

# The Continental Star

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OFFICIAL NEWSLETTER OF THE LINCOLN AND CONTINENTAL OWNERS CLUB

TEXAS GULF COAST REGION

BI-MONTHLY

February, 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 3<sup>rd</sup> 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

Another year has passed, and we're not only entering a new one but a new decade as well. Seems like a very short time ago everyone was getting ready for the new Millennium and worrying about Y2K.

Last year was a very busy one. In April the Texas Gulf Coast Region hosted the National LCOC Mid America Meet in Salado. It was a lot of work, but we all had a great time, met new friends and saw some fabulous Lincolns. My thanks to all who pitched in and helped. Everyone worked very hard to make it an enjoyable one. Our own Glenn Kramer, the National LCOC President, says that the Salado meet raised the bar, and everyone who attended is still talking about the wonderful Texas hospitality. Not to mention the mobile bar complete with a Texas Flag canopy.

*(continued on page 6)*

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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.

# March Meeting

Lone Star Flight Museum, Galveston  
Pontiac Club Show  
Saturday, March 20, 12:00 Noon

The day begins at the Museum, Scholes Field, 83<sup>rd</sup> and Airport Boulevard. Museum admission is about \$4.00.

At about 12:45, we'll leave the Museum and go to Pier 21 at Harborside Drive to see the American Pontiac Association car show.

At about 1:30, we'll go to lunch and meet in the Chart Room of the Olympia Grill at Pier 21. After lunch, you can continue looking at the Pontiacs or head home. Directions to the Lone Star Flight Museum:

I-45 to Galveston  
Exit 61<sup>st</sup> Street, right on 61<sup>st</sup>  
Right on Seawall Blvd. Or else.  
Right on 83<sup>rd</sup> Street, follow to end. Museum is on the right.

From the Lone Star Flight Museum to Olympia Grill:

Leave Museum, turn left on 83<sup>rd</sup> Street  
Left on Seawall Blvd.  
Left on 21<sup>st</sup> Street  
21<sup>st</sup> Street ends at Harborside Drive.

Cross Harborside and park in Olympia Grill parking lot on the right

Take ticket and gate will lift. Bring ticket into restaurant to be stamped for free parking. Turn right on Harborside or Broadway to go back to I-45.

## Salado 2010

*Friday, April 23; Saturday, April 24*

If you have made reservations at the Stagecoach Inn, it's always a good idea to call them (254 957-5111) and make sure your room is reserved. The 2010 All Texas meet will be later in April than usual, which increases the chance of a lost reservation.

# New Parts

We welcome several new members of the Texas Gulf Coast Region:

**Ricky Blazo** of Houston has a yellow, 1977 Lincoln Continental coupe. We met Ricky and saw his car at the January meeting. Very nice car! Some years ago, Sonny Gray had a green, 70s coupe. Haven't seen that car in a long time.

**Sonny and Bonnie Stephenson** of Houston have a 1987 Town Car in dark taupe. Sonny was also at the January meeting.

**Donna Ritterbusch** of Magnolia owns a 1979 Lincoln Continental 4 door sedan in metallic tan. It has been in her family for three generations. Her grandfather owned it from 1979 to 1983; then her father from 1983 to 2009. When Donna was a teenager, she would take it out while her father was at work. The car wasn't moved for 15 years before being brought to Donna's home.

**Terry and Rosamond Lyons** have a 1941 Lincoln Continental coupe. That's three '41 Continentals in our region! We met Terry at Logan's and saw his gorgeous 1960 Ford Sunliner. Terry gave us the story on his '41:

I have always liked the lines on the '41, and seeing Mike's numerous times piqued my interest. A bank in Kilgore, Texas advertised they were accepting bids on several antique cars. Among them was a 1941 Lincoln. Just for fun my wife and I drove to Kilgore to take a look. It was/is beautiful and stole both our hearts. I made a bid and was successful. I had the car shipped to Houston in covered transport.

The body is virtually perfect, and the interior is very nice. The V-12 seems to be good. Radio and clock both work. I replaced the 8 volt battery with an optima 6 volt. New sparkplugs have been installed. I am waiting for a carburetor kit and a temperature sender. The BW overdrive is still a question along with a broken rear leaf spring. Shortly after purchase, I discovered (the hard way) that the fan had not been tightened. It came loose and cut the radiator core. I had it rebuilt. During this experience I came to the conclusion that the radiator and hoses were not designed to be replaced. I could never have gotten this far on making the car roadworthy without Mike's input. In addition to his direct knowledge he has referred me to three individuals who are incredible in both their knowledge and willingness to share.

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## For Sale

1948 LINCOLN CONTINENTAL CONVERTIBLE; New Barn Find! Well, almost. Suburban Houston garage. Dark blue, tan top and boot, red leather interior. Top and boot are fairly new. Seats need new leather, door panels are perfect. Odometer shows 98,480. Driven regularly until 2005, then stored. Dual Lincoln spotlights, 12 volt conversion. In same family since 1978. Featured in Matt Dillon movie *Liar's Moon*. \$30,000 or best offer. Call Mike Weltzien 713-461-8895 or e-mail [mike.weltzien@nahi.com](mailto:mike.weltzien@nahi.com) Pictures available.

# A Long Term Commitment

*By Jim Richardson*

*[Jim has owned his 1972 Lincoln Continental for almost 35 years. Several times, he has faced the "Is it worth it?" question and decided: Yes.]*

I bought this beautiful car on December 29, 1975 from a friend who received it as a college graduation gift. I had driven the car when it was almost new and loved it. I had told my friend that if she ever sold it, to give me a chance to buy it. Two years later, I got the chance and bought her (the car) with 30,000 miles on the clock. I was 27 years old, and this was my only car. My Mark IV not only filled the role of daily driver/work car, but she was also called on to handle a few activities that were very "un-Lincoln-like", such as camping and even as a tow vehicle for my VW powered dune buggy. The car saw regular use until the mid-1980's when I was transferred overseas by my employer, Fluor Corporation. After that, the car saw limited street time and spent several years in storage or was garage parked.

In the mid-1990's the car was repainted and the vinyl top replaced. On the surface, the car looked very nice. I want to emphasize "on the surface". Apparently, the body shop had let the car sit too long between priming and painting allowing surface rust to form under the paint. The work done on the roof under the vinyl top was also shoddy, where they failed to seal the area and merely covered up the areas of rust. In 2005 when I returned from a three year assignment in the UK, the growing rust problems were not yet apparent. However, by early 2007, small bubbles had started showing under the paint. I struggled with the decision to either get rid of the car or to spend the money and effort to fix her up. After owning a car for so long, I think there is an emotional connection that overrides logic when it comes to decisions like that... I was just too attached to her to let her go.

**[Links to pictures on page 8](#)**

*(continued on page 5)*

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## The O'Quinn Collection

Many of us had the opportunity to look at and enjoy John O'Quinn's collection of 800+ classic cars. His plan was to build a large museum to display the collection. However, plans have changed since his death in a car accident. TGCR member Ron Stein, who arranged our visits, says that some of the cars have already been auctioned and sold. More will be sent to the auctions at Myrtle Beach and Fort Lauderdale. The collection is no longer available for viewing.

Whether a smaller collection will be maintained or displayed hasn't been determined.

# A Long Term Commitment

(from page 4)

Almost perfectly timed with the car reaching 100,000 miles, in October 2007 I had the engine replaced. The original 460 cu.in. engine had only 212 SAE HP when new and was now pretty tired, plus I wanted more performance. I had grown up in the muscle car era and wanted to see if I could put some kick in the old girl. I purchased a junker, 1971 Mark III "rust bucket" I found sitting in a weed patch. The '71's had the high compression engine which had a factory rating of 365 brake HP. I arranged for David Johs of Johs Machine Services in Bay City, TX to rebuild the engine to produce around 425 – 450 HP and an estimated 550 lbft. of torque. The engine was bored 0.30 over, has ported and polished DOVE heads with oversized stainless steel valves, balanced/forged pistons, Ultradyne cam, Holley 770 cfm carb, Mallory Unilite distributor, Pertronix Flame Thrower coil, CompCams Magnum roller rockers, ceramic coated custom headers, dual Flowmaster's and more. The long-legged 2.80 open rear end was replaced with a 3.50 ratio Traction-loc unit to give the car faster response and grip. The engine and rear end swap were done by Ronnie Dunn, at RD's Auto Service in Wharton, TX.

At this point I had the "go" but now needed the "show" to match. The surface rust under the paint and vinyl top was really getting bad so I bit the bullet on a repaint and top. Pekar's Body Shop in Wharton, TX agreed to do the work which began in March 2009. The car was soda blasted and completely stripped to bare metal, acid washed to remove the surface rust, major rust under the top repaired and prior body work redone properly. After 3 months in the shop, the car was finally painted and vinyl top replaced. It was a major undertaking but worth the time and money. The new two-stage white paint job turned out fantastic and my Mark IV is now as smooth and shiny as she was when she was new. I have spent a lot of time sprucing up the engine bay, but there is always something to work on, it seems.

I retired from Fluor in May 2009 and have enjoyed showing my Mark IV in small-town car shows over the last few months. I have also learned that winning is difficult when you are competing against popular muscle cars and customs that have 4 or 5 times the money invested in them. However, the 1972 Mark IV is a classic design, and with its striking lines and new paints, she's an eye-catcher. We have even brought home a few trophies for the bookcase:

- Alvin Chamber of Commerce – Sept. 2009: First Place – *Open Class 1970-79*
- Brazoria – Nov. 2009: Second Place – *Open Class 1949-1980*
- Alvin Rotary Club – Nov. 2009: Second Place - *Open Class 1970-1979*
- New Territory Car Show – Nov. 2009: First Place – *Fords*

I'm looking forward to the spring car shows and Lincoln meets in the area in the new year, so I can show her off some more.

To see pictures of Jim's Mark IV: **Hold –CONTROL- down and click on:**  
[Jim Richardson's Mark IV](#)

# Director's Report

*(from page 1)*

Our Annual Christmas Party at the Houston Yacht Club was again a great success, and attendance had grown from last year. Lots of delicious food, a great crowd and a fun gift exchange even though there were no unmarked gifts containing wine. But there's always next year. The weather wasn't conducive for the usual tire kicking in the parking lot, but we did see some Lincolns after all. After dining on great food and visiting with good friends, the board held elections. Steve Sawyer was elected Assistant Director and I was elected Director of the TGCR. Bryan Felt had decided it was time to pass the torch and relax and enjoy life. I know I speak for all the members of the TGCR by saying thank you to Bryan for working very diligently and doing a wonderful job as Director. I will be relying on his guidance and assistance this year. Maybe he won't have too much time to relax?

Our annual BBQ in November was again graciously hosted by the Vagues at their residence. Weather was not cooperating in the morning, but just in time when everyone began to arrive, it stopped raining and cleared off so that we could enjoy the outdoors. Then when everyone was leaving to return home it started raining again. Thanks to whomever did the "clear off for the BBQ" dance. Elections for the Board of Managers were held with Bryan Felt and I being reelected to another term.

Our January 2010 meeting was held at Logan's Roadhouse off 290. It was a perfect day--sunny and warm. Y'all remember what sunny and warm is right? Hopefully we'll have it back again soon. Our group was 27 in attendance, and we saw a few new Lincolns in the parking lot. Also we were blessed with three new members joining at the meeting and another joining this month. That's four so far this year. Let's keep it going, folks!

We have some fun things scheduled throughout the 2010 year including some road trips to exercise our cars. Of course Salado will again be held at the Stagecoach Inn the last weekend in April (24<sup>th</sup> – 25<sup>th</sup>). The Bluebonnet category will return with those 1<sup>st</sup> place winners & Best of Show from 2008. It was excluded last year due to the National Judging for the Mid America Meet.

We all look forward to our monthly meeting, getting together, driving our fabulous Lincolns, and visiting with good friends. Here's hoping to see all of you soon, and please join with me in welcoming our newly joined members to a great club.

May all of you be blessed with safe travels and happy motoring!

Gary Birk, Director

# St. Arnold Brewery

A small (4) but elite corps represented TGCR at the St. Arnold Brewery on Saturday, February 20. Maybe a lot of us had other plans? Or maybe 11:00 am was just too long to wait for that first brewsky.

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## For Sale

1993 LINCOLN TOWN CAR CARTIER: Less than 70,000 miles, never in accident. Owned since new and bought at Southwest Lincoln Mercury. Asking \$2500. If interested, please contact Craig Adams ([ca7@prodigy.net](mailto:ca7@prodigy.net))

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## The Photo Album

**Hold –CONTROL- down and click on any of the links in blue:**

**Click on any picture to see a larger image, or click on “Slideshow” in the UPPER RIGHT HAND CORNER.**

**Thank you!!! to Bruno Hernandez, Jim Richardson, and Gary Birk for the pictures.**

**January, 2010 Meeting  
Logan’s Roadhouse  
People**

*Includes new members Ricky Blazo  
and Sonny Stephenson*

[1-2010 Logan's Roadhouse People](#)

**January, 2010 Meeting  
Logan’s Roadhouse  
Cars**

*Includes Ricky’s and Sonny’s cars*

[1-2010 Logan's Roadhouse Cars](#)

**Jim Richardson’s Mark IV**

[Jim Richardson's Mark IV](#)

# Mark Your Calendars

Saturday, February 20, 11:00 am	St. Arnolds Brewery tour and (especially) sampling
Saturday, March 20, 12:00 noon	Lone Star Flight Museum, Galveston American Pontiac Assn Show, Pier 21 Lunch – Chart Room, Olympia Grill
Wednesday, April 21 – Sunday, April 25	LCOC Eastern National Meet, Ocala, FL
Friday, April 23 – Saturday, April 24	Salado All-Texas Meet
Sunday, May 16	San Jacinto Monument, lunch at Monument Inn
May 19 – May 23	LCOC Western National Meet, Ventura, CA
June	La Grange Airport Air Show
July	Road trip to George H.W. Bush Presidential Library
August	Niftee 50ees
September	Fix Neil's cars
September 15 – September 19	LCOC Mid-America National Meet, Lincoln, NE
October	All Texas Meet, Palestine, TX Northpark Barbershop show, Kingwood
November	Barbecue, Jim & Mary Jo Vague's house. Maybe?
December	Holiday party

## Thanks, Bryan

Bryan Felt has retired after three years as TGCR Director. By any measure, Bryan's term was a big success. In my opinion, the two most important things for a club like ours are membership and enjoyable events. Our membership increased dramatically over the last three years. And we've done without the squabbling and feuds that are part of so many car clubs. Great job, Bryan!