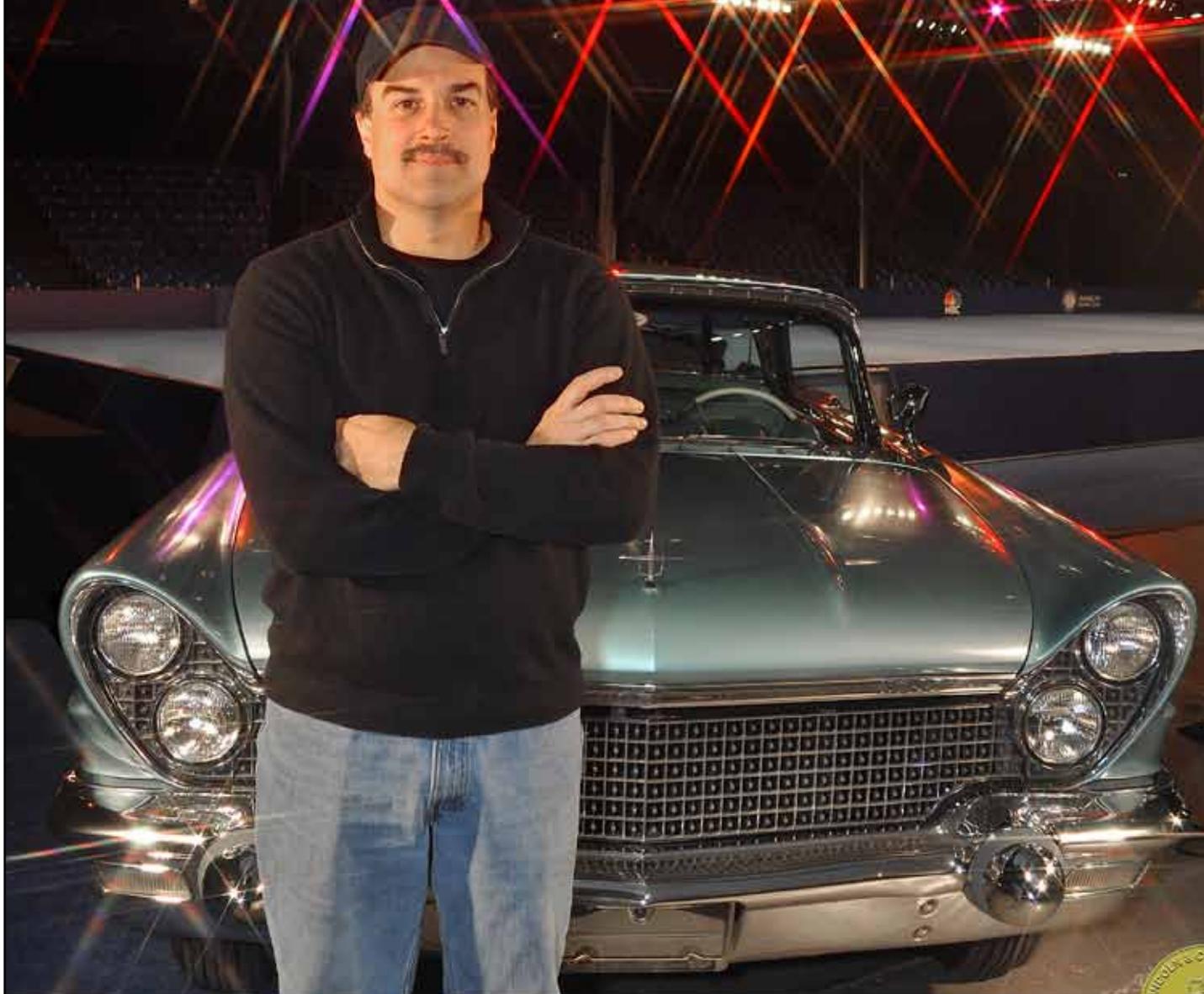
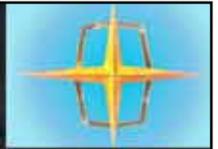


THE

# Continental

STAR



WINTER  
2014

PUBLISHED BY THE PHILADELPHIA REGION OF THE  
LINCOLN AND CONTINENTAL OWNERS CLUB



# THE CONTINENTAL STAR

Published by the Philadelphia Region of the  
Lincoln & Continental Owners Club  
Winter, 2014

## OFFICERS

**Carl Villone, Director**  
(856) 227-3006  
cvillone21@comcast.net  
Term ends: 12/2016

**Dave Krewson, Assistant Director**  
(215) 860-7721  
cdkjek1@verizon.net  
Term Ends: 12/2014

**Ray Bickert, Treasurer**  
(215) 968-0726  
rtbshadow@aol.com  
Term ends: 12/2015

**Ron Ross, Secretary**  
**Assistant Treasurer**  
(215) 654-9663  
rross306@yahoo.com  
Term ends: 12/2015

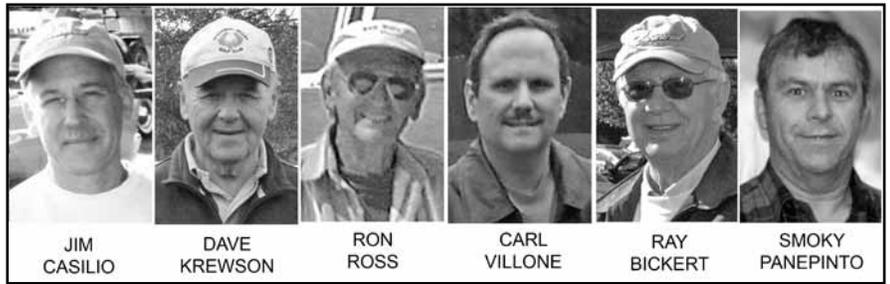
## BOARD OF MANAGERS

**Jim Casilio, Regional Meet Chairman**  
(610) 282-3188  
jimcasilio@verizon.net  
Term ends: 12/2016

**Smoky Panepinto, Continental Star Editor**  
(484) 686-4446  
panepintos@verizon.net  
Term ends: 12/2014

**YOUR NAME  
COULD BE HERE**

*Contact a manager today!*



## Director's Message

*Greetings fellow Lincoln Lovers!*

The Snow is falling, carolers have been singing and I can't help but hope for spring-like weather to come so I can drive my Lincoln again.

It's the Holiday season, and Santa Claus is comin' round to bring good little girls and boys some new toys - (or maybe a Lincoln if we've been really good).

At this time, we are finalizing the contract with the Wyndham Gardens Hotel for the 2015 Eastern National Meet that our club will host in June, 2015. We have some great plans in place already, with driving tours and great locations to visit, so please plan to be a part of the fun.

Looking forward to next year, please try to attend the New Hope Car Show or The Peddler's Village Car Show, also the Membership meeting in November.

We have two Manager positions available, so please contact me if you would like to be a part of the planning of your club!

I wish you and your family a joyous holiday season, and a Happy, Healthy New Year!

*Carl*



## POLICY ON EDITING ARTICLES FOR THE CONTINENTAL STAR

The submission of articles and Letters to the Editor is encouraged; however, it is the policy of the Philadelphia Region Lincoln and Continental Owners Club that material submitted to be part of any publication sponsored by this club will be rejected if, in the opinion of the Editor or other persons designated by the Board of Directors/Managers, such submissions contain statements that are inflammatory, contain personal opinions that could promote dissension among members, are disparaging to a member or member's car, and/or contain derogatory or uncomplimentary comparisons of one or more types of Lincolns. Submissions to The Continental Star are subject to unrestricted review and editing. Longer articles may be returned for revisions and all submissions will be edited for grammar, accuracy, clarity and length. The information and opinions expressed in the Continental Star by members and others are not necessarily those of The Philadelphia Region Lincoln and Continental Owners Club, its officers, directors, and staff.

# 2014 PHILADELPHIA REGION CALENDAR

Keep this calendar handy to plan your Show and Event Season!

PHILADELPHIA Region LCOC events in *Italics*

<b>Month</b>	<b>Date</b>	<b>Event</b>
January	4	<i>Club Breakfast, Golden Eagle Diner, Bristol, PA 9 AM</i>
	15-18	<i>LCOC National Board Meeting, Phoenix, AZ</i>
	24-25	<i>39th Annual Winter Parts Swap Meet, Lancaster, PA Host Resort Conference Center</i>
February	1	<i>Club Breakfast, Golden Eagle Diner, Bristol, PA 9 AM</i>
	6-8	<i>AACA Annual Meeting, Philadelphia</i>
	8-16	<i>Philadelphia Auto Show, Phila, Convention Center</i>
	28-Mar. 2	<i>Atlantic City Car Show &amp; Auction, AC Convention Center</i>
March	1	<i>Club Breakfast, Golden Eagle Diner, Bristol, PA 9 AM</i>
	TBD	<i>Club Manager's (Board) Meeting @ Villone's</i>
April	5	<i>Club Breakfast, Golden Eagle Diner, Bristol, PA 9 AM</i>
	23-27	<i>Spring Weekend, Carlisle, PA Fairgrounds</i>
May	3	<i>Club Breakfast, Golden Eagle Diner, Bristol, PA 9 AM</i>
	TBD	<i>Club Dust-Off event; details yet to come</i>
	29-31	<i>AACA Spring Meet</i>
June	1-5	<i>Eastern National Meet - Date is approximate and location has not been determined</i>
	6-8	<i>All-Ford Nationals, Carlisle, PA</i>
	TBD	<i>Club Manager's Meeting, date and location not set</i>
July	TBD	<i>Club Event, America on Wheels Museum Tour</i>
August	4	<i>Club Breakfast, Golden Eagle Diner, 9 AM</i>
	1-3	<i>51st Das Awkscht Fescht Auto Show, Macungie, PA</i>
	9-10	<i>New Hope, PA Auto Show</i>
September	6	<i>Wings &amp; Wheels Vintage Plane/ Auto Show, Wings Field, Ambler, PA</i>
	17-21	<i>LCOC Mid-America National Meet, Rockford, IL</i>
	TBD	<i>Club Manager's Meeting, date &amp; location not set</i>
October	1-5	<i>"Fall" Weekend, Carlisle, PA</i>
	4	<i>Club Breakfast, Golden Eagle Diner, Bristol, PA, 9 AM</i>
	8-12	<i>Hershey, PA Fall Weekend event</i>
	19	<i>Club Event - Peddler's Village Car Show, Lahaska, PA...</i>
	26	<i>Rain Date for Peddler's Village Show IF NEEDED</i>
November	1	<i>Club Breakfast, Golden Eagle Diner, Bristol, PA, 9 AM</i>
	9	<i>Club Event - Annual Meeting-Old York Rd. CC, Ambler, PA</i>
December	6	<i>Club Breakfast, Golden Eagle Diner, Bristol, PA, 9 AM</i>
	TBD	<i>Club Manager's (Board) Meeting, date &amp; location not set</i>



"Club" breakfasts are informal social gatherings. All are welcome. Typically held at the Golden Eagle Diner (Rte. 13 and Bath Rd., Bristol, PA), location and dates could vary. Members are encouraged to come out - but confirm the date with Ray Bickert or Ron Ross first, as events and shows often conflict... and if you live in another area and would like to organize a get-together, please do so; or contact a Manager - we can help! It would be great to have other areas meet regularly.

# The LCOC Eastern National Meet

## Coming to the Delaware Valley in 2015



Coming right on the heels of the 2013 Eastern National Meet (ENM) in Dover, Delaware this past summer, which was organized by club member Mike Bradley, our region has been tapped to host the 2015 ENM! "I am happy to announce that the Philadelphia Region, LCOC will host the national club's Eastern National Meet in June of 2015," said Director Carl Villone in a statement prepared for the December club Managers' meeting.

"The site of the Meet will be the Wyndham Gardens Hotel in Concordville, PA," he continued. The Wyndham Gardens is on Route 202 (also known as Concord Pike), in a picturesque area with a rich heritage dating back to the American Revolution. This location lies between the sites of the Battles of Brandywine and Valley Forge. It is expected that the theme of the Meet will be tied to this backdrop, and pre-planning includes drivin tours to the many covered bridges, nearby wineries and breweries (depending!) along with internationally renowned attractions such as Longwood Gardens, the Winterthur Museum and more.

It is also convenient to center-city Philadelphia, the Philadelphia Premium Outlets at Limerick, the Court at King of Prussia, the Valley Forge Casino and Harrah's Casino at Chester, PA.

Specifically, the Meet will be June 10-14, 2015. Carl Villone has set a number of things in motion to spearhead the effort. There is much to do, and 'many hands make light work.' Please share your talents and experience with your club! There are printed and electronic materials to prepare, layout and logistics of a Car Show Field to develop, and tours/entertainment options to consider, evaluate and select. There are opportunities (literally) for every interest and skill set.

Please dust off your copy of the Continental STAR newsletter from the Fall of 2012 - you will find an excellent re-cap of the ENM in Chattanooga, Tennessee written by member Dave Krewson. His story ends with the following: *The Meet gave Jane and me a wonderful opportunity to reconnect with our Lincoln hobby, and even better, to reconnect with dear friends. Chattanooga wears the mountains surrounding it as a beautiful woman should wear a diamond tiara. This Meet was fun! We recommend all our members take advantage of at least one of these.*

Meet memories are forever! Make some of your own...Watch for more in upcoming STARS; and think about what role you would like to play in its success in '15!

## PHILADELPHIA REGION PROJECTS



### FENDER COVERS

Lincoln pride and protection with heavy, black, vinyl fender covers. Only \$19.95 each plus \$5.50 S&H, 2 for only \$37.50 plus \$7.95 S&H.

### MARK II CLOTH TIE DOWN STRAP

An excellent reproduction of the Mark II cloth tie down strap, complete with the footman loop. Only \$29.95 each plus \$5.05 S&H. Proceeds from the sale are used to help support scholarship awards to students in the automotive program at local Tech schools.



***Please order from and make checks payable to: Philadelphia Region of LCOC and mail to:***

**Ron Ross - 306 Welsh Road - Ambler, PA 19002**

# Peddler's Village - Back with a Bang!

After two years with uncooperative weather - and the resulting cancellations of our Fall Car Show, Meet Chairman Jim Casilio developed a fool-proof plan: he added a rain (snow??) date to the schedule!

The predictable result? Picture perfect weather returned, making 2013 the "lucky 13," as this year's Peddler's Village Show basked in the weather we had come to expect after 10 years of ideal conditions.



Take a look through the pictures; notice the sharp shadows! Congratulations goes to all who helped put "Peddler's Village" back on the car show map.



## Club Fund Raiser

Mike Larum, a friend of our club, has graciously donated Lincoln Mark II jack straps to our region. These olive drab straps are exactly like the original straps used to hold the jack in place in the Mark II's trunk. They are available at a cost of \$29.95 each, plus shipping. If interested, please contact region manager, Ray Bickert.

## STAR Newsletter Wins Award

Once again the Philadelphia Region LCOC Star Newsletter has been named a winner by the national LCOC. Special thanks and congratulations go to our cover specialist, Kelly Saunders and to our publisher, Tim Wilson of Wilson Printing in London, Ohio, for final layout and printing services. What a team!

# Annual Meeting & Banquet

The club's Annual Meeting and Banquet was held on Sunday, November 10th. The main event this year was the announcement by Director Carl Villone that our region is to hold the 2015 Eastern National Meet. Look for the article about this exciting development elsewhere in this issue of the STAR. Some photos of the Annual Meeting are shown below. Thanks to Bob Shaffert for providing the pictures.



## LINCOLNS, STUDEBAKERS LINK UP IN CANADA

*Story & photos by club member GREGG D. MERKSAMER reprinted with permission of the author*

While the Road Race Lincoln Register was originally founded in 1972 to serve the 1952-54 models that - thanks to a tough new OHV V-8 and the first-ever U.S. use of ball-joint front suspension - swept the stock car classes of Mexico's grueling Carrera Panamericana, its "Second International" Meet - co-staged with the LCOC, Canada in Hamilton Ontario from September 5th-7th - welcomed any entrant demonstrating the brand's technological and aesthetic evolution since its last V-12s were built in 1948. As a result, Road Race models from Connecticut and Maryland were joined in Canada's "City of Waterfalls" by a Naiad Green 1957 Continental Mark II owned by Ed & Evelyn Eggen-goor of Caledon, Ontario; a twin to the Silver Moondust 1973 Mark IV used by William Conrad in the TV detective series CANNON (shown by Lynn & Carole Graham of Brockville, Ontario); and a white 1979 Continental sedan that had clocked just 40,903 miles by show day. Its 20-year-old owner, Chris McCartney of Ontario, recalled "my grandfather got it from a Chicago area collector around 2007, and I learned to drive in this."



*Lynn & Carole Graham's 1973 Mark IV: the Silver Moondust Luxury Group made it a twin of the Lincoln driven by William Conrad in the TV series CANNON.*

Pen Grove of Luray, Virginia was also present in Hamilton with his 1956 Premiere hardtop, as neither he nor the car had missed a single one of the twenty-nine Road Race Lincoln meets held since he purchased the car for \$100 back in 1972. Meet host Paul Denter noted he was "two months and one day older" than his Kent Gray 1951 Cosmopolitan Sport Sedan, which was the 30th production car completed at the start of what would be the Lincoln's final model year using "bathtub" bodies and Flathead V-8 engines. Prior to his 1990 purchase of this rust-free Oregon desert survivor and the cross-continent drive to its new home in Toronto, Denter shared the widely-held view that "the 1949-51 Lincolns were ugly, ugly, but they started to grow on me after I started studying them and they're actually quite rare ... That's because, when the cars were worth only scrap value five years out, teenage hot rodders would take the 'invincible eight' engines and drop them in their Model As." Gary Ashcroft's 1950 "baby" Lincoln Sport Sedan from Cheboygan, Michigan would end up earning the Mayor's Award from Bob Bratina, who explained "I've had nine Jaguars in my life, so my winner had to have an exterior that's as close as I could get to British Racing Green. Much as I liked that double blue car" - referring to Walter Blankenship's 1954 Capri hardtop from Farmington, Connecticut.

Had Mother Nature not sent furious rain storms sweeping down the Niagara Escarpment to Lake Ontario's southwestern tip, Saturday afternoon's car show at Bayfront Park would have seen these Lincolns displayed with a delegation from the Hamilton Chapter of the Studebaker Drivers Club, who nonetheless managed a small assemblage recalling how the Hamilton plant was the only source of Studebakers once



the U.S. plant in South Bend, Indiana shut down in December, 1963. The weather, fortunately, did not abort the morning tour of the Canadian Warplane Heritage Museum in Mt. Hope, Ontario, where the rain held off just long enough to permit a tarmac running of the four Packard-built Rolls-Royce Merlin engines powering an AVRO Lancaster bomber that's one of only two still-flyable examples in existence out of 7,300 built in Britain in Canada during World War II.

*Lincoln meet attendees were truly thrilled to hear the roar of the Packard-built Rolls-Royce Merlin 224s powering the Canadian Warplane Heritage Museum's AVRO Lancaster Mark X heavy bomber.*

*This looks & sounds like a fascinating cultural-crossover event!*  
- Editor

Cover story - continued

as intriguing, if not awesome. They simply demand your attention from far away; you have to turn your head to have a look. It is as if these were concept cars that shouldn't have been built, but were - and the '60 Mark V would be the last: The end of complex creases, contours and scallops.

That is how (and why) the original Mark III, IV, and V came to my attention and if I ever had a chance to own one... My chance came in 1991.



Actually this car chose me. The color combination of this particular car (Sapphire with a Pale Turquoise roof), along with the tinted glass - it is just magical in a way. Looking through the tinted glass at the two-tone blue interior is like seeing an undisturbed time capsule from 1960.

People often honk as they drive by. When someone asks 'What kind of car is that?' I demo the power vent windows for them during my answer. I gesture to the rear window as it goes down; that's when they're really hooked. 'Oh my God; the back window goes down too?!'...

I intend to continue enjoying this amazing car, and I hope to return another '59 Park Lane Convertible to the road in the next few years -- complete with "Seat O' Matic," of course.



*Editor's note: Cover photo and other photos accompanying this article are courtesy of Chris Rossi.*





## Cover Story: Chris Rossi and his '60 Sedan

by Chris Rossi (with Smoky Panepinto)

Chris Rossi is the proud owner of a '60 Lincoln Mark V 4-door sedan. You may have seen it recently on the back cover of Continental Comments... Chris lives in Glenside, PA with his wife, Vickie. He works in the stage lighting business. This has enabled Chris to travel literally all over the world, and to work behind the scenes at HBO and Showtime boxing events, the Olympics in Sydney in 2000, the World Cup in Korea in 2002, the Pan American Games and also for the Live Aid Concert in 1985.

*Here is his story:*

I did not know at the time, but my family's '67 Mercury Park Lane 2-door fastback (with the 410 FE motor) was the unique car that made me a car person. My parents bought it new in '67 and we had it all through my young life. Still driving it into the 1980's, I found that most people either didn't remember the last time they saw one, if ever; and they often didn't even know what a Park Lane was. With the oddball 410, a 2.8 rear with 9 3/8" ring gear, cornering lights and four piston front disc brake calipers - all from the low-production Mercury line, this car was just kinda neat in a way, and seemed to be the only one around.



The car's uniqueness led me to look for it's fifties' counterpart. "Surely," I thought, "the Park Lanes of the fifties were probably even neater;" and they were! With only two years to choose from, '58 and '59, the choice was easy. The '59 had it all. Size, stretch, fins, lines, curves, compound glass, a 345 horsepower 430 cubic inch Marauder engine, "Seat O Matic" memory power seat, a dynamic stepped dimensional dash with a linear ribbon speedometer... Man! The '58 is neat too, with its 400 HP Super Marauder option, push-button transmission and rocket ship styling, but it's not the biggest or the roomiest. For Mercury's twentieth anniversary the further refined Park Lane for '59 would stretch longer than the '58 or the '60 and would be perhaps the roomiest Merc ever built. That was the one for me. "The Big M" if you will...

This is how I came to learn about the Mercury-Edsel-Lincoln division. It didn't take long to see that the '58 thru '60 Lincolns and Continentals were more unique than the Mercurys of those years, being some of the most unique cars ever created. From the '57 to the '58, a whole new level of design, size, engines, new vast interiors, uni-frame construction, too! Giant powerful luxury cars. These Marks with their sheer size and sculpting are just jaw dropping; and if you are mechanically minded, the way they were built is just



*Continued on page 7*