy with the engine. Art said the engine would be done in two months so we planned our chassis work around that. We stripped the chassis to bare metal and wood. Yes, much of the body work was wood... but it had a soft steel frame. We had to install seat belts and a roll bar for safety. We disassembled the Armstrong lever action shock absorbers, inspected and refilled with STP because the STP viscosity was much higher and this would make the shocks stiffer (REALLY STIFF). The Healy rear springs were taken to a spring shop in San Diego who de-arched them and added a leaf to make them stiffer. The front springs were coil. Gene found some stiffer coil springs from somewhere that were supposed to be the hot ticket for the front. Sixty spoke wire wheels replaced the 48 spoke wheels for extra strength. All this was installed and ready for the engine. The SCCA rulebook said the engine could run three 1 3/4" SU carburettors and Art Kratz was making a header to replace the stock log exhaust manifolds.

When the engine was finished, 4 months later, we put it in the car and drove around San Diego County back roads to break the engine in. The engine seemed to run well, made a lot of noise with the open exhaust pipes and was generally faster than the stock engine.

Gene was now ready for SCCA driving school at the Del Mar Race Track (Horse racing) parking lot that SCCA San Diego Region used for a race track. The track was laid out with hay bales marking the course and, where there were no hay bales between corners, there were limed edges of the track. This was a very short track with top speed on the one longer straight maybe 90 mph with the fastest cars. Most of the corners were 25 to 35 mph in second gear but hey, it was racing.

As I recall, Gene was one of the faster drivers in the school and passed easily earning his SCCA Novice License. This license allowed him to run in races at Regional races in the Novice Group. There were two Novice races, one for closed car Novices and one for open wheel Novices. In these races, no other drivers were allowed due to the obvious danger from the rookies. After two novice races, one at Del Mar and one at Riverside, Gene got his SCCA Regional license. 🏆

In the next issue of Coastalaire, the author will go racing, and we'll find out who gave him the nickname "Mad Dog".

We turned our attention to the 330GTS. It is a 1967 with 20K original miles. It was a driver until an engine fire, and it was parked away in a garage under a plastic tarp for 40 plus years. It was finally sold at auction and the new buyer did not want it restored. Instead he commissioned Scott to preserve it, or to better describe the process, bring it to a condition of a well maintained 40 year-old car. Scott describes restoration as essentially destroying the history of the vehicle by creating completely new surfaces. Keeping it original and preserving it is as complicated and time consuming. Rather than removing surfaces, the originality has to be coaxed out with much labor and exquisite care. The results are remarkable. Photos of when the car came into the shop show a hood and engine compartment well burned. The paint on the rest of the body was blistered and cloudy from the tarp. Other than replacing consumables, the rest of the car "emerged" with painstaking work. The car itself will be displayed at this year's Pebble Beach Concours d'Elegance where Scott will be doing a demonstration titled "Possibilities". The presentation will be to show what is truly possible with a preservation car that others might feel fit only for full restoration.

It is clear that Scott gets much satisfaction out of bringing out the best of a car by preserving it. The white hot preservation class market is indicative of that opinion where original cars far outsell their restored counterparts. Scott takes pride in the fact that all preservation processes he applies are meant to be reversible "so that future generations, with likely advanced care and maintenance methods, will be able to amend processes done that might not have been possible during the period preservation processes were undertaken."

We walked over to the next amazing artifact, the "Zero Mile Gullwing." This silver bullet looks restored to within an inch of its life but actually is entirely original. It's in the shop for maintenance and touch up because in full disclosure it actually has 400 miles on the odometer now.

The story begins in 1958 when Bob Doehler, a senior stylist with Studebaker-Packard, then the U.S. distributor for Mercedes Benz, visited Stuttgart and met Rudolf Uhlenhaut and Karl Wilfert, the fathers of the 300SL. Doehler ran the idea of buying a car in pieces through the parts department of a manufacturer and putting it together. This intrigued Uhlenhaut who approved the project.

Mercedes-Benz provided a completely welded body shell and chassis plus an assembled motor to Doehler at Studebaker headquarters in South Bend Indiana and in turn he ordered every single part from the factory spare parts catalogue. Sadly, 18 months into the project with 95% of the car parts ordered, Studebaker-Packard failed and so he packed up the project and moved to Milwaukee where he bought an old coachbuilding company that he turned into one of the premier restoration shops in the area.

Doehler met Scott in 1988 when he came to California in search of missing parts for the unfinished car. Scott had heard the legend of the eccentric body shop man with the new Gullwing in boxes. It was kismet when they met in Scott's Van Nuys shop and they collaborated on many projects. Bob Doehler died in 1994 and Scott came close to buying the car from the estate except for an intriguing series of events that included a CIA agent and a mysterious group of "Germans", it went out of his reach. The eventual buyer brought it to Scott in Michigan for finishing. It took nearly 1,500 hours over about a year. But the 30 year-old crate engine started after a few cranks and was smooth and quiet. "Probably the best condition of any 300SL engine in the world," Scott says. Despite the amazing story and equally remarkable condition the car is not a concours 100 point winner, but it is the most authentic 300SL in the world.

After an hour or so of my slack jawed, fawning Scott became fidgety and the pauses in conversation became longer and I could tell that this gracious man need to get back to his passion, so I thanked him, took some final photos, got back in my dusty steed and drove away, forgetting my camera bag.

Darn, I guess I have to go back to get it. 🏆



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Shepperson "Shep" Adkins

Passed away peacefully on August 1, 2015 in San Luis Obispo at the age of 90.
Shep is survived by his 3 children: Malcolm , Brian and Sybil, all residents of California.

He is preceded in death by his wife Avice.

Shep was born on July 9, 1925 in East London, South Africa .

A celebration of life is scheduled for:

2:30 to 5:00 PM, Saturday 19 September

Los Osos Memorial Park

2260 Los Osos Valley Road, Los Osos, California 93402

Attire is Porsche, motorsports, or Hawaiian casual

There will be light food and refreshments

You are invited to share a few words.

At 5:00 PM the Checkered flag drops.

Please let us know if you will be able to attend:

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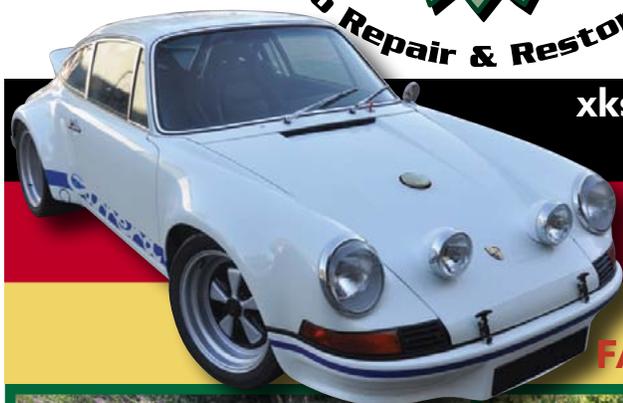
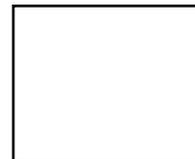
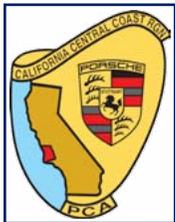
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