

C Pacific Northwest Region Lincoln & Continental Owners Club

September-December 2015

CONNECTOR

Vol. # 28

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Happy Holidays to all....

It is hard to believe that another year is behind us. What a great year it was! We hope you have enjoyed our summaries of monthly events or, better yet, enjoyed the events. We are developing a new calendar for next year and could really use your help. If you have a fun place to visit, a great little museum or a car event in your area, please contact Jim and get on the calendar.

Membership Directory included.

We'll see you in 2016.

The *Connector*, another benefit of your membership.



Club Officers & Managers

Region Director

Jim Chantler, Normandy Park WA (2018)
206-356-3786 -- lincstar61@comcast.net

Assistant Region Director

Susan Addy, Silverdale WA (2017)
360-509-3693 -- sl.addy2010@hotmail.com

Secretary

Kris Sundberg, Mercer Island WA (2018)
206-240-1559

Treasurer

Sean Streeter, Washougal, WA (2016)
360-835-3806, seanstreeter@msn.com

Additional Board Members

- Jim Pringle, Lacey WA (2016)
360-923-0472 -- pringjj@comcast.net
- Ed Zarins, Portland, OR (2018)
503-703-9940
- Grant Loveseth, Vancouver, BC (2017)
604-264-7946 -- gloveseth@shaw.ca
- Chris Gray, Snohomish, WA 98296 (2017)
360-668-9487, cm.gray@frontier.com
- Steve D'Ambrosia, Terrebonne, OR (2016)
503-449-8756 -slincoln52@hotmail.com

Membership

Roger Clements, Kent, WA
253-709-6694, rogerclements1@msn.com

Projects

Susan Addy, Silverdale WA (2014)

Connector Editor

Chris Gray, Snohomish WA

Event Coordinator

Open

Web

<http://www.lincoln-club.org>

Facebook: Pacific Northwest Lincoln Continental Owners Club

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Pacific Northwest Region Connector



Jim Chantler on the show field.

Director's Message

James Shelton Chantler

My dear Lincolnoids,

I am back from driving 2500+ miles down and back to San Diego for the Western National Meet in my just ten year old Lincoln. There is a certain verisimilitude in that first sentence as it mirrors my last message of the previous **Connector**! Look it up,

both the word and the **Connector**.

We had a more or less caravan from the Pacific Northwest. Everything went more or less peachy until the '06 LS puked out all of its coolant on the "Grapevine" section of Interstate 5 in California. Our fair Editor just happened to be following



me and noticed... what she thought... I had gone through a large puddle, sand or something. Well, no! A composite coupling literally blew a chunk of itself out, immediately emptying every



drop of anti-freeze. Dash lights lit up, buzzers went off and the engine immediately shut down. At least there is that about positive modern electronics and engines.

After a very quick twenty minutes, the AAA slider showed up and off we went to the Lincoln dealers in San Clarita. Chris eventually continued onto San Diego and I spent the night at the

Left: The LS on the Grapevine outside of L.A. where it left all the coolant about 1/4 of a mile back.

Above: Yes, that's a hole in the composite coupling. Pictures by Jim Chantler

Travel Lodge in San Clarita waiting for the part to arrive. The next day, Eric, the service manager sent the shuttle for me and I returned to the dealership. Part of their time with the car was spent "Brillo padding" the bugs off the LS after the repair or so Eric stated. I think he was kidding but the car was definitely clean of bugs.

I missed a day of the meet but all was well with the car and we did win a first Primary though was beaten out for the Lincoln trophy by our own Janice Eby, Caldwell, ID. Oh well, there's always next time. You can read more about our great time going to/from and in San Diego elsewhere in this issue.

We have completed another successful year of fun events. Chris Gray and Joanne Hendry put together a dynamite tour in September. Look for the article in this issue. We had our Annual Meeting in November to plan for next year. I am here to say that we still have empty slots to fill so if you have any ideas now is the time to contact me at the usual places. Look to the left of *Cont. next page*

Cont. from pg. 3

this article for my email address and phone number.

Next month I am off to Tampa to represent you all at the LCOC National Board Meeting. Steve D'Ambrosia and I will work for your benefit. Let us know if you have any suggestions for issues to be brought to the Board.

I will close with my usual bit about getting those Lincolns out and join us for our events. Life is short, enjoy it all. Happy holidays.

Jim

Letter to the Editor

I'm looking forward to it. I joined partly as an incentive to get old Cosmo road worthy again. I've got to find and replace a broken shift collar and then I'll be able to join in some events. Photo attached. My Grandfather bought the car new in 1949. I've had it since my Grandmother passed away. We had paint and upholstery done about four years ago but some mechanical problems have plagued it since. Looking forward to meeting you and other members! Regards, Dave Becker



Ed- Welcome to the Pacific Northwest Region, Dave and Kathryn. They are some of our new members.

Cover Photos

Front Cover: Rebody of 1932 Lincoln KB as a Boat-tail Speedster at Western National Meet, San Diego

Back Cover: Top: 1931 Lincoln L LeBaron Convertible at the Western National Meet

Back Cover Bottom: 1930 L Phaeton at the Western National Meet

Credits

All cover photos by Chris Gray

All other photos by Chris Gray unless otherwise noted.

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2016 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**

South Area luncheon - TBD

February 20

North area luncheon - Wickers Stanwood, WA

*** March TBD**

*** April TBD**

Portland OR in conjunction with the Portland Swap meet - Host TBD

May 14

Luncheon, Johnny's Dock - Susan Addy Fife, WA

June 18

Meeker mansion tour, Susan Addy Puyallup, WA

July 16

Joint event Cadillac owners club - Location TBD - Jim Chantler.

August - TBD - Weeks - Ilwaco, WA

September 15-18

LCOC Western National Meet - Denver, CO Rocky Mountain Region

***October - TBD**

November 5

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

**As you can see we have some holes in our calendar. If you have a great idea, a great place to visit and would like to host an event, please contact Jim Chantler. We can really use your ideas and help.*

Speed and More 'n Monroe

September 19

This event had something for everyone. It was hosted by Joanne Hendry and Chris Gray. The first stop was Jim Green's Hot Rod Gallery, Museum and Performance Center. We started with a continental breakfast between the hot rods and dragsters that included Starbucks coffee and homemade pumpkin muffins.

The tour of the facility included thirty hot rods, some classic cars, one junker Mark III going to moss outback and several dragsters. Jim is one of the country's preeminent speed specialists and has been serving the high performance automobile community for over 55 years.

Jim's most famous car was his Ford Cammer-powered dragster named "*Assassin*." Today, overhead-cam, multi-valve engines are the industry standard. But on the American automotive scene of the 1960s, pushrod V8s were the state of the art. Into this simpler, more innocent world stepped Ford's 427 CID SOHC V8 which became known as the Cammer. The SOHC V8 was originally barred from NASCAR racing, even though the Chrysler Hemi was winning everything. In 1964, NASCAR moved to ban all "special racing engines," in its words, eliminating both the Cammer Ford and the Chrysler 426 Hemi from competition in 1965. They were finally approved in 1966. During this time, both engines

were being widely used in the drag world. To learn more about the restoration of *Assassin*, visit <http://wediditforlove.com/Assassin.html>. *Assassin* was sold in 1968.

Next stop was the Dashing Dutchman's Deli. Their specialty sandwiches, featuring the 200 Mile Reuben, were outstanding as were the salads and homemade soups.

Then we visited the Western Heritage Museum, featuring mining, logging, agricultural and all manner of stuff from early life in the Pacific

Northwest. We were given a special tour by the owner/curator Jerry Senner. I am sorry to announce that Jerry passed away since we were there. Our thoughts are with his family and friends. Jerry gave us a passionate and humorous tour of the museum and all its artifacts. We saw the latest gizmos for



Jerry Senner demonstrating a tractor-driven saw.

washing clothes, grinding grain and chainsawing underwater. Now, who would do that?

Coming back to our speed theme, the last stop was Evergreen

Speedway on Championship Night. We had a special place to park on the front straightaway and next to the Seahawks and their specially-painted cars and trucks. *Cont. pg. 10*



Bob McCutcheon as "engineer."



*Above: Jim Green's twenty-four valve tractor puller/dragster.
Below: A funny car. Jim Green photos by Mike Kometz.
Pacific Northwest Region Connector*



The rest of the group L-R (back) Mike Kometz, Doug & Pat Oakes, Jim Chantler, Randy & Sally Brown, Vera Nevue L-R (front) Joanne Hendry, Betty & Gerald Ostrom, Tom Herman, and Cheryl McConnehey

KCJBS's Excellent Adventure

By Chris Gray **October 8 & 15, 2015**

You're asking, "What is the world is KCJBS? It stands for Kevin (as in Johnson), Chris (Gray), Jim (Chantler) and Becky and Steve (D'Ambrosias). This is the story of our trip, en caravan, to the Western National Meet in San Diego. The Lincolns were: '63 Convertible, '94 Mark VIII Convertible, 2006 Lincoln LS and a '66 Convertible.

Dear Diary: The first day we were not all together as three of us were coming from the Seattle area and D'Ambrosias were coming from central Oregon. Chris and Jim met at Southcenter. Kevin was late but told us to go on and he would catch up. Knowing the way Kevin drives, we had no doubt. But, we never saw him until a call late morning saying he had stopped in Eugene with "fluid flying." Jim got lost following Kevin's instructions. No judgement here as to who was at fault. After repairs, we got back on the interstate with Kevin in the lead. All of a sudden, he pulled off saying he had a "strange noise." He really thought it was something major but, when he turned off the car, the noise continued. It was finally determined that this major issue was his battery-operated vacuum cleaner. No, it did not end up in the garbage.

With pedal to the metal, literally, we crossed Oregon without any further issues. We stopped in Weed, CA. By the way, Weed is named for a founding father, not the other type of weed. The choice for dinner was a diner that served only beer and wine or a bar that served anything you wanted but no food. We took the high road and went to the diner. We also had breakfast at the diner and met up with the D'Ambrosias who had stayed with family.

Steve asked if he could lead our now 4-car parade because he was having some problems with his car and it "complained" when it had to go up a hill. So, we dropped from the 80-85 mph behind Kevin to a

more reasonable 60-65 with Steve. It was much easier to keep us all together or so we thought. At lunch at a rest stop, we confirmed that we would continue down Interstate 5 as far as we could drive. We would look for a motel that was not a Motel 6 but one that had shampoo, Kleenex, and a picture on the wall.

This was where the trip took an interesting turn. Somewhere in the middle of nowhere, there was an impressive interchange with several exits. All of a sudden Steve took one of the exits off Interstate 5 and I was unable to follow them, being second in line. It took 20 minutes for me to find the first exit. I told you it was the middle of nowhere! Becky had called me and left a message. More on that later. D'Ambrosias and Kevin decided to continue on to Fresno and stay the night. Jim came back to Interstate 5 and we continued on down the road to Buttonwillow, CA, finding a nice motel with soap, shampoo, etc., and a nice diner that served barbecue. Yes that really is the name of this wide spot in the road.

So, now there were two. The drive was uneventful until we began the long, steep climb out of the Central Valley, known as the Grapevine. Jim was in the lead and we were about half way up when I saw a puff of something come from either his car, the car in front of him or he ran through some sand, water or something. He immediately pulled off so I scratched off "the car in front of him." A large hole had been blown in the plastic coupling piece between two radiator hoses and, of course, he lost all his coolant. What's nice about these "new" cars, it shut down without any further damage to the rest of the motor. AAA, believe it or not, was there in about 20 minutes. The choice was whether to go back 40 miles to Bakersfield or go forward to Los Angeles. So, we followed Jim's poor car on the back of a slider to the



The three Seattle area Lincolns in Weed, CA. L-R: Kevin Johnson's '63 Convertible, Chris Gray's '94 Mark VIII Convertible, and Jim Chantler's LS.

Lincoln dealer in Santa Clarita. They could get the part but it wouldn't come until the next day. So, Jim got a hotel room to wait for the fix to be completed the next day.

So, now there was one. I had bad traffic off and on through L.A. but also nice stretches of interstate running right next to the ocean. I got into San Diego at dark. I had never been in San Diego but left home knowing I could rely on my travelling companions and my GPS. Wrong! Just as I hit the outskirts of San Diego, the GPS went dark. **Cont. pg. 10**

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Western National Meet - San Diego, CA

October 14-18, 2015

The Pacific Northwest Region was nicely represented at this year's Western National Meet. Along with the group who drove down en caravan (see pg. 5), there was also Janice Eby (Caldwell, ID) with her 2007 MKZ Hybrid, Jeff and Jo Norwil (Puyallup, WA), Ed Zarins (Portland, OR) and Dennis LaGrange (Edmonton, AB, Canada) who flew.

This was the first national meet to be held in San Diego since 1995. It was overflowing with fun visits to a variety of car collections, driving tours short and long, a dinner cruise on Mission Bay, a tour of the USS Midway on your own and a display of Lincoln's newest Continental Concept Car. There was still time to gather with old and new friends and view an almost 100-car show field. Thanks to co-chairs Jim Ayres and Ron Cressy and their entire Western Region planning committee for a great event.

For many of us, the meet started on Tuesday with a tour of a number of private auto collections. The tour started at the San Diego Automotive Museum Balboa Park. The feature display was Cars of the Future, with prototype cars over the years that got sleeker. Designers dreamed of cars that could fly and



From cartoon to real life, there is a resemblance.

alternative fuels replacing gasoline. The display also had a focus on the cartoon show *The Jetsons*, where almost everything imagined in the cartoon has already been invented, from robots, the Internet, jetpacks and even the flying car.

On display was the Louie Mattar's Fabulous \$75,000 Car. It started as a 1947 Cadillac and over seven years was converted into a camping vehicle. The equipment in the back seat includes an electric stove,



Louie Mattar's Fabulous \$75,000 Car at the San Diego Automotive Museum at Balboa Park.



*Above: Back seat of the Louie Mattar car.
Below: Steve D'Ambrosia with one mechanical musical instruments at J.A. Cooley Museum*

refrigerator, washing machine, chemical toilet, ironing board, medicine cabinet, and even the kitchen sink. The right running board is a shower. He did several non-stop drives from San Diego to New York and Anchorage to Mexico City. Louie's sense of invention lives in this car. He holds the world's endurance non-stop record across the U.S., with a round trip of 6320 miles. Three men drove in 5-hour shifts, refueling on the run from

moving trucks. The car weighs 8500 pounds, holds 230 gallons of gas, 15 gallons of oil and 30 gallons of water.

Next stop was the J.A. Cooley Museum, a unique collection of antiques and automobiles, located in an unassuming storefront. It featured 15 cars from 1886-1933 and 25



categories of antiques representing model trains, cast iron toys, spittoons, tools, cuckoo clocks, license plates, typewriters, and cameras. Intermingled with the cars are mechanical musical instruments, nick- elodeons and very early phonographs. It is a private collection and we were lucky enough to have Jim Cooley give the tour and discuss his collection with us. What a gem!



1899 Mobile Steamer was built using patents purchased from Stanley for \$250,000.

Third stop was the Calumet Collection. After a wonderful barbecue lunch, we toured this outstanding private collection of classic cars including Rolls Royces, Bentleys, Cadillacs, Fords and a 1960 Lincoln Mark V Limousine. Everyone was fascinated with the Rolls Royce, decked out with a serving tray to hold fine china on each front fender. Now that was travelling in style.

cont. pg. 9



*Picnic Rolls Royce style!!
Photos by Jim Chantler*



Looks like D'Ambrosia's car but it is the Lincoln Convertible at the Calumet.

The next stop was the Only Yesterday Classic Autos and Hall of Heroes, again a private collection located in a nondescript, on the outside, industrial office building and not open to the public. Inside is the private collection of Chuck Spielman. Spielman, a retired commercial real estate dealer and U.S. Army veteran from Vietnam, also has a touching display of military memorabilia from World War II. Mr.



Chuck Spielman talking to our group.

Spielman met with our group and shared his thoughts about cars and his desire to honor WWII veterans before they have all passed away.

Our last stop was the Evans Garage, a private collection owned by William Evans a well-known San Diego businessman. It is not open to public and people feel very privileged to be



1935 Lincoln Madel K Convertible, one of 15 built.



What is this? The mailbox at Evans Garage.

invited to an event held at the "Garage." There were beautiful displays of cars and other historic items in a spectacular old building but, because it is not a museum, nothing was identified.

After all this activity



Left: Judging team includes Kevin Johnson and Jeff Norwil.

Below: An old friend was shown by new owners James Finley and Jim Kiszla. This 1978 Versailles was owned by Maury & Fran Willyard.

and stuff to see, attention finally turned to the cars. On Friday, Mechanical Judging started,



with appearance judging on Saturday. Many of our members were involved as judges with Steve D'Ambrosia serving as National Chief Judge.

Saturday was the car show. There were close to 100 cars including cars from other Lincoln clubs such as the LOC (Lincoln Owners Club) and the LZOC (Lincoln Zephyr Owners Club). There were more 1920-1930 cars than have been seen for years and lots of 4-door convertibles which was really exciting to see.

The Pacific Northwest Winners

1. 1st Primary Class 217 & Lincoln Trophy #9 Erika & Kevin Johnson - 1963 Convertible



2. 1st Place Primary Class 234 & Lincoln Trophy #15 Janice Eby 2001 Towncar

3. 1st Primary Class 234 Jim Chantler Lincoln LS



4. Emeritus #1 Steve & Becky D'Ambrosia - 1966 Convertible Emeritus #2 Chris Gray - 1994 Mark VIII Convertible. Photo by Jim Chantler.



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Annual Meeting

November

The meeting was hosted by Jim and Joanne Pringle at the Roundtable Pizza in Lacey. The meeting was called to order by Director Jim Chantler.

Connector

Editor, Chris Gray, presented a report that, for the second year, there was not enough information to fill four 12-page issues of the *Connector*. Last year we put out three issues and this year will also be three. There was a discussion about whether three 12-page issues were preferable to four 8-page issues. It was decided that the three issues were preferable.

Web and Facebook Pages

There was a discussion about whether to move to a PNWR Facebook page only and drop the Web page. It was decided that for the time being we will keep both. Jim is going to try to find a new Web/Facebook editor.

Election Results

The following were elected as directors of the corporation to sit on the club's Board of Managers for three year terms beginning January 1, 2016: Jim Chantler, Ed Zarins, and Kris Sundberg.

Calendar Development

Please see page 3 for the Calendar. As you can see we need some help completing the calendar for next year. Please contact Jim Chantler if you would be willing to host an event in your area.

Officers

The Board of Manager met after the Annual Meeting. The following people were elected officers;
Jim Chantler, Region Director
Susan Addy, Assistant Region Director
Kris Sundberg, Secretary
Sean Streeter, Treasurer

National Meets 2016

- Mid-America Dayton OH May 11-14
Southern Ohio Region
- Western Denver CO September 14-17
Rocky Mountain Region
- Eastern New England October 12-15
New England Region

Fees for National Meets

There was continued discussion of the Region's concern about how fees for national meets are divided between the hosting region and the national organization. Our representatives will continue to express this concern at National Board meetings.

Halogen Lights

The region will present a resolution to the National Board supporting the use of halogen lighting in cars, not so equipped as original equipment, for purposes of enhanced safety and without authenticity deduction. This has already been done with radial tires and other items for safety.

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Speed & More cont. from pg. 4



It's not the Start Line but it was very near the Finish Line.



Vera Nevue and Jim Hendry up-close-and-personal racing cars.

Although we didn't get to drive the track, we did enjoy the racing and, I think, we may have made some racing fans. We had a catered barbecue and easy access to the beer garden.

Thanks to Joanne for being a great teammate in the planning of a very fun day.

Excellent Adventure cont. from pg. 5

I didn't have a clue where I was going. I looked for a couple of highways that Jim told me about but never saw them. Later, I found out that those highways were actually in Los Angeles so I'm glad I didn't find them. Before I hit the Mexican border, I decided to pull off. Luckily, I was able to re-program the GPS. I had to backtrack a little but finally got to the resort where the meet was to be held. D'Ambrosias and Kevin were already there, having no problems driving from Fresno to San Diego.

Fast forward through the days of the Western National Meet which you can read about in a separate article. Jim and I decided to travel together back to the Seattle area. D'Ambrosias decided to take a different route back to central Oregon and Kevin had to leave later because he needed to get his daughter Erika to the airport. We left about 10:15 with pedals to the medal. We drove to Woodlawn, just north of Sacramento. It was a long day but we decided that, by pushing, we thought we could make it home the next day.

Last day on the road was uneventful. We made Portland by 5:15 so we knew we could drive on home. The total number of miles was 2589. Now, to follow up on Becky's message to me, I found it on my home phone. Gee, no wonder I didn't get it. All in all, it was a very fun time. Did you note that my car was the only one without any mechanical issues although I did get home with a driver's window that didn't want to go up by itself. Maybe it was tired too.

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.

WANTED: Mid-size daily driver, straight 6 or V8, Steve Price, 503-288-1849, Steve@PopsFiddle.com.

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 close up of the embroidery. The shirts are 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 \$35 plus tax.

Colors are: aquatic blue, black, brown, cool gray, coral, dark maroon, dark orange, french blue, forest green, gold, royal, jade, khaki kelly green, lime, maroon, moss, navy, pale blue, purple, red, slate blue, sunflower, steel gray, and white. There are limited colors for extended sizes so check with Susan for that selection.



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.



L&B

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L & B Auto Repair comes highly recommended by Pacific Northwest Region members Ken Wicker, Mike Kometz and Chris Gray.



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.

