

The Continental Star

OFFICIAL NEWSLETTER OF THE LINCOLN AND CONTINENTAL OWNERS CLUB

TEXAS GULF COAST REGION

BI-MONTHLY

Sept-Oct, 2010

Director: Gary Birk

TEL 713-419-0212

gbirk10@yahoo.com

Assistant Director: Steve Sawyer

TEL 281-358-4347

srsawyer42@yahoo.com

Secretary: Paul Youngjohn

H 713-290-0697 C 713-302-7439

pyoungjohn@gmail.com

Assistant Activities Director:

Bruno Hernandez

TEL 281-415-7162

b.hernandez.jr@att.net

Treasurer: Malcolm Perry

H 713-664-1415 W 713-850-1488

malcolm@mjslight.com

Editor: Neil Pierson

TEL 832-671-5644

neil.pierson@earthlink.net

THE CONTINENTAL STAR, our official newsletter, is published bimonthly. Personal automotive advertisements are listed at no cost for members. For information, including commercial advertisement rates, contact the Editor.

Our monthly meetings are held the 3rd Sunday of each month unless otherwise announced.

Membership in the national Club (LCOC) is a requirement for joining the local club (TGCR). Annual membership in National is \$36 and Local is \$30. National dues run for a year from the time you join regardless of month. Members joining the local club in the last quarter of the year have their local dues automatically renewed for the next year.

DIRECTORS REPORT

Here it is September. The summer is over, and kids have started back to school. For many of us, we've already been finished with registering our kids for quite some time (unless they're starting college this year). We just have to make sure we're doing 20 in those school zones now.

Registering for and starting school makes me think of membership in our club. Membership is the life blood of any organization. It's a very simple equation, No Members = No Club. We're very fortunate that we have terrific members in our LCOC organization and especially the TGCR. Members who not only care for their vintage cars but also care for each other as well. This is very apparent every time we get together. When we get together whether it's for lunch, a car collection tour, our annual meet in Salado,

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The contents of **THE CONTINENTAL STAR** are intended to be as factual and accurate as possible; however, the club assumes no responsibility for the accuracy of its contents. Articles by members are not necessarily endorsed by the club or its officers. Letters to the Editor are encouraged and may be printed unless otherwise requested.

Why I'm Supporting the Lincoln Foundation and Museum Fund

*By Steve Sawyer,
Assistant Director,
Texas Gulf Coast Region*

I just received a nice letter from Jack Shea, treasurer of LCOC and a trustee of the Lincoln Motor Car Foundation. It graciously acknowledges my new "life" membership in the Foundation, a status I'd always thought was meant more for emeritus-class owners with shelves full of silver trophies and mega-buck investments in their Lincolns...

...until I got to looking into what the Foundation is really about: It's about *us*, and anyone who's ever owned or admired one of these cars. Now, the Foundation is earnestly moving forward with its vision to create a museum honoring a make that as much as any other defines America's unique automotive history.

If you've ever been to the Gilmore Car Museum in Hickory Corners, Mich. you're probably excited about the prospect of an exclusive new Lincoln exhibit there. Already housing a premier array of exquisite cars in its sprawling farm-like campus, Gilmore is the perfect venue for Ford's finest. Where else could museum neighbors like Pierce-Arrow and the Classic Car Club of America collection offer better surroundings for beautiful Lincolns, Zephyrs and Continentals?

More and more, the importance of preserving and displaying specific auto brands is taking hold. Consider, for instance, that you can visit classic Packards in Dayton and Warren, Ohio; Cadillacs in Detroit; Oldsmobiles in Lansing; Studebakers in South Bend; Auburns, Cords and Duesenbergs in Auburn, Ind.; Haynes-Appersons in Kokomo, Ind., Hudsons in Shipshewana, Ind.; Fords in Dearborn; Buicks in Flint, and Chryslers in Auburn Hills, Mich. Definitely, Lincoln's time has come for its own home.

I applaud the various Lincoln organizations (LCOC especially, of course) for backing this project, and hope that matching funds are quickly received for the already-generous pledges made. I'm also hoping that once the museum is open it will attract thousands of visitors who will come to appreciate the important heritage of our cars and admire the fine examples on display. I believe that showing the past in an attractive new museum is an inspired way forward in the future of our club. Certainly our many local, regional and national meets regularly celebrate our "living" legacies. After all, wherever we go, our cars *do* draw a crowd.

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Lincoln Foundation and Museum

(from page 2)

As for the Foundation being just for a select few? No, I was wrong. It is for *all* of us, and deserves our support. I have only my one Lincoln -- a high-miler and no show winner by any stretch. But that car and I have been down the road together for 40 years now, and I've grown kind of attached to it. Maybe all that personal history is why I'm investing in the Foundation and its goal of a dedicated Lincoln museum. At a time when so much else seems temporary or trivial, this to me is something of lasting value.

Director's Report

(from page 1)

the Fall Meet, the BBQ or Holiday Party, we all have a great time. That's just one of many reasons I'm very proud of our members. Should any one of us have an issue with our car, the other members are first in line to help out, offer assistance, and especially always offer *advice*. I believe it's our current members and their caring that have enticed new members to the TGCR this year. With that said, I would like everyone to please welcome our newest members into our fold, Mark & Kim Lincecum along with their 1966 Lincoln Continental convertible. We look forward to seeing them soon and often!

We still have lots of fun things planned for the rest of the year. I hope each and everyone of you can make most of them if not all. The Mid America National LCOC meet is coming up in just a few days. We wish those TGCR members who are going to participate the best of luck in bringing home some trophies and hope they will share their experiences. Last year we met some wonderful new friends in Salado when we hosted the Mid America Meet. And we hope to see them at other National events as well.

Again, I just want to let everyone know how much I appreciate their participation and commitment to our wonderful club. We still have invitation cards to place on great Lincolns we see out and about, so if you're out or running low, let me know and we'll get some to you.

Best wishes for happy & safe motoring to everyone.

Gary Birk

Liberating Palestine

By Lana Hill
Director, North Texas Region

Deadline for sending in your meet packets was Friday, September 9!

Host hotel: Hampton Inn, Palestine

Tel: (903) 723-0016

- Or -

La Quinta Inn, 3000 South Loop 256

You are invited to Palestine on October 8-10, 2010 for the Sixth Annual All Texas Fall Continental Classic. We've worked hard to put together another great weekend and hope you enjoy it.

arranged a 2:00 p.m. Tour of the Museum for East Texas Culture including a 1915 schoolhouse, railroad, farming, a medical room, history of the Palestine Fire and Police, and an art display.

Friday: We'll visit the Columbia Scientific Balloon Base (open 8:00-2:00, (903) 729-0271. 20 minute film and guided tour available.

Saturday Option 2: See the sights of historic Palestine; or visit around the hotel with people who share your interest in Lincolns.

Meals will be catered by Sabor a Pasion in the banquet room.

(Ed note: Early editions of the Star listed Option 2 as a tour of the Gaza Strip. We regret the error.)

(Ed note: Early editions of the Star listed the caterer as Sabor a Poison. We regret the error.)

The North Texas Region appreciates your continued attendance at the All Texas Fall Continental Classic. If you can't make it to Palestine, we hope to see you in Waco October, 2011.

After Saturday judging:
Saturday Option 1: We have

I Read It On The Internet, So It Must Be True Department

Once upon a time dashing horses kicked up mud (among other things), splashing the passengers riding behind them. This led to the invention of the dashboard, a term which survives today.

New Parts

We welcome Mark and Kim Lincecum and their 1966 LC convertible (white top over Silver Mink—is that a great name for a color or what?) to the national LCOC and the Texas Gulf Coast Region.

It would be fun to see all four '66 convertibles in the Region (Mark and Kim, Keith Steber, Bill Love, Jonathan Liston) in the same place at one time.

Pictures: [Mark and Kim Lincecum's '66 Convertible](#)

La Grange in June

By Gary Birk

It was a beautiful drive to La Grange, and the clouds kept it from getting too hot. We all met up at Love's in Katy on I-10 before our caravan to La Grange. It was a sight to behold with all our cars in a row along the highway. As people passed us, they slowed back down when they realized they passed some "real" cars and took pictures - you could see the cell phones in their windows as they snapped photos of our great cars.

The people at the La Grange Airport couldn't have been nicer and thanked us for coming and showing our cars. We enjoyed wonderful plates of BBQ, chocolate chip cookies and iced tea. Everyone had a great time and left full.

And we had a chance to see all the planes come in. When we arrived at the airport around 10:30 a.m., there were only a few planes on the tarmac. By the time the BBQ was in full swing there were 34 planes of all sizes, shapes and colors. Those who flew in for the show really enjoyed our cars!

Enjoy the photos!!! *(Ed note: If you want to see a lonnnnnng row of knockout Lincolns, take a look at these.)*

Car Pictures: [La Grange Cars](#) **Plane & People Pictures:** [La Grange P&P](#)

John Prestwood's Collection

We saw a wonderful, varied collection of 50s, 60s, and 70s cars when we visited John's collection in August. They were in tiptop shape and a pleasure to see. John shows his cars pretty regularly, but he has a gorgeous Mark III that I'd never seen.

Pictures: [John Prestwood's Collection](#)

History Lesson

Anniversaries that have come and gone since the last edition of the Continental Star

June 7, 1776 - Richard Henry Lee of Virginia proposed to the Continental Congress a resolution calling for a Declaration of Independence. (Later, the Continental Congress would become the Lincoln Continental Owners Club. We are fortunate that so many of the original members are still in the club.)

June 4, 1896 - At about 1:30 a.m., Henry Ford test drove his Quadricycle, the first automobile he ever designed or drove. The venture failed when consumers realized that the same thing could be accomplished by four men riding unicycles.

May 24, 1901 - Connecticut enacted the first state to speeding law. The speed limits were 12 mph on country highways and 8 mph in the city.

August 12, 1908, Henry Ford's first Model T rolled off the assembly line in Detroit., Michigan. That same year, Mrs. Ford made Henry throw the Quadricycle away.

August 5, 1914 - The first traffic light was installed at the intersection of Euclid Avenue and East 105th Street in Cleveland, Ohio. It was wildly popular until 1915, when the first car was sold in Cleveland.

May 28, 1928 - Chrysler Corporation merged with Dodge Brothers, Inc.

August 26, 1957 - The first Edsel made by the Ford Motor Company rolled off the line. (*Ed. Note: Insert your own punch line.*)

July 16, 1981 - After 23 years using the name Datsun, executives of Nissan changed the name of their cars to Nissan after learning that the English translation of "Datsun" was "Yugo."

August 21, 2010 – A nightmarish, 60 mile long traffic jam finally clears up after 11 **days**. Chinese drivers exclaim, 這是什麼 再用290? (Translation: "What is this—freakin' 290?")

September 1, 2010 – Results of a poll by the National Foundation for Credit Counseling: As a result of the economic crisis, 51% percent of Americans surveyed have cut back on their indebtedness. (*Ed Note: The other 49% own old cars.*)

Rubber Fuel Lines

By Pat Corbett, Director, Lone Star Region

To prevent fuel line failure and low permeation, you need to use a SAE30R9 type hose. This hose will not become impaired under the influence of alcohol and remain sober throughout your drive. AC Delco makes fuel injection hose in several sizes: 1/4" (#32300); 5/16" (32301); or 3/8" (32302).

These hoses sell in the \$4 range at A-Line. I am sure other retailers have a comparable hose. Just ask for fuel injection line if they do not stock this particular product.

For you 430 engine users, you have a 5/16" return line and a 3/8" supply. Double jeopardy!!! The 460 uses only 3/8" and not much of it.

May, 2010 – Logan's Roadhouse

We had a great turnout at the May meeting, and we saw several Lincolns for the first time, including two drop-dead-gorgeous 1941 Continental Cabriolets belonging to Mike Weltzien and Terry Lyons. Can't wait to see Jim and Mary Jo Vague's '41 coupe parked next to them!

We also saw Bill Prince's 1961 "Presidential" convertible

Everyone had a good time and we visited inside and outside looking over the Lincolns that were lined up in the parking lot.

Pictures of the now legendary May meeting:

Car Pictures: [La Grange Cars](#)

Plane & People Pictures: [La Grange P&P](#)

Oil with ZDD

Last April in Salado, Pat Corbett arranged for an oil expert to talk to us about changes in the formulation of oil and the effect on the engines of older cars. Here is a partial list of oil products that contain ZDD (*zincophobic monoxide*). (I may not have that quite right.)

Kendall GT 20w50
Chevron Delo 10w30 (15w40)
Mobil Delvac 10w30
Valvoline VR1 Racing 10w30

Shell Rotella T 10w30
Chevron Delo H.D. 30
Motorcraft Diesel 10w30

Mark Your Calendars

September 15 – September 19	LCOC Mid-America National Meet, Lincoln, NE*
Friday, October 8 – Sunday, October 10	All-Texas Fall Meet in Palestine, TX
Sunday, November 14	Barbecue, Jim & Mary Jo Vague's house
Sunday, December 12	Holiday party, Houston Yacht Club

OBITUARY

MERCURY MOTOR DIVISION 1939 – 2010; OF IRRELEVANCY; IN DETROIT, MICHIGAN. SURVIVED BY FORD MOTOR DIVISION AND LINCOLN MOTOR DIVISION.

Edsel Ford envisioned Mercury as an intermediate brand between the basic Ford and the luxury Lincoln. But in recent years, Mercury became the Desi Arnaz of cars - a bit player on the Ford stage. Consumers had no reason to choose the lesser-known Mercury, and it became another casualty of “badge engineering.”

On a personal note, I love the Mercuries of the 40s because of all those Art Deco flourishes that were missing on Fords.

Did you know there were Mercury *trucks*? From 1946 to 1968, they were produced and sold in Canada. The nameplate was about the only difference from a Ford truck, but they gave rural, Canadian Lincoln-Mercury dealers a line of trucks to sell.

Thanks to:

Articles: Steve Sawyer, Lana Hill, Gary Birk, Pat Corbett

Pictures: Gary Birk, Mark and Kim Lincecum

***(I hope Gary realizes that when I told him
Staff Photographer was a paid position, I was kidding.)***