



Our wine tasting group at the Bailey Winery with Hoskins' 1956 Mark II.

Western Region Summer Wine Tours

On Saturday, August 21 members of the Western Region in Southern California took a fantastic tour of the Temecula Valley wine country led by Region Director Norm and Nancy Hoskins in their 1956 Continental Mark II. They followed Rancho California Road visiting the Bailey Winery, Maurice Car'rie Winery, Van Roekel Winery, and Keyways Winery on De Portola Road.

The Temecula Valley has been wine country since Father Junipero Serra planted grapes at Mission San Diego nearly 250 years ago. In very recent years the Temecula Valley experienced a rebirth in the wine industry in Southern California and most of the wineries in this region are no more than 30 years old. Some are very new. The Temecula Valley is now home to more than 30 wineries whose premium quality wines are sold throughout the world. This wine country covers 33,000 acres of gently rolling hills with a backdrop of mountains in all directions.

The climate is ideal for the growing of an endless variety of grapes. Wine tasting tours are a booming attraction here with visitors from all over the world arriving by cars, vintage cars, and elegant limousines. Our group chose to drive their Lincolns, old and new, and take their chances with the law. After sampling wines at four wineries one can be well over the legal alcohol limit. Most of our group had designated drivers.

The wine tasting experience in the Temecula Valley is a very special one, not only because of the great variety of wines to sample, but because winery visitors are likely to run into the owner, winemaker, and other winery

principals in the tasting rooms.

The first winery we visited was the Bailey Winery founded in 1986. This is a family owned winery specializing in wines made from their estate-grown traditional Bordeaux grape varieties. Next we visited the Maurice Car'rie Winery with its charming Victorian style farmhouse. This winery produces 17 different varieties. Our third stop was the recently opened Van Roekel Winery which is so new they have yet to publicize themselves. Our wine tour wound up at the Keyways Winery founded in 1989. This is the only winery in Southern California owned by a woman. Here we had a wine and pizza lunch.

By this time we had only traveled about 10 miles. Now we followed Norm and Nancy for another 30 miles or so through the Pala Valley and Pala Indian Reservation back to Interstate 15 and from there to the Hoskins' new home in Fallbrook for snacks and conversation. All in all, it was an enjoyable day with good weather, good wine, and good friends.

(Continued on Page 5.)

Stacy and Kerry Roscoe at the Maurice Car'rie Winery.



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director's message

Greetings,
August 21, we held our summer Temecula Wine Country caravan. Thirteen members and guests tasted wines at four different wineries. It was a warm day, but everybody had a good time. We ended the tour at our house in Fallbrook. It was another fun-filled day with the LCOC Western Region.



Our next event will be our Annual Board of Directors Meeting and election results on Saturday, November 13, 2010. I have made arrangements with the Marriott Fairfield Inn for a group rate of \$99 a night or \$89 a night if you stay two nights. The address is 27416 Jefferson Ave., Temecula, CA. Take the Winchester off ramp from the I-15. Phone (951) 587-9800, mention LCOC when making reservations. Rooms will be released after October 11, 2010.

This is an important Board Meeting as plans will be made for 2011 and beyond, and new people will be coming onto the Board. The actual Board Meeting will be Saturday, November 13 from noon to about 4:00 P.M.

Continently yours, *Norm*

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 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.

Coming Events

Northern California

(This one was already held)
September 4,
Western Railway Museum.
11:00am.
5848 State Hwy 12,
Suisun City, CA 94585

All California

November 13
Board of Directors Meeting
Marriott Fairfield Inn
Temecula, CA
(See Norm Hoskins'
column for full details)

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World Wide Web Region:
www.LCOCWestern.org
National:
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Hemmings readers love the Lincoln Continental

In the October Issue of *Hemmings Motor News* readers praised the original 1940-41 Lincoln Continental as the most beautiful car of its time. Earlier columnist Jim Richardson had written about beautiful cars and it generated a lot of e-mail with most of it favoring the 1940-41 Lincoln Continental. Richardson then went on to highlight the development of the car and agreeing with reader opinions on its beauty. Other cars mentioned were the 1955-57 Thunderbird and 1962-63 Studebaker Avanti.



Norman Kimmel and his Mark IV at the 1999 Western National Meet.

Norman Kimmel 1921-2010

It is with profound sadness I report that longtime LCOC and Western Region member Norman Kimmel, Dana Point, California, passed away on July 1 after suffering a massive stroke. Norm was one of our club's longest standing members, having joined in 1959.

Norm was a family man. He raised a daughter, Roberta Ann, and two sons, Norman Junior and Leonard. Norman and his wife E'dee enjoyed almost 19 years together, attending a number of LCOC meets. Norm especially enjoyed attending the 2000 LCOC Millennium Meet in St. Louis, Missouri, where he was born and raised.

Norm was a rocket scientist. He held three patents for things he developed for the Phillips Petroleum Company in the Forties. He worked at Jet Propulsion Laboratory in Pasadena where he played a significant role in our nation's space program.

Norm was responsible for the design of the Space Shuttle's nose cone and also for designing the tips of the shuttle booster, as well as those on the solid-fuel booster rockets. After the Space Shuttle Challenger tragically exploded in January, 1986 NASA was very grateful to Norm for his endeav-

ors to make the Space Shuttle safe again. Norm was part of an elite group of four men whom NASA hand-picked for that purpose.

Prior to his career as a scientist Norm served our country in World War II. He flew B-17s and other bombers. He was shot down three times including once over Germany and over the choppy waters of the British Channel. He ditched his aircraft into the sea and he never lost a single crew member.

Norm was well loved and admired by all who knew him. I'm very grateful to have known him and I'm glad that I was able to tell him how appreciative I will always be for what he did for our country and for me personally.

Jim Weller, Pinole, California.

Pacific Northwest Region Praises Ventura Meet

In the Pacific Northwest Region's newsletter, the *Connector*, all the region could do was praise our Ventura Harbor Western National Meet in May. They entered eight cars and even more members came without cars. The Pacific Northwest Region will be hosting its own Western National Meet in Redmond, Oregon, September 15-17, 2011.



Southern group in the Bailey Winery wine tasting room.



At the Maurice Car'rie Winery.



In the Van Roekel Winery wine tasting room.



*At the Keyways Winery.
Below, lunch at the Blackstone Winery.*



Emily Klein conducting the tour at the Blackstone Winery.



Visiting the barrel room at the Blackstone Winery.



Tom Marshall's 1947 Lincoln Continental Coupe arriving at the Blackstone Winery.

Northern California Wine Tour

by Jeremy Sanford

On Saturday, June 24 sixteen members and guests enjoyed a delightful picnic at Blackstone Winery in Kenwood, California. The bright and sunny 80-degree day couldn't have been more beautiful. The oldest car in attendance was a 1947 Lincoln Continental Coupe owned by Tom Marshall. Marv Wendt and Jan McNiel drove the longest distance in their 1986 Mark VII. A total of four Lincolns made the trip. Joe Belluomini drove his 2003 Town Car Cartier and Mike Cunningham brought his 1985 Mark VII.

Just after Noon, Emily Klein, the Hospitality Coordinator for Blackstone Winery, took the group on a tour of the winery facility. Emily gave a history of the facility and the Blackstone brand, and showed us the production areas and the barrel storage room. The tour ended in the barrel room where Emily set up a "sensory experience" for our members to enjoy. We were given 20 opaque wine glasses filled with "mystery substances" that each member had to identify by smell alone. The table was divided into two teams and we collaborated to choose our best guess for what was in each glass. In the end, Mike Cunningham's side of the table was victorious, beat-

ing Julie Crawford's team by just one point. Each member of the winning team received a gift bag courtesy of Blackstone containing a corkscrew,

wine trivet, and embroidered baseball cap. Each of the sensory items turned out to be the things people typically identify with wines: things like chocolate, lavender, nuts, butterscotch, strawberries, and cinnamon. Next, we learned about and tasted five of Blackstone's Sonoma Reserve wines. Shopping lists were scribbled down by several of our members.

After the tasting, the members retired to the patio where tables had been set with white table linens and complimentary bottles of Blackstone wines to enjoy along with a catered lunch. Lively conversation and good times accompanied the delicious food. Toasts were given to event organizer Jeremy Sanford, and our Blackstone Hostess Emily Klein. All were in agreement that this year's picnic was the best to date.





The 1926 Lincoln L Yellowstone Park Touring car at the 2010 Western National Meet.



Owner Dave Shelton with the car.

Lincoln Model L Yellowstone Park Touring Car

Saturday, May 22 at the Western National Meet in Ventura we had a lot of cars show up that were not registered or were not owned by members. Since not all of the parking area at the hotel was roped off for the show several of these cars parked near the show area. One was a Lehmann-Peterson limousine owned by a National LCOC member who said he was not about to pay the entry fee. Another was a very unusual Lincoln L owned by a non member who just heard about the meet and decided to bring his car.

The car is a 1926 Lincoln L seven passenger touring that originally served as a "bus" in Yellowstone Park. All of the National Parks in the old days had White Park Buses that served to take visitors through the parks on scheduled tours. At Yellowstone you could arrange for a White Park Bus pick you up at the railroad station in Billings, Montana, take you on a several day tour through the park, and return you to the railway station.

This Yellowstone Park touring car is a 1926 Lincoln L owned by Dave Shelton of Santa Paula. In the Twenties 18 Lincolns and several Model T Fords were sold by the Ford Motor Company to the Yellowstone Park Transportation Company for just

*LaVonne and
Tim Howley
(in his passionate
purple shirt)
with the car.*



one dollar. Most of the Lincolns were 1926 models but there was also a 1923, 1927, and 1928 model. Most were painted Yellowstone Park Yellow with black fenders. This one was light brown with dark brown fenders. Little if any history on this endeavor survives.

Henry Ford liked the wilderness. He had a Twenties Lincoln converted into a camp car, and he took many camping trips with Harvey Firestone, Thomas Edison, and naturalist John Burrows. He may have had a special liking for Yellowstone Park and decided to give them a few automobiles.

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Bang's 1941 with Hutchinson's 1946 Lincoln Continental Coupe.

Chris and Elinor Bang's 1941 Lincoln Continental Coupe from San Jose

Even though LCOC is celebrating the 70th Anniversary of the Lincoln Continental there were no 1940 models at the Western National Meet in Ventura. John Walcek started to make the trip with his 1940 Coupe but had problems, and won the Hard Luck Trophy. There were two 1941s including Chris and Elinor Bang's Zephyr Blue 1941 Coupe from San Jose. The other was Den and Jan Fenske's 1941 Cabriolet from nearby Channel Islands.

Chris bought the Coupe in 1973 and started tearing it down for restoration in 1979. The teardown and arranging for bodywork took the first six to eight years. He did not explain why the teardown took so long. It also took a long time to locate all the needed parts. The serious restoration work began in about 1990. The restoration was completed only one week before the Ventura Meet in May and this was the car's first showing.

Chris does not know the original history of the car. He bought it in San Luis Obispo. Most of restoration took place in Idaho. Chris's brother has a restoration facility there. Chris spent three months of the year working on the car going back for a month in the spring, a month in the summer, and a month in the fall. This went on for 20 years, which explains why the restora-

tion took so long, although we have heard of many other restorations of these pre World War II Lincoln Continentals taking longer.

One of the biggest projects was filing, sanding, and preping the grille. This is not the original grille. Chris went through eight sets of grilles, each set being two pieces, to get a grille that would fit and was good enough to replat. Chris did not build up the grille pieces, he took the long, tough route of filing the pits down until they were gone. He was able to remove some of the pitting by applying a couple of copper coats and then sanding the copper. It was a long process.

The years of efforts and long distance travel paid off when the car won a Primary First in Ventura.



Below, Fenske's 1941 with Bang's 1941 and Hutchinson's 1946.



Marketplace...

1940 Lincoln Continental Convertible #H93268 - one of the first! Dark blue, good tan top, dark tan leather upholstery, Columbia 2-speed rear axle, radio. Some literature. Older restoration, only 3,268 miles since. AACA Senior and 5 Preservation Awards. \$90,000 firm. Call Jean at 650-964-0561.

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Lincoln Continental Mark IV '73-'75 black dash excellent condition-\$200; black door panels-\$100 each; plus shipping. John Walcek 714-528-1860, email john.walcek@earthlink.net"

1957 Continental Mark II. Redone engine, transmission, brakes, water pump, etc. Air-conditioning. Needs upholstery, paint, some plastic parts. Car is located in Venice, California. \$28,000. Juliette Cummins, (310) 562-4367.

1987 Lincoln Town Car. One-owner (garaged). Original Silver with gray leather interior, original pin striping, Landau top (excellent condition). Serviced regularly and stored in garage, no dents and never wrecked! Current smog, clean registration. 159,000 original miles, VIN:1LNBM81F8JY612248. Minimum bid \$2,800. Inspection by appointment in Coalinga, CA. Contact: Dan Hernandez Ph: 831/917-0907

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TO AN IMPORTANT MEMBER


