

C Pacific Northwest Region Lincoln & Continental Owners Club

MAY, AUGUST 2015
Vol. # 27

CONNECTOR



Hope you are keeping cool!

This edition of the Connector includes a number articles on fun monthly events. Hope to see many of you at one of the events in the near future. Think seriously about going to the Western National Meet in San Diego. It should be a great time.

The *Connector*, another benefit of your membership.

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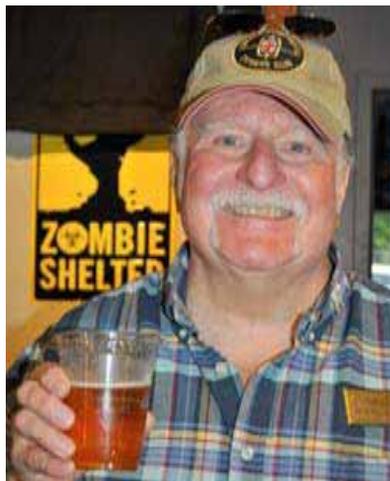
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Pacific Northwest Region Connector



Director's Message

James Shelton Chantler

I am just back after driving 5278 miles to the Mid-American National Meet and back in a 38 year old Mark V. It was a great trip with nary a hiccup with the very large Continental. The "land yacht" was in its element. I have nattered on about we need to take our Lincolns out and drive them as that's what they were built for. Well, I did! That said, the folks in LCOC were more

than impressed I drove all the way from Seattle to Hickory Corners, Michigan.

A note to members, try not to drive through eastern Montana, Wyoming and particularly South Dakota during the first week of August. Can you say "Sturgis?" There is nothing like sharing the land with 10,000 or so motorcycles. Each and every little town was geared up for the onslaught of the motorcycles, blocking off the center of the main street for the bikes to park so folks can hit the bars.

Get this, I stopped at a Motel 6 some place in Wyoming and they wanted \$169 for a room! I said, "See ya" and moved down the pike and got a \$40 room for \$75 at a mom-and-pop-no-tell motel. It is a little intimidating to pull into a gas station with 90 or so motorcycles waiting to gas up and you know I stopped a lot with my 14.5 mpg Continental.

Driving a very large and very gold Continental resulted in many thumbs up which was cool. People really responded well to the car and I got nothing but good vibes. People would come up and ask if I had restored the car. Then they would say that their, father, uncle, cousin or guy down the street had one just like it but it was a LTD II, a Thunderbird, a Cougar. It had a 302, a 351, a 400 or a 460 but it was just like it though it was a different color. Being the steward of the marque that I am, I just nodded and agreed and moved on. People were really into this big car from another era.

In two months is the Western National Meet in San Diego, which will be the meet to not be missed this year. The Western Region is putting it on and are going all out. They have events planned starting on Sunday before the meet and going to the next Sunday. I hope to see a great turnout from the Region!

The Pacific Northwest Region is planning to caravan down Interstate 5 en mass, so think about joining us. It will be a hoot. That said, I would hope that you all would come and join us in San Diego in October.

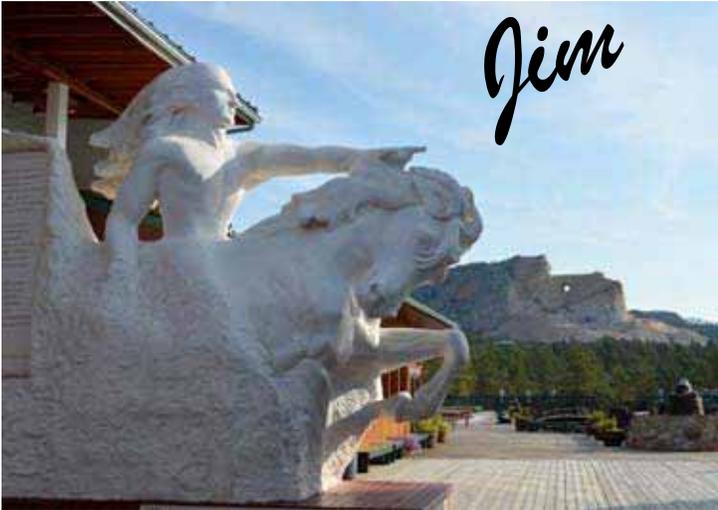
We have had several really fun events so far this year including a Brewery Tour in Kitsap County, a Mt. St. Helens Tour, the two Villes tour lead by yours truly and we participated in the Cougar Prowl. You can read about these tours in this very issue of the Connector, along with my story about the Mid-America Meet. We have a fun event scheduled for September where our classic Lincolns will be featured on Championship Night at the Evergreen Speedway in Monroe, including a drive around the track if you bring your Lincoln. No non-Lincolns will be allowed to do that. More information will be coming out in the next few days outlining

Cont. next page

Cont. from pg. 3

the specifics of that adventure.

Remember my mantra of getting these cars out and driving them. So, do as I say AND do and get your cars out and drive them. The '60's, '70's and 80's cars are great traveling companions and a ton of fun to take on trips.



Stopped at the Crazy Horse Monument in North Dakota on the way.



Stopped at the Studebaker National Museum in South Bend, IN



Another picture from the Studebaker Museum of a Packard Predicta concept car. All photos on Page 3 by Jim Chantler

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2015 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.

September 19

Fast Times in Monroe
Monroe, WA
Joanne Hendry & Chris Gray

October 14-18

LCOC Western National Meet - San Diego, CA
Western Region

November 7

PNWR Annual Planning & Board Meetings -
Lacey, WA
Jim & Joanne Pringle

Cover Photos

Front Cover: Two Continental Mark Vs at the Mid-America National Meet at the Gilmore Museum, Michigan

Back Cover: Top: 1921 Lincoln L, the oldest Lincoln at the National Meet

Back Cover Bottom: 1936 Lincoln K Sedan at the National Meet

Credits

All cover photos by Jim Chantler

All other photos by Chris Gray unless otherwise noted.

Letter to the Editor

Putting an ad in the *Connector* does work. Here's a note from Denis LaCrosse regarding his car. -Ed

The car I advertised in the last Connector left this morning on a car hauler, bound for Amsterdam. Thought it might be of interest. They do love these cars over there!

Silver City Brewery/Bainbridge Island

May 30



Hostess: Susan Addy checking out the work of the staff at Silver City Brewery.

Thank you, Susan, for taking over this tour to help the LaCrosses. As always, you don't take a backseat to anyone when it comes to leading a tour.

Some of us rode ferries and some of us drove to the Olympic Peninsula. Those of us who rode the Seattle to Bainbridge Island

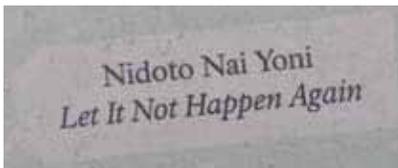


ferry saw Gil & Petusa Braida with a flat tire on their convertible. It actually happened on the freeway, the first time. When Gil changed the tire he discovered that the spare was also flat. He limped down to the ferry dock and then limped on the ferry. We all discovered another nice service of the ferry crew when they used a portable air tank to inflate the tire so Gil could drive the car off and drive to a service station.

After that exciting start, we met at the Madison Avenue Diner on Bainbridge Island for breakfast. As always they did not disappoint. They have maintained that quaint 50's look which always goes well with our classic cars.



Some members, like the Schultheises sampled the beer in the regular way, while others, like Jim Chantler tasted right out of the barrel. It appeared that both ways met the approval of those tasting.



We then drove the scenic route ... Wait a minute, is there anything but scenic routes on Bainbridge Island? ... to the Bainbridge Japanese American Exclusion Memorial. This site

memorializes the forced removal of Japanese Americans during World War II. It is located on the south side of Eagle Harbor where on March 30, 1942, the first community of 227 individuals under Executive Order #1 departed Bainbridge Island for incarceration in ten camps. It also honors those in the community who stood with them and welcomed them home. After the war in 1945, 150 of them returned.

Our next stop was the Silver City Brewery in Bremerton.

Many of us had been to their restaurant/brewery in Silverdale but the brewery has now moved to Bremerton. We learned a lot about the brewing of fine beer and, of course, sampled to see if we agreed.

The last stop was at the Big Apple Diner in Bremerton. It was another great retro diner with wonderful food to end another great event. Thank you again, Susan.



Pitusa Braida eating a sundae.

Right: L-R back: Kevin Johnson, Gil Braida, Jim Chantler, Rich Addy, Susan Addy, Lisa Johnson, Nathan Johnson, Vera Nevue, Jo Norwil, Denis LaCrosse, Jeff Norwil, Barb LaCrosse

Front: Petusa Briday, Heather Johnson, Rick Franklin



Mt. St. Helens Trip

June 27



Hosts: Sean & Karen Streeter. Here's 1/2 the team, Karen, with sleepy Cassidy.

2015 commemorates the 35th anniversary of the eruption of Mt. St. Helens. How many of you were living in the region? How

many heard it? How many felt the effects of it through the blanketing of the region with very fine volcanic ash? The club visited Mt. St. Helens National Volcanic Monument in June and were able to see, first-hand, the amazing transformation of the landscape. Many of us felt and heard the destructive power and now all who went on this tour saw nature's capacity for regeneration.

We began the day at Castle Rock where we all met for breakfast at the Castle Rock Bakery and Coffee. It was a small, quaint gathering place with wonderful bakery treats. After gassing up, we caravanned for our first stop at the Mt. St. Helens Visitors Center, that welcomes over 300,000 visitors per year. There we learned that in the blast area where forests were leveled, the recovery forest has become one of the most diverse and productive ecosystems in the Pacific Northwest. It is a real-life laboratory for scientists as well as visitors. The Visitors Center has many varied exhibits and historic videos on the eruption. We learned that the eruption of Mt. St. Helens is very unique in that there are very few volcanoes that blow out the side rather than blowing straight up.

Our next stop was the Johnston Ridge Observatory, located at the end of State Highway 504, 52 miles east of Castle Rock and in the heart of the blast zone. For those who may not remember, David Johnston was a volcanologist and part of the main



Now, this is the way to travel through the Mt. St. Helens Monument. The Johnson family (Cassandra, Nathan, Lisa, Heather, and Kevin) in their convertible.



Top: Mt. St. Helens from the Visitors Center

Bottom: Mt. St. Helens from the Johnston Ridge Observatory

monitoring team watching the mountain. He was the first to report the eruption, transmitting "Vancouver! Vancouver! This is it!" before he was swept away by the lateral blast. Johnston's remains were never found, but state highway workers discovered remnants of his USGS trailer in 1993. The Observatory is at the location where he was observing the mountain and, literally, looks out on the main part of the mountain that was blown away. Several of our group hiked to the top point of the observatory above the Center.

After a full day inside the Monument, the group met for dinner at a very nice Mexican restaurant in Castle Rock. A fun, informative day was had by all. Thank you, Sean and Karen, for all your work in planning this great event.

Memories of Mt. St. Helen from Steve D'Ambrosia: Becky and I went on a PNWR tour shortly after we were married in September 1983. There wasn't much to see except devastation. I was in Fire Department training on May 18 and that day we were practicing

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Mid-America National Meet Hickory Corners, Michigan

by Jim Chantler - Photos by Jim Chantler

Before, during and after, I heard that I was nuts drive to the Mark V back to the Mid-America Meet in Hickory Corners, Michigan. As usual, I didn't listen and I'm REALLY glad I didn't. The drive of 2573 miles to the meet was an adventure in itself and netted a Long Distance Award as a bonus. I mentioned the Sturgis Motorcycle Rally in my Director's Message. By the way, it was the 75th annual Sturgis event and was billed to potentially be the largest one ever. Great....

Frankly it was a piece of cake driving across the country. Though I have done this many times before, it's always fun. I picked up our own National Chief Judge, Steve D'Ambrosia, in Michigan City, Indiana, on Wednesday. Then it was off to that Michigan garden spot, Kalamazoo, and our guest hotel. One really interesting thing I noticed about Michigan was all the rusted out cars. It was truly amazing to see relatively new



Plethora of '54's



Steve D'Ambrosia in 1926 Lincoln L Cabriolet with some of the Gilmore Museum grounds in the background.

wheeler which can turn on a dime as one side of the paddle wheel goes backwards and the other forward when turning. Very slick. We sailed down the Kalamazoo River and harbor with interesting homes along the shore, a buried city, and sand dunes. We did get out on Lake Michigan which is one big lake, folks, if you haven't been there. There was some antiquing in the quaint little town of Saugatuck by some people. Everything was so lush right now but in the winter this little

cars with rotted out wheel wells and rocker panels. On my many gas stops, people asked if I had restored my car and how much rust did it have when I started. All were amazed when I stated there was no rust, even in Washington. Yet another reason to live in God's country.

The first event was the welcome buffet at the hotel. As usual it was great seeing old friends and meeting new Lincoln folks. Steve and I were the only Pacific Northwest Region members at the meet but we kept our decorum intact and did not embarrass our region!

On Thursday, there was a tour to Saugatuck, Michigan and a boat cruise. We toured on the Star of Saugatuck which is an interesting, divided stern

Pacific Northwest Region Connector



Lincoln Museum with 1941 & 1942 Continentals



'49 Cosmopolitan convertible in Lincoln Museum

town is a ghost town thanks to the lake-effect weather and the cold of the mid-west.

The really funny thing was that on Thursday, back at the hotel, I thought I was seeing double as there was a nearly identical Mark V to mine. It was the same color, vinyl top and wheels with just the interior being monochromatic to my two-tone. I met my new best buddy, Randy Fehr from Wayland, Iowa, and his Mark V. Check out the picture on the cover.

On Friday it was off to the Gilmore Museum complex to check out our new Lincoln Museum. Lincoln was the featured partner in July which highlighted the Lincoln Motor Car Heritage Museum. The all-new museum, which opened in August, 2014, is patterned after a historic Lincoln dealership and was built by the Lincoln Motor Car Foundation. It is easy to spend days going through the other car museums addition to the Lincoln Museum. Gilmore is a 90 acre site with multiple car museums such as Cadillac, Pierce Arrow, the AACA museum and more. This tour was followed by our traditional auction. I was able to refrain from buying anything but I did check it out. The auction went well with some really outrageous bids for some stuff.

Saturday, of course, was show day back at the Gilmore complex. There were about 102 cars registered. Of those 102 cars, 40 were for Exhibition only. I've never seen that many cars registered for Exhibition.

The judges were beside themselves with the lack of rust on my car. At one point Dennis Garrett, after judging my car, crawled under the back of it and then called to another Michigan member to crawl in next to him to check out the lack of rust. It was a funny moment. I wish I had

taken a picture.

On Saturday night, the Awards Banquet was held. I am here to tell you that my car won the Long Distance Award, the 1970's favorite Tour Car and First Place Primary for my class. It then won the Lincoln Trophy #11. I was popping up out of my seat left and right. I purchased this Mark V as a touring car, never intending it to be a show car. Now that it is a Senior car, I guess I need to get serious and fix those little things I have ignored for all these years. Fortunately, there was not much competition among the Mark V's. Still, the car was a favorite throughout the meet. It was truly a fun and successful meet for all.

On Sunday, after the usual picture taking, Steve and I took off for South Bend, Indiana and the Studebaker Museum. This was one museum I have wanted to see for a long time. It was very cool with some amazing cars on

display.

Then it was back across the continent. At least Sturgis was over. I would encourage others to drive their cars to meets as it is really a good way to see the country, although I caution you to bring lots of money for gas.



An old friend...longtime PNWR member Herm Hoffman's 1951 Cosmopolitan Sedan sold in 1993 or so.

Lincoln MKZ

The Lincoln MKZ, initially named the Lincoln Zephyr, was marketed as an entry level luxury car. Lincoln officially revived the Zephyr name in the fall of 2005. The Lincoln LS was developed as a Luxury Sport Sedan. The Zephyr and LS were sold parallel to each other during the 2006 model year, the first model year of the Zephyr and the last for the LS. Ironically, the Zephyr's first model year was also its last with that name. In 2007 the car was renamed MKZ, which mimics the naming schemes of auto makers such as Mercedes-Benz.

If you compare the newer Lincolns, they range in size, smallest to largest: MKZ, LS, and then MKS. The MKZ is based on the platform of the Ford Fusion but has a more upscale interior and additional technology features. The MKS is based on the same platform as the Ford Taurus and developed as a full-size luxury sedan, a category in which Lincoln had never been represented. The LS was the odd one out as it was based on the platform of the Jaguar and Thunderbird, both of which are discontinued.

The MKZ costs more than the Fusion, even when similarly equipped. There are two gas-engine choices plus a hybrid version. The base engine is a 2.0-liter turbocharged four-cylinder; a 3.7-liter V-6 is optional. It has a six-speed automatic with either front- or all-wheel drive, while the hybrid is front-wheel drive only. MKZ Hybrid was the first hybrid vehicle on the market priced the same as the standard gasoline-engine version.

The MKZ Hybrid was unveiled in 2011. It is the first Lincoln hybrid electric vehicle and the first Lincoln model with a four-cylinder engine. It has a city rating of 41 mpg and a highway rating of 36 mpg. These numbers make it the most fuel-efficient luxury sedan in the U.S. The Lincoln MKZ Hybrid also has an EV mode that allows the car to travel short distances on electricity alone. It was one of the five finalists for the 2011 Green Car of the Year awarded by the *Green Car Journal* in November 2010. The winner was the Chevrolet Volt.

We have two members of the PNWR who own Lincoln MKZs. Gerald and Betty Ostrom (Fall City, WA) have a V-6 while Janice Eby (Caldwell, ID) has a 4-cylinder hybrid.

When asked why they bought their car, they said that Betty's sister was coming to visit. She had a Pacific Northwest Region Connector

lot of difficulty getting out of their 2-door Mark VIII and her husband was very tall and kept banging his head. They also wanted a 4-door Lincoln and didn't want a Town Car. They get 29-30 mpg with the V-6 and 6-speed transmission. When asked what she liked best, Betty said, "It talks to me." She, of course, is talking about the navigation system and "I'm pretty sure that car will get me home."

Gerry added this little clarification. "The real reason we bought the MKZ was that the 1998 Mark VIII had 152,000 miles and we needed to replace it as the primary driver. We did buy the MKZ a few

months earlier than planned because of Betty's sister's visit. "

When asked why she bought the MKZ Hybrid, Janice said she bought it because she wanted a hybrid.

The car does not have a distinctive style and, in a lot of ways, looks like other cars on the road. The 2013 hybrid became the most fuel-efficient luxury



Janice Eby with her MKZ Hybrid



Betty & Gerald Ostrom with their Lincoln MKZ.

vehicle in the U.S. and beat the fuel economy of the Lexus ES 300h hybrid by 5 mpg. The redesign experienced strong sales during 2013. Ford announced that for the 2014 model, it increased the share of production allocated to the hybrid version from 20% to 40% for the 2014 model year.

Ville to Ville and Back

July 24-26

by Jim Chantler - Photos by Jim Chantler

July was the month for another cool event in the state to the south, aka Oregon. We have not been back to the Evergreen Aviation Museum in McMinnville for quite a few years and it is always nice to check in. The drive down was more adventurous than most days this summer due to moisture from the sky restricting visibility. What was this rain thing, anyway?

We met Bob Keck at the parking lot as others filtered in. Vera Nevue hitched a ride down with her Director, that would be me. Tom Herman showed up soon after us. Ed Zarins came down from Portland. Kevin Johnson and Erica showed up in the good doctor's arrest-me-please yellow 'Vette. What the heck, it's always good to see members no matter what they are driving!

Due to financial issues some of the museum's planes have, apparently, been sold off. The gun collection was a mere shadow of its former self but at least the Spruce Goose was there. By the way, we found out that the Spruce Goose was made of alder but I suppose "Alder Goose" doesn't flow as well. It is also the largest aircraft ever made and had one flight on November 2, 1947. We also went to the I-Max Theater, which is a new addition, for an absolutely spectacular presentation. The SR-71 Blackhawk was also on display in all its glory. What a story behind this mid-last century plane. One of the engines was displayed out of its flaring and you could see how complicated the engines were that flew this puppy...er plane.

Next stop was Wilsonville, where we got our motel rooms and met for dinner. Ed recommended the Oswego Grill which turned out to be a great restaurant and eating experience. That ever resourceful Chantler asked Ed if he wanted to have a barbeque at his house the next day and, lo and behold after a moment of reflection, Ed said, "Sure." It was set up for the next afternoon after our World of Speed Museum tour.

The World of Speed is a brand new museum and was truly worth the trip all by itself. Front and center on a turntable was a 1929 Bentley "number one" race car that raced at LeMans back in the day. The other cars included many race



The original Daytona tri-oval course is 2.5 miles long with 31 degree banking in the turns and 18-degree banking at the start/finish line. The World of Speed Daytona display is a 15 foot-tall, 44 feet-wide exhibit with the exact inclines of the original speedway. It includes four vehicles from legendary NASCAR drivers, including: Dale Earnhardt Jr.'s 2000 Chevy Impala, Jim Vandiver's 1974 Dodge Charger, Terry Labonte's 1988 Chevy Monte Carlo and Cale Yarborough's 1979 Oldsmobile 442.

and drag cars with a Pacific Northwest ties. There were two unlimited hydroplanes on display as well including Miss Bardhal and Miss Budweiser. There was a "wall of sound" display that included radios, televisions and other electronics from the fifties and sixties. There was an identical Zenith radio to the one my father had in the early fifties. I wonder what happened to his? Also included in the "Wall" was a display of Northwest music artists including copies of music, magazine articles and album covers. Our own Charlie Ryan of *Hot Rod Lincoln* fame was among those honored.

We then moved on up the road to Ed's house in Portland for pizza. Pizza was a whole lot less hassle than doing the BBQ thing. We got to tour Ed's Man Cave, where we got to see his currently incapacitated Lincolns. Ed also had his first car which is a 1976 Datsun 280Z. Kevin and Erica visited the Cascade Brewery on their way over to Ed's and picked up

some designer liquid refreshment. Good times.

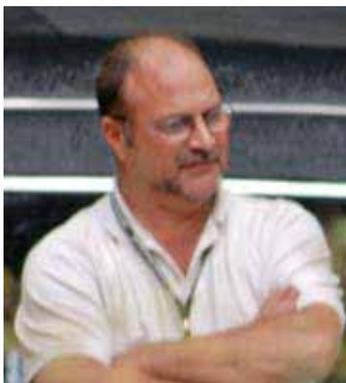
Then it was off to reality as we got into the congo line that was the I-5 corridor back to Seattle and points east. Thanks to Ed Zarins for a great lunch and also for the recommendation on the Oswego Grill.



The group in Ed Zarin's backyard. (L-R) Vera Nevue, Tom Herman, Erica Johnson, Kevin Johnson, Ed Zarins, Kim & Mark Chambers.

Joint Meet with Cascade Cougar Club

August 2



Host Rick Franklin

The August event was spent with old friends from the Cougar Club. There were PNWR members there but only two Lincolns, Rick's Mark III and Hendry's Mark VIII. Unfortunately, there was no one there taking pictures for the Connector. Those who attended said it was a fun event at Griot's Garage in Tacoma. If you haven't

been there, you missed an opportunity to support a very good corporate sponsor of car events in the region. Thanks to Rick for putting this together with the Cougar Club. Hopefully, we can be better represented in the future.

The group at Mt. St. Helens and, yes, that's Sasquatch: L-R back: Jim Pringle, Janice Eby, Jim Chantler, Kevin Johnson, the Ostroms, Lisa Johnson L-R front: Joanne Pringle, Kim & Mark Chambers, Heather Johnson, Keegan & Sean Streeter

Cont. from pg. 5: climbing our 85' aerial ladder in the parking lot. We could see the mountain billowing at the time! There were more adventures due to the eruption such as hosing the ash at the Memorial Coliseum for the benefit of the upcoming Rose Festival Parade. The ash was so stubborn it would not move unless we hit it with a direct stream from our fire hoses. Runoff would not move it!



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 360-509-3693 or via email at sl.addy2010@hotmail.com.

Pacific Northwest Region Monogrammed Golf Shirts



We will be ordering for those who want them, golf shirts with an embroidered monogram on the front with the old-fashioned Lincoln star and PNWR and LCOC circled around the star. The bottom picture is a closeup of the embroidery. The shirts are French blue, 60% cotton/40% polyester, short sleeve with 3 buttons and square bottoms with side vents.

The men's shirt sizes are:
Small - 4XL
The women's shirt sizes are: XS -4XL
Cost is \$30 plus tax.

We have to order 6 shirts at a time so place your order now. Susan will order when we have 6 orders. Make checks payable to PNWR-LCOC. Send to Susan at: POB 3923, Silverdale, WA 98383. Indicate whether for man or woman and sizes on each shirt ordered.



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.



PNWR Market Place

This space is given free of charge to members. Send your ad, electronic preferred, to the Connector Editor 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 Chairperson. 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: Roger Clements, 16630 SE 235th, Kent, WA 98042 Then, follow previous directions for members.



For Sale: His and Hers: A Matched Pair and Rare Find. Would love to see them go together.

- His is a 1979 Continental Mark V Collectors Series. Pictures and additional information available upon request. It is in nice condition for 140 K miles. Perfect Kasman luxury cloth interior, tool kit, umbrella, owner's manual and original paperwork. Excellent, straight body. Glass moonroof. Very good original paint, moldings and vinyl roof. Perfect glass. Runs great. Needs exhaust and air conditioning work. \$5800.
- Hers is a 1979 Lincoln Continental Series Sedan. It is in good condition for 100 K miles. Runs, drives and stops excellent. All new brakes. Perfect Kasman luxury cloth interior, glass moonroof, CB, period phone, all accessories including matching luggage. Body, trim, glass, and full vinyl roof are very good. Weak points are hood and trunk paint, stereo and air conditioning. \$5000. Call Mark Chambers at 503-267-1140. Email: formark1@hotmail.com

For Sale: 1978 Mark V. Blue and white, good condition, new brakes and exhaust. Many other things have been done. It is a really nice driver. 70,000 miles. \$3978 /obo. Contact Ken Wicker at 425.252.2998 or email at kwicker3@comcast.net.



WESTERN REGION
SAN DIEGO
WESTERN NATIONAL MEET
OCTOBER 14 - 18, 2015
SO.CAL.EVENTS@LCOCWESTERN.ORG

Get meet registration materials at:
<http://www.lcoc.org/Meets.asp>
or contact Jim Ayres, Western Activities Director
H: (949) 646-5644 (H) (949) 689-8471
You must register by September 27th
If you would like to caravan with the group driving down, contact Jim Chantler.

