

October
December,
2013
Vol
#22

CONNECTOR

Pacific Northwest Region

Lincoln & Continental Owners Club



Happy, Happy Holidays

We have completed another wonderful year of events, dinners and gatherings with our Lincoln friends. A new calendar of activities for 2014 has been roughed out. A summary of the membership meeting is enclosed. Joe Sherlock wrote a wonderful article on "**Remembering Camelot.**" **Members and Their Cars** features a prize-winning 1967 Lincoln Continental named "Connie". Don't miss the great deals on cars and car parts listed in **Market Place**. We also have some preliminary news on the Western National Meet. Be sure to mark the date. Have a wonderful holiday with your family and friends.

The **Connector**, another benefit of your membership.



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Jim Chantler and Susan Addy

Director's Message

James Shelton Chantler

Happy New Year,
Lincolnoids,

It looks a lot like the year is done and we are moving onto another year. We had some great events this past year including flight museums, Lost in the 50's, Paccar, not to mention Cows, Cars and Planes as we did the Tillamook. We had some spectacular weather until September then the rains came and I mean the RAINS CAME We almost made it to Canada but settled for Issaquah instead. We had a great turn out for the November Planning Meeting in beautiful downtown Lacey, at least I think it was downtown. Thanks to everyone who showed up and participated. We have a full calendar scheduled for next year which will also include our hosting the Western National Meet in Tacoma.

After careful thought or just batting around ideas, the theme of the Western National Meet 2014 will be...hear the trumpets sound...DISCOVER LINCOLNS AT DISCOVERY BAY. Pretty catchy, don't you think? We will still have a LeMay tour as part of the meet's events but the actual car show will be at Griot's Garage in Tacoma. The date for our meet will be July 23rd through the 26th. Mark your calendars to keep those dates open. We are still in the planning stages and more information will be flowing later.

Our local membership is down though this may be more a bookkeeping aberration rather than actual attrition. We found we were carrying people who had failed to pay dues in a year or two. So, we may have less actual numbers but at least they are all paying their fair share to keep the club running. Hence forth we will be more diligent in keeping the books. If you don't pay in a reasonable amount of time and after several reminders, you will be dropped. I personally hope to hit the car show circuit early and often with our club information in tow. Denis LaCrosse, Membership Chair, has just revised our tri-fold and we have them ready for members to carry and spread the word of our club. I have said before that I consider myself an ambassador of the Lincoln marque and I would hope that you feel the same way. So, I encourage each and every one of us to get out there and recruit new folks.

In 2014 we will be returning to Canada. I assume. I hope. We had several extenuating reasons that kept us from crossing the border. There is also a wine tour in Wenatchee and another fun, fun weekend as we get Lost in the 50's in Idaho. We have other gigs planned and I hope they will peak your interest to come and play with us. If you haven't made it to an event you should give it a try. Life is too short to let your prized Lincoln molder in the garage. After all, as I have said ad nauseam, our cars were meant to be driven as they are not called land yachts for nothing. I hope to see you in the field this coming year.



Director Jim Chantler with outgoing LCOC President Glenn Kramer and his wife Dawn Pirone.

Connector is the official newsletter of the Lincoln Club Inc., an Oregon non-profit corporation, presently operating as the Pacific Northwest Region of the Lincoln & Continental Owners Club. Contents of this publication are intended to be factual and accurate; however, the Club assumes no responsibility for accuracy of contents. Articles by members are not necessarily endorsed by the club or its officers. Contributions are welcome and may be printed at the discretion of the Editor. Original material submitted will not be returned unless requested with postage provided. Information in this publication may be reproduced provided that proper credit is given to the author and this publication and that the article is quoted accurately within the context in which it is written.
Pacific Northwest Region Connector

Jim

Mark Chambers Lincoln Photo Quiz

The challenge is to see if you can identify the year and model of this particular car. This Lincoln is sitting out in a farm yard. Hint: The photo of the rear quarter that has the Lincoln star is a custom feature. It is incorrect but the car has several other custom touches. Someone liked black and white. The headliner is striped, black and white. I think the velour interior is custom but it's done in the original pattern.



What is it?

2014 Calendar of Events

Times/dates on this calendar can change as we get closer to the actual date. Always check the Event Announcements for the any changes in dates and times.

January 11

Northern dinner - Kingston, WA
Denise & Barbara LaCrosse

February 8

Southern Dinner - Vancouver, WA or Portland, OR
Mark & Kim Chambers

March TBD

Oregon
Ed Zarins

April 26

Tulalip Museum
Ken & Sue Wicker

May 17

Lost in the 50's, Sandpoint, ID
Mel Bailey & Marsha Bell

June TBD

Harrison Hot Springs, Canada
Grant Loveseth & Ray Lively

July 23-26

Western National Meet, Tacoma WA
Jim Chantler & committee

August TBA

Cascade Tour
Sean & Karen Streeter

September 13

TBD
Fran Willyard & Susan Addy

October TBD

Wenatchee Wine Tour
Mike & Pam McNamara

November 8 or 15

Annual Planning Meeting, Lacey, WA
Susan Addy

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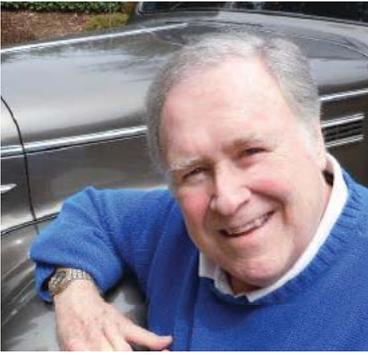
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Auto Sketch

by
Joe Sherlock

Remembering Camelot

Fifty years ago, America was changed forever. Thinking about it makes me feel so damn old. And sad. President John F. Kennedy was assassinated on a sunny fall afternoon in Dallas, Texas. It was a profound event which became a defining moment for people of my age.

Back then, I gave little thought to a half-century into the future. If anyone had asked, I don't think I could have imagined what the world of 2013 would be like, other than some vague Jetsons-inspired flotsam involving flying cars and silver jumpsuits. I couldn't imagine what my life would be like either. As a 20 year-old college student, it was difficult to picture myself as an old man. I figured I'd die long before then - quickly and in a tragically-cool way, perhaps sliding off a cliff at high speed in a Corvette. That would impress all my car buddies, who would toast

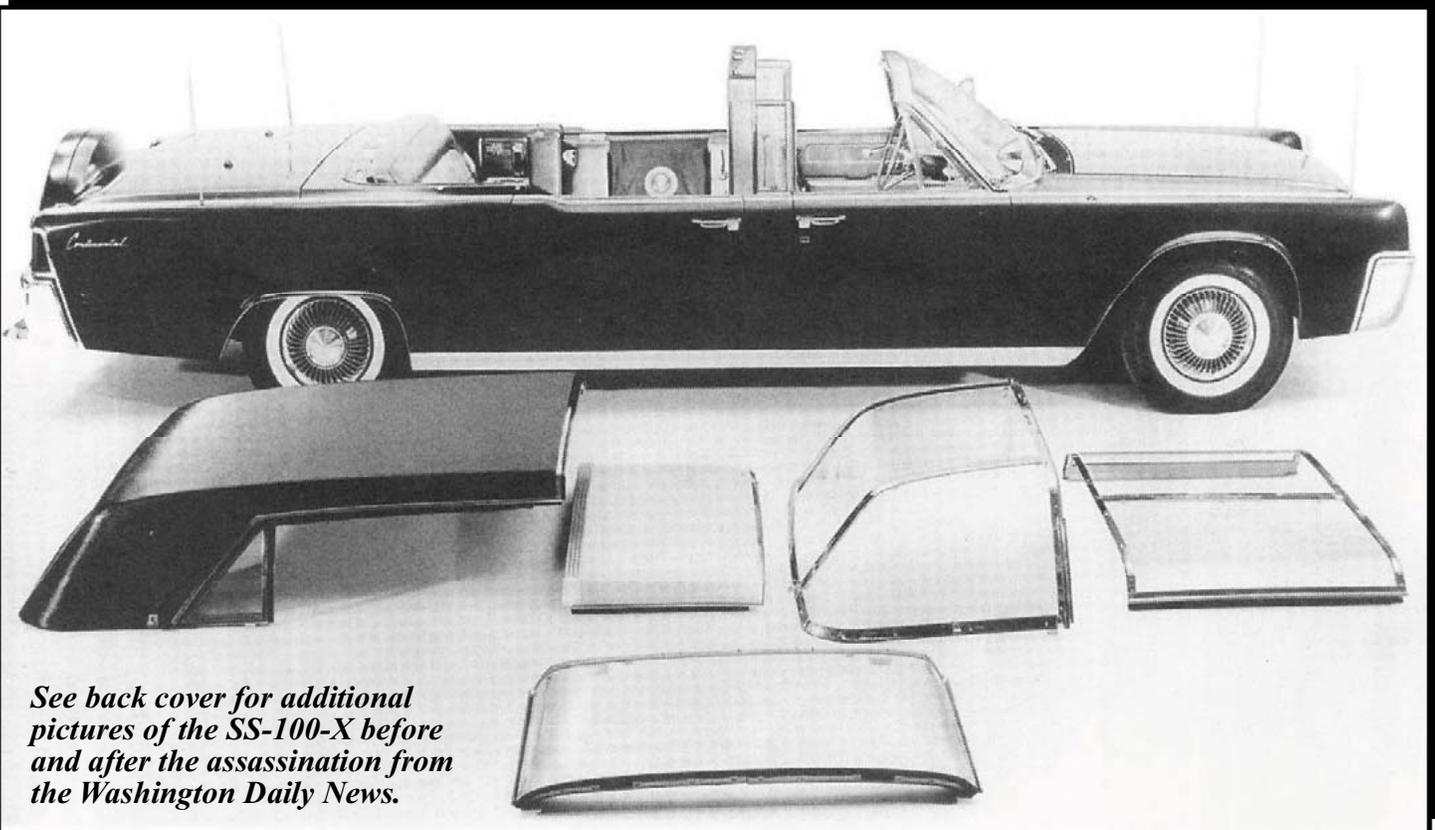
me with something alcoholic and expensive at my grave site.

Some of the friends whom I visualized in that cemetery fantasy are now dead. I have toasted their lives, sent condolences to their families and mourned their passing. I never expected to experience that. O tempora! O mores!

Many of my pals are still alive and I celebrate that fact. When we visit these days, we often speak nostalgically about our pasts, remembering youth, stamina and unlimited mobility. And discuss the aches, medications and limitations of our present. Mortality is more apparent to us now.

As an optimistic kid of 20, I thought I was invincible. I carried much of that feeling into my 40s. I bet 46 year-old Jack Kennedy often felt that way too. On a sun-drenched Friday afternoon in November, 1963, I was leaving a Villanova University classroom after taking a thermodynamics exam. In the hallway, the professor pulled several of us aside and whispered, "The president's been shot in Texas." He had no further details, so I hurried to the parking lot, hopped in my red VW Beetle and clicked on its cheap aftermarket radio, waiting for the vacuum tubes to warm up. I headed for home. Just as I got on the Schuylkill Expressway, JFK's death was announced. Not knowing what to do, I turned on my headlights. As did most of the other cars on the road. It looked like a giant funeral procession that afternoon.

Driving home, I had a flashback to an October day in 1960, when a friend and I fastened a Kennedy-for-President poster to the front of my dad's 1956



See back cover for additional pictures of the SS-100-X before and after the assassination from the Washington Daily News.

The SS-100-X used an array of roof sections to provide various roof configurations.

Ford Mainline and we drove up Frankford Avenue in Northeast Philadelphia about 500 yards ahead of the convertible in which candidate JFK was riding. (Try breaking into a Presidential candidate's motorcade today. You'll be quickly gunned down by Uzi-wielding Secret Service agents.) It was great fun and the crowds applauded. We were the warm-up act for Jack.

After several blocks, we turned onto a side street, hopped out of the Ford and got to wave at The Man Himself.

Returning to November 22, 1963, I soon learned that Kennedy had been shot while riding in his big navy blue Lincoln. That custom open parade car will always be associated with President Kennedy. Folks of a certain age, whether or not they're 'car people', think of Jack every time they see a dark-colored, '60s-era four-door Lincoln Continental convertible. That slab-sided Lincoln design has become one more icon of the New Frontier which John F. Kennedy promulgated. At his inaugural, he said, "The energy, the faith, the devotion which we bring to this endeavor will light our country and all who serve it - and the glow from that fire can truly light the world."

The torch had been passed. The old days were over; the future had arrived.

Think about it: President Eisenhower wore hats and was chauffeured around town in a big 'ol bulbous black 1950 Lincoln Cosmopolitan limo. It made sense. Ike was a white-haired, balding, kindly-looking old guy with glasses. My friends had grandfathers like that. They wore hats and had dowdy, 10 year-old cars. And they were married to grandmotherly-looking women, like Mamie Eisenhower. They played golf and were nostalgic about the olden times - America's Past.

Then Jack Kennedy came along - what a contrast. No glasses, no hat, a full head of rich, brown hair, a hot-looking, cosmopolitan babe of a wife. He was nobody's grandfather. He was a new generation - a man who looked forward, not backward: "I believe that this nation should commit itself to achieving the goal, before this decade is out, of landing a man on the moon and returning him safely to the Earth."

JFK represented America's Future - the promise of a bold, bright, perfect tomorrow. As the lyrics from the Broadway musical, 'Camelot', proclaimed:

***In short, there's simply not
A more congenial spot
For happily-ever-aftering than here
In Camelot.***

It only made sense that such a President would be matched up with a new kind of car - not some big old chrome-laden whale but a contemporary car with clean lines - a sophisticated car to fit the kind of guy Jack was. The vehicle was derived from the all-new 1961 Lincoln Continental - the one with the style-setting, slab-sided design. It was called SS-100-X and

was built by Ford's Advanced Vehicles Group assisted by the coachbuilder, Hess & Eisenhardt. The stretched SS-100-X had a 156-inch wheelbase and was over 21 feet long. It weighed almost 8,000 pounds but, because of its simple lines, it didn't look like a whale or barge. It wasn't painted the usual funeral black either; the vehicle was finished in a rich, preppy navy blue. Elegant. Inside, it had a two-tone blue leather interior. Posh. They finished the car off with turbine-blade Continental Mark II wheelcovers. Classy. The SS-100-X was the first Presidential limo with air conditioning. Cool. It had several tops including a clear Plexiglas bubble top which could be left off on sunny days. Clever.

Ford Motor Company offered to lease it to the White House for \$500 per month. Picture Jack, sitting in his rocking chair in that classic Kennedy pose, waving his Petit Upmann Cuban cigar around and telling some staff member, "Pay them. It's worth it." The finished car was delivered in June, 1961. The big Lincoln soon became almost as recognizable as JFK himself.

For 1,000 days, we associated John F. Kennedy and the valiant things for which he stood with the handsome man flashing a big grin and waving from the rear seat of his dark blue Presidential Lincoln. He died in that very car. The events of November 22nd put an end to JFK the Man. His promise was unfulfilled, his administration unfinished. Objective evaluations by historians would later place him in a more authentic context and dim his halo. His human failings and his perilous health would be endlessly and sometimes almost-gleefully dissected. Camelot was allegorical and not particularly accurate.

But JFK the Legend was born on that November afternoon. Even when we strip away the myths, hyperbole and the what-ifs, Jack Kennedy lives on in our memories as a forever-youthful, optimistic fellow, full of grand and daring ideas - pursued with "viggah," passing by in a long, tasteful open Lincoln limousine.

***Don't let it be forgot
That there was a spot
For one brief shining moment
That was known as Camelot.***

Writer/commentator Cal Thomas eloquently wrote, "For some, all things seemed possible with Kennedy in the White House. When he died, most things seemed impossible. There was a sense we had been robbed of hope and hope denied produces cynicism and despair, two viruses that continue to plague our culture. Speaking as one who became a conservative and realizes that the 'myth' of Camelot was exactly that, I still miss him. Even more, I miss much that was good in American life that seems to have perished with him."

Rest In Peace, Jack.

Members and Their Cars

My "Connie"

By Bob Schultheis - Photos by Bob Schultheis

I have always loved the 1961 through 1969 Lincoln Continentals but I had never found the "right" car. When a friend from high school decided he had to have my 1965 Galaxie XL and made me an offer that I could not refuse, I was suddenly left without a classic car.

I decided then that I had to have a Lincoln Continental and my quest for the "right" car began in earnest. I spent the next two and half years searching the Internet and every classic car publication looking for my Lincoln. I finally found what I thought could be the car of my dreams in Ontario, Oregon.



"Connie" belonged to a very nice 92 year old lady who had special ordered it from the factory in 1967. She explained to me that she could no longer drive and that her kids had convinced her to sell the car because it would just rot if she continued to let it sit in the garage.

After driving through a snow storm in the Blue Mountains, I got to Ontario and my first chance to see the car in person. I could not believe my eyes! She was gorgeous! I immediately wrote the check and made arrangements to have the car put on a trailer and taken back to my home in Vancouver, Washington.

Knowing that the best way to get help with information and parts was to join a club. I sought out the Lincoln & Continental Owners Club and became a member with the help of another high school classmate, Steve D'Ambrosia.

For the next year I tinkered with little things on the car and Steve was of immense help to me in getting everything just right. I could not have done it without him.



In April of 2013 I decided I would try to get "Connie" accepted as a participant in the Forest Grove Concours d' Elegance. I had never had a car in a show like that and I thought it would be a great experience. I was really excited in June when I received a letter and "Connie" had been accepted into the show.

I spent three days just prior to the Concours cleaning and polishing everything in preparation for the show. Show day finally arrived, and with my wife's help, "Connie" was on the show field at 6:30 am. We spent the next hour dusting and polishing to help ward off the nerves.

Across from "Connie" sat an amazing 1931 Duesenberg. There were also two 1941 Lincoln Continental convertibles and a beautiful 1942 Lincoln Continental

Bob & Susann Schultheis with their beautiful 1967

Lincoln

Sedan in attendance.

After the show opened I was amazed as those in attendance would first gather around the Duesenberg and then would gather around "Connie". I had a marvelous time talking to all the folks and explaining all of "Connie's" features. I was surprised as two different sets of four judges, about an hour apart, came over to us to examine "Connie".

Shortly after the judges left, I was informed that "Connie" had received the honor of being judged "Best in Class"! Keith Martin introduced myself and "Connie" to those in attendance at the show and presented me with her trophy as we were directed across the stage in front of the show field. We were then placed in the "Winner's Circle" with the rest of the show's class winners.

To be included among some of the most prestigious marques in history was truly a humbling experience! With my loving wife's support, I am now looking forward to our future with "Connie" and the many adventures which surely await us.



Photo from the Forest Grove Concours d'Elegance Web site.



Photos on Page 7

- 1. On the show field at the Forest Grove Concourse d'Elegance.*
- 2. Receiving the trophy for Best of Class for Ford Motor Company 1960 - 1972. It really is the same car.*
- 3. Back on the show field with her first place award.*

The **Forest Grove Concours d'Elegance** is held on the 3rd Sunday in July each year on the campus of Pacific University in Forest Grove, Oregon. Over 300 automobiles are part of the Concours in 52 classes. The Forest Grove Rotary Club uses the Concours to raise funds for scholarships and community service projects. Cars are entered for judging or just for display. Judging is based on quality and authenticity of the restorations. You can find additional information on their Web site at:

<http://www.forestgroveconcours.org>

PNWR Market Place

This space is given free of charge to members. Send your ad, electronic preferred, to the Connector Editors at cm.gray@frontier.com or Chris Gray, 21707 W. Lost Lake Rd., Snohomish, WA 98296. If you know a non-member who would like to advertise vehicles or parts, they must become a member by contacting our Membership Chairs. Include Name, address, telephone number, and email (if possible), together with a check made payable to The Lincoln Club for \$30. Send the completed information and payment to: Denis & Barb LaCrosse, 4826 NE Twin Spits Rd., Hansville, WA 98340. Then, follow previous directions for members.

For Sale: 1978 Mark V. 14,400 original miles. Winner of the Lincoln Trophy , WNM Concord, CA 2012. See pg. 35 *Continental Comments* #311. Triple gray, Versai cloth upgrade. Original spare tire with factory markings. \$15,000 Contact Jim Pringle at 360-923-0472.



For Sale: 1969 Lincoln Mark III parts package. Some NOS and the rest are high quality used. Everything is bolt on ready and needs no refurbishing. I prefer not break up the package. Everything has been photographed and I will forward them per request. For \$4,000 cash, I will personally deliver the entire lot within 300 miles of Spokane, WA. If you come to Spokane and pick them up, \$3,700. I am also interested in a trade for a utility grade ATV that has a book value equal to or better than the \$4,000. Pictures available. Includes:

L & R FRONT WHEEL HOUSINGS, RIGHT FRONT DOOR SHELL, HOOD, TRUNK LID, L & R TRUNK LID MOULDINGS, R DOOR WINDOW REGULATOR, L HOOD HINGE, HYDRAULIC WIPER MOTOR ASSY, HYDRAULIC WIPER MOTOR, TRANSMISSION, R FRONT FENDER SHELL, REAR BUMPER FACE BAR CENTER, L & R REAR BUMPER ENDS, REAR BUMPER REINFORCEMENT CENTER, FRONT BUMPER FACE BAR CENTER UPPER, FRONT BUMPER FACE BAR CENTER LOWER, L & R FRONT BUMPER ENDS, HEADER PANEL SHELL, FRONT GRILL WITH FRAME FRONT COWLING, L & R COWL PANEL MOULDING, L & R FRONT FENDER PEAK MOLDING, L & R FRONT FENDER, WHEEL LIP MOLDING,, L & R REAR 1/4 PANEL PEAK CHROME MOLDING, L & R DOOR PEAK MOLDINGS L & R FENDER FRONT BUMPER MOLDINGS, L & R REAR BUMPER REVEAL MOLDINGS, R HEADLIGHT COVER L & R FRONT TURN SIGNALS COMPLETE, ACCELERATOR PEDAL & LINKAGE, L & R ORIGINAL WIPER ARMS, DANA CRUISE CONTROL, WIRING HARNESS SHIELD, FAN CLUTCH, BACK UP LIGHT LENS, R FRONT DOOR GLASS WITH MOUNT, L & R REAR 1/4 WINDOW GLASS WITH MOUNT, 2 - WHITE SUN VISORS, EDELBROCK CHROME VALVE COVERS & OIL CAP (460), WIPER MOTOR /WASHER SWITCH / VENT CONTROL, L & R OUTER FELT WEATHERSTRIP DOOR SEALS, L & R SIMULATED WOOD DOOR TRIM INTERIOR, RH & LH CHROME GRILL PIECE

Contact Roger Johanson at rogerjohanson@comcast.net or 509-326-6367 or 509-995-8744 (cell)

For Sale: Book -- Lincoln Convertibles 1939-1959: Includes Mercury and Edsel

If you are both a Lincoln and a convertible enthusiast, then Don Narus' book is for you. He chronicles all drop-tops from the Lincoln brand during this period in a picture and caption format, as well as those convertibles from Mercury and Edsel. The book's strength lies in its 239 black and white photos. If a picture tells a thousand words, then Don's book is an encyclopedia worth of print. Pictures highlight front and rear ends, dashboards, seats, and steering wheels. Numerous close up views provide excellent details. Chapters end with an overview of models, wheel-bases, engines, and prices. If made in America means something to you, then you will appreciate that this book is printed in Raleigh, North Carolina. Narus' latest book is a labor of love that Lincoln ragtop fans will appreciate. Order a copy from the author's Web site at <http://www.newalbanybooks.com> for \$22.95 plus \$3.99 shipping.



Contact seller for additional photos.

For Sale: Windshield and gasket for 1964-1965 Lincoln. Still in the box. \$975 for both or best offer. Can deliver locally. Contact Todd at 253-377-9195 or performanceauto-glass@comcast.net.

The Store

The region has several items for sale that help us raise money to support our activities and publications. Susan Addy serves as our storekeeper and you can order items directly from her. You can contact her at 360-692-7268 or via email at sl.addy2010@hotmail.com.

\$5.00



Dash Pads

Made of white "rubber"-like material and printed with LCOC and the Lincoln star, it keeps items like this cell phone from sliding around. It works!



\$1.00

Visor Clips

This ingenious gadget clips to your visor and holds your sunglasses when you aren't wearing them. It is printed with LCOC and the Lincoln star.



Cloisonne pins
Mark II, 4-Door Convertible and Mark III available.

\$5.00

Drink Can Cozy
The drink can cozy fits around a soda or beer can or water bottle. They have the Lincoln star and LCOC printed on them. Available in red or black.



\$3.00 each /2 for \$5.00

Special Order ONLY

14K white or yellow gold Lincoln star jewelry. Price will vary depending on the cost of gold. Also available in sterling silver for \$90. The silver ones may be dipped in gold for an additional \$10. Can be made into earrings, tie tacs, lapel pins, etc. Talk with Susan about how to order.



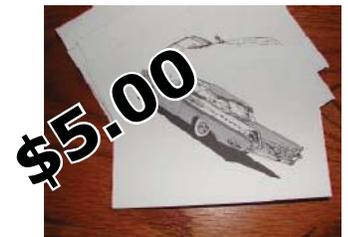
Tote Bag

This has been one of our most popular items. It is made of heavy-duty canvas, is printed with the Lincoln star and is topped with a zipper. It is large enough to carry all the "beauty" products for detailing your car or anything else you want to carry around.

\$10.00

Note Card Packs

Set of Joe Sherlock's handdrawn images of cars



\$5.00

Fire Extinguisher Covers/Wine Tote

This has also been one of our most popular items. It is available in black, navy and orange and is printed with the Lincoln star. It is large enough to carry a bottle of wine or many members use it to cover their fire extinguishers when on the show field.



\$10.00

Western National Meet - Phoenix, AZ

Lincolns in the Valley of the Sun

October 23-27, 2013

Hosted by the Arizona Region

A small but fun group of Pacific Northwest Region members trekked down to Phoenix for the WNM. Although it was October, the Valley of the Sun was VERY hot - in the 90's. The day of the car show everyone was careful to carry their bot-



Roger Clements & Rae Ann Shearer with their 2001 LS. and below with the plaque for Best of Class and the trophy for Best of the Decade 2000-2010, a local trophy.

tles of water to keep well hydrated as the judging was held on the top floor of the parking garage. The Hospitality Room, thank goodness, was very conveniently located right off the lobby and it was well-stocked with all our favorite beverages.

The Region was represented by Jim Chantler, Roger Clements and Rae Lee Shearer, Jim and Joanne Pringle and Chris Gray.

On Wednesday, the meet began with an early bird reception to meet all the other participants. On Thursday was a driving tour to the Camelback Ford Lincoln dealership. They had all the new Lincoln models on display and for test driving. That evening was...what else...a Southwest Fajita Buffet. On Friday was the second driving tour to northwest Phoenix and the Martin Auto Museum. It is the only museum of its type in the Phoenix area with cars and memorabilia dating back almost 100 years. If you go to their Web site at <http://www.martinauto-museum.org/>, you can take a 360 degree tour of one



Jim & Joanne Pringle's 1951 Lido being judged. Below, they received their 4th Emeritus plaque.



room of the museum on your computer. On Thursday night was an Italian dinner buffet and LCOC auction. It was one quick way to let loose of some of your money.

On Friday, most of the cars had their Mechanical Judging completed, with the Appearance Judging occurring on Saturday. It was a relatively small field but what it lacked in quantity, it made up in quality. It also made for a short judging day in the very hot sun. In the afternoon, there was an LCOC general membership meeting with a lively discussion of how to build more membership and get increased attendance at the car shows. The Board will be dealing with these very important issues at their meeting in January. That evening was the Banquet and Awards Presentation. Both PNWR cars received trophies. Please see picture captions for details. Best of Show honors went to Sherm Lovegren from California with his spectacular gold Mark II. Afterwards, many attendees met for a final gathering with friends in the hospitality room. Next stop, Tacoma, in 2014.



PNWR: Standing L-R: Roger Clements, Rae Ann Shearer, Jim Chantler, Jim Pringle, Chris Gray Seated L-R: Jeanne & John Talbourdet (John is the new President of LCOC), Joanne Pringle

Show What You Brung

Issaquah, WA
September 28

by Jim Chantler

So, if we couldn't go to Harrison Hot Springs in British Columbia, at least we could go to Issaquah, WA. The plan was to meet at the Triple X in Issaquah for the "Show What You Brung" car show that happens every Saturday. So, they are scheduled for spring and summer, who cares! However, the clouds opened up and put a huge damper on the car show aspect of the day. With two inches of rain it seemed prudent to beat feet over to the Hendry's. At least it would be dry. Jim and Joanne graciously suggested we come to their place after the cancellation of the Canadian event.

Roger Clements and Rae Ann Shearer, Ken and Sue Wicker, and Chris Gray were already there figuring that no one would show up at the Triple X. Actually, that

Chantler guy, Betty and Gerry Ostrom, Craig Dulis and Eli Darland did show up with no aspirations of showing vehicles. It was daily-driver time for our group. Not one show Lincoln was visible! Several members like Vera Nevue and Tom Herman started off but abandoned the cause at the floating bridge. Smart move!

After the garage tour, it was off to Jay Berry's Road House. It did not disappoint. The food was superb and the company more so. Everybody was groaning under the weight of the food served and many a doggie bag was used.

After dinner Eli demonstrated the sound system in his Bimmer. It's enough to rattle the fillings in your teeth, Eli. A good time was had by all. Thanks Joanne and Jim for stepping in at the last minute and putting on a very fun event in spite of the weather.



Some of the guys out in Jim's new garage. L-R: Craig Dulis, Jim Hendry, Roger Clements, and Eli Darland.



Some of the gals staying warm and dry in the house. Yes, that's a real gas pump. L-R: Rae Ann Shearer, Betty Ostrom, Joanne Hendry and Sue Wicker.

Summary Annual Meeting

There were 22 officers and members present at the Annual Meeting held in Lacey, WA on November 9th. This is a brief summary of what was discussed and acted upon.

The Membership Chairs did two cleanups of the roster deleting those who hadn't paid dues in more than two years. Everyone on the roster is now current. The Membership Chair and Treasurer requested that the use of PayPal be suspended as we get the money but with no name attached. New membership brochures were developed and printed and are now available to be handed out. Contact Denis LaCrosse or Jim Chantler if you would like some to hand out at car shows you attend.

No project sales were reported this year. Susan Addy asked for ideas for new products. We will also need to come up with products to sell at the national meet. It was suggested that we survey the membership in the next Connector regarding whether people would be interested in purchasing regional shirts and what type of shirt people would purchase if they were available. See survey below.

The *Connector* won the Golden Quill award from *Old Car Weekly* for the 4th year. Chris Gray, Editor, would like to stay with David Thompson of Offset Theory as our printer because we would not be able to match his price locally. Pringles volunteered to send out the printed *Connectors*.

The results of the voting were presented. Steve D'Ambrosia, Jim Pringle and Sean Streeter were elected to the Board of Directors. Only 15 ballots were returned. There was a discussion about whether there is anything we can do to increase the number of people returning ballots. It was decided to print biographies of those running in the Connector before the election. Thank you to Ed Zarins for his service as a member of the Board.

It was discussed that we should keep the two-tiered dues structure (printed *Connector* versus emailed *Connector*) for another year. Monthly event notices will not be printed and mailed to people with email addresses. When we consider the dues amount, we need to remember that income for the club is subsidized by the funds earned at any National Meet we host.

There was a lengthy discussion of WNM in 2014 in Tacoma. Jim Chantler is looking for volunteers to chair the various activities.

It was decided that we should look for a new Web site host. Jim will talk to Ray Lively, Webmaster.

T-Shirt Survey

___ I would like to purchase a Pacific Northwest Region shirt.

The type of T-shirt I would like:

___ Regular t-shirt ___ long sleeve
 ___ short sleeve

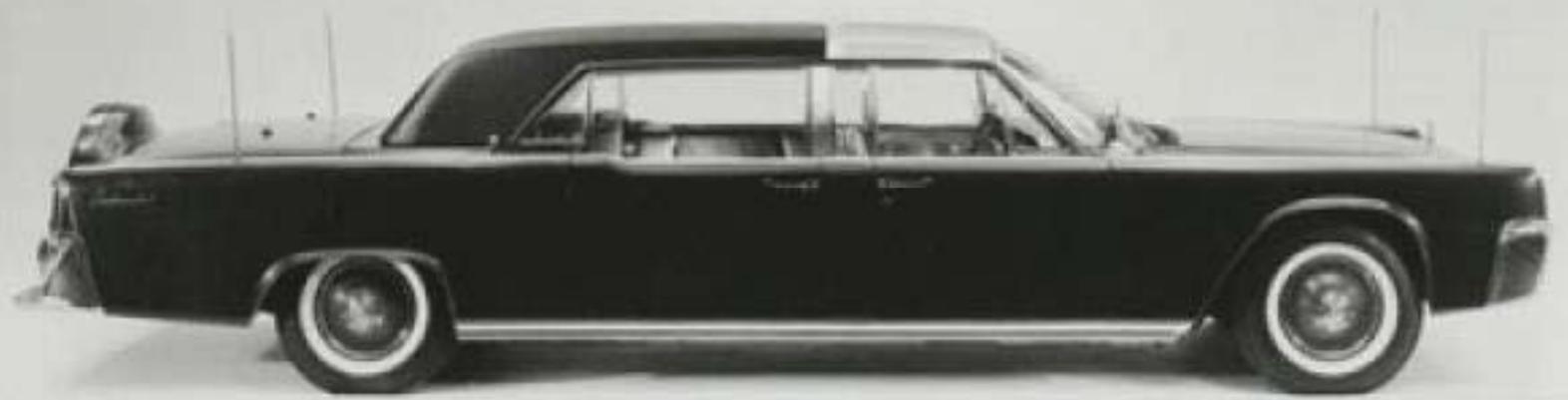
___ V-neck t-shirt

___ Golf shirt (collar)

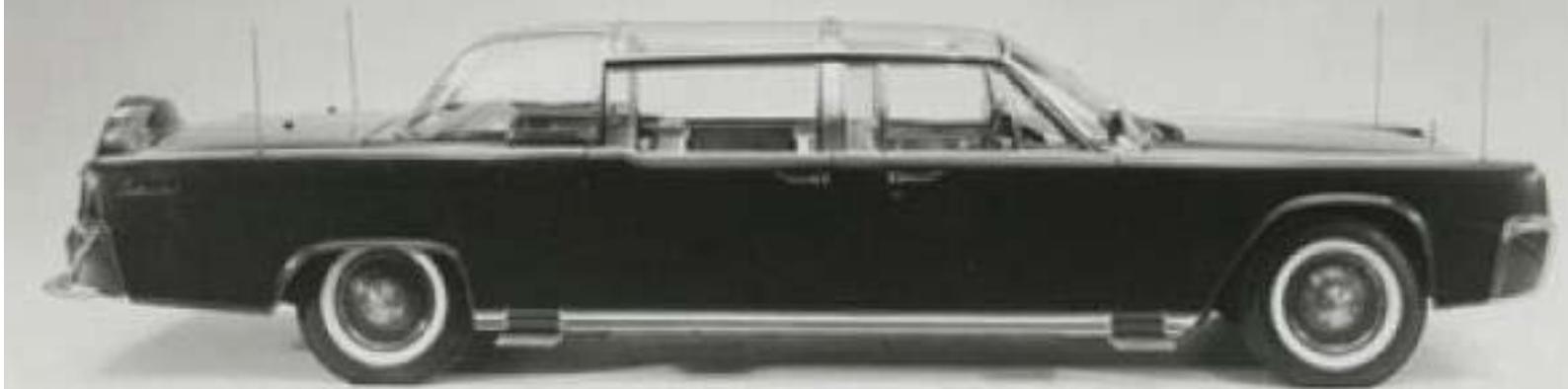
___ Sweatshirt

Mail (POB 3923, Silverdale, WA 98383), email (sl.addy2010@hotmail.com) or phone (360-692-7268) Susan Addy with your information.

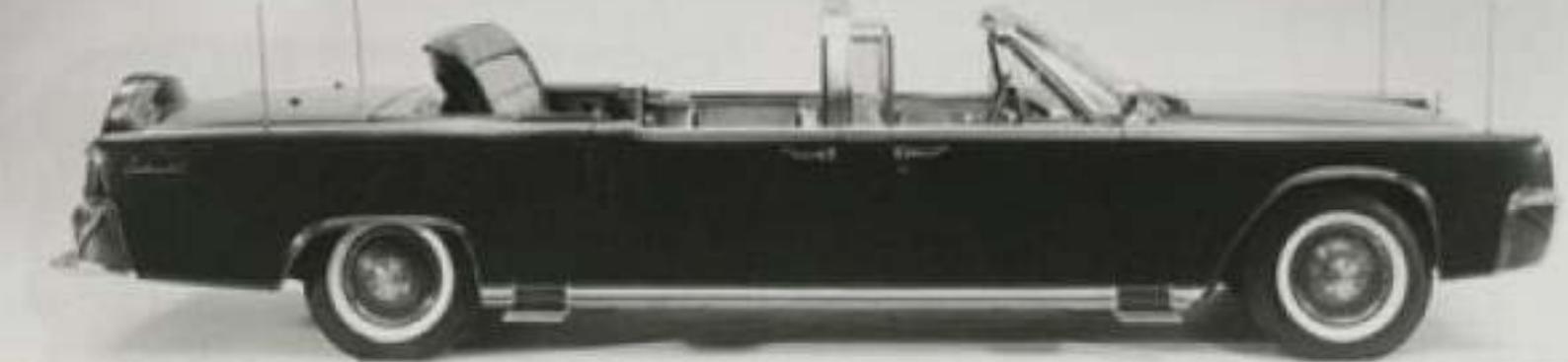
Rear Enclosed Roof



Plastic Roof Panels



Full Convertible



The Quick Fix

After JFK assassination, non-removable top and armor were added.