



Marv Wendt's 1986 Mark VII LSC in Salado, Texas.

You Say Sa-Lay-Do and I Say Sa-Lah-Do 3,000 Plus Miles in a 1986 Mark VII LSC by Marv Wendt

A few months ago Jan and I decided to attend the Mid-America National Meet April 23-25 in Salado, Texas. But first a bit of history.

In the summer of 2008, a cousin of Jan's visited from Michigan, and when talk turned to Lincolns she mentioned that her boyfriend's father wanted a Mark VII. I told her I knew of a good one, owned by a fellow LCOC member in Arizona, that I had judged in Scottsdale in 2006, and gave her the member's phone number. A couple of months passed, and the ad for the car in *Comments* continued. I had not given much thought to acquiring a Mark VII, but admired Western Region member, Mike Cunningham's Mark VII's, and paid close attention to Mike's enthusiasm about these cars. About a year ago, we sent our big '70 sedan to England, and had been thinking off and on about a companion for our '79 Versailles. So, a deal was

made and in August we drove to Arizona, picked up the Mark and carvanned back to California in the 100+ desert heat. The car ran beautifully on the 500 mile trip home. An oil change, a fluid check, a tire rotation, a thorough detailing, and a trip to the local Lincoln-Mercury dealer for any

recommended service (service manager's advice was to leave everything alone) followed. We took the Mark on trips to Orange County, Victorville, and to the Kickoff Dinner in Ventura. The somewhat vintage battery gave up in early January followed by the driver's side power window, and a relay in the air suspension system. Pretty minor stuff on a 23 year old car.

And now we come to a real road trip, no more messing around with these short hops. With some strategic packing, we discovered that Mark VII's hold quite a bit of luggage, certainly enough for our 10 day venture. Three bags for Jan (one for shoes), one soft bag for my stuff, (providing I stuffed my socks in my extra boots), a briefcase for all our maps and Lincoln paper shuffling, my car-cleaning kit, a small tool box, a couple bottles of liquid refreshment, and a soft cooler in the back seat. We allowed three days for the run to Salado, the first leg taking us to Benson, Arizona. The second night on the road was spent in Fort Stockton, Texas, where we partied with amateur racers preparing for the "Big Bend Open Road Race." Highway

(Continued on Page 4)



Jan and Marv with the car Friday.

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Norm Hoskins.....(714) 970 3813
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Marv Wendt.....(760) 375 5337
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Tom McCarthy, Associate Editor,
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Membership

Shirley Richards..(818) 992-4537
lcocwesternreg@msn.com

Confab Staff

Tim Howley, Editor t.howley@cox.net
Phone (760)739-0332
Tom McCarthy, Associate Editor,
tfmccarthy85@verizon.net
Phone (951)698-4300

Projects

Baron Night.....(714) 523-1909

Webmaster and Northern California Activities

Jeremy Sanford....(916) 488-3936
jsanford@surewest.net

Southern California Activities

Norm Hoskins
H (714) 970-3813 norhos@att.net

Central California Activities

Joe Caillau jcaillau@aol.com

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North, Georgette Poole..(408) 371-7653
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South, Helen Hutchinson (818) 360-3865
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director's message

Greetings Lincoln Lovers:

In May 2009, we had zero events planned. On April 19, Nancy and I attended the Sunday Brunch at Knott's Berry Farm with approximately 15 club members. The buffet was delicious and the company was great. We then hiked over to the Knott's show grounds and saw some very nice Lincolns and Continentals and, of course, a lot of beautiful Fords.

Just a few reminders:

June 10 - 14 - Reno National Meet

July 26 - Annual Picnic, Yorba Linda

Sept. 12 - Peterson Museum Tour

Nov. 14 - Board Meeting/Election Results

We are always open to suggestions for more events. Please call or e-mail me with your ideas. See you in Reno. Drive safely.

Continental yours,
Norm Hoskins

Lincolns at the Harbor 2010 Western National Meet Ventura Harbor, California May 19-20

The Western Region proudly presents "Lincolns at the Harbor" in May, 2010, 30 miles south of Santa Barbara. Activities will take place at the Four Points by Sheraton and Holiday Inn Express Harbor Complex. Rooms are spacious with spectacular views at the Harbor's edge. A full course breakfast will accompany your stay. We will take in automobile and airplane museums and we will cruise on nice roads along the flatlands of strawberry fields. Watch the *Confab* for more details. Den and Jan Fenske, Meet Hosts. (805) 985-8721

Welcome New Members

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AND TINA GRAY
5677 STARFISH COURT
DISCOVERY BAY, CA 94505
925-516-2412
1957 MARK II

BENEDICT AND
ESTHER GALICK
92 VIA FLORECDO
ORINDA, CA 94563
925-254-6615
1971 MARK III

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.

Western Region dues are \$30 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 may 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.

Coming Events

Southern California

June 11-14
Western National Meet
Reno, Nevada

Sunday, July 26th
Annual Picnic
Yorba Regional Park
Yorba Linda, California

Saturday, September 12th
Petersen Museum Outing
Los Angeles, California

Saturday, November 14th
Annual Meeting
Central California
Specific Location
To Be Announced

Visit us on the
World Wide Web Region:
www.LCOCWestern.org
National:
www.lcoc.org



John Walcek's 1940 Lincoln Continental Coupe and Ray and Lynne Brez' 1948 Lincoln Continental Coupe at Knott's.

FABULOUS FORDS FOREVER **Knotts Berry Farm Buena Park, California** **Sunday, April 19, Lincoln Display and Breakfast**

Once again the Western Region participated in the annual all Ford Day at Knott's Berry Farm in Buena Park. As always, there was a good turnout of Lincolns, but every year they are coming from more sources. This year the Western Region of LCOC

was joined by the Lincoln-Zephyr Owners Club, the Lincoln Owners Club, the Mark VII Club, and individual Lincoln owners with no particular club affiliation.

The Western Region again held its Champagne Breakfast at the Chicken House Buffet Restaurant which is owned by Knott's. The Western Region also had a Region Tent/Booth on the grass to the south of the vast parking lot. In this area there were many Ford club booths plus a large display of Mercurys, which were the featured cars this year.

Manning the Western Region Booth was Baron Night for LCOC and Ray Brez for LZOC. Back in the Lincoln display area, Baron Night showed his 1971 Continental Mark III and Ray and Lynne Brez showed their 1948 Lincoln Continental Coupe.

John Walcek was on hand taking photos as were Tim and LaVonne Howley from Escondido. John displayed his 1940 Lincoln Continental Coupe, making a total of three early Lincoln Continental Coupes on display. **(See Photos Page 6)**



Janet Gribble with the 1932 Lincoln KB Waterhouse Victoria Convertible at Knott's.



The Stagecoach Inn, Salado, Texas.

(LSC to Salado Continued)

285 from Ft. Stockton south to Sanderson, Texas, a distance of 60 miles, is shut down completely and participants run a round trip, one at a time for speed and time, much like rallying. Many exotic cars, Corvettes, Pantera's, Cobra replicas, Shelby Mustangs, and even a replica NASCAR '71 Mercury Cyclone participated. Allegedly, there was a '64 Lincoln with a 500+ cubic inch engine running in the "unlimited class" (speeds of over 200 miles per hour) was among the entrants but the car was at the south end of the course. Very nice Corvette folks invited us to participate as race course monitors, but Salado beckoned.

We rolled into the Stagecoach Inn, an historic, comfy, place shaded by messy old oak trees, around four in the afternoon, after a leisurely day's drive of about 300 miles. We knocked the dust off the car with the help of a handy hose provided by the Inn, then knocked the dust off ourselves and headed for the hospitality suite. HOSPITALITY in big Texas letters!

The Texas Lincoln folks were just great, extremely friendly and welcoming, and, boy, do they know how to party! We wrapped up Thursday night with dinner, joined by the Hutchinsons and the MacDougals. (And I got my Texas chicken fried steak, which was superb) Friday night's festivities were at "Doc Ellis' Garage". Doc has a nice collection of

vintage Ford products which he rolls out of his memorabilia-laden garage to accommodate a Texas-style barbecue. The Texans brought their hospitality suite to the Garage and set up the bar on Doc's hoist! The party went on well into the evening.

To maximize our fun we decided to "exhibit" the Mark VII rather than compete, but gave her a thorough cleaning on Saturday morning so as to not be an embarrassment on the show field. A gentle Texas rain almost overwhelmed my microfiber towel stash, but the rain finally gave up and the show of 64 Lincolns gleamed in the Salado sun. Did I mention the HOSPITALITY suite? Those Texans put

Helen Hutchinson with Jan McNeil and Marv Wendt in the chow line Friday night at "The City Garage".



theirs on wheels (a big Ford van) and set it up on the show field! Since Jan and I weren't in the trophy chase, we left our silver-blue Mark VII in the good company of three other Mark VII's (all black) and walked the quaint village of Salado, browsing the antique shops, and enjoying a light lunch. A nice little town, kind of like Julian, but mainly for "chicks" (sorry, ladies).

Saturday's Awards Banquet was excellent, and after a couple of great meals, I can see why the Stagecoach has a reputation in central Texas for fine dining. The hospitality van showed up again outside the conference center where the auction and trophy presentation was held. Jan and I faded before awards were presented, so you'll have to find out who won what elsewhere.

By the way, the Western Region was well represented as the Cronkhites, the Hutchinsons, Bob Gee and friend, the Higgs, the Howleys, John Walcek, and the Parkers were all in attendance at the meet.

We bid farewell to our new found Lincoln friends on Sunday morning, and headed south (in more rain) to Austin and the University of Texas campus, where we toured Lyndon Johnson's Library, then headed west through the beautiful Texas Hill County. Further west we encountered heavy rain and hail (no damage to the LSC but it was scary), and spent the first night of our return trip, again, in



*Wendt's Mark VII with three others
at the Salado show.*

good ol' Fort Stockton. One of the other Texas treats is the 80 mph speed limit on the interstates. We generally drove "the VII" around 75, but occasionally "buried" the speedometer at its indicated 95 mph when passing. For you Lincoln fans who haven't driven Mark VII's, I do believe they're capable of a bit more. Above 3,500 rpm, these cars really "git". At these cruising speeds, we were making great time, so on our second day we had a leisurely lunch (and a couple of margaritas) in Old Mesilla, New Mexico, then on to (guess where) Benson, Arizona. A big chunk of the third day was spent with old friends in Tucson. A late afternoon getaway from Tucson put us into Blythe where we spent the night, and were home by noon the next day.

So how was it? It was great fun driving a 23 year old Lincoln over 3,000 miles. Mark VII's plush, but firm leather seats, which allow for multiple driving positions, make for fatigue-free driving. Performance and handling are sporty, and her distinctive styling (not to mention how good she looks for her age) brought many compliments. Did I mention gas mileage? A consistent 24 mpg, which kept our fuel costs below what I had estimated.

In summary, driving a little bit newer Lincoln (but not too new) made for a super, trouble-free road-trip, and I think we just might do it again.

Last Call for 2009 Western Meet Reno, Nevada, June 10-14

You still have a few days to register for the 2009 Western Meet at the spectacular Sierra Hotel in Reno, Nevada. But hurry. The days are ticking down for LCOC's first National Meet in "The World's Biggest Little City."

The registration desk opens Wednesday for early arrivals and participants in the driving tour Thursday. You'll see multi-million dollar estates, the Lake, and breathtaking views that you'll long remember. Lunch is scheduled at a restaurant along the way.

Friday is Mechanical Judging and a tour to the National Auto Museum, some 200 cars, most of them from the original Bill Harrah's Automobile Collection. This is one tour you will not want to miss. It is a leading attraction in Reno located right downtown and it is one of the best collections of its size in the world.

Saturday will be judging at the hotel and the gala Awards Banquet. The Meet will be held on the grounds of the hotel, so other than the driving tour, there will be no need to drive your show car once you've detailed it for the Saturday judging.

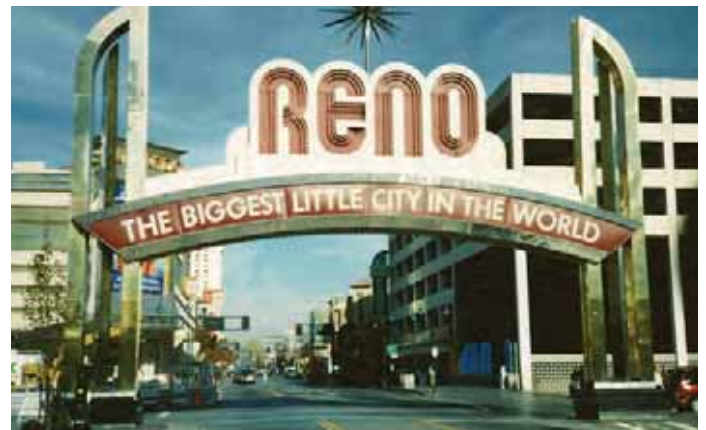
Reno's hotels and casinos offer plenty of optional activities for your free time and you are encouraged to book your hotel room for a few days before or after the Meet to fully explore and take advantage of a great vacation area.

The Reno Airport is nearby and the hotel has a free shuttle bus available for our members. For those who attend meets in a motor home, there is an RV facility with complete hook-ups available on the hotel's property.

Reservations can be booked by calling: Sierra Hotel, Toll Free Number: 1-800-648-5080. Ask for the: Lincoln Continental Owner Club Reservations -- Special Rate: \$95 per night plus tax. Choice of two Double beds or one King Size.

Meet Registration Packets are available on the www.lcoc.org web site, or by writing, calling, or emailing: Carol Whitmire, LCOC Registration, 4358 E. Falcon Drive Byron, IL 61010. Phone 815-275-3079. Email: carol-lcoc@comcast.net

For other questions regarding the Meet contact Art Whitmire, Meet Co-Chairman, (same above mailing address). Phone 815-234-5155. Email: art-lcoc@com



Lincolns at Knotts Berry Farm, April 19



*Our group at breakfast
at the
Chicken House Buffet Restaurant.*

Photos by John Walcek

Classic Lincoln Grilles.



*John Walcek's 1940 Lincoln Continental Coupe
between two Classic Thirties Lincolns.*



Tom McCarthy's 1966 Lincoln Continental Convertible.



*1948 Lincoln Continental Coupe, Steve Russell;
1934 Lincoln KB Town Car; 1932 Lincoln KB Waterhouse
Victoria; 1947 Lincoln Continental Coupe, Mel McFarland;
1940 Lincoln Continental Coupe, John Walcek;
1948 Lincoln Continental Coupe, Ray and Lynne Brez.*



**Lincoln KB Waterhouse
Victoria Convertible at Knott's**

The most unusual Lincoln a Knott's Berry Farm was a 1932 Lincoln KB Waterhouse Victoria Convertible. The car is based on the design of Count Alexis de Sakhnofsky of Belgian coach builder Van den Plas. It was refined and improved by Waterhouse's main designer George Weaver. One of the major improvements made by Weaver was to integrate the large soft top into the body. Only 10 Waterhouse Convertibles were fitted on the Lincoln KB chassis. This made them one of the rarest Lincoln V-12s.

A Lincoln KB Waterhouse Victoria Convertible was on display at the 1932 New York Auto Salon in the colors of light tan and light green with a sumptuous leather interior in tan as well.

Given the rarity and beauty of these cars it is not surprising that someone decided to build an exact replica on the Lincoln KB chassis. Dee Howard, San Antonio, Texas, did just that. Many of LCOC's National Board Members will remember seeing this car at a Winter Board Meeting event in San Antonio several years ago. Howard made his mark converting military aircraft to commercial aircraft. He had an impressive collection of Classic cars and decided to recreate the 1932 New York show car.

It is more than a replica in the usual sense. It is a faithful and accurate reconstruction of the original

*The 1932 Lincoln KB
Waterhouse Victoria Convertible
at All Ford Day.*

techniques and materials as used in 1932 on an original KB chassis. The photo documentation of the restoration clearly shows the exacting wood framing and metal work that went into the four year project.

The reward for this worthy and enormous undertaking was an invitation to enter this car at the 1989 Pebble Beach Concours d' Elegance where the car won a First Place Award in the American and European New Coachwork Class.

It is unusual enough to see such a car at Pebble Beach, yet alone the All Ford Picnic at Knott's Berry Farm. The present owner of this car is Crevier Classic Cars in the Los Angeles area, purchased in 2007. One other Lincoln Classic at Knott's was an aluminum bodied 1934 Lincoln K Town Car.

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WANTED -- 1946-48 era Cadillac engine. In restoring my 1947 Cadillac I found the original engine to be running but very tired. Rather than have this one rebuilt I would like to find a good, servicable used one. Does anyone in the club have such an engine or know where I could find one? Tim Howley, (760) 739-0332 E-mail t.howley@cox.net

Collection Reduction. Long time Member in Southern California Bob Gee is starting to reduce his collection of 17 cars and an extensive inventory of parts, most of which are for '65 and '66 Convertibles. The cars are: 1967 4 Door Lincoln Continental - was running well when stored \$2,000. 1968 4 Door Lincoln Continental - 460 Engine - was running well when stored \$1,000. 1977 4 Door Town Car - 460 Engine - was running well when stored \$750. 1979 Mark V - Original Paint - Runs. Needs work \$750. 1976 4 Door Town Car - Given to Richard Nixon by Ford Motor Co. \$3,500.

Contact Bob Gee at (951)571-3319 regarding the above and the parts list.

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TO AN IMPORTANT MEMBER

**Western National Meet,
Reno, Nevada, June 11-14**

