

Featured Lincoln in the Region



Jeff Brecht's 81 Mark VI

Lincoln Lingo

A publication of the LCOC
Lone Star Region

www.lonestarlcoc.com

31 Years for Lincoln, Since 1984

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"Fun with Lincoln"

Director's Message—Pat Corbett

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This past January I attended the LCOC National Board meeting in Los Angeles. You know you have arrived in LA when you go to the Denny's near the airport and they have valet parking! The committee meetings commence on Thursday morning and extend to Friday evening. Saturday is the official board meeting. Hopefully by this time all blood is shed that is going to be shed and the vote is clean and swift.

President John Talbourdet is carrying the legacy that President Glenn Kramer established with regard to streamlining this meeting function, and putting in place a more user-friendly attitude towards the membership.

Without stealing any thunder from *Continental Comments* and the contributors to that tome, I want to say my role at this board meeting is a liaison to the region directors and reporting to the Board. My connection to other regions gives me some insight into the success and failure of regions. The three Texas regions are strong; Lone Star is active and the Board is happy with the things we are doing here in central Texas.

Membership is always the hot topic. Like many other car clubs, membership losses are our biggest nemesis. We dealt with issues to not only keep our existing members, but also attract new members.

A friendly attitude at national meets was universally agreed to as being a major step and promoting fun with the cars to give members a better feeling at the car shows. More non-judging shows or exhibition category is important to give members with cars "in-progress" a place to come and engage other members. We believe that a club that promotes both fun and presents interesting events for members, will survive and grow. Our membership losses last year slowed which is a good sign that our friendliness is helping the cause.



Board Members Wrestle with Another Policy and Solve a Problem

Director's Message—Pat Corbett, continued.



Board Members and Directors Dining at the Proud Bird. James Chantler of PNW region, Glenn Kramer of Houston and Carol Mattix of Dallas in the Foreground

The Western region was our host with Stacy Roscoe and his wife coordinating our entertainment. Dinner at the Proud Bird next to LAX served as both a fine dinner retreat as well as a historical walk through aviation history. The walls are lined with aviation photos, some of which are staunch reminders of our participation in WW-I and WW-II. Fiery photos of Pearl Harbor and famous aviation pilots posing with their planes serve to illustrate the courage and sacrifice of our forefathers. The yard outside is an extension of the history with several war planes mounted on stations for you to admire and appreciate.

As noted here, the time spent was not all hard work all day, but some fine dining did take the edge off and rekindle our LCOC spirit.

One key element that seemed to pervade all issues and policy statements was that the Club leadership is determined to build relations with members at all levels. We are just the caretakers of your club and want it to be meaningful in your life as we enjoy these magnificent automobiles. The Board does work hard for you. These people come together from all points America and work as a family to wrestle with issues and culminate a solution. It is amazing to work with so many individuals having such passion for this club who work with such care and consideration for each other. History reveals that Edsel Ford had a passion for the Lincoln and with Bob Gregorie developed the Continental, our namesake. We are an extension of that passion, so let's use it to further the cause.

With membership being the common thread associated with all things LCOC, I am asking each member here in Texas to advocate on our behalf by inviting people with classics or not so classics to come to our events and join the fun. We are fortunate here in this region to have quite a few Lincolns out there that don't know about us. So spread the word. Plus, we have one of the best geographical areas in Texas to play in. Texas roads are the best in the nation, so why not join us as we seek out new adventures monthly.



Texas Region Directors Pat Corbett, Gary Birk, and Carol Mattix "Out on the Town" in Hollywood. Birk provided an Exclusive Tour of the Sites including the Dresden Room, a famous hangout for the 50's and 60's entertainers. Photo courtesy of New Mexico Director, Danielle Dupont

Featured *Lincoln* in the Region Brecht's Mark VI in the Movies

Late last August, my good friend sent me an email stating there was a casting call in Austin for cars dating from 1980 and earlier. He said "You've got an 80's Lincoln right? You should do this!" I read through the email and the requirements they were looking for and thought this might be fun.

My Lincoln is a 1981 Lincoln Continental Mark VI Coupe and from my understanding outside of a few color options there is no exterior difference between the 1980 and 1981 models. I sent in the forms with my availability and a photo of the Mark VI with hopes of getting a call but not having high expectations. I used to live in LA with friends harboring dreams of breaking into the acting business and I know that an open mind and a good attitude are important—so is a little luck!

A week or so later I get an email from Russell E. Scott of Cool Car Casting. Russell was the casting agent in charge of finding period correct vehicles needed for this film. I phoned him up and we had a terrific conversation. We covered all of the details of who, what, why, where and when. He said the photo of the car looked great and they'd like to use it. They wanted to use a variety of cars, period correct and running being more important than perfect, over several different days so being available on short notice was crucial. These things can be "hurry up and wait" affairs by nature as shots are built, staged and redone over several takes—and often many hours. He said the car and I could be needed for as little as a few hours or it could be an all night thing. Mostly he was looking for background vehicles to be parked on the street as needed to convey the era. He assured me there would be security if a car had to be left over night, and no cars would be engaged by the production company or allowed on set without proper insurance.

Russell also stated that they preferred to have the owners of the car be the driver of the car on set since they would know the nuances of the car better than anyone else. For those owners who could not be available to drive their car, a professional driver would be provided. The most important thing was the car had to be functional. That made sense to me. You don't want to be the one holding up a production schedule because your car broke down at a crucial moment. Russell said he'd send over the insurance forms and other paperwork and that concluded our call.

A few weeks later in early October, I get an email from Russell. It has the production schedule for a scene being shot in San Marcos and he needs a dozen cars the next morning. How exciting! The shoot will likely need a few cars to drive around in the background as well as a few simply parked on the street. I get to base camp and the car and I are signed in and paperwork is confirmed. Base camp is the staging area for the production company with catering (called craft services), costume and props trucks and dressing trailers for the actors. To me it resembled a small village! Russell tells me to grab a quick breakfast at the craft services trailer while he checked my paperwork and actors contract and then to check in with the costume department.

Costume Dept? Yup! In the event the Director needs a driver to exit their car during a scene they need to be in period correct clothing. On pure coincidence I had scanned the weather prior to the shoot since I expected to be standing around a lot and I had grabbed my old "Members Only" jacket to ward off the days chill. I had on my blue jeans, white dress shirt and some dress shoes that look like cowboy boots from a distance. Since this was to be filmed in a "Texas" locale and I don't currently own a pair of cowboy boots (heresy I know), I thought it appropriate to leave my casual topsider deck shoes at home. The costume designer took one look at me and said "I hate your shoes and is that our jacket?" I laughed and said "No. The jacket is mine" She replied with a curt "The jacket is perfect, try on these topsiders". My topsiders and my Members Only jacket were perfect for an 80's themed movie costume but are everyday wear for me! Ouch! I'm a man trapped in the 80's.

The drivers were told where the set was and we all caravanned over to where several blocks of residential streets had been cordoned off by the City of San Marcos Police. The director positioned several cars including mine as parked cars to make the neighborhood look right. The "Hero car" as it was called-- the one with the actors inside it for the required scene-- was a silver 1972 Monte Carlo. Among the many cars that showed up was a Datsun B210, a 70's era Toyota Corolla and a '69 Buick Electra convertible. Cars I admit I hadn't seen on the road in a long time.

Featured *Lincoln* in the Region Brecht's Mark VI in the Movies

After a few hours of watching the Hero car and the Buick make runs down the street a break in the action takes place. At this time a van shows up with another actor and his entourage of hair/makeup and assorted crew. The director shouts out to me "Hey, is that your Lincoln?" I said "Yes." thinking he wanted me to move it out of the scene for the next take. Instead he says "We'd like to use it for the next shot, follow the Hero car to the end of the street. Grab a radio and wait for instructions!" Wow, how exciting. It was my turn to be a "Background Artist" and drive my car in a movie scene.

My job was to follow the hero car up the street which sounds simple enough. The trick is to do it the same way each time (did I have one hand or two hands on the wheel?) and to try to keep the same distance from the Hero car for each take. There are actors as pedestrians in the background walking, so be aware of when you pass them and keep that timing the same. We took more than 14 tries (actually I lost count) as they shot footage of the actors in the Hero car conversing with each other. I didn't have any dialogue sheets for what was going on in the scene nor could I hear them as I only had a radio tuned to the Assistant Director. I surmised that the "Heros" in the first shot with the Monte Carlo and the Buick had gone to their friends' house to pick up the actor who arrived later on set. After they had picked him up I followed them in the Lincoln MK VI. So, if the shot makes the final cut of the film...I may be seen in the background through the back window of the Monte Carlo, driving my Lincoln! (Maybe)

It was a wrap for the day. I was thanked for my time and several crew members came over to compliment my car and that I was very easy to work with (meaning I didn't run over any one or any expensive equipment) and that they'd like to call me back. OK by me, that was fun.

A few weeks later I got a call from Russell. This time they needed 20 cars to fill a parking lot for a nightclub scene. This time was different too in that my car was not going to be driven. It is an important scene as it takes place near the end of the movie. What I found interesting was that I got to sit behind the director and watch through the camera he was using. I know my car is in that scene...but it will be hard to see it since it is at the end of a row of parked cars! In the end my car got more screen time than I did, but that's okay, it's better looking.

After several hours and a dinner at the craft services tent, my car and I were sent home with the fun memory of being on set twice! The name of the movie is "Dazed and Confused 2". It is the *spiritual* sequel to the film comedy that launched Mathew McConaughey's career "Dazed and Confused", 20 years ago. No, Mathew is not in the movie this time as the film's Director Richard Linklater chose to caste all new faces for the sequel. But do keep your eyes peeled if you see the film, as many locations shot in and around Texas State's San Marcos's campus and the City of Austin may be recognizable. Those and a certain 1981 Lincoln MK VI.

If this experience sounds like fun to you and you have a cool Lincoln or other classic, please call Jeff Brecht. He'll put you in touch with Russell.



Editor's Note: The notion of using your Lincoln in commercial activities such as shooting movies or participating in other activities such as fund raisers, parades, or just a photo-op for some local event or charity usually has more benefits than the perceived liability. Green screen shots where the car is stationary is done more often than not for many scenes where computer graphics render the car into all kinds of death and destruction while the car sits in air conditioned comfort. In any event, the participation in something like the movie that Jeff did is great fun, you actually get paid for your effort, and it makes a great story to tell your friends about.

Other News From Around the Region

January Event - McAdoo's Seafood Company New Braunfels, Texas.



This is our second run to McAdoo's in New Braunfels. While Director Corbett was partying,, I mean working on behalf of the members in LA, Assistant Director, Jeff Brecht carried the baton on this event. As you can see from the photo to the left, several happy LSR members dined in fine style. Not shown in this photo are Jim and Charlene Meyer from Llano who drive tirelessly to our events on a regular basis.

At the far end of the table on the left is our longtime LCOC/LSR member Keith Zakrzewsky who is currently relocating to Florida after retiring from many years as a commercial driver. As a kind gesture, Keith left Director Corbett a box of LCOC/ Lincoln stuff that he did not want to transport to Florida. Several *Comments* from twenty plus years ago gives insight to

the club at that time. We wish Keith the best as he settles into his new environment and hope the Florida region will give him opportunities to continue with the Club.



Other News From Around the Region

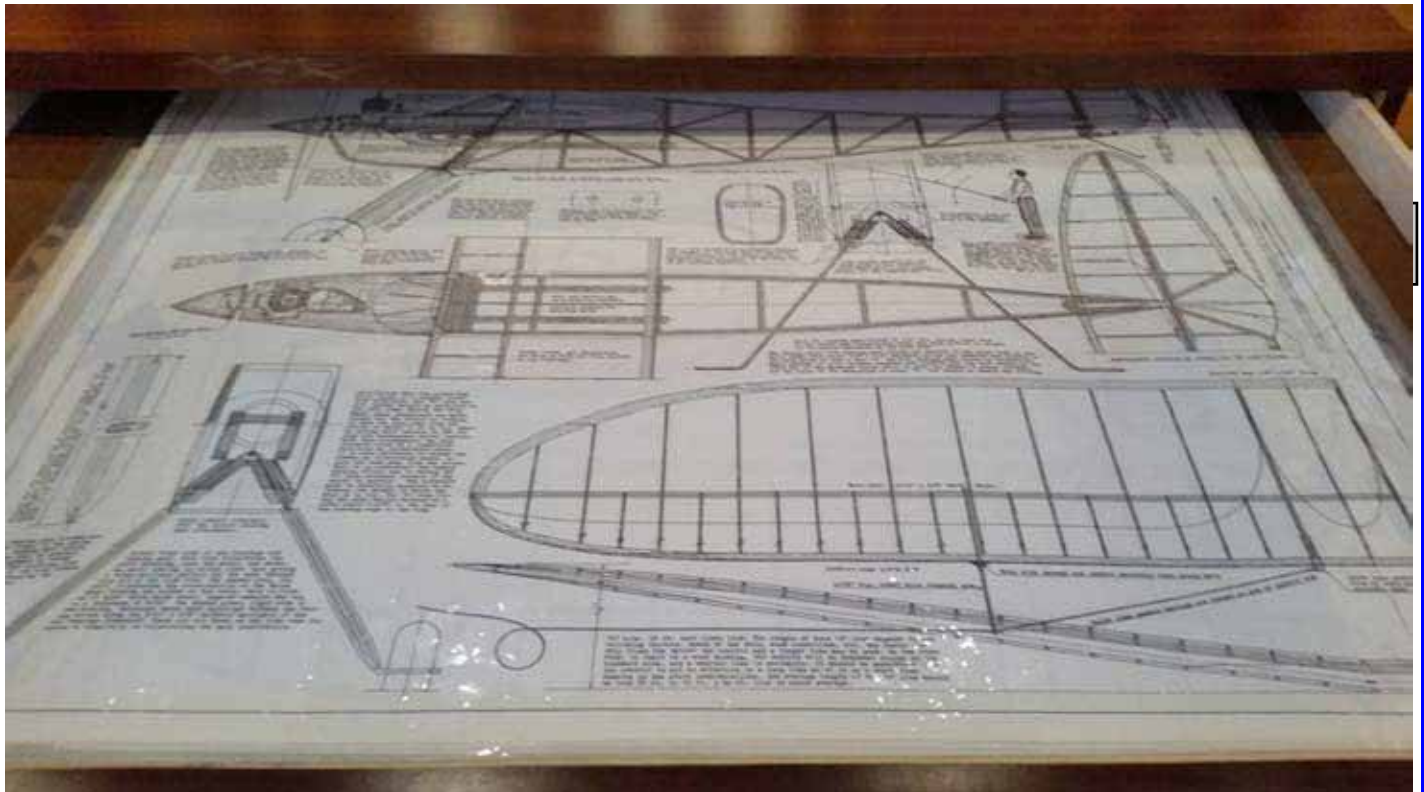
February Event - Stanzel Model Aircraft Museum Schulenburg, Texas.



Schulenburg is more widely known as the site for the painted churches tour which our club did a couple of years ago. However, two brothers, Victor and Joe Stanzel, at the turn of the 20th century not only made names for themselves, but put Schulenburg on the map by mid-century by creating model airplanes for enthusiasts of all ages.

A tour of the museum reveals the detail in engineering and workmanship that went into these exact replica models of war plans of that era. Much of the hand drafted blueprints give the appearance of a plane design for a full size airplane. The Curtis Hawk P-6-E and Curtis Falcon are a couple they built early on and sold in kit form to cadets and aviator around the country. By 1940 they began

building engine powered planes beginning with the Texas Ranger flown with the G-Line control system. Development continued and by 1943 the Tiger Shark was introduced with twin Herkimmer engines and flown on a seventy five foot line with full elevator controls.



A Plan File Reveals many Drawings of the Models Designed and Constructed by the Stanzel Brothers. In the Early Days, Victor Would Sketch Up a Plane idea on Any Scrap of Paper He Could Find.

Other News From Around the Region

February Event - Stanzel Model Aircraft Museum Schulenburg, Texas.



Although they focused on model aircraft, they produced in the 1930's what became a featured amusement ride for many years called the "Fly A Plane." It was initially used in the yard of the factory to entertain local kids for 5 cents a ride. The ride would carry four riders at a time. The picture above is a futuristic ride called "20th Century Strato-Ship" which became a major attraction at the 1936 State Fair of Texas in Dallas.

The display above illustrates the simplicity of the early kits and the required technical acumen of the builder. One has to wonder how this kit as well as many others made it through the mail with cork stoppered bottles of paint and glue? You received a detailed "blueprint" from which you cut and carved the balsa wood block in the shape of the plane components.



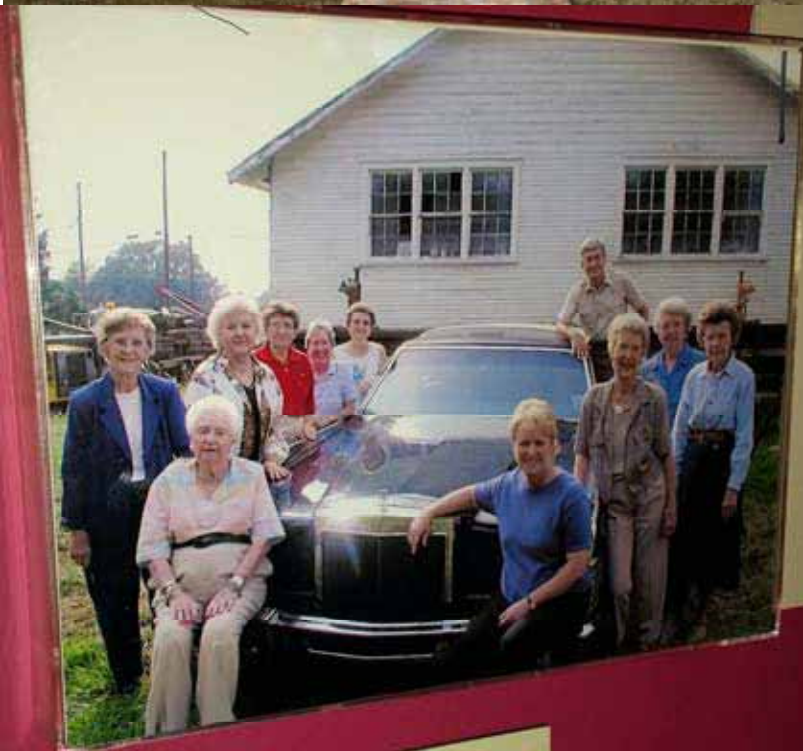
Richard Helbusch (L) and Jim Heil (R) Look Over Vintage Machine Tools. This Injection Machine was Used to Form Plastic Airplane Parts. The Original Manufacturing Shop Houses the Tools and Innovations the Stanzel Brothers Used for Model Aircraft Production.

Other News From Around the Region

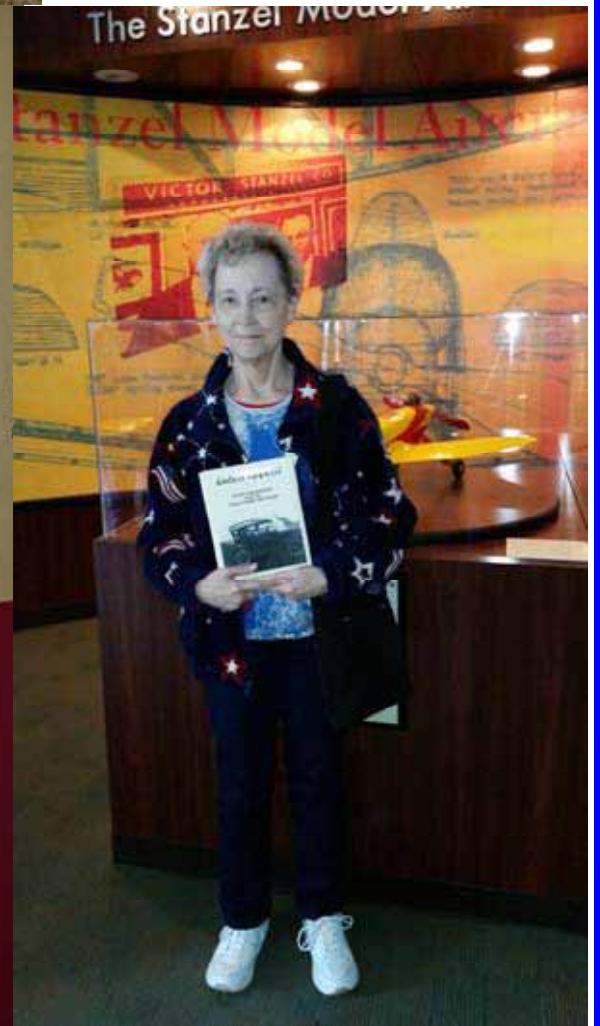
February Event - Stanzel Model Aircraft Museum Schulenburg, Texas.



Born and raised in Schulenburg on a farm just outside of town, Victor and Joe remained in the community throughout their life. They built this home at the site of the manufacturing plant which is an instructional institution in itself. Victor was a Lincoln man as exhibited in the Photo to the lower left. A group tour gets a drawing for a Stanzel Family cookbook. Jannette Overfelt won this door prize at the end of the tour.



Last move of the original Victor Stanzel Company factory building to the Stanzel Family Foundation property in 2004. As the move begins, the company's "Powerful" 1977 Lincoln Towncar is surrounded by employees of both the Stanzel Model Aircraft Museum and Victor Stanzel Company.



Other News From Around the Region

March Event - Westwood Country Club's Annual Car Show & Family Picnic Austin, Texas.



This year's car show was as nice as years before although not as many cars attended. However, those that did created a field of Detroit iron that easily entertained us the whole day. Pat Corbett brought the MKIII, Richard Hellbusch his '53 Capri, and Jim Heil his '72 Continental. Joining us in the line is new LCOC member Bill Race with his '57 Premier. We saw him come thru the gate and snagged him immediately. LCOC member George Thorne brought his '57 Bird which he recently purchased; a very nice car. LCOC member from College Station, Joe Norwood, came in his pristine '64 Corvette having sold his Lincoln and is currently looking for another.



The meet this year was sponsored in part by Late European Auto, dealers in Aston Martin, Bentley, and Rolls Royce.

LSR managers Jim Heil, Pat Corbett, and Rich Hellbusch, enjoy the scenery, both stationary and ambulatory over an adult beverage provided by Late European Auto. A suicide door Rolls Royce Coupe was a hit; you could drive it home for only \$2,500 a month. We decided our Lincolns were a real bargain based on that perspective.



STUDEBAKER DREAMING



THE CARS THAT ALMOST WERE

Hemmings
CLASSIC CAR

THE DEFINITIVE ALL-AMERICAN COLLECTOR-CAR MAGAZINE

MAY 2015 #128



WALTER P. CHRYSLER
PROFILE OF BRILLIANCE



GM'S FIRESTORM
LIGHT TRUCKS OF '73-'87

1940

LINCOLN

Continental

AN AMERICAN MASTERPIECE



Hemmings Classic Car Magazine, May 2015 issue, features LCOC member Don Loughheed of Austin, Texas and his 1940 Lincoln Zephyr Continental Cabriolet Convertible. Gene Green provided Hemmings with the technical story and Don, the whole story. Pat Corbett watched this masterpiece being restored from the frame up and can attest that Gene left no bolt or nut untouched. His work and that of others was as meticulous as in building a watch and with just as much scrutiny. The car is housed and on view at Crestview Motor Homes in Buda, Texas. Go by and say howdy to Gene and crew. We want to thank Hemmings' writer, Terry Shea, for an inspiring article that both described the passion of Edsel Ford and Bob Gregorie, the creator, and Don Loughheed the current owner.



Pat's Garage Door Panel Restoration

Contributed by Pat Corbett



Stripped Door Panel Drying after Three Coats of SEM Color Coat Vinyl Paint. Masking Off the Lower Carpet Kick Panel Prevents Overspray. Dry Each Paint Pass Using Multiple Passes with Wife's Hair Dryer.



Gently lift trim prongs and remove from the door panel. Clean chrome and wood inlay with 4/0 steel wool. Finish wood inlay with a good wood preservative such as Tung Oil. Your choice here as most wood workers have their preferences.

Once the door panel is reassembled, you will have a stunning example of what rolled off the factory floor. Replace all door panel spring fasteners with new ones. These become "sprung" after so many door panel entries. They can be obtained from your Au-ve-co Products dealer. Ask for no. 9361 fasteners if your car is 60's 70's model years.

Interiors with light colors will likely yellow with age and other damage may be found like cracking or cuts in vinyl interior panels. This was the case with my 1970 Mark III. If you are inclined, there are several products on the market to do vinyl repair. This article is dedicated to just refinishing discolored vinyl.

Knowing nothing about this process I inquired among LCOC long time members and found the master himself, Ken Sampson, in Ottertail, Minnesota. Ken minced no words on what products and procedures to use to get a long lasting finish. I want to share with you what I learned from him.

First let me say that Lincoln did use very high quality materials in these classics of forty plus years ago. If the car has been garaged and not sun baked, the potential for success in spiffing up these finishes is really good.

Once you have the door panel down to the base vinyl, cleaning it of many years of environment and body oils is key to bonding any new finish coat. Plug the penetrations through the panel with duct tape on the front to keep moisture out of the pressboard backing.

Use Black Magic, Bleche-Wite® tire cleaner with a soft sponge to cut through the dirt and oils down to the raw vinyl. Once you have cleaned the surface it is most important to rinse away the cleaner. Using another new sponge and clear water, wash away the cleaner. Let the panel dry over night as any moisture will affect new finish bonding.

Using SEM Color Coat Vinyl Paint in the correct color, make at least three passes over the panel. Do this in a temperature of over 60F. To assure a balanced finish, alternate the passes in a checkerboard fashion.

The entire process can take two to three days giving each process a proper drying time, so do not get in a hurry. Haste makes waste.



Words of Advice & Encouragement

As a classic car people, we all have one thing in common; finding competent and honest help working on these fine autos. People are always asking for advice or who's who in the market place. Presented here are names of some trusted proprietors you can take your car, or call on for parts. If you know of anyone you want to promote, please submit it to Pat Corbett. Besides the usual suspects presented in the *Continental Comments* advertising section, these are both local folks to the Austin/San Antonio area and in the US you can count on. We do not comment about the cost of their service as the purpose of this column is to only speak to the character of the Owner of the shop and how they treat their customers.

[Brown Radiator Sales and Service](#)

Blaise Brown, Proprietor
2605 S IH-35, Ste 800
San Marcos, Texas
Phone: 512 396-2940

This may be a drive for you, but you will not be disappointed. Blaise Brown will attend to you directly in his pristine shop. He is professional, will not sell you anything you don't need, and will accommodate your schedule when necessary. He has repaired several '60's radiators and accumulator tanks to the satisfaction of the owner at a reasonable price. He also specializes in gas tank repair and coating.

[Long's Automatic Transmission](#)

Pat Long, Proprietor
11926 Manchaca Rd.
Austin, Tx 78748
Phone: 512 282-3151

Pat has done my transmission service on my drivers for several years. When I took my 69 Sedan to have some seals fixed and slipping bands repaired, he spoke fondly of memories in his dad's transmission shop in the 60's where he grew up with his dad and his 64 Lincolns. This shop is a second generation extension of that original. He delights in working on these early cars and takes a personal interest in them.

[Wade Pistole Transmission](#)

Wade Pistol, Proprietor
10310 Old Manchaca Rd.
Austin, Tx 78748
Phone: 512 301-3993

Wade is another veteran transmission mechanic that has relocated from Dripping Springs over to South Austin. He rebuilt my 1970 Mark III C6 in good order and will work with you on the project. I took the tranny to him, and he delivered it back to me. He will, of course, do the take down at his shop. Fair pricing, quality work, and quick turn-around.

[Scotty's Driveshaft and Machine](#)

Melvin or Will, Proprietor
832 Airport Blvd. Austin, Tx 78702
Phone:(512) 963-3093
or 965-1949

I needed the centering ball bushings and seals replaced when I was replacing the four U-joints on my Mark III. Took the dis-assembled driveline and my already purchased U-joints and finished the job for me. Balancing assures a smooth rotation and these guys do it all. Friendly and knowledgeable. Do work for TxDot so they do rate in the big league.

[Precision Radio](#)

John Henshaw, Proprietor
12134 Colwick
San Antonio, Tx 78216
Phone: 210 979-0905

John gives personal attention to every radio passing through his shop. And, when he cannot repair a radio, as some parts are now just impossible to find, he returns the radio with no charge. Also rebuilds speedometers.

[Jorge \(George\) Hernandez - Auto Upholstery](#)

1013 Dove Drive
Manchaca, Tx 78652
Phone: 512 577-1467

Jorge has 25 years experience in the auto interior field and is a true craftsman. From simple leather or vinyl repairs and coloring to complete interior replacement, Jorge can do the job. Ruben Reynolds joins Jorge doing leather repairs and dying. My Mark III had a few blemishes in the leather and Ruben made it look like new.

[Hydraulic House](#)

6300-A Burlson Rd/
Austin, Texas 78744
Phone:512 385-7100

When I needed to build a custom brake or other hydraulic line hose, I was referred to these specialist. Brake lines, hydraulic lines, and fittings are their specialty. These folks don't shy away from any problem you bring them which is why so many custom hot rod folks use them.

[Heavy Sound Company](#)

Victor Stolpe
742 Flower Ave.
Venice, Ca. 90291
Phone: 310 399-8029

If you need speaker repair and you want to maintain originality, call Vic. He has collected automotive spare parts from many manufacturers and can very likely re-cone your original FOMOCO speaker. And you will retain the original sound quality of your classic radio.

Words of Advice & Encouragement

Albert "Herb" Shedlock

934 Old Rt. 66
Greensburg, Pa 15601
allincoln@aol.com
www.allincoln.net

Roy Carrigan has used Al for several repairs. He says that Al has been very knowledgeable and fair on prices for Lincoln parts he has in stock. I, too, have worked with Herb and he has always been helpful in hard-to-find Lincoln parts.

Apples Lincoln Parts-R-Us

14387 West Exposition Dr.
Lakewood Co. 80228
303-980-6325

I and several other members will attest to Art's professionalism and honesty. I personally have spent many minutes on the phone with Art, taking counsel of his vast knowledge, and it is always given with genuine hospitality and enthusiasm for the club and it's members. Art focuses on the 60's vintage mostly, but can help you in other decades as well.

Dean's OEM Finds

R. Michael Dean
rmdean00@yahoo.com
210 488-5567

I found this vendor of salvaged parts while looking for a switch bezel for the 91 Town Car. Michael is picky about his finds in terms of aesthetic and quality. You will find some of his inventory on Ebay. Or, if you have a specific need, contact him and if he does not have it, he will do his best to find it. And he is fair priced.

Comments provided are written by the Editor from information provided by others or from personal experience.

Protect your Pre-1986 Flat Tappet Engine

The 2010 Technical Session in Salado by John Ronshausen with Arnold Oil Company, revealed good information on which modern motor oils will protect the vital components of a flat tappet engine. New engines with roller tappets do not need one vital component, ZDDP, an anti-wear add mixture designed to protect the cam surface of older pre-1986 engines. It is important to understand the cam is malleable metal construction with a hardened surface. If the surface is not protected, with the tappet rubbing constantly on the surface of the cam, then heat and friction will wear down the hardened surface until the softer inner core is contacted. Engine failure is the result. This can be compared to the enamel on your teeth. Once the enamel surface is breached, decay is imminent.

Below are motor oils that contain high levels of ZDDP. Keep in mind that this add mixture is generally good for 2,500 to 3,000 miles, after which you should change the oil. Generally speaking, these products carry the ZDDP necessary to protect your camshaft. Racing motor oil and diesel engine motor oil will both work fine in your classic gasoline engine. I have chosen the Valvoline VR1 Racing oil, 30W, and my 460 CID purrs like a kitten. Depending on your access to auto parts houses, you may find other products more accessible. The diesel engine oils are everywhere for obvious reasons. I might add that because we own cars in what some would class as a dying breed, I contend we are not, but, none-the-

less, use due diligence and stay alert to changes in the oil product you settle on. Our overly wise government has plans for the trucking industry in years to come, thus, potentially putting our cars at risk again.

John presented several products which we have listed here that will be most suitable in your classic, flat tappet engine.

Kendall GT 20w50
Chevron Delo 10w30 (15w40)
Chevron Delo H.D. 30
Mobil Delvac 10w30



The products shown here are examples found in typical OTC parts stores such as A-Line Auto Parts, AutoZone and Costco. A Google search for the referenced brands reveals many sources, discussion blogs, and store locations.

MEMBER'S CLASSIFIED ADS



Jim Meyer of Llano is offering his 1960 Continental Mark V four door Landau. Jim has owned the car since 1990 and has had only two previous owners. It is a very clean non-smoker car. 57,540 original miles. The lower portion of the car is refinished in factory original color, Maple Leaf (maroon) and the top is original. Very good chrome with some refurbished. Interior is white leather with black accents. Equipped with the 430 CID, the car is ready to drive home to the new owner. The AM radio is factory original. See this car to appreciate it. Asking \$19,500. Call Jim at 325-247-2282 and schedule a visit.



Phillip Knapp of Round Rock, Texas is wanting to sell his 1941 Continental Cabriolet Convertible. This is an extraordinarily rust-free car with 84,000 original miles. New brake job which includes a power booster concealed in the left front fender. There are five new Coker Firestone 7:00x16 tires and it has a Dan Krehbiel "bullet-proofed" rebuilt Columbia overdrive axle. For more pictures you can go to <http://forums.aaca.org/f198/1941-lincoln-continental-cabriolet-sale-374535.html>. Phil is asking \$65K but is willing to consider other reasonable offers. Phil is listed in the LCOG directory for contact information.

Editor's Note: The classified ads published in this newsletter contain photos and information provided to us by the owner of the vehicle listed. Any interested buyer should contact the owner and make every effort possible to visit with them and see the car for yourself. Photos cannot show the quality or the defects on any vehicle to any degree that might affect purchase price.

Lone Star Region—2015 Events

Preliminary Schedule

“Fun with Lincoln”

January: Sunday, the **18th**, 2:00 PM; **McAdoo’s Seafood Company**, New Braunfels. Experience a piece of history in the original U.S. Post Office built by Secretary of Treasury, William McAdoo in 1915. Restored to its original glory.

February: Saturday, the **21st**, 1100 AM; **Stanzel Model Airplane Museum.**, Schulenburg; Museum tour followed with dinner at **Frank’s Restaurant**. Details to follow.

March: Saturday, the **28th**, 11:00 AM to 3:00 PM. **Westwood Country Club Car Show & Picnic**. This car show is a fun day with good friends, fine cars, and great food and drink provided. No cost to attendee.

April: Friday thru Sunday, **17-19th**, **All-Texas Meet, Salado, 27th Anniversary, Salado**. Great cars, Great food, and Great fellowship. A Texas LCOC tradition.

May: Joint road trip and tour with Texas Gulf Coast Region TBA.

June: Saturday, the 20st; **Po Po “EATS”, Welfare, Texas**, north of Boerne off I-10. A unique restaurant with rich and colorful history dating back to 1929. Reservations will be required.

July: **LCW Automotive Corp**, San Antonio. Custom crafted limousine manufacturer tour. This tour will be scheduled during the week when cars are in production. Dinner at one of san Antonio’s fine culinary establishments. Details to follow

August: TBA

September: Saturday, the **19th**; **Corbett Home and Restoration Shop**, Manchaca. Region BBQ. Club hospitality like no other.

October: Friday & Saturday, the **23rd-24th**; **Fall Continental Classic**, Kerrville, Texas. Combined with the **“BBQ on the Pedernales” at the LBJ Ranch**. This year Chris Cagle headlines the entertainment.

November: **Veterans Day Parade**, Saturday the **7th**, Cedar Park. Join other classic cars in the patriotic event honoring our veterans and demonstrating your patriotic pride. Details to follow.

December: Sunday, the **6th**, **Annual Christmas Party**, a Lone Star tradition. This event defines the fellowship of this region. Pure party, pure fun, pure Lincoln.

If you are interested in LCOC and enjoy the best kept secrets in Texas, you are welcome to join us as a guest. Contact Pat Corbett at pcorbett@austin.rr.com, or Jeff Brecht at maximus_40k@hotmail.com for more information. You do not need to own a Lincoln to join. We are family friendly.

“Fun with Lincoln” is the motto of the Lone Star Region, LCOC.

Lone Star Region Lincoln and Continental Owners Club

REGION MEMBERSHIP APPLICATION

Name _____ Spouse _____
Address _____ Home Phone (____) _____
City _____ State _____ Zip _____
E-mail _____

MEMBERSHIP: The primary member and their spouse are both members and receive all of the member benefits. Both may participate fully in all club activities, and their children are always welcome. Region dues are \$20.00 per year per family. Please make your checks to Mark Ferrari-LCOC-LSR Treasurer, and remit to: Mark Ferrari
1719 Horseshoe Cr.
Round Rock, Texas 78681

To become a region member, LCOC membership is required and dues must be current. LCOC dues are \$48 per year.

YEAR	MODEL	STYLE	VIN (SERIAL NUMBER)
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

If you need more space for additional cars, simply add another form with your name on it and attach it to the completed form.

This publication is a product of the LCOC, Lone Star Region, for the purpose of supporting and entertaining it's members. We encourage members to contribute to the Newsletter, stories, anecdotes, pictures, and anything that would promote the fellowship and enjoyment for its members. We want to encourage participation in club events and the sharing of knowledge gained through the ownership, preservation, and maintenance of our Lincolns. If it were not for members like you contributing to our newsletter, it would not be what it is today.

Any opinions expressed herein by the members are theirs, and no apologies are made, because we realize that to own a vintage Lincoln, one develops strong opinions, and we are damn proud of it. All opinions expressed in this newsletter are the opinion of the writer and not the opinion or position of the LCOC, the Lone Star Region, or any of its officers or administrators.

We are pleased to provide a page for **Classified Ads** including a picture, free to LCOC members. We also offer to our "Friends of Lincoln", offering automotive services, an advertising section to promote their trade and specialties, at a nominal fee. Their advertisement illustrated in this publication is not intended to be an endorsement of their services. You will have to talk to their customers for that.

The Lone Star Region of the LCOC is licensed with Ford Motor Company to use and display Ford and Lincoln trademarked images as provided by the club license agreement between Ford Brand Licensing and the Lone Star Region.

Happy Motoring!! And remember, *Have Fun with Lincoln!*