

Western Region Lincoln and Continental Owners Club Publication Volume 46 No 8, November,



## Palm Spring Concours October 15

The 2016 Palm Springs Concours was held on October 15. This is the largest annual collector car event in the Palm Springs area, featuring extremely high quality cars. While several LCOC Western Region members attended the show, only three members participated with their cars. Bob Blevins showed his 1967 Thunderbird and John Burge and Mike Steiner showed two of their Cadillacs. The Lincolns shown here and on page 5 have non LCOC owners. There were also many other makes of interesting cars. This show, sponsored by Great Autos of Yesteryear, is held on the grounds of the

Desert Princess Country Club in Cathedral City. It is a casual car show with more emphasis on people and having a good time than on 100 point correct cars and trophies.

This is a charity event, this year supporting Angels View which benefits children and adults with disabilities.

The green grounds of the country club and lush setting in the dry Palm Desert area are spectacular. There was plenty of room for the cars to be widely spread apart for viewing, picture taking and socializing.

As might be expected in the Palm Desert area in October, the weather was ideal, the attendance was excellent and many of the cars were awesome.

**(Continued on Page 5)**

*Above left, 1967 Thunderbird four-door Landau, Bob Blevins.*



*Left, 1965 Lincoln Continental Convertible.  
Far left and below, 1966 Lincoln Continental Coupe, Bud Slater and 1966, Convertible, Glenn Gordon.  
Mark Ills, 1971, Keith Burke, 1970, Paul Tanber.*



# Board of Managers & Officers LCOC Western Region

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Jim Finley.....2018  
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Stacy Roscoe.....2016  
Jim Ayres.....2016  
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## Director's message

I have recently returned from an extended trip throughout nine Northeastern states that started with the LCOC Eastern Meet in New Hampshire. My wife, Kerry, and I have not spent extensive time in New England since I served in the U.S. Navy in Newport, Rhode Island during the early 70's. The meet at Attitash, with the attraction of colorful fall leaves and beautiful East Coast Lincolns that I have never seen before, was too strong to pass up. Once we decided to attend the meet, our imaginations kicked into high gear regarding all of the other things that we could do once we were in the Northeast. Simple trips to such places as the site of the first house we rented after our wedding, and our first official Navy housing unit were naturals. That really got us back in touch with where our lives have been over these last 45 years. We selected several folks from those early days who we had not seen in decades and made some fantastic reconnections that even included a boat cruise on the Potomac River near Washington D.C.. I could write extensively about the entire trip that also included visits to our favorite art gallery, an offbeat bug museum, my wife's childhood home, and our four grandsons, but that is not the purpose of this article.

My purpose is to remind you how wonderful our club is for getting us out to enjoy the company of interesting and exciting people in addition to interesting and exciting cars. I found this to be especially true when stepping outside the boundaries of our own Western meet cycles and heading East to make new friends at the same time we reconnected with many of our great long term friends.

Going to a meet without a car may feel less exciting than the full meet experience we typically find, but it can provide a change of pace that is very comfortable, especially when the meet activities are unique and well planned, and allow plenty of interaction with the folks in attendance. Yes, I missed not having my car with me, but I certainly didn't miss the Saturday morning crunch trying get the car cleaned up and ready to go after a day of touring and mechanical judging.

This year's Eastern National Meet was fantastic, not only because of all of the varied activities and interactions, but also because it was a natural spring board to a fantastic 3 week vacation to rediscover my youth!

Try making your next National Meet an extended vacation to capture all that the region offers. You won't regret it!!

Until Next Time,  
*Stacy*

Visit us on the  
World Wide Web Region:  
[www.LCOCWestern.org](http://www.LCOCWestern.org)  
National:  
[www.lcoc.org](http://www.lcoc.org)

The Continental Confab is published and mailed every six weeks. Dates are published annually. The deadline for submitting articles and ads is 20 days prior to the planned mailing date. All articles and ads should be submitted in writing to: 1780 Iris Way, Escondido, CA or e-mail [t.howley@cox.net](mailto:t.howley@cox.net).



*Left, show field at the Western National Meet.*

## Western Region Future Events Identified to Date

### LCOC Western Region Board of Managers Election Notice / Ballot

The 3 year terms for the following directors expire on December 31, 2016:

**Ron Cressy**  
**Stacy Roscoe**  
**Jim Ayres**

At the August 6th Annual Meeting, the Western Region Board, acting as the Nominations Committee, verified that all directors with expiring terms were interested in running again for their seats on the board. Throughout the months of August and September various attempts to identify other Western Region members interested in running for these seats failed to yield new candidates for this year.

Therefore, the ballot for the 2016 board of managers consists of the following incumbents:

**Ron Cressy**  
**Stacy Roscoe**  
**Jim Ayres**

Please vote to select up to 3 of the above candidates, or to provide a write-in candidate by mailing Secretary Tom McCarthy at [tfmccarthy85@verizon.net](mailto:tfmccarthy85@verizon.net). If you approve of the entire slate you may just say APPROVE. You may also call in your vote to Tom at 951 679-0575. All votes must be submitted by December 10, 2016.

Here is the next event that the Region is promoting.

Our club has a chance to be part of the LA Classic Auto Show Jan. 27-29. I'm still trying to get more specifics, but if we do plan to do this, we'll certainly need volunteers to man the booth and to display their cars. This seems like a great opportunity to gain exposure for our club. I would appreciate your thoughts on this.

Here's a link to the flyer and preliminary info:

<https://presentations.yesware.com/1dc596938a3f4e44eeb02c1822c3f561b6ea13cd/5573904c602b3c35aa07b49982b8ada2/de46ff2a0c5f6cc370e52a8b659edee3>

**Jim Ayres 949-689-8471**



*Hooters Girls at the Western National Meet.*

Western Region dues are \$35 a year; add \$10 for Western Region membership outside the U.S. (Canada or Mexico). All dues are payable in U.S. currency to Western Region Membership Chairman, 9318 Chaparral Road, Canoga Park, California 91304-1206. Membership in the Western Region of LCOC is open to all parties interested in Lincoln Continental automobiles. Ownership of a Lincoln automobile is not necessary to join LCOC. You must, however, be or become a member of the National LCOC to be eligible to join the Western Region. Dues are in addition to Region dues. The Continental Confab is the official publication of the Western Region LCOC. It is distributed by First Class Mail to Western Region Members. Material contained in the Confab is intended to be as factual as possible, but neither the Western Region nor the editors assume any responsibility for the correctness of the material or its sources. Nothing in the Confab will be reproduced without the written permission of the editors and the Western Region Board of Managers. Car-related marketplace ads are free to members, except those conducting a commercial enterprise. Ads will run for three issues. Advertisers must contact editors to extend or modify ads. Non-member ads are \$10 per issue, with a three issue minimum. We request you notify editors when vehicle or parts are sold. All free ads are subject to editing and space availability. The deadline for submission of articles or ads is the 20th of the month prior to the issue requested. All article contributions may be submitted in writing to: Confab, 1780 Iris Way, Escondido, CA 92027.

## More photos from the 2016 Western Meet in Westminster, Colorado



*Arriving  
at the  
Stanley  
Hotel  
in  
Estes  
Park.*

It was a fun filled and successful four days at the 2016 Western National Meet in Westminster, Colorado September 7-10. After a social evening Wednesday to kick things off, the real action began with a 120-mile round trip driving tour Thursday to Estes Park and the Haunted Stanley Hotel. This was followed by a long trolley ride through the Rocky Mountain National Park.

Friday was a change of pace to the close by Clive Cussler museum in nearby Arvada. It features a fabulous collection of 75 fine automobiles of all years owned by best-selling author Clive Cussler. There is everything from his own 1946 Ford to Packards, Rolls-Royces, Duesenbergs and a Pierce-Arrow trailer pulled by a 1936 Pierce-Arrow. There was a southwestern buffet that night followed by an auction.

Saturday's show field was packed with over 50 LCOC cars for judging and exhibition. If this wasn't enough, there was a separate adjacent show of Mustangs, Thunderbirds and everything else that wanted to shine in the warm Colorado September sun.

Festivities ended with the gala awards banquet Saturday night in the Westminster Hotel main ballroom. You can read all about it in the January-February 2017 issue of *Lincoln and Continental Comments*.

*Viewing  
the 1906  
Stanley  
Steam Car  
at the  
Stanley  
Hotel.*



*More cars  
on the  
show field  
Saturday.*



*Judging  
the  
Elliston Bell  
winner,  
John Burge  
and Mike Steiner's  
1974  
Continental  
Mark IV.*



### Ride High with LCOC Flags on Your Lincoln

Now available, durable, satin car flag with LCOC logo screen printed on both sides. Easily attaches to Lincolns with frameless side glass (1970 and newer). \$30.00 for a set of two. All prices include shipping. Make checks payable to Western Region LCOC and mail to: Baron Night, P.O. Box 5141, Anaheim, CA 92814 For questions about merchandise, e-mail Baron Night at [nitrovb@netzero.net](mailto:nitrovb@netzero.net).

# 2016 Palm Springs Concours d'Elegance



*1965 Lincoln Continental Convertible, Brad Prescott.*



*1955 Chevrolet Bel Air Coupe,  
Brad Prescott.*

The Coral and Gray 1955 Chevrolet Bel Air Coupe above is identical to the first new car owned by *Confab* editor Tim Howley. He took delivery on the car September 30, 1955, the day that James Dean was killed.



*Rear view of the 1967 Thunderbird Landau four-door,  
Bob Blevins.*



The 1923 Essex sedan below was the first low-priced enclosed car in America at \$1,495.

*1923 Essex two-door sedan,  
Harold Phillips.*



*1947 Cadillac Series 62 four-door,  
Jeff Weller.*



*1956 Continental Mark II custom convertible, Jim Sinners.*



*The camera car as it looks today in the Museum of Western Film History.*

## 1928 Lincoln Camera Car

Recently Jim Ayres went to Lone Pine with the Model T Club, and one of their stops was at the Museum of Western Film History. They had a 1928 Lincoln Murray/Dietrich 7-passenger Sedan that had been converted into a camera car. How unusual can a vintage Lincoln be?

The Museum has been searching for a vintage camera car for some time to add to their exhibit that explores filming technology as used in movies. In June they heard that a 1928 Lincoln camera car was going up for auction in Shawnee, Oklahoma.

A few calls and a little research with the Benson Ford Research Center at The Henry Ford Museum in Detroit, helped verify the car's history. Built on March 6, 1928, the car, production #49706, with body type 10-1957 and noted as a 147A, (that indicates the car was originally a 7-passenger Murray/Dietrich Dietrich sedan.) Its original color was cobalt blue. Production records indicate that 1,023 such cars were built in 1928 – the last year they were produced. The production car would have had an eight cylinder flat head engine. Somewhere along the 50's the engine was replaced with a Cadillac 331 with a Carter Quad. The suspension was revised to carry the extra weight of rails, platforms and equipment that were mounted on the car and the universal replaced with a heavy duty International truck rear end.

Once owned by Hollywood Studio, RKO, the 1928 Lincoln had been in the hands of collectors for many years, but as recently as the 1980s was still used in making motion pictures.

After 88 years, the Lincoln was still in pretty good condition, although there were a few areas rusted through! Supposedly, the car has not been run for over 20 years.

Only the left rear stop light was missing. Cabin/dash is missing wood but gauges look pretty good. The door windows both work remarkably well on both sides, and if you look closely you will see they are chain driven. The back window is missing. Original wire wheels are in very good shape, all they need is new tires installed. The metal rails that hold camera mounts and accessories are also in good shape. Two have labels, one "Shepherd" and the other "Hollywood Scene Dock." It is said that both companies have been out of business for many years. Gas tanks are located on both sides.

Through generous donations of museum members and friends, and financial support of the Museum Board, enough funds were raised to acquire the car and to transport it from Shawnee, Oklahoma.

Preliminary work was done in Lone Pine with the assistance of Jeff Ray, Tony Chavez and Richard Wren who prepared the car for a modest restoration. David Mull, NAPA, helped in acquiring new tires. Doug Brown, Browns Salvage in Bishop, had his team sandblast the years of rust and paint off. Tib Wilkinson, Inyo Mono Body's team painted the car black. The RKO emblem will soon be painted on the doors to pay tribute to the car's original heritage. Work on the interior will then begin and Lone Piners will take a shot at getting the 1953/1954 Cadillac 331 V-8 back in service.

The Museum is fortunate to have a few large reflectors, lights and other standard accessories that were typical for camera cars. The museum is in talks with several collectors to add some other features, like Mitchell cameras, typical of the era, to complete the exhibit.

The Murray/Dietrich names indicate the factory body was built by Dietrich, as mentioned. Dietrich Inc. was an American coachbuilder founded in 1925 by Raymond H. Dietrich (1894-1980), co-founder of LeBaron Incorporated in New York. He was a close friend to Edsel Ford who supported him by talking Fred Murray, owner of the Murray Body Corporation, into partly financing the venture. Murray was a vendor of standard bodies to the Ford Motor Company, and an in-house source for designing and building custom bodies for luxury cars. Dietrich held 50% of the stock.

Dietrich, Inc. did substantial styling work for standard bodies for Packard, Franklin, and Erskine, a corporate make of Studebaker. Further, Dietrich, Inc. built custom bodies to single orders, and proposed semi-customs (similarly built as full customs, but in small lots of usually 5-10 units) for the catalogues of Lincoln (then headed by Edsel Ford) or Packard. Raymond Dietrich was a design consultant with Packard.

By September 1930, Raymond Dietrich was out of his company. Dietrich, Inc. which was closed in 1936. In 1932 Raymond Dietrich became the first head of design of Chrysler (until 1938). He was later associated with Checker Cab in Kalamazoo, Michigan. Dietrich's office at Checker remained untouched for years after his death.

# The 1928 Lincoln

1928 was a year of incredible flying records following Charles Lindberg's historic Trans-Atlantic flight of 1927. Radio was growing like crazy with speaker radios replacing crystal sets and new radio stations hitting the airwaves in record numbers. Sound, Technicolor and animated cartoons were revolutionizing motion pictures. The telephone and the telegraph were booming.

1928 was the first year of major change for Lincoln. By this time most of the V-type two-piece windshields had given way to flat but slightly sloping windshields with the traditional Lincoln outside visor. However, the V-type two-piece windshields were retained by a few of the custom models, most notably the Willoughby seven-passenger three-window and two-window limousines.

Lincoln now featured chrome-plated bumpers. Wire wheels with chrome hubcaps were now standard. Lincoln was one of the first, if not the first, to go to "drop center" wheels, which meant that the outside rim was no longer bolted to the hub. Spokes were welded into place. Still, artillery and disc wheels were optional. Headlights, cowl lights and tail lights were matched in a semi-acorn design and were chrome plated. By now certain features were Lincoln trademarks. They included massive emergency brake, steering wheel lock, massive flattened oval front bumper. The car looked as solid as Fort Knox, and it was.

The real change was the traditional Lincoln L flathead V-8. The original Lincoln of 1920-21 had a 3.375 inch bore, 5-inch stroke, 357.8 cubic inch displacement, 4.8:1 compression ratio. It developed 90 horsepower. The revised 1928 engine had a 3.5 inch bore, larger valves, reshaped combustion dome and displaced 384.8 cubic inches, but no increased horsepower was advertised. There was a new muffler system, new lighter rear axle, and steering box bearings were improved.

The "Bird" advertising campaign, introduced in 1927 by artist Stark Davis, was continued until 1929. The ad shown here is one of the Bird series. We do not know what kind of a bird it is or what birds have to do with Lincolns. The Lincoln in the ad is a standard factory five-



## 1928 Lincoln Bird Ad

passenger sedan with the new type wire wheels, chrome trim parts and chrome bumpers. Note two-tone color combination, black fenders, black upper section and green lower body section. Black used in this manner was common to Lincolns of the period.

For 1928, Lincoln produced 792 Murray/LeBaron sedans at \$4,800 and 1731 Murray/Dietrich sedans at \$5,000 and \$5,200, all on a 136-inch wheelbase. Total 1928 Lincoln production was 6,402, down from the previous three years but nothing like what was to come with the Great Depression,

**FOR SALE; Parts for Town Car and Mark VI** 5 locking wire wheels and 4 center caps for 1980-1989 Lincoln Town Car and 1980-1983 Mark VI - \$550 760-353-9934 and ask for Michael.

# marketplace...

1985 Lincoln Mark VII: Less than 15,000 original miles. Perfect condition. Second owner and LCOC member of this California automobile. The color is dark sable with a tan leather interior. The leather does not have a crack in it. New tires and battery. The owner would like the car to go to someone in LCOC who appreciates the low mileage and exceptional condition. \$9,950 /obo. Jim Parry. Fresno, Ca. 559-434-7721.



1971 Linc. Cont. MK III Rare sunroof, Maroon with Maroon leather and fabric interior, all in beautiful condition. New correct tires. Many years in LCOC, owned since 1996 and maintained to the highest standards. Runs and drives perfect. Honors include Elliston Bell Founders Award (Best Of Show), Western Region National Meet, 2006 and retired winning the Emeritus Crystal Presidents' Award. No Trailer Queen here! Driven to all National Meets attended. Possibly the best Mk III in the country. \$17,500. Contact Geo. & Shirley Richards. (818) 992-4537



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[www.lcocwestern.org](http://www.lcocwestern.org)



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2016 Palm Springs  
Concours d'Elegance

2680 Park Hills Drive  
Sacramento, CA 95821

**WESTERN REGION**

