

The Continental Star

OFFICIAL NEWSLETTER OF THE LINCOLN AND CONTINENTAL OWNERS CLUB
TEXAS GULF COAST REGION

BI-MONTHLY

Nov-Dec, 2010

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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

Wow, December already?? Where did this year go? I guess the age old saying is true – the older you get the faster they go.

While this year may have flown by we still had the opportunity for some great activities. We saw quite a bit of the Texas country side by land (such places as the La Grange Airport Air & Auto Show, George Bush Presidential Museum in College Station, Salado in April and Palestine in October) as well as by sea (the Houston Ship Channel Tour on the Sam Houston vessel). Speaking of Salado, we had a record turn out in 2010 with 41 cars registered and over 75 people in attendance. That doesn't include the ones that weren't registered but still stopped by in their Lincolns & Edsel.

Next year look for more fun events with our group and others with some welcome surprises we have in store.

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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.

The Most Wonderful Time of the Year

It's time to renew your Texas Gulf Coast Region Membership. As a reminder, Malcolm Perry will drown a bag of kittens if you don't send in your dues. See page 9 for the renewal form.

2011 Mid-America Meet – Lincoln, Nebraska

By Bill Love

For TGCR Members G. W. Cornelius and Bill Love

When we first heard that the 2010 Lincoln and Continental Owners Club's Mid America meet would be held in Lincoln, Nebraska, we decided to go. Neither of us had been to Nebraska, and it seemed relatively close. We had enjoyed the Mid America meet at San Antonio in 2004, and the Mid America meet in Salado in 2009, so why not go to Lincoln, our namesake city? In San Antonio we had won a Primary first place and a Lincoln trophy with a 1956 Mark II, and in Salado a Primary first with a 1979 Versailles, so why not try to make it three in a row?

We decided to enter (and drive) the 1977 Bill Blass edition Mark V that I had purchased in November, 2009, with only 20,600 miles on it. The car had made a good impression at the April all-Texas Salado meet, and had, in fact, won first place in its class. By the time we left Galveston for Lincoln, the car had registered 21,506 miles on the odometer. We left from Coldspring early Tuesday morning. It was threatening rain but, although cloudy, there was no rain. The car performed beautifully, as a "new" Mark V would have, and we sailed up I-45 to Dallas at the legal speed limit. Making the shift from I-45 to I-35 in downtown Dallas at noon was a challenge, but we managed. Then we sailed up I-35, through Oklahoma City, to Wichita, Kansas for the night.

We heard that there might be severe weather overnight, so we covered the car, and hoped for the best. Fortunately, no severe weather. But severe weather, with possible large hail, was forecast for our Wednesday drive from Wichita to Lincoln. We stayed glued to the weather channel on the motel TV, and were finally assured that, although we might encounter thunderstorms, there would likely not be hail. So we ventured forth, and left I-35 for U. S. 81, which would take us to I-80 for a 50 mile drive to Lincoln. About 50 miles north of Wichita, we could see the storm clouds gathering, and they looked pretty fierce. But the cars

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2011 Mid-America Meet – Lincoln, Nebraska

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coming toward us did not show any signs of broken windshields or dented sheetmetal, so we continued on. Then the bottom dropped out of the sky, and we were faced with driving through two separate weather systems which had torrential rains but, fortunately, no hail. It was not until the next morning that we found out that Wichita had the largest hailstones ever recorded in Kansas, the night after we had stayed there.

We stopped in one small town near the Kansas/Nebraska line, and noticed that the National Museum of Midget Car Racers was located right where we had stopped. Who knew? But it was closed. Any of you remember going to the midget car races at your local track with your dad when you were a kid? I do. Then we finished the trip, through the mostly flat Nebraska farmlands, in beautiful, sunny, weather. We enjoyed seeing all the farm land, irrigated with those huge machines that make the great big circles you can see from a plane.

We arrived in Lincoln and had no problem finding the hotel. Great accommodations, and a really nice venue for our meet. The hotel was relatively new and had a great restaurant attached. Joanne Lower and her committee did an excellent job of planning for the meet.

Wednesday evening was the early arrivals get-together hosted by the Mid West Region. They were mostly from the St. Louis area and Missouri, and we got to meet some really great Lincoln owners.

The tours on Thursday to the Speedway Museum of Automotive History (a division of Speedway Motor Parts - spell that 'hot rod') was really enlightening. Besides a complete collection of automotive engines from the very first engines to the latest, there were some really great old cars, as well as the nation's best collection of early Indy racers. We were served a box lunch (anyone for Popeye's chicken?) in a dining area which was surrounded by some really great vintage cars, including a 1941 Lincoln Continental convertible, a 1932 Duesenberg dual cowl phaeton, and a 1958 Cadillac 60 Special sedan which had belonged to Lana Turner. The next tour was to a fabulous private collection of mint condition vintage cars in six separate buildings on a country estate. There were over 150 cars from the 1910's to the 1970's--one of the most fantastic collections I have ever seen. Thursday evening included a cocktail hour and buffet, followed by a program. Again, we met some really interesting people, including Dan Szwarc, who is an LCOC director, and who is also the member in charge of the Lincoln forum. Anything you want to know about how to fix your Lincoln he either knows, or knows where to get the answer pronto.

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2011 Mid-America Meet – Lincoln, Nebraska

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Friday had tours to a shopping area known as the Haymarket, followed by lunch and a wine tasting and vineyard tour. We decided to skip these because we had other things to do on Friday: Namely, get the mechanical inspection done, and clean up the car after the rain-filled trip to Lincoln. We managed to get a perfect score of 45 on the mechanical judging. Mechanical judging is important, because it counts for nearly half of the total score for a trophy. We cleaned, and cleaned some more, and then called it done. Friday evening was another great buffet, meeting more really great people, including a couple of guys from western Nebraska who have a great collection of old Lincolns. They won a Lincoln trophy Saturday with the 1962 Continental sedan they brought. Not a speck of dust anywhere on that car. After the buffet came an auction of donated Lincoln parts and other items. The auction got quite spirited before it was over, much of which was due to the very busy cash bar at one end of the room. But a great time was had by all. We kept our arms down and did not buy anything.

Saturday threatened rain, but fortunately, it was cloudy but did not rain. We all finished up our final cleaning for the judging. The rules are very precise but easy to follow. We stayed near our cars as requested, and watched as the judges got closer. Judging was meticulous, as one would expect, and each team of three judges took anywhere from 20 minutes to a half-hour for each car. Although there were nine gorgeous Mark V's there, most were in classes other than the one we entered. One was in Touring/Original, two were in the Senior class, two were in the Emeritus class, and two were exhibition-only cars.

That left only two Mark V's in the Primary class, where ours was entered. The other was a beautiful 1978 Bill Blass edition in Midnight Burgundy with light colored top. Both of the entries had been driven to the meet, so neither was a "trailer queen". However, even with only two cars entered in the class, the competition was fun. And the least we could get was second place.

The Chief Judge released the cars at about 3 P.M. After that, we all relaxed and got ready for the awards banquet Saturday evening. The banquet began with a cocktail hour, followed by a really wonderful meal. The filet mignon that I had was tender enough to be cut with a fork, if one so chose. The food was really good. I am not sure how they served so much food to so many people as quickly and efficiently as they did. But soon it was time for the "great event", the awards.

There were 25 classes represented, so it took more than a few minutes to make the presentations. After each class was awarded first and second places, the Lincoln awards ceremony began, which is where the really big

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2011 Mid-America Meet – Lincoln, Nebraska

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awards are made. The class awards are very nice wooden plaques, appropriately inscribed, but the Lincoln awards are large and silver, and really awesome. There are also awards for Emeritus class, and various special awards. We won the first place in class award for the 1977 Mark V Bill Blass, which pleased us. But then, to top that off, we were also awarded a large silver Lincoln trophy for the best Mark for the years 1972-1979, which included all Mark IV's and Mark V's. This award makes this car eligible to be entered in the Senior class at any other LCOC National meet.

Our trip back to Galveston took three days over a different route. We stopped the first night in Eureka Springs, Arkansas, at a nice Best Western motel which was built on the exact site of the old motor court where my parents took our family for vacations when I was a kid. Eureka Springs is a very unique small town in the Ozarks, and was cooler in the summers of the 1930's than Tulsa was. It is historical and an interesting place to visit. Monday was a long drive to Coldspring, where we spent the night before driving back to Galveston. All in all, we covered almost 2,100 miles, as the odometer read 23,497 miles when we got back.

If you have not been to an LCOC National meet, we encourage you to think about going. Your car does not have to be a 95 point car, or even a 90 point car. All cars are welcome, and people are encouraged to bring their "drivers" if they would like. It does help if they are clean, however, so get out the "spit and polish". It is all about the camaraderie of meeting other "Lincoln" folks, and having a good time. Winning is nice, but just being there and experiencing the enjoyment of being part of the festivities is the best part. We heartily recommend these meets for any and all.

Ed. Note: Thanks to Bill and G.W. for these pictures from the meet:

[Lincoln, NE National Meet 30s-60s](#)

[Lincoln, NE National Meet 70s-90s](#)

Sonny's Town Car Brings Home the Metal

At the Mid-America meet, TGCR member Sonny Gray's 1997 Town Car won first place and the Best Modified trophy. Cody, Wendy, and their son Austin drove the Town Car straight through from Houston to Lincoln.)

Dean & Diana Bring Home the Metal

In October, Dean and Diana Forbes showed their 1956 Continental Mark II at the Fall Extravaganza Car Show in League City. This is a large show organized by the Space City Cruisers with lots of different kinds of cars. They won the "Winner in Class" award and received a trophy. Congrats, D&D!

2010 All-Texas Fall Meet - Palestine

Get a load of these pictures from the October bash in Palestine:

[Palestine People](#)
[Palestine 40s, 60s](#)

[Palestine 70s](#)
[Palestine 80s](#)

Thanks to Gary Birk and Trish Felt for the pics. The list of winners will be included in the next *Continental Star*.

Salado, 2011

Friday, April 14 through Sunday, April 16, 2011 are the dates for the All-Texas meet in Salado. This is the third weekend in April. (Easter is the 24th.) It's not too soon to start preparing. For example, you could reserve a bed at the Detox Center now.

Speaking of reservations, if you have already registered at the Stage Coach Inn for 2011, your room should be reserved for those dates. But as always, it's a good idea to call and confirm:

(254) 947-2111.

For Sale

1923 Studebaker Duplex Phaeton touring car. Classic. Rare Model. 6 cylinder 4 door. No rust on entire car. Great wooden spokes, glass. Tools. No dents. Leather - no cracks, tears. Side windows roll up into roof. Engine turns over. Has all lights, lenses, spare. New exhaust, solid car. Needs complete top and headliner fabric, bumpers re-chromed or painted. Fenders only need re-painted. Engine started. Look up Studebaker Duplex Phaeton on net to get picture. Needs a good home. Hate to sell it. \$8000. Located in Katy. Please call Ron Stein for info Thanx 713 299 2349

Carb Rebuild – 1966 Continental

Part 1

By Jonathan Liston

On December 9, 2009, I removed the Carter 4 barrel carburetor Model 4362, from my '66 Continental convertible and took it to Steve Zepeda's Carburetor shop at 3800 Halik, Suite 15, Pearland, TX 77581 (281-484-6648). On entering the shop you realize you've come to a place that takes carburetors seriously - very seriously.

Steve specializes in repairing, restoring, servicing, designing and building mechanical devices (carburetors) that haven't been used on new cars manufactured in this country for nearly 30 years. The walls are covered with awards, recognition plaques of all kinds, and photos of winning racecars and restored classics that have been treated to Steve Zepeda's attention. The glass display cases are full of carburetors and accessories of all kinds and descriptions. OEM brands from Ford, GM and Mopar sit next to Edelbrocks and custom models. If you've gotten the impression Steve specializes in carburetors, it's when you watch the master at the workbench that you realize he really does "walk the walk".

The bench is perfectly laid out for the task at hand – every tool

neatly stored within reach; overall lighting just right and adjustable detail lighting available as needed. Bench and chair height are perfectly mated. The bench-top covering is impervious to gasoline and exotic fuels. A drawer with various sizes of Ziploc-type bags to hold the small parts as the carburetor is disassembled. And disassembly while you watch is part of the diagnostic process.

The tear down process and evaluation took nearly an hour with Steve pointing out the function of each part and evidences of the effects of wear, dirty fuel, ethanol, etc. as he went. Steve had asked that I leave some fuel in the carburetor so that he could evaluate the fuel in the bowl for problems – dirt and rust from the tank, deteriorated gaskets and fuel lines, etc.

In the tear down we found an extra tiny ball bearing rolling around in the bowl, and most of the gaskets pretty well deteriorated. Steve cautioned me about the "old fuel." (What did he expect? It's an old car.) I provided him with a carburetor rebuild kit from one of the *Continental Comments* listed Lincoln specialty shops. He had earlier told me that the usual supply house carburetor rebuild kits were not to his liking because they did not have all the right parts or the gaskets were cheap foreign made.

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Carb Rebuild – 1966 Continental

Part 1

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He said he used only gaskets supplied by an outfit in Florida. After opening it, he admitted the kit I provided from Baker's Auto met his requirements.

He confirmed his earlier quote, and I left with the feeling my carburetor was in good hands. Twelve days later, on December 21, I picked up the restored unit. It was a great Christmas present for me and for my '66. And what a present... it looked like a completely new unit; gleaming

aluminum, bright brass, and neatly boxed in a Zepeda Carburetor box. It was accompanied by a spiral bound booklet detailing the work done and the proper 'care and feeding' of the newly restored unit. Next step was installing it on the car. That would have to wait until after the Holidays and some warmer weather.

In the next Continental Star:

Part 2

It looked great... but would it work?

Director's Report

(from page 1)

The more we can get together as a group the more fun we can get out of our club.

Last month we enjoyed good food, good friends and great cars at our annual BBQ hosted by Jim & Mary Jo Vague. We dodged the rain and were able to hold it outdoors. We also had our election for the Board of Managers. This year we have re-elected Steve Sawyer and have newly elected Craig Adams & Glenn Kramer to the Board. We look forward to working with them to make TGCR even better.

The year 2010 has also brought some joyous occasions for our group to celebrate: a wedding, 50th wedding anniversary, new grand kids and new members. Unfortunately with the good we also got some bad with illness and passing's.

While it is the season for good will and reflections for the coming year, I wish you a very blessed and joyous holiday season. Let's remember in our prayers and contributions those who are more unfortunate than us. Join me too in prayers that our troops remain safe and true in their cause. They make it possible for us to enjoy touring the countryside in freedom in our great Lincolns with our family & friends.

Happy Holidays to All and to All Happy Motoring.

Gary Birk

Texas Gulf Coast Region

Lincoln and Continental Owners Club

2011 DUES INVOICE (LOCAL ONLY)

2011 T.G.C.R. Dues: \$30.00
(January 1 thru December 31)

Make Check Payable To: TGCR-LCOC

Mail To: Malcolm Perry
LCOC - Treasurer
3118 Richmond Drive, Suite 100
Houston, Texas 77098

National dues are billed direct. You will receive an invoice for your 2011 National dues on the date you join the club, based on a 12 month period. These must be mailed to the National address listed on their billing.

If you are a member who joined in the last quarter of 2010 your Local dues are paid thru December of 2011.

If you have any questions, please feel free to call me at 850-1488 day, or 664-1415 evenings. Thanks Malcolm Perry

Please Make Corrections Below:

National Membership # _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone: Home _____ Office _____

Fax _____ Cell _____

E-Mail _____

Autos #1 _____

#2 _____