

The *Continental* **Star**
Fall 2019 – Winter 2020



**Published by the Philadelphia Region Lincoln and
Continental Owners Club**



The Continental Star

*Published by the Philadelphia Region of the
Lincoln & Continental Owners Club*

Fall 2019 – Winter 2020

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Director's Message

Dear Fellow Lincoln Members:

Greetings Members!

I hope all is well with you and yours and your lovely Lincoln and Continentals!

Well where did the year go? It certainly has been an exciting and show packed year, but as Frank Sinatra sang, "The best is yet to come!"

We had a great year in 2019, with many of our members winning major awards at the LCOC Eastern National Meets, Hershey and New Hope! Congrats to all the winners!

Plans are well underway for the 2021 Eastern National meet that will be held at the Morgantown Auto Museum that will promises to be the pinnacle car show event of the year, so start to make your plans now!

I like to welcome all of our new members to the Philadelphia Region, and especially the Continental Cruisers that are bringing a wealth of enthusiasm to our region! Welcome to all!!

As we are looking forward to the upcoming year, we have the Philadelphia Car Show, the Atlantic city Classic car show in February, the New Hope car show in August, The LCOC Grand National Meet which will be held in Hickory Corners Michigan at the Gilmore Museum, and our Marquee event at Peddler's Village in Late October. Please make your plans now to attend!

In closing, please communicate any thoughts and ideas you may have as we are always are striving to better the club and enhance your experience.

Remember this is your club, the managers and I are here to help and serve at your pleasure.

Best wishes for a Happy, Healthy and Joyous Holiday Season!

Continentially yours,
Carl Villone
Philadelphia Region Director

Front cover: James "Rusty" Rentsch's 1956 Lincoln Premier – July 4th 2019 - Leesburg, VA



Philadelphia Region LCOC Club News

EDITOR'S MESSAGE

"Fall 2019 and Winter 2020??" It's not a misprint – you've read that right... this issue contains items for 2020. Where has the year gone? Looking back, 2019 was a great year for the Philadelphia Region. We gained 19 new members and have welcomed quite a few members from the Continental Cruisers – Lincoln devotees based in the MD/DC/VA area. We confirmed our region will be hosting the 2021 Eastern National Meet of the Lincoln and Continental Owners Club and we've secured an indoor facility for the show which will permit a "rain or shine" event. We enjoyed several road tours during 2019 and some of our members scooped up prestigious local and national awards in recognition of their fabulous Lincolns!! This issue of the Continental Star is chock full of information regarding our members, their cars and our club. Enjoy! **Larry Highbloom.**

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ANNOUNCEMENTS

- William "Bill" Breitwieser, one of the founding members of the Philadelphia Region LCOC member passed away on July 16, 2019. Please see his obituary in this issue.
- IMPORTANT NEWS!! – Our club will be hosting the 2021 Eastern National Meet. WE NEED VOUNTEERS – we have plenty of time to plan but we're starting early with our requests for volunteers. See the article on page 9 for more details.
- Due to terrific growth in new members we have added a "New Club Members" page to the Star!
- Since several members enjoyed some newsworthy recognition we have added a section called "Member News". See page 5.



POLICY ON EDITING ARTICLES FOR THE CONTINENTAL STAR

The submission of articles and Letters to the Editor is encouraged; however, it is the policy of the Philadelphia Region Lincoln and Continental Owners Club that materials submitted to be part of any publication sponsored by this club will be rejected if, in the Opinion of the Editor or other persons designated by the Board of Directors/Managers, such submissions contain statements that are inflammatory, contain personal opinions that could promote dissension among members, are disparaging to a member or member's car, and/or contain derogatory or uncomplimentary comparisons of one or more types of Lincolns. Submissions to The Continental Star are subject to unrestricted review and editing. Longer articles may be returned for revisions and all submissions will be edited for grammar, accuracy, clarity and length. The information and opinions expressed in The Continental Star by members and others are not necessarily those of The Philadelphia Region Lincoln and Continental Owners Club, its officers, directors and staff.

Bill Breitwieser

On July 16, 2019 William Frederick Breitwieser, age 83 passed into the next world to be with his Lord after a long battle with pancreatic cancer. Bill was the son of the late Madeline and William Breitwieser and the brother of the late Phyllis Breitwieser Friedman.

Bill attended Mount Holly Schools and graduated from Rider College after service in the US Army 25th Infantry Division – Tropic Lightning. He was a lifetime member of Saint Andrew's Episcopal Church where he served as altar boy, usher, vestry member and counting committee chairman.

Bill worked as a banker for ten years and left to take up a lifelong desire to work as an auto body repairman. He founded Continental Auto Body and claimed from that point on he never worked again, as it was a pleasure to go to work every day.

Bill enjoyed building and flying radio controlled model planes, but his life passion was restoring, showing and driving antique cars and meeting people with like interests. Having restored eight cars, he won a national first place with his 1948 Lincoln Continental convertible. Bill was a founding charter member of the Lincoln and Continental Owner's Club Philadelphia Region, serving as both president and treasurer. He was also a member of the Antique Automobile Club of America and Early Ford V8 Club. Bill had been a former member of the Mount Holly Elks Lodge 848, Mount Holly Lions' International, and he served 25 years on the Mount Holly Zoning board.

Bill is survived by his wife of 47 years, Marjorie Ruch Breitwieser, also a cousin, Lois Woolman Maney of Charleston SC; brother-in-law Dr. Newton Ruch of Franklin MI, the late Charles Ruch, sisters-in-law Nancy Ruch Covert of White Bear Lake MN and Barbara Ruch Evans of Haddon Heights, NJ; and several nephews and a niece.

Funeral services for Bill were held on July 23, 2019 and he is interred in the Mount Holley cemetery.

Welcome – New Philadelphia Region LCOC Members

Here is a listing of fellow Lincoln Lovers who have joined our Philadelphia Region during 2019. Quite a few new members also belong to the Continental Cruisers in the Maryland/DC area. Please extend a hearty welcome to our new members...



The *Continental* Star

<u>Member Name</u>	<u>Hometown</u>	<u>Vehicle</u>	<u>Also A Member Of</u>
Darryl (Rick) Barney	Brandywine, MD	1969 Cobra Torino 1979 Continental Mark V 2012 Bentley	Continental Cruisers
Michael Bethea	Forestville, MD	2002 Corvette 2008 Ford Mustang GT Convertible	Continental Cruisers
Ed Burnette	Burlington, NJ	1956 Continental Mark II	
John Curry	Upper Marlboro, MD	1969 Lincoln Mark III 2015 Ford Mustang GT	Continental Cruisers
John Dancy	Primos, PA	1984 Lincoln Continental Mark VII Turbo Diesel	Mark VII Club
David Gatherright	La Plata, MD	1971 Lincoln Continental Sedan 1993 Ford Mustang GT 2008 Harley Davidson Road Glide 2017 Lincoln Continental Black Label	Continental Cruisers
Harry Goins	Alexandria, VA	1936 Chevrolet Business Coupe 1966 Pontiac GTO 1969 Continental Mark III	Continental Cruisers
Tim Jefferson	Temple Hills, MD	1967 Lincoln Continental	Continental Cruisers
Levi Johnson	Radelstown, MD	1974 Buick LeSabre Convertible 1976 Continental Mark V Bill Blass	Continental Cruisers
Brian Kuebler	York, PA	1989 Lincoln Town Car	
Garfield McNair	Baltimore, MD	1987 Lincoln Continental Mark VII	Continental Cruisers
Lesley (ILLINOISE) McKnight	Bladensburg, MD	1966 Lincoln Continental Sedan 1979 Chevrolet El Camino 1980 Chevrolet Camaro Z28	Continental Cruisers
Rev. Anthony Maclin	Upper Marlboro, MD	1959 Lincoln Mark IV Convertible 1970 Mustang Mach 1	Continental Cruisers
Calvin Mitchell	Washington, DC	1963 Thunderbird Convertible 1963 Thunderbird Landau 1971 Thunderbird 4D 1979 Continental Mark V	Continental Cruisers



<u>Member Name</u>	<u>Hometown</u>	<u>Vehicle</u>	<u>Also A Member Of</u>
Ivan (Vice) Read	Temple Hill, MD	1970 Continental Mark III 1976 Continental Mark IV 1988 Lincoln Town Car	Continental Cruisers
Dennis Stevenson	Washington, DC	1939 Buick 1977 Continental Mark V Givenchy 1989 Lincoln Town Car Limousine	Continental Cruisers
Michael Stinson	Blue Bell, PA	1970 Continental Mark III 2019 Lincoln Navigator L Reserve	
Cliff Wietstruk	Passadena, MD	1963 Lincoln Continental	Continental Cruisers
Walter Young	Beltsville, MD	1977 Continental Mark V Bill Blas	Continental Cruisers

Member News

This new section of the Star focuses on newsworthy events involving our members. Didn't know we had celebrities in the club? Now you do.

- Director Carl Villone's 1978 Continental Mark V Diamond Jubilee Edition was nominated for review by the AACA national awards committee!
- Tony Russo won a second place with his beautiful 1941 Lincoln Continental Coupe in the 1939 to 1948 Lincoln Continental class at the Hilton Head Island Motoring Festival and Concours d'Elegance recently held October 24th through November 3rd. Here's the proof!



- Scott Nickett won **first place** on Saturday in the Senior Car division of the 2019 New Hope Auto Show with his gorgeous 1960 Lincoln Continental Sedan. Here is Scott receiving his ribbon:



- Your humble Editor's 1962 Lincoln Continental convertible was featured in television promotion spots by **6ABC** and **FOX29** for the 2019 East Passyunk Avenue auto show. Here is a picture of Jessica Boyington, of 6ABC during the filming of the promo spot:



New Hope Auto Show – August 10th and 11th, 2019

The New Hope Auto Show was held on two gloriously sunny and **HOT** days this past August. As mentioned above, Scott Nickett won first place in the Senior Car division on Saturday. Several other club members also won awards.

The awards in the Lincoln Continental division were:

- ❖ First Place – Bill Shelly – 1947 Lincoln Continental Cabriolet
- ❖ Second Place – Bill O'Donnell – 1979 Lincoln Mark IV
- ❖ Third Place – James Rentsch – 1956 Lincoln Premier convertible (our cover photo car)

Here are some pictures of the show and the awards:





LCOC Eastern National Meet Held September 18th to the 22nd in Hyde Park, NY

The Eastern National Meet of the LCOC was held in Hyde Park, NY, home to the Culinary Institute of America as well as Franklin Delano Roosevelt's home and his presidential library and museum. There were multiple driving tours held in the bucolic Hudson Valley. Show judging was held on Saturday and several Philadelphia Region members received awards.

Awards and recognition at the Eastern National Meet of Philadelphia Region vehicles:

- ❖ **Ron Ladley – 1978 Lincoln Continental Coupe – Elliston H. Bell Founder's Trophy and a Lincoln Trophy**
- ❖ **Tony Russo – 1927 Lincoln Judkins Body Model "L" – 4th Emeritus and Lincoln Trophy**
- ❖ **Tony Russo – 1941 Lincoln Continental Coupe – first place and a Lincoln Trophy**
- ❖ **Lee Caleen – 1957 Lincoln Premier Coupe – first place**
- ❖ **Jim Cappello – 1989 Lincoln Town Car – first place and a Lincoln Trophy**
- ❖ **James "Rusty" Rentsch – 1956 Lincoln Premier – first place and a Lincoln Trophy**
- ❖ **Michael Bradley – 2002 Lincoln LS – first place and a Lincoln Trophy**

Here are some pictures of the Eastern National Meet:





2021 LCOC Eastern National Meet to be hosted by the Philadelphia Region

The LCOC has confirmed the Philadelphia Region will be hosting the 2021 Eastern National Meet. The meet is scheduled for June 9, 2021 through June 13, 2021. Tony Russo and Carl Villone have arranged with the owners of the Classic Auto Mall in Morgantown, PA, to permit us to host the meet in their indoor auto mall. Club management is in the process of negotiating a contract for the event.

The Classic Auto Mall is indeed impressive. The building used to be an indoor shopping mall. It is connected to a Holiday Inn. The previous retail stores have vacated the mall and in their place instead are hundreds of classic cars! The Classic Auto Mall has the capacity to display **1,400** classic cars. Incredible.

This means we can offer a “rain or shine” meet for the LCOC. Since the Holiday Inn is attached to the auto mall, you will be able to park your beloved Lincoln safely indoors, and waltz from your room to the display and show floor! Incredibly convenient.

Facts about the Classic Auto Mall:

- ❑ 336,000 square foot climate controlled building
- ❑ 8 acres under one roof
- ❑ Showroom space for 1,000 vehicles for sale and 400 barn finds on display-Capacity of 1,400 vehicles indoors!



The Continental Star

- ❑ 40-acre property with 1,500 feet of frontage on the Pennsylvania Turnpike
- ❑ 28 acres paved, lined and lighted parking lot with space for 2,500 vehicles
- ❑ Parking for 1,000 additional vehicles on the outside green space

In addition to the superb facilities, we will also arrange several driving tours for our visitors showcasing the beautiful geography. Our area has so much to offer for a nice cruise!

We need volunteers!!! We will need onsite volunteers to help with logistics and support of our national club brethren. We have some time but if interested, please let Carl or Tony know of your availability.

Spotlight on Continental Cruisers

The Continental Cruisers is a car club founded in 2011 by Ivan "Vice" Read in the DC/Maryland/Virginia ("DMV") metropolitan area. The Cruisers currently have approximately 28 members in the club with one member up in the Boston, MA area.

The Cruisers are very active in community service supporting schools, churches, senior homes as well as supporting our military veterans. The Cruisers participate in, and contribute to the Wounded Veterans car show held annually at the Washington DC Armory and they also are the premier car club which sponsors the Alzheimer's Walk held at the MGM National Harbor on the Potomac river in Oxen Hill, MD.

Their member's cars are not "Trailer Queens". As Vice likes to say - **"WE DON'T HIDE THEM...WE JUST DRIVE THEM."** Many of the cars have been customized, others are survivors proudly showing the dents and dings earned in real life. The Cruisers have quite a few "resto-mods," which reflect the varied tastes of their owners. The Continental Cruiser club motto is "Continentials Lead... The Rest Can Follow!"

Here are some pictures of some of the Lincolns owned by the Cruiser membership.





The big news is 15 Cruisers have just joined the Philadelphia Region! We are thrilled to welcome the Cruisers to our club.

Population Age Demographics and 2019 Collector Car Values

By Larry Highbloom, Editor

There has been a lot of talk about the softening in values of certain collector cars in 2019. After the financial crash of 2008/2009, the collector car hobby enjoyed decent value increases across a broad spectrum of vehicles. The appreciation in most collector car values appears to have slowed, or at least paused significantly, in 2019. What happened?

Several factors may have played a role in the plateauing and/or decline in collector car values:

- ☐ The significant increase in the stock market (equities, bonds, etc.) may have provided strong competition for collector car investment dollars
- ☐ The continued aging and retirement and/or estate planning needs of owners of collector cars may have driven the need for liquidation sales at an inopportune time
- ☐ The march of time causing more people to “age out” of the collector car world than were replaced by new participants
- ☐ The influx of the latest generation – the “millennials” into the workforce and their entry into enjoying disposal income (which is what you need to buy a collector car) thereby introducing



the first generation of consumers **EVER** who are less interested in owning a private vehicle than the preceding generation (some millennials don't even want drivers licenses – are you kidding me?)

The last bullet point above is most concerning. The growing percentage of consumers comfortable with getting into a stranger's car after entering their personal information in their smart-phone and "hailing" a ride anytime they need to go somewhere (Uber and Lyft are called "ride-hailing" services), instead of owning a car maybe impacting the collector care hobby.

"How ya gonna interest someone in a classic car if they don't have a drivers' license or don't even own their own car," the wise man said! Or maybe it was the guy two bourbons into a discussion on car values. I forget... it was one of the two. There is an entire population of people with disposable income now who never experienced the joy of changing a tire, let alone a water pump, or helping their dad "simonize" the car every couple of months. And their size is growing!

While certain vehicles, (Corvettes, early Mustangs, muscle cars, Hemi anything) seem to have a large group of followers interested in those vehicles, many luxury and other limited production vehicles suffered from a declining level of interest this year due to the "circle of life." Older collectors of some vehicles are, unfortunately, dying off and are not being replaced by younger collectors interested in the same vehicles.

An example is the Continental Mark II. [Calm down you Mark II owners, I can hear you quoting Monty Python... "I'm not dead yet!"] This is an amazing, hand built "halo" vehicle built from 1956 to 1957. Total production for both years was just north of 3,000 units (3,005? 3,010? Somewhere around that number). So this car has exclusivity, it was an ultra-luxury car when new, it was superbly designed and built and yet... the buyer demographic for a Mark II today appears limited to the older hobbyist... where are the young folks (age less than 70) interested in this vehicle? I bet many of the younger car collectors don't even know the story of the Mark II.

So it appears the "next" buyer [i.e. the market] for a Mark II or a '56 Desoto Fireflight or other limited production vehicle is dwindling significantly. The next buyers for a Camaro or a Mustang are still around in greater numbers but they too may start to dwindle a bit later on as more of the millennials who don't crave any car or truck make up more and more of the workforce and disposable income market.

Sure, there are exceptions. But I posit these exceptions will exist for a brief period of time and will eventually succumb to the pressure of the aging and dwindling "next buyer." Take the current interest in 70's and 80's cars and trucks. They seem to be enjoying a growing interest. One reason is the average age of someone who grew up around those vehicles when they were new is now somewhere between 50 and 63. [If you were a 12 year-old boy in 1977 with a Corvette poster on your wall right next to your Farah Fawcett poster, you are 54 today]. So these folks have money and are buying the cars and trucks they couldn't buy when they were 12. But who is going to crave

2020 EVENT CALENDAR

2/6/20 to 2/8/20 – AACA National Convention
2/7/20 to 2/8/20 – Atlantic City Car Show
8/9/20 to 8/16/20 – Lincoln 100th Anniversary
Homecoming – Gilmore Museum
8/9/20 to 8/10/20 – New Hope car show

The calendar will be updated in subsequent issues of the Star as scheduled events warrant



that '77 Corvette or '79 Lincoln Town Car enough in another five years when it's time for **you** to sell?



There are other exceptions where certain undervalued vehicles are suddenly, for whatever reason, experiencing sharp value increases. Look at classic Jaguar's as an example. The value of an early sixties Series I Jaguar OTC has virtually doubled in the last five or so years. Jags were "smoking hot" this summer. But like any hot stock or hot asset (Tulips anyone?) there is a lot of risk of buying into a hot streak only to be the one without a chair when the music stops.

And there are always the upper stratosphere of collector cars such as Ferrari's, Lamborghini's, Aston Martin's and so on which enjoy a world-wide fan base which in turn, has maintained and even increased values for those vehicles.

The aging "circle of life" in the collector car world has always existed. What has **not** existed before is this new group of people who don't own and don't want to own **any** car or truck. A lot of these young folks have no interest in a driver's license. Who needs one when an Uber is a tap-tap away on your phone? This is a big issue in my opinion.

Some may say "I hear you but did this aging thing have an impact in 2019?" I say yes, it has already had an impact. A lot of the buyers at a classic car auction or even private sales are classic car **dealers**. They read the market better than anyone. They have to. It's not a hobby, it is their business. Dealers need to know who demands their product. And dealers aren't thinking in terms of holding "inventory" for three or four years. They need to turn a car in inventory as quickly as possible. The hobbyist bought the car or truck because he loved it and will sell it when "the money is right," and he/she may not be under any pressure to sell soon. It's a different story for dealers. They **HAVE** to sell **SOON**.

So if dealers are not paying what they paid in the past for a particular vehicle, it may be because he/she perceives the "risk" of holding that vehicle too long and losing money to be greater now than maybe a year or two ago. It's simple – the dealer is selling into the same classic car market the hobbyist would sell into. And to paraphrase Mark Twain, "They ain't makin' any more collector car buyers." So the dealers appear to me to be the canary in the coal mine. While some have made mistakes, the larger dealer body is sending warning signs regarding the values of certain classic cars.

And if the dealers are no longer a buyer for a particular car or truck as they might have been a year or two ago because they think the market has dwindled to where it's not worth the risk to them at the "reserve price" set by the selling hobbyist, well their absence from the market means the market for that vehicle has shrunk even more – it seems almost like a death spiral.

In summary, in my opinion I believe the "age" factor of the collector hobby market has started to really have an impact on classic car values. But what is more alarming than the "aging out" issue



we've known about before is the new growth of consumers who have almost zero interest in vehicle ownership. This market segment may present a growing threat to future values of collector vehicles. The question may not be as much about "if" as it may be to "when," but that "when" part may be hard to pin down and may still yet differ by vehicle as well as other factors. The softness in collector car values in 2019 was communicated by price ceilings imposed by dealer buyers of collector cars as well as hobbyist bidders.

Muffler Music – Jim Wickel

"Four AM"

I wonder if the kids riding with their parents on their way to the beach, mountains or Oregon, will remember, when they are parents, the fun and excitement of those trips. Maybe traveling by car on super highways has become commonplace, and today's children have come the "are we there yet" generation. I hope not.

I hope some of the parents today still plan, and talk about a trip to Aunt Mary's and Uncle John's for weeks before. I hope they tell of trips gone by, before little Scott was born, before they bought the new car. I hope they put the children to bed before 8:00PM, and get them up at 3:30AM, so they can be on the road before 5:00AM, and I hope that Dad packs the trunk in the dark AM while mom makes sandwiches and iced tea for the trip.

Remember all of those trips you went on with your parents? By the time the day before the trip arrived, you were so excited you could not sleep, and then you were told to go to bed before it got dark. You would lay there toss and turn, talk to yourself, even sing until Dad's voice boomed from somewhere in the house "Go to sleep," we are getting up at 3:30 in the morning.

Why did I have to go to bed early? I wasn't driving, shouldn't Mom and Dad be the ones to go to bed early? As a child things like that always seemed to be messed up. "Wash your hands,"... "I just did," "They don't look like it, do it again." "Eat your carrots, you need strength." Dad never ate carrots, he goes to work every day, and doesn't he need his strength?

Finally sleep arrives, not very restful, because we dream. We dream about trips we already went on, trips we will go on, and those magical trips of our imagination and mostly about tomorrow morning's trip.

When I was a boy of seven or so, Dad asked me to help him clean the car. This was odd, it was early July, and we had just cleaned the car in May. Dad cleaned the car twice a year whether it needed it or not. May for the summer and October for the winter.



As you might recall from other ramblings of mine, my father had a car because he needed it, no love affair there. We never washed the car, we used Johnson's Glo Co, one of the first liquid cleaner waxes. Washing would cause the car to rust. "Hey Dad, what about rain and snow?" That was OK as it was natural and there was nothing he could do about it anyway.



Now as I was polishing away on the front fender, Dad advises me we are going on a trip in the morning, leaving at 4:00AM when it is still dark, to visit our cousins in Canada. WOW – my first big trip! I was so excited I nearly rubbed the paint off the fender – I had a thousand questions.

What did it look like at 4:00AM? Did the town roll up the sidewalks as Uncle Frank always said? Were there any other people out at that time? How far is Canada? What is a Canada? Is it a state, a city, an island? Why did our cousins live there and not in Irvington with us? Will there be any bridges?



I could not sit or stand still, and was shocked after dinner when Mom told me to take a bath and go to bed. My God it's only 6:30PM, the sun is out and its 90 degrees. Did they expect me to sleep?

The decision was made, to bed I went where I tossed and turned, and stood on my head, looked out the window, went for 10 glasses of water, and to the bathroom 20 times, the funny thing is I was asleep before it got dark.

Dad was shaking me awake, one eye opened, golly its dark. I sure would like to sleep more, but wait a minute, today is the trip! Boom – wide awake, into our clothes, and into the kitchen for breakfast.

Mom must have been awake all night making sandwiches and preparing food for the trip. All set, let's go, we were in the little Willys, the trunk was loaded, 4:00AM on the dot, and we were on our way.

My eyes were glued to the side window. Wow, just like 10:00PM dark, but no cars on the road, no people on the sidewalk, yes they were still there, I will have to tell Uncle Frank, he had some bad information. A few lights did shine in some windows, and... there! A milk man making his rounds, the first sign there were other people around.

As the hours passed my questions became fewer, the Willy droned on and on at 45 miles per hour. We stopped for lunch at about 11:00AM somewhere in the Catskill Mountains of NY. Dad pulled to the side of the road and set up a Sterno stove for Mom to make tea. Sterno was called heat in a can. It was a can about three inches in diameter, two inches high. You took the lid off, and lit the material inside, then put the can inside of an eight inch by eight inch metal container and this became a small stove for heating food or water. No fast food restaurants in those days, and Mom would not into a diner. She called them "greasy spoons," and no self-respecting woman would go into them.

We were on the road again, lots of trucks laboring along at 30 to 35 miles per hour across level areas. When they came to a hill their speed would be reduced to 5 or 6 miles per hour. It was very hot and humid, the truck drivers would set a dash throttle while going up hills, tie the front door open to the side of the truck and sit with their feet out on the running boards trying to keep cool, smoking a cigarette, with their right hand on the steering wheel.



The Willys did not have enough power to pass many of these trucks on the hills and mountains, we would creep along for hours and before you knew it, someone was sound asleep on the back seat. Before I knew it we were in Niagara Falls, but that's another story.

We made many of these trips and continued to do so after my sister arrived in 1941. The little Willys took us all over the eastern United States and Canada until 1950. The only rest it got was between 1942 and 1945, due to World War II and gas rationing.

The trips and destinations were fun, but for me the preparation and the knowing we were going on a trip, was the best part. Trying to imagine what we would see, being the only car on the road at 4:00AM and watching the sun rise as we went along... that was the best.

The excitement is still there for me and my family, I hope it is there for you and your family.

“At the Auction”

Recent sales of Lincolns at auction.

Vehicle	Auction	City	Date	Sale Price*	Comments
1962 Lincoln Continental Convertible	Mecum	Chicago	10/24/19 to 10/26/19	\$71,500	NOM, restored, cruise control and passenger side mirror
1977 Lincoln Continental Mark V	Mecum	Las Vegas	9/20/19 to 9/21/19	\$41,800	Believed 8,008 original miles, original paint – Grey over Grey interior, original bill of sale and window sticker.
1956 Lincoln Premier Convertible	Mecum	Monterey	8/15/19 to 8/17/19	\$64,350	Fully restored, AACA winner, blue over blue,
1948 Lincoln Continental Sedan	Mecum	Monterey	8/15/19 to 8/17/19	\$19,800	Black over red leather, V12, power windows
1953 Lincoln Capri Convertible	Mecum	Portland	6/21/19 to 6/22/19	\$26,400	NOM – had Ford 351 Cleveland engine but original engine included in sale. Blue over blue.
1961 Lincoln Convertible	Barrett-Jackson	Las Vegas	10/3/19 to 10/5/19	\$110,000	Black on black, fully restored, sale price is double the initial auction estimate
1969 Lincoln Continental Mark III	Barrett-Jackson	Las Vegas	10/3/19 to 10/5/19	\$15,400	No reserve, maroon with black vinyl top. Car was in the movie “Casino.”
1956 Continental Mark II	Barrett-Jackson	Northeast	6/26/19 to 6/29/19	\$20,900	No reserve, white over blue/white, factory AC,

**Sale price includes buyer commission.*



Classified Ads

PHILADELPHIA REGION PROJECTS



FENDER COVERS

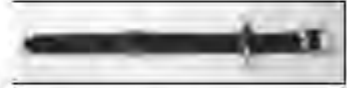
Lincoln pride and protection with heavy, black, vinyl fender covers. Only \$19.95 each plus S&H extra, 2 for only \$37.50 plus S&H extra.

MARK II CLOTH TIE DOWN STRAP

An excellent reproduction of the Mark II cloth tie down strap, complete with the footman loop. Only \$29.95 each plus S&H. Proceeds from the sale are used to help support scholarship awards to students in the automotive program at local Tech schools.

Please order from and make checks payable to: Philadelphia Region of LCOC and mail to:

Ron Ross - 306 Welsh Road - Ambler, PA 19002



Submitting Classified Ads:

- ☐ Please email your classified ads to the Editor – lhighbloom@gmail.com
- ☐ Ads with photos and artwork should be in a standard format for insertion into Microsoft Word® software.
- ☐ Please also provide an “expiration date” for your ad to enable us to include it in the appropriate issue of the Star
- ☐ If you must send hardcopy via US mail please send to:
 - **Continental Star - 1205 Andover Road, Wynnwood, PA 19096**
- ☐ Hardcopy ads will be ‘scanned’ into the Star so please make sure they are legible and photos are of high quality.



Philadelphia Region Lincoln and Continental Owners Club Membership Application and Data Sheet

Date: _____
Name: _____ Spouse: _____
Street: _____
City: _____
State: _____
Zip: _____
Home Phone: _____ Mobile Phone: _____
Email: _____

Car(s) Owned:

Year: _____ Make & Model: _____

Year: _____ Make & Model: _____

Year: _____ Make & Model: _____

If you have more vehicles please list them on a separate page

I am a member of the National LCOC: _____ (Signature)

Lincoln & Continental Owners Club Member Number: _____

You must be a member of the National Lincoln & Continental Owners Club in order to join the Philadelphia Region. If you are not a member, please log on to www.lcoc.org and follow the membership application instructions. Please return this application form with a check made payable to the Philadelphia Region LCOC and mail both to the Membership Chairman:

Lee. M. Caleen
15 Stauffer Road
Bechtelsville, PA 19505
(610) 367-1848
leeslincolns@yahoo.com

You can order the Custom Designed Lincoln Fender Cover shown in the Classified Section of this newsletter for only \$19.95 UPS shipping included when paying your dues. Your membership includes a subscription to the Continental Star and you will also receive announcements of shows, tours and other club events.

Annual Dues Amount: \$20.00 \$20.00

Fender Cover Amount: \$19.95 _____

Total Enclosed: _____



The Back Page...



Ron Ladley's award winning 1978 Lincoln Continental Town Coupe'. Winner of the Elliston H. Bell Founder's Trophy and Lincoln Trophy at the 2019 Eastern National Meet.

