

C Pacific Northwest Region Lincoln & Continental Owners Club

January - March, 2017 Volume 31

CONNECTOR



***Spring at last, we all hope.
What a wild, wet winter.***

We are going to step back in time in this issue with some history lessons and their impact on our Region. There will be information on our events to date. We also have a story of pulling a car off a patio where it has slumbered for many years. Enjoy.

The *Connector*, another benefit of your membership.

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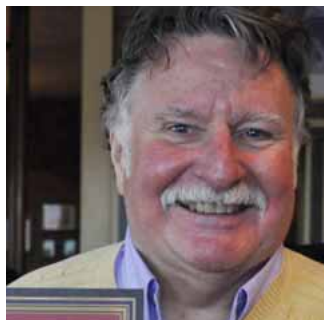
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Pacific Northwest Region Connector



Director's Message

James Shelton Chantler

Hello out there in Lincoln Club Land. It's the start of a new year which, of course, beats the alternative of not having a new year. Yah, I know that sentence didn't make any sense to me either. (*Ed note: I cleaned it up, Jim.*)

I am really excited about our 2017 calendar of events. We have already had great kick-off luncheons in January and February. They are described in further detail elsewhere in this issue. There is also an article on the downtown Seattle tour hosted by Vera Nevue this month. This is her first event as hostess and it was great. There is also an interesting story of Joanne Hendry's "53 Capri on the Patio". Fun times.

Steve D'Ambrosia and I represented you at the National Board Meeting in San Antonio in January. We presented our usual proposals and even won one this time. I am happy to report that halogen headlights can be installed on those Lincolns that did not have them originally. This one was close to me as I had installed halogens on my Mark V before driving to Michigan in 2015. I had taken the original incandescent headlights with me to change out before judging but did not do so. Of course, Mark V's have headlight doors so it was a moot point. However, I wanted a ruling that such a change would be a no-point deduction. I, and many others, consider it a safety issue if you drive at night. Our Region's proposal to print out the judging rules was discussed and dismissed in subcommittee. The run of ten pages or so of judging rules, resulting in 25,000 pages for the membership was considered to be a deal breaker. Any member can download the current rules online, if you have a computer and Internet. I know....

This year we are having one Grand National Meet, not the usual three nationals. The meet will be in Hickory Corners, Michigan at the Gilmore Village, August 7-13th. The big difference, the other Lincoln clubs, LZOC, LOC and the Road Race Lincoln will also be there. It's a scoot back there for us on the left coast to drive but should be fun with the other clubs. I would encourage everyone to consider attending.

As with all car clubs we have seen our numbers decrease each and every year. I will be actively recruiting new members and encourage everyone to do the same. I still have a number of free LCOC National memberships available so if you find someone with any Lincoln be it stock, or not, and you feel they would enjoy the club, let me know.

I guess that's it for now. Onward and upward we go into another year of Lincoln appreciation, good friends and fun events. Hope to see you at an event this year.

Jim

Ed note: Since Jim wrote this Director's Message, he has added to his family of Lincolns. On page 3 you will see a picture of his newest addition. Congratulations, Jim.



Jim Chantler's newest Lincoln, a \$1000 1987 Contentental.



Jim Chantler presenting Connector Editor, Chris Gray, with the Lincoln & Continental Owner's Club Master Editor of 2016 Award.

2017
LCOC Grand National Meet
 4th Annual Lincoln Homecoming with
 LZOC, LOC and Road Race Lincoln Clubs

August 9 - 13, 2017
 Hickory Corners, Michigan





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2017 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

April 29 - Woodinville, WA
 Wine & Spirits Tour - Kevin & Lisa Johnson

May 13 - Black Diamond, WA
 Junkyard Tour - Clements

June 9-11 - Boise, ID
 Joint Car Show with the Treasure Valley Ford Club
 Janice Eby

July 15
 Bonsai Garden Tour - Susan Addy

August 7-13th
 Grand National Meet - Hickory Corners, MI

August 19 - Longview, WA
 SW Washington Scenic Tour - Chambers

September TBD - Snohomish, WA
 TBD Chris Gray/Joanne Hendry

October TBD - Ellensburg, WA
 Ellensburg/Yakima Leaf Tour
 TBD

November 4 - DuPont, WA
 Planning Meeting - Pringles

Cover Photos

Front Cover: "Wet" photo by Jim Chantler
 "O" is a fancy toilet bowl from Underground Tour.

Back Cover: Top: Photo by Bill Speidel's Underground Tour. L-R: Gil Braid, Susan Addy, Jim Chantler, Chris Gray, Vera Nevue, Petusa Braid, and Robert Kniestedt.

Back Cover Bottom: Group at McMenamins in Oregon. L-R: Robert Kniestedt, Vera Nevue, Ed Zarins, Mark Chambers, Sean & Karen Streeter, Jim Chantler & Kim Chambers. The Mark V belongs to Mark & Kim Chambers.

Credits

All other photos by Chris Gray unless otherwise noted.

A Step Back in History

It has been awhile since we have visited the history of our region. The charter members of the region were Will Robb, Bill Blair, Al Reiter, Russ Humphrey, Ed Bisich, Bob McCutchen, Jim Streucker and Henry Nilssen. The very first officers were:

Director - Bob McCutchen
Assistant Director - Russ Humphrey
Secretary - Al Reiter
Treasurer - Linnie Blair

In the April-June, 2008 edition of the *Connector*, there were two articles about our history, written by Bob McCutchen and Al Reiter. At that time, Al Reiter supplied the editors with a copy of the 1977 *Continental Comments* which showed the first Pacific Northwest Region car show held at Lake Sammamish State Park in Washington. There were eighteen cars including a 1941 Cabriolet, a 1942 Coupe, two Mark IIs, a 1966 4-Door Convertible and a low-mileage 1957 Premiere. It was well attended and drew Lincoln enthusiasts from as far away as Burnaby, British Columbia, Canada and Cornelius, Oregon. From that time on, the Pacific Northwest Region has held regular events and thrived.

From the *Comments*, Spring, 1977, the following article was reprinted with LCOC permission:

How the Northwest was Won

by Lewis & Clark's front man, Al Reiter

"The May 1st picnic at Lake Sammamish State Park was a great success! Bob and Iris McCutchen welcomed new members along with Ed and Barb Bisich who kept the coffee pot perking. As the sun struggled to breakthrough the haze, we were warmed by the arrival of each Lincoln. A total of 18 fine cars in all. One of the special interest cars was recent acquisition by Ron Bloom, a low mileage '57 Premier. .

This was the Pacific Northwest Region's first event. Our next meeting was scheduled in LaConner, Washington. LaConner, which dates to 1867, is one of the oldest communities in Skagit County -- and the town is full of history. On Fourth Street is the Skagit County Historical Museum which is open from 1 to 5 p.m. Sundays. There are several ways to get there but the best is along Interstate 5 and then west on Highway 536. Another route is to leave Interstate 5 either at Stanwood or Conway and follow paved roads through farms and along the shore to LaConner. Plan to arrive early and enjoy LaConner's shops and antiques. A late summer tour is scheduled for August 27 and 28 at Port Ludlow, Washington. Jim and Betty Streucker are organizing this tour. More later."

It is with a sad heart that we announce Pacific Northwest Region Connector

Al Reiter

the death of one of our founding members, Al Reiter. Al passed away on December 1, 2016. Al and Dena, his wife of 36 years, had not be active for a few years but they still had that love of Lincolns. They were also active in the Evergreen Model A Club and in 1999 Al was named their *Man of the Year*.

Bob McCutchen wrote upon hearing about Al's death, "Except for me, in recent years, Al was the only other founding member alive who had attended the first event at Lake Sammamish State Park."

Dena sent Steve Price a note dated December 23, 2016. She included a copy of a note Al had written after receiving the *Connector* in July, 2010. Written at the bottom was "Not Sent." Dena did not know why it was never sent but we're glad she shared it with us so we could share it with you.

"Upon receipt of the Connector issue #11 (September 2010), I read the article about 1941 member cars and realized some members, understandably, wonder if the Reiter car truly exists. It does! The mechanical work, upholstery, glass, trim and paint are all complete. However, it's still not road worthy, needing shocks, exhaust system and removal of tail light and brake light wiring problems.

I'll not describe the time and frustration involved in the restoration process beyond noting I purchased the car in 1971. 40 years may be the most lengthy restoration project in history.

Shortly after acquiring the car, Dena and I participated in the establishment of the P.N.W Region. Members of the club, and others have been of great help with the restoration. I want to acknowledge the following people: Ron Bloom, George Dahl, Bob McCutchen, Mike Kelley, Greg Pounds and Craig Watjen."

Dena and her two sons, Ted and Greg Pounds, attended the January dinner in Burien. At that time, Dena was introduced to member, Jeff Norwil. Dena is now committed to finishing the car even though it has now been 46 years. We'll let you of the progress.

cont. Pg. 11



Al and Dena Reiter's 1941 Sedan

Northern Luncheon | Southern Luncheon

by Jim Chantler



The Northern Luncheon was held in historic downtown Burien, Washington, hosted by Jim Chantler. We met at Classic Eats. Classic Eats is inspired by Burien's small town feel and golden age icons, like , our favorite, classic cars but with a modern

extra touch. There are large portraits of Hollywood and rock and roll royalty (hint: Audrey, Elvis and more) playfully blowing bubble gum. Along with these whimsical paintings, there are also distinctive images of classic cars and trucks, many of which are locally owned.



Audrey Hepburn & Elvis blowing

Burien was incorporated in 1952 so it is truly "historic" if not really old. I'm older. I was gratified to see the thirty-four hardy souls who "braved" the 50 degree weather to make it to this first event of 2017. We had new faces, old faces and some in between.

If we had given a Long Distance Award, Ernie and Susan Willms would have easily won with their trip down from Chilliwack BC. Of course, Ed Zarins would have been in the running, coming up from Portland. At least this year he made it. Last year he was stopped part way up with a police action, missing the action at Stanwood.

Your Director gave a short re-cap of the recent National Board meeting and did not lose too much attention due to boredom.

Sean and Karen Streeter came up with a winner for the Southern Luncheon at the historic McMenamins Edgefield in Troutdale, Oregon.

The McMenamins Edgefield is near and dear to Sean. When he was a child he played in the facility. It was a county nursing home and his mother would bring him to the facility where she worked as a nurse. Sean has fond memories of running through the halls and exploring the many nooks and crannies.



The group at Classic Eats. Foreground: L: Jeff & Jo Norwil, Rick Franklin, Kris Sundberg. R: Ed Zarins.

The facility started off in the early part of the last century as the Multnomah County Poor Farm circa 1911. This was a working farm that had a dairy and the residents worked for their room and board. Then it became a nursing facility. The McMenamins brothers bought the property, developing it as a hotel as well as several restaurants and a dozen or so bars. There is also a glass blowing facility that was a treat to observe. Oh, yeah, we did eat there as well. **Cont. Pg 9**

The Capri on the Patio

by Jim Chantler All photos by Jim Chantler

This is a story of a 1953 Capri that has been slumbering on the patio of a suburban home east of Seattle. It's the story of its awaking and its journey



What is that hiding under the car cover on the patio of Joanne Hendry's house in Kirkland?

onward to a more useful life. Long-time member Joanne Hendry is the owner of this Capri and she is only the second owner of this 46,000 mile beauty.

Joanne has owned this particular car

for twenty-seven or more years, though it has spent the last twenty years or so on her patio in the Bridle Trials neighborhood of Kirkland. After much debate, the Hendrys' decision was to get this exceptionally original car back on the road. Jim Hendry, the go-to mechanical genius in the family, did not

have time to work on the Capri, given the rest of the Hendry's extensive car collection with their needs and wants. So, friend and other member of Region, Roger Clements took on the job of getting the Capri running.

Next steps were getting the Capri off the patio, through the trees, and down the highway to Roger's garage in Kent. Sounds simple or maybe not.

As fall turned toward winter, Jim and Joanne Hendry, Roger Clements and Jim Chantler, gathered to decide the course of action to get the Capri off the patio, onto the trailer, and trailered out of Kirkland with a stop of their house in Issaquah and then on to

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Kent.

The Capri did have a car cover which was still intact. The car was in remarkable condition with nary a rust bubble to be seen. Fortunately, the brakes were not frozen and the wheels rolled after some inflation of the tires. There was a lack of brake fluid, though the emergency brake was functional.

The Jims hooked up the winch and Jim C steered the car around stumps in the back yard as Jim H winched it. Time was crucial as Joanne's back yard would soon be a soggy swamp. We lucked out and



Here's what it looked like for more than 20 years as it slumbered under the car cover.

the car remained on its wheels and did not sink into the bog. All went equally well with the loading of the Capri onto the trailer.

Uncovered...what a beauty!



It was just a bit of a hassle in threading the truck with its attached trailer through the stands of trees in the backyard. As an aside, Pacific Northwesterners have a thing about their trees, God forbid that anyone cut or deface any of those trees. Jim C directed



On the trailer but now the hard part, getting the truck and trailer through the trees.



garage. Roger is now using his magic touch to get this sleeping beauty running again. After a carburetor rebuild and radiator and gas tank work, Roger then tackled the brakes, rebuilding all systems. Soon Joanne's Capri will be sleeping no more and will be on the road again. Look for the '53 Capri to make an appearance at the Triple XXX Drive-In in Issaquah this spring and then, hopefully, some Pacific Northwest Region events. We'll keep

Jim H successfully through without any bark being damaged. Job well done!

Joanne's '53 Capri is a well-equipped Lincoln that was optioned with a very rare rear window wiper that this writer had never seen on a 2-door hard top. When Jim H got the car to his house in Issaquah, he hooked up a battery and reported that all electric options still worked including the power windows, power seat and even the original spot light. Jim H then transported the Lincoln down to Kent, to Roger's



Top: Through the woods in Kirkland. Middle: First stop Issaquah. Bottom: Roger Clemens beginning to work his magic.

Seattle Underground & Art Museum Via Light Railway

March 18



Robert & Vera

Vera Nevue with, according to her, A LOT of help from her friend Robert Kniestedt, hosted the March event. They hit it out of the park.

The morning started out with pouring, and I mean pouring, rain and wind. We all met at the Angle Lake Light Rail station south of the SeaTac Airport. It was only \$6.00 for



working in a wood-working shop at the corner of Front Street (now First Avenue) and Madison Avenue, was heating glue over a gasoline fire. The glue boiled over, caught fire, and spread to the floors, which were



us seniors for an all day pass. The light rail was a quick, no hassle way to visit the city and not deal with traffic and parking. Unlike Vera, Robert and Jim Chantler, most of us had not ridden the light rail. The Braidas even caught the bus at their north Seattle home, rode it to University of Washington stadium, boarded the light rail and met us at the Underground Tour.

We got off the train at the Pioneer Square station. It was just a few blocks to the Underground Tour. For those of you who don't know the history of the underground, here is a brief summary. The entire Seattle downtown was built on a tide lands which resulted in wetness everytime the tide came in. Early Seattle was dominated by the logging industry. Trees were logged off the top of a 200 foot cliff that looked down on the city from the east. Then the logs were slid down to be loaded on ships. Hence the phrase "Skid Row."



Our guide showing us how buildings were rebuilt with the entrances on the 2nd floor
Pacific Northwest Region Connector

The spring of 1889 had been unusually warm and dry. On the afternoon of June 6, 1889, John Back, a man

Men greatly outnumbered women in early Seattle. Lou Graham came and started a new business to provide women to make up the difference. According to Bob Speidel, "Lou Graham (a she) made a greater contribution to the education of children in Seattle than all the other Sons of Profit put together and there wasn't a woman in the area who didn't despise every breath she took. Lou could have cared less." That's Lou on the left.



covered by wood chips and turpentine. Everyone got out but the fire was very soon out of control. It quickly spread to a liquor store, which exploded; the Crystal Palace Saloon; and the Opera House Saloon. Fueled by immense amounts of alcohol, the entire block from Madison to Marion was on fire. Seattle's water supply proved to be a major problem. Fire hydrants were located on every other street, the 'pipes' were small, and many were made of hollowed out logs. Water pressure fell so firemen tried to keep the fire from spreading further by pumping water from Elliott Bay but the tide was out, and the hoses were not long enough. Soon the mill was on fire. When it was done, the damage was enormous with 120 acres (25 city blocks) having been destroyed. Although the loss of human life was low it was estimated that 1 million rats were killed and thousands of people were displaced, and 5,000 men lost their jobs.

Rebuilding began quickly. A new ordinance required brick and stone buildings and the plan was to raise the street level 22 feet. At first the buildings were built with their fancy entrances on the 2nd floor because the city was going to re-grade the streets to that new level. For the regrade, the streets were lined with concrete walls that formed narrow alleyways between the walls

and the buildings on both sides of the street. Between these walls was the new street. Material from steep hillsides was used to fill between the walls. At first pedestrians climbed ladders to go between street level and the sidewalks. The “bridges” were built over the sidewalks with skylights with small panes of clear glass (that has gradually turned purple over time) were installed, creating the area now called the Seattle Underground.

In 1965, a local citizen, Bill Speidel, realized there might be interest (and profit) in the underground ruins. He established “Bill Speidel’s Underground Tour” and took customers on a tour of what was left underneath Pioneer Square, paying rent to the building owners for the privilege of doing so. He peppered his tour patter with tall tales from Seattle’s history (some more factual than others), giving the tour an amusing counterculture feel that made it an “underground” tour in every sense of the word. That remains to this day.

Following the Underground Tour, we had lunch at the Planet Java Diner. It was only a 2.5 block walk for most of us. Jim caught a ride in Kevin Johnson’s bright yellow Corvette. Most of us don’t like to drive our Lincolns in downtown Seattle but Kevin would rather drive his Vette than leave it at a train station. Go figure. This is a great retro-decorated diner with wonderful food ranging from breakfast (served all day), burgers, wraps, soup, salad and ice cream treats for dessert.

After lunch, we walked back to the light rail station, caught the northbound train to the University Station. It was just a short block to the Seattle Art Museum. Of course there was way more to see than we had time for. Most of us skipped the long line to the Jacob Lawrence Exhibit and elected to go to the Paul Allen “Seeing Nature” Exhibit. Wow, Mr. Allen has as good of taste in art as he does in football teams. Of course there were many differences of opinions on what people liked/didn’t like but isn’t that what art is all about? Many of us were fascinated by the giant “tree” in the lobby that is made of very small pieces of milled wood glued in the shape of a giant tree. It took lots of volunteers to build that “tree.” You can view a short video about this project at <http://www.seattleartmuseum.org/exhibitions/middlefork>.

We re-boarded the light rail, going south this time. Oh, I forgot to mention that by the time we got finished with lunch, the



No, the mouse statue is not eating the painting hanging on the back wall and no, the giant mouse did not escape from the Seattle fire.

rain had stopped and sun was out. It was a beautiful day to end a wonderful tour of downtown Seattle. Thanks so much to Vera and Robert for putting this together. Now, I can finally say that I’ve ridden the light rail system in Seattle. Hooray.....

Please turn to the back cover to see a picture of the group who attended this event.

Southern Luncheon cont.

We had a well-attended sit-down at the Black Rabbit Restaurant. The restaurant is decorated with fantastic murals tracing the history of Edgefield and the Columbia River Gorge. It features an innovative menu of Northwest cuisine and traditional favorites, as well as an expansive list of regional and local wines. We actually had more folks attend than we had RSVPs but the restaurant gladly accommodated our overflow. The “girls” decided to sit at their own table freeing the “guys” to talk about car stuff. It worked out fine. Both of our luncheons were great and well attended which bodes well for a great year ahead.



From the Museum description: Rio San Trovasc, Venice, 1903 by Henri Edmond Cross. He left a bit of raw canvas around the individual rectangular brush strokes to create shimmering light effect. It is devoid of human presence so the only movement is the dance of light and color.



Part of the “boys group”. L-R: Rick Franklin, Steve Price, Ed Zarins, Sean Streeter

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: '90 Bronco II 4x4 Eddie Bauer Edition A sweet 4x4 ride with all the options. The AC still blows cold and it has an upgraded CD player. The Bronco II's are highly collectible with their own web presence. This well-loved Ford had the engine rebuilt 75,000 miles ago. It's all yours for an opening bid of \$2200.00. Jim Chantler - 206.356.3786 or lincstar61@comcast.net

For Sale: '63 Lincoln Continental Sedan - A 1963 LC Sedan that has been in the family for over 50 years. The car is straight with all options including AC. It has never been in an accident and there is no apparent rust as it is a northwest car. As with any 54 year old there are some nicks and scrapes. It runs, drives and stops. Looking for a new home. \$10,000
Call Suzanna at 425.761.8012



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

Golf shirts with a PNWR embroidered monogram on the front with a Lincoln star and PNWR and LCOC circled around the star. The shirts are 60% cotton/40% polyester, short sleeve with 3 buttons and square bottoms with side vents.

Shirt sizes: Men's: Small - 4XL Women's: XS - 4XL
Colors: 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.

Cost is \$30 plus tax.

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.



A Step Back in History (Cont. from Pg. 4)

By Pat Oakes

Bob McCutchen, one of our other founding members, continues to be a member, along with his daughter,

Pat Oakes. Although Bob isn't as active these days, it continues to be a pleasure to see him whenever he can come. He had the opportunity to go to Washington DC in September on a Puget Sound Honor Flight to honor his World War II service in Navy. We thought you would be interested in hearing about this amazing trip as written by Pat. Thank you for your service, Bob.
- Editor



In front of the Lincoln Memorial

After working for both Lockheed and Boeing my dad, Bob, joined the Navy in 1942 at age 20, my mom's (Iris) birthday and the day they had planned to get married. They later married the following December. He was stationed at Pasco, WA, later Astoria, OR, and then shipped overseas ending up on Maui, Hawaii, until the end of the war, working as an airplane mechanic. Upon returning home to Pendleton, OR, Bob worked for the Studebaker dealership, studied at O.I.T. in auto electric systems and started his lifetime automotive career including his own automotive electric business. At this time



Bob & Jean at the WWII Memorial

the Puget Sound Honor Flight to visit the World War II and other Memorials as well as Arlington Cemetery. The non-profit Puget Sound Honor Flight established in 2013 has taken over 135,000 veterans and 85,000 guardians to DC. Each traveling veteran was assigned a 'guardian' and Bob's guardian was Jean.

The experience included all the important war memorials: the breathtaking WWII Memorial, the Navy Memorial and Museum, Vietnam Memorial, Korean Memorial, Women's Memorial and Museum, Air Force Memorial, Marine Corp Memorial, Lincoln Memorial, FDR Memorial, and the Arlington National Cemetery. The return flight included a surprise mail call with individuals receiving mail from strangers, friends and family alike praising and honoring them all for their war service sacrifice. There was a huge SeaTac homecoming event



Bob at the Navy Memorial

he also developed his special interest in Lincolns. In 1977 with help of some good people he and Iris formed the Northwest Region of the Lincoln Continental Club.

In September 2016 Bob was treated to an all expense paid trip to Washington DC as a guest of

with an airport parade involving bagpipes and military honor guard, a spectacular welcome home ceremony, music, fan fare with flying flags and loud crowds who had waited hours to receive their returning soldiers.



The homecoming event at SeaTac Airport.

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