



Der Drei-Eck Wanderer



April 2018 Newsletter

MBCA Central Coast Section

Incorporated July 14, 1982

<https://centralcoast.mbca.org/>

<https://www.mbca.org/upcoming-events>

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Contents:

*Page 1 Section Web Links
Officers and Board Members
New & Renewed Members*

*Page 2 2018 Event Schedule
Presidents Message
A Message from the Editor*

*Page 3 & 4 Coming:
May 5th
Piedras Blancas Lighthouse Tour*

*Page 4 Event Report:
Members Appreciation Lunch, Elephant
Seal Tour and Rallye*

New & Renewed Members

Please Welcome: *Chuck Harkins, Charlie Johnes,
Kenneth Kahn, David Rucker,
Gary Thatcher*

Renewals: *Fred Beaton, Noelle Clark,
Gary Flanagan,*

2018 Events

- | | |
|----------------|--|
| May 5 | Piedras Blanca
Lighthouse Tour |
| May 12 | Estrella Warbirds Museum
Air & Car Show
(not a club event) |
| June 30 | Tour of Gary Grundfor's res-
toration shop and lunch
at Kynsi Winery |
| Aug. 4 or 11 | Murder mystery train trip |
| Aug. 20-Sep. 6 | Pebble Beach
Concours d'Elegance
(not a club event) |
| September 22 | Octoberfest hosted by the
Pescatores |
| Oct. 27 | Annual Meeting and Planning
Meeting |
| Dec. 2 or 9 | Christmas Party |

President's Message

Our Mercedes Cars

This is our first car club to join as we've been busy working, golf, dog training, dog shows, and retiring. Marcia bought her first MB in 1972, a 1970 280 SL, and then we got married in 1973. In Oct. '75 we went to Tahoe in the 280 and totaled it as the car slipped on black ice on a curve in Emerald Bay. It rolled over the side and down a hill. I hit my head on the roof as it rolled. The car rolled one and a half times and landed between two trees on the side and the top came loose.

I had broken my neck and was in the Tahoe hospital for three weeks. The CHP officers said we were lucky to have a MB and that it saved us. Thank goodness on the prior day's service we had the hard top checked that the latches were tight. We then bought a '75 450SL to replace the 280.

Our next MB, in the mid 80's was a SD (Diesel). During the gulf war the push was to buy American cars, so we traded the 450 for an El Dorado and in 95 the SD for a Jeep to hold our 2 dogs.

Bad decision, we then went back to Mercedes and traded the El Dorado for a 300CE. The CE was replaced with the 2004 600CL in 2007. We bought our 1st E320 wagon in 2000 for traveling to dog shows and in 2011 replaced it with a E350 2011 Wagon.

We are very happy with the MB's and are enjoying the car events and members of the club.

A Message from the Editor

Please contact me if you have any input or corrections for the newsletter. The next newsletter will be June, 2018.

Change of Address

Please send change of email and/or mailing addresses or telephone number to the editor.

Phil Keys
philk557@gmail.com
(805) 547-1715

May 5th 2018; RSVP by May 1st Piedras Blancas Lighthouse Tour

*Access to the light station
grounds is by guided tour only*



Meet at 9:45 a.m. at the former Piedras Blancas Motel located 1.5 miles north of the light station on Highway 1. **Do not wait at the gate to the light station!** Tours last about 2 hours and include a 1/2 mile of easy walking. Bring your binoculars for wildlife viewing. *Tours enter the lighthouse, but you cannot walk up to the top of the tower.* Tours may be cancelled due to inclement weather. **RESERVATIONS are required for groups larger than 10 people.**

\$10 adults, \$5 ages 6-17, no fee for ages 5 and under

[Directions](#)

Lunch afterwards at **Sebastian's** deli and wine tasting room at:
442 Slo San Simeon Rd, San Simeon

We will need a headcount for this event. All persons will pay at the time they arrive at the lighthouse for the tour, and lunch is on your own. No money will be collected.

Please contact Yvonne Lazear by May 1st at ylazear@gmail.com or at 805-771-8587 if you will be attending

The Piedras Blancas Lighthouse has an interesting history. Few tall, classic lighthouse towers, typical of the Atlantic Seaboard, were built on the Pacific Coast since the high bluffs along much of the coast provides most of the necessary height for a light. The lighthouses at Piedras Blancas, Pigeon Point, and Point Arena, are the only tall, seacoast lighthouses built in California. The Lighthouse Board requested, and was granted by Congress \$75,000 for a first-order light and fog signal at Piedras Blancas, on June 10, 1872. Piedras Blancas was named for the large white rocks located just offshore that undoubtedly served as a landmark for mariners, and the point was part of land parcel reserved by the government in 1866. Piedras Blancas was built in the early 1870's to fill a gap between lights at Point Conception and Point Sur to serve the maritime traffic traveling up and down the California coast. Material for the tower was shipped through the surf at the point, and a crew of around thirty began work on the ornate tower. The conical tower had an inside diameter of twenty-four feet at its polygonal base and tapered to a diameter of just over twelve feet at the parapet. The local rock proved to be impossible to blast away or drill into. Eventually, the part of the tower below the floor had to be built around the rock.

The Piedras Blancas lighthouse tower was 100 feet tall with a first-order Fresnel lens cut and polished in France creating a bright light that could be seen 25 miles from shore. The lens revolved once in two minutes to produce a white flash every fifteen seconds. At first, the light keepers lived in the shanties used to house construction workers as the funds were de-

pleted before completion of the lighthouse. Eventually, a two-story, Victorian-style house was finished in 1875, although it still lacked water. Water had to be purchased and hauled in at a considerable expense due to lack of rain. After Congress appropriated \$2,000, a well was sunk at the station, and a pump powered by a windmill was erected over it to help supply the station's water.

A fog signal building and another keeper's house were built in 1906. The head keeper took up residence in the new dwelling, while the three assistants shared the old triplex. The third assistant keeper had but three small rooms widely separated, one being on the lower floor and two on the upper floor. Lighthouse Service records from 1921 noted: "Great trouble has been experienced in keeping assistants on this station because of the congested condition and the trouble which constantly arises between assistant keepers' families."

A redbrick fog signal building was built 170 feet west of the tower in 1906 for sounding a two-second blast every twenty seconds when needed. A duplicate fog signal plant was installed in the building in 1908, and an "intercommunicating telephone system" was set up between the lighthouse, fog signal building, and the residences. Also, a concrete oil house was built near the fog signal building in 1908 to store the volatile kerosene used for the light, and the following year, a barn/garage was built a couple hundred feet north of the tower. In 1916, the signature flash changed to a double flash every 15 seconds.

On December 31, 1948, a magnitude 4.6 earthquake damaged the lighthouse. The stress from the trembler damaged the upper portion of the tower, and the lantern room, resulting in the removal of the lens, ornate railing, and beautifully sculpted top section of the tower. A rotating aero beacon was placed atop the shortened, capped tower. The local Lion's Club rescued the lens which is now housed in a modern lantern room, at the



Pinedorado grounds on Main Street in Cambria. In 1960, the original Victorian triplex was razed, and four ranch style houses were built for Coast Guard personnel. The 1906 dwelling, sold for \$1, was relocated to Cambria at a cost of around \$1,400, and was remodeled for \$60,000 to serve as a private residence. The property is now available for overnight stays.

An electric beacon replaced the old kerosene lamp in 1949. The station was automated and unmanned in 1975 and closed in 1991. The Coast Guard turned the Piedras Blancas Light Station over to The Bureau of Land Management (BLM) in 2001 who used the housing and station to study sea otters and sensitive plant and animal life. The light house re-opened for tours in 2005.

The BLM then developed plans to completely restore the upper portions of the tower, including replication of the lantern room. The first phase of a restoration of the station was completed in early 2012, with \$750,000 being spent to paint the lighthouse, inside and out, restore an oil house, and fix up a building to house the gift shop. Five layers of specialized coatings were applied to the lighthouse to protect the 137-year-old structure from salt air and strong wind.

Thanks to several varieties of seals along with gulls, cormorants and other winged creatures, the rocks offshore from the lighthouse seem certain to retain the name of Piedras Blancas.

Today, the lighthouse is again a navigation aid, flashing a signal every 10 seconds.

Members Appreciation Lunch, Elephant Seal Tour and Rallye Event Report

February 10, 2018



Six teams departed the Madonna Inn on the Hundert Kilometer zu Seeelefanten und Olallieberry Pastete II Rallye, including an entry, Gerhard & Isolde Fehrmann, all the way from the LA area. The route, planned by Rallymeisters, Rich Leamon & Yvonne Lazear, looped through the Morro Bay State Park with a stop at the Museum of Natural History. The route then went inland following the cult Old Creek Road before joining US 1 north to Hearst Castle. The rallye ended at the Elephant Seal Rookery just north of San Simeon where we were joined by "new to our section" member, Doug Klaspstein, with his immaculate 190 SL and canine copilot.

We were met there by docents from the Friends of the Elephant Seal, *Mirounga angustirostris*, who conducted a custom guided tour, complete with a very informative lecture.

From there, it was on to Cambria and lunch at the celebrated Linn's Restaurant. Sally & Gene Kruger had waiting a pre-arranged custom menu including, of course, Olallieberry pie with ice cream! There, we were joined by

George Shepard & Judy Kambestad.

After telling us a little of the history of the Linn Family Farm & Restaurant, Aaron Linn invited us to visit the original Farm store on Santa Rosa Creek Road. Great idea for a future event.

Doug was welcomed to our section with a bottle of wine. Prizes for the Rallye were awarded before we headed home. Phil Keys, with Sally Kruger subbing for Kathy Keys, nailed the target time, the Nohrs aced the questions, and Bob & Marcia Stanger won the most accurate mileage. A good time was had by all and competition was fierce with several teams finishing within the margin of error.

Event Organizers,

Rich, Sally, Yvonne & Gene



Rallye Results

Winner	Entrant	Team
	Bob and Eileen Blair	Blair Blasters
	Gerhard & Isolde Fehrmann	Fehrmann Fighters
	Steve & Kathleen Graves	Graves Guardians
Time	Phil Keys & Sally Kruger	Keys Knights
	Doug Klaspstein	lunch
Questions	Rich and Mary Nohr	Nohr Ninjas
	Rich Leamon & Yvonne Lazear	Rallymeisters
	George Shepard & Judy Kambestad	lunch
Mileage	Bob & Marcia Stanger	Stanger Scrappers

