

The Continental Star

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

BI-MONTHLY

Mar-April, 2011

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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

Why I Love My Lincoln

Someone asked me the other day why I had such a passion for Lincolns. Well it started a long, long time ago when I was growing up in Illinois. I went to the movies with my best friend in 8th grade at the time, and we saw James Bond starring in *Goldfinger*. I was utterly fascinated by the cars (James Bond's Aston Martin DB-5 and all its gadgets, *Goldfinger's* yellow Rolls Royce and above all the '64 Lincoln Continental that gangster Mr. Solo left in from *Goldfinger's* horse farm for a "pressing engagement").

While it's true that he left in a '64 Lincoln Continental they actually crushed a '63 at the salvage yard. They removed the engine and side window glass, but the rest of the car was complete with leather interior and wood door trim intact.

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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.

Salado Is Just Around the Corner

Hope you have sent your registration for this year's All Texas Salado Meet on April 15-17. As always, the party starts at Doc and Micki Ellis' City Garage, and all the usual activities, including overindulgence, are planned.

This year, we're adding two new trophies:

- Doc Ellis Award: For the best Lincoln shown in Salado for the first time. This award honors Doc, who started the whole Salado thing 22 years ago, hosts the Friday night barbecue, and so much more.
- Farthest Distance Traveled – *Driven*: A number of National members outside Texas are interested in coming, and we want to welcome them.

Also, Doc has arranged for a police escort, and it's about time he got one—

No, wait, let's start over: Doc has arranged for the Salado police to escort a parade of our cars through the City of Salado to start off our Drive Tour on Saturday afternoon.

Yes, the meet starts on April 15. But don't worry. A lot of tax advice will be offered at the City Garage, and best of all, it's free!

If you have reservations at the Stage Coach Inn, call and confirm: (800) 732-8994

Lincoln Motor Car Foundation Museum

The hard work of raising funds to build a Lincoln Motorcar museum continues. (See Steve Sawyer's article in the Sep-Oct, 2010 *Continental Star*.) At a Board of Managers meeting in January, the Texas Gulf Coast Region decided to donate \$1,000 of club funds to the Lincoln Motorcar Foundation. We received a nice thank-you note from the Foundation:

Thank you for your \$1,000 pledge and your payment in full towards the Lincoln Motor Car Foundation Museum Fund. As per your request, an interior bench will be in recognition of "TEXAS GULF COAST REGION - LINCOLN AND CONTINENTAL OWNERS CLUB."

New Parts

Welcome to the club, **James and Linda Paine** of Mt. Belvieu, TX! Can't wait to see your cream-colored 1950 Lincoln 4 door sedan. Bryan and Trish's '50 will have a playmate!

Lookin' for Lincolns?

(C'mon, club members. Let's get some of these Lincolns off the street and into good homes before they turn feral.)

Wanted: 80s or 90s Lincoln. I have a '63 Tbird CV and have extensively had it rebuilt ... and I don't want another project! A good looking and serviceable car. Color, style, etc. are of less importance than my desire for a clean old car. My name is Bob Kennedy and I live in Spring ... so my coming to see a car in the Houston area is an easy thing for me to do. Home phone 281-376-3938.

For Sale: 1980 Lincoln Town Coupe. Picture available. I bought the car from the original owner 15 years ago and it has spent most of that time in a warehouse. It has a Cleveland 351 engine, moon roof, CB and other options with 103,726 miles.

Coupes like this were only built in 1980 (7,177) and 1981 (4,935). There are only 8 others in the club and no other in Texas.

John Pariza, (713) 681-7575

For Sale: Vintage 1980 Lincoln Continental Mark VI – only 48,000 original miles Pictures: [1980 Mark VI For Sale](#) or available upon request. \$4,000 negotiable. Contact Jeremy, work phone (832) 221-9703.

For Sale: 1981 Lincoln Continental Town Car, about 101,000 miles. Pictures: [1981 Town Car For Sale](#) Dick Gansle, (210) 587-7279. *(The car is in San Antonio, but Lone Star Director Pat Corbett has seen it.)*

In Search Of...

...a 1941 Lincoln Zephyr that my Dad owned when he and my mother were married in 1950.

Dad owned this car until he had to sell in bankruptcy in the 80's. (I think that is the time frame.) Dad was a member of the Lincoln Continental Owner's Club and knew some of the local Houston members at the time. One name comes to mind, Warner Baines.

Dad worked on restoring this car for a number of years. Around 1969, we moved from the Old Woodville Road area in Livingston, Texas to Lakeside Village, also in Livingston. That car had been sitting in the field behind our house for as long as I could remember. Dad had just parked it there. Of course my friends used it as a playhouse, and as we got older, we shot up all the glass with our BB guns.

As we were preparing to move, I guess I was around 13-14, I convinced Dad to take the car with us and restore it! He agreed and we had a shop built next our house in Lakeside Village where he labored on that car. We took the engine to some old flathead expert in northeast Texas where it was rebuilt. Dad had originally painted the car black. He worked on it for years. Finally in the late 70's or early 80's, he had it repainted the original light green color and got the interior mostly finished. The car still was not completely finished.

During his financial difficulties and bankruptcy in the late 80's (?) he had to sell the car. I was thinking he sold it to a member in the Houston LCOC/LZOC, or through them. Dad lived in Livingston, Texas, and by that time was living on FM 1960 just west of 59.

I appreciate any help in locating this car. As you can imagine, with both Dad and Mom now gone, it has great sentimental value to me, and like my Dad, I am also an old car nut. I have attached some pictures of Mom and Dad with that car when they first were married. I also have included some more recent pictures should anyone recognize him. [Billy Dove's 1941 Lincoln Zephyr](#)

A title search with the VIN will show my Dad, Billy C. Dove, as the owner for many years, from the late 40's until he sold the car in the late 80's or early 90's. Please, anyone with information, feel free to contact me:

Billy C. Dove, Jr (281) 444-7115
 (832) 541-9871

Carb Rebuild – 1966 Continental

Part 2

By Jonathan Liston

In Part 1 ([Continental Star](#), Nov-Dec 2010), Jonathan had removed the carburetor from his 1966 Lincoln Continental convertible and brought it to Steve Zepeda's carburetor shop in Pearland. The carb was returned to Jonathan and looked great—gleaming aluminum, bright brass—with a booklet documenting the rebuild. But would it work?

With a completely rebuilt carburetor in hand, I was now ready and anxious to put it back in the engine compartment of my '66 Continental. The post-Holiday Season cold snap kept me from installing it right away. But in mid-January I took on the task. I had taken photos of the carburetor on the car before I took it off for rebuilding, so I had some 'go tos' to be sure I got the installation right.

I started with the installation of a new carburetor spacer plate and gasket, dropped the carburetor in place and started to hook up fuel lines, vacuum lines, electrical connections and mechanical linkages. All went well until the kick down spring. As I was attempting to stretch it onto the bracket, it slipped off and rocketed out of sight. I still haven't found it! I made a quick call for a replacement, and while waiting for it to arrive, I started to reattach the old fuel line and a new fuel filter.

The fuel line didn't cooperate, either. When it appeared to be in place, it leaked. After several frustrating hours, I ordered a replacement. So the project was on hold waiting a new fuel line and my own availability to install it. A week later, with new fuel line in hand, I started again. This new fuel line was not as close a fit as the original. It was not shaped to miss the A/C hose bracket. It looked like it was for a Continental without A/C – a Continental without A/C ? And since it was stainless steel it was no easy task to reshape it. But reshape it I tried with the help of a tube-bending tool. I soon recognized that I'd better keep my day job, since I was not being successful as a tube bender.

So next step was to find someone locally who could either bend the stainless fuel line to shape or fabricate a completely new one. In League City I found a shop that does fabrication and repairs of hydraulic

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Carb Rebuild – 1966 Continental

Part 2

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lines and hoses. Tommy Gass (281- 332-5998) at Gass Automotive said he could do the job if he had the car at his shop.

But I couldn't get the car to the shop without a fuel line – a regular catch 22. Tommy solved the problem by providing a temporary flex line with fittings I could use to drive the car to his shop.

With the flexible fuel line on I could run the engine for the first time since installation of the rebuilt carburetor without raw fuel leaking onto the engine. It started right up and ran perfectly after the choke kicked off. The choke obviously thought the weather was colder than I did. The next day I drove the car to Gass Automotive with the temporary fuel line and Tommy Gass installed a newly fabricated fuel line, checked for leaks and adjusted the choke. I rolled out of the shop with all 462 cubic inches purring perfectly on a sunny, cloudless Friday afternoon with the temperature at 74 degrees and no rain forecast for the weekend. I was back in my convertible and 'all's right with the world'.

It ran perfectly all that day, but the next morning when I tried to start the cold engine, it wasn't getting gas like it should even with the choke properly operating. I tried everything, heard numerous suggestions when Steve Zepeda said bring it back. I drove to his shop, and he agreed it wasn't right. He knew what the problem was even before we removed the carburetor. He had not installed the accelerator pump piston that was in the kit I provided, but substituted one he thought more suited to today's more volatile fuels. The materials may have been superior, but the shape was just enough different to cause the problem. In the process he came to realize the 1966 Lincoln Carter 4-barrel is not quite like any other. He removed the improper piston and installed the proper one. We reinstalled the carburetor on the engine and cranked it up.

With many thanks to Steve Ouellette of Baker's Auto for his on-the-phone sharing of knowledge and advice and to Steve Zepeda for his skillful work and his "it's not done until it's right" attitude, the engine again performs like the Lincoln engineers designed it to.

2010 All-Texas Fall Meet – Palestine

OFFICIAL WINNERS

Best Of Show

1941 Lincoln Zephyr, Jake Fleming

All Years Through 1960

1st Place 1941 Lincoln Zephyr, Jake Fleming

Convertibles

1st Place 1962 Lincoln Continental, Joe & Lana Hill

1961 - 1969

1st Place 1969 Lincoln Continental – Pat Corbett

1970 - 1979

1st Place 1977 Lincoln Continental Town Car – Paul Youngjohn & Dean Theiss

1970 - 1979 Marks III-IV-V

1st Place 1979 Continental Mark V Givenchy – Craig Adams

1985 or Newer

1st Place 1986 Lincoln Town Car – Bernard Birk

Best Paint

1962 Lincoln Continental Convertible, Joe & Lana Hill

Best Interior

1970 Lincoln Continental Town Coupe, Tommy Glazener

Best Engine

1977 Lincoln Continental Town Car – Paul Youngjohn & Dean Theiss

Hard Luck Award

1978 Lincoln Continental Town Car – Monk Montgomery

Director's Report: Why I Love My Lincoln

(from page 1)

This car was almost brand new as the film was made in early 1964. It broke my heart that such a beautiful car could be destroyed like that. Right then and there I swore that if I was ever lucky enough to own such a car when I grew up I would **never** let that happen. I was so enthralled with the cars that I saw that movie 11 times! Thus my passion for the awesome Lincoln Continental was born. I could almost recite the film's dialog verbatim. In fact, next time you see the film keep an eye on the Ford Ranchero that Goldfinger's Asian hit man drives – it leaves the salvage yard with white walled tires and the crushed Lincoln in the bed – when it arrives back at the ranch the Ranchero has black walled tires. I told you I saw this film 11 times.

Many years later as luck would have it, my mom's cousin who's a hairdresser in Illinois told me about a '63 Lincoln that one of her clients and husband owned. It was purchased brand new in the town of Monticello, IL by a retired doctor who was 74 when he took delivery of the car. This small town (just over 7,000, population today) is about 30 minutes from Champaign/Urbana, home of the University of Illinois. The doctor and his wife hardly drove anywhere in this small town except to church and the local grocery store. They never drove it in bad weather and it was always garaged.

The original owner died in 1978 with his prized '63 sedan in the garage. His wife did not drive and it was sold a year later to a local couple who owned the town's True Value Hardware Store. When they purchased the car in 1979 it only had 17,000 original miles. From what they told me they purchased the car basically to help out the doctor's widow who was having a hard time financially. They garaged their '63 acquisition and drove it occasionally to local events. One of their sons is a mechanic, so if anything needed repair, he would take care of it for them. The car was meticulously maintained throughout their ownership.

I was fortunate to finally purchase the car in May of 2007. When I first test drove the car in 2005 it had just under, 28,000 original miles. That's less than 400 miles driven a year from 1979 to 2007. . I fell in love with this car the first time I saw it. It took a couple years for me to talk them into letting it go, however. The 2nd owners had retired and wanted to spend more time traveling and with their grandchildren. A first question when I bought the car was, "Now you're not just buying this so you can sell it, are you?" I said absolutely not. This car will definitely go to a good home where it will be cared for always. I have NO intention to ever sell this priceless work of art!!

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Director's Report: Why I Love My Lincoln (from page 8)

As of today it has just over 29,000 original miles, the original paint, spare tire, interior, radio, and factory air. All work perfectly as if new. When I took my final test drive before I purchased it I stopped in at the local Ford Dealer in Monticello, IL to have them put it up on the rack so I could check out the undercarriage. When they saw it drive in, there were mechanics all over it like white on rice. They even commented that the car still had that "new car smell" inside. The best part of this experience was that the undercarriage was as clean and rust free as the visible body & chrome. The car was as if it had been sealed in a time capsule.

This brings us to today in 2011. I enjoy this fine motor car every time I get in and drive. It's like a little piece of my childhood is still with me and the passion for this Lincoln has never faded over the years. Yes, I'm sure some of you might say that I'm a little nuts, but aren't we all just a little car nuts to begin with? That's why we're so passionate about our awesome Lincolns and the Lincoln history in general. I'm sure there are thousands of stories about owners and their Lincolns. This one is mine.

Happy Motoring to everyone!

Gary Birk

Houston MODern Market April 8-10, 2011

Houston Mod, a non-profit modern architecture preservation organization, is hosting Houston MODern Market, a fundraiser that includes lectures, tours, art showings, and over 40 booths selling mod items. We are invited to display our cars, especially 50s and 60s. Anyone displaying a car receives two free tickets (\$20 value) to the Market. More info at HoustonMod.org or let Gary Birk know you're interested.

Grand View Manor Ranch

Use these links to look at pictures from our March outing to Richards, TX. Quite a setting for a car collection!

[GVM - House and Grounds](#)
[GVM - Cars Before 1950s](#)
[GVM - LCOC Cars](#)

[GVM - Buggies, Carriages](#)
[GVM - Cars 1950s and After](#)