



The show field at the 2010 Mid-America National Meet.

One was a radically customized Cabriolet entered by Gale Purvis from Cottage Grove, Minnesota. The other was Ron and Karen Mihalek's stock 1940 Cabriolet from Richfield, Ohio. Bob and Jean DiCarlo from Painesville, Ohio entered their 1942 Lincoln Continental Cabriolet. There were four Continental Mark IIs. In fact, the winner of the Elliston H. Bell Trophy was a 1956 Mark II owned by Chris Cimarusti from New Jersey.

Luckily, the rain and drizzle held off until Sunday when the Lincoln Highway caravan was held. The cars motored up to the Omaha area, a distance of about 50 miles from Lincoln, where it was overcast but not drizzling.

A buffet style lunch was held at Grisanti's Restaurant on the outskirts of Omaha, then the caravan departed west for the town of Elkhorn for a trip on a three mile stretch of original the bricks laid down in 1920 on the original Lincoln Highway. Members and their cars were photographed on the old brick road which blocked the still used road as the photo below shows. From there cars departed east and west for home on the Lincoln Highway.

LCOC members on the old red brick section of the original Lincoln Highway.

Western Members Participate in Mid-America National Meet

The 2010 Mid-America National Meet, the third and final of the 2010 LCOC National Meets, was held at the Country Inn & Suites in Lincoln, Nebraska, September 15-19. Norm and Nancy Hoskins drove their 1996 Lincoln Mark VIII and Bruce and Helen Hutchinson drove their recently acquired 1993 Lincoln Town Car so they could participate in the Lincoln Highway driving tour. Randy Mytar and the MacDougals came by plane as did *Lincoln and Continental Comments* Editor Tim Howley and Official Photographer John Walcek.

Activities began on Thursday with a tour and lunch at the American Museum of Speed in Lincoln. This collection is owned by "Speedy" Bill and Joyce Smith of Speedway Motors. This is a huge three-story building filled with everything related to the history of speed in America and it can take a day or more to see the whole collection. It took us about three hours and we only began to see it all.

Thursday afternoon we visited a private collection of over 100 cars in the Nebraska corn fields.

Friday there was a second bus trip to the Historic Haymarket District of Lincoln and a visit to a Nebraska vineyard followed by the traditional Lincoln Buffet and Auction conducted by Randy Mytar.

While the weather was sunny and perfect Thursday and Friday it became overcast and cool Saturday for the show. There were 53 cars registered, more than Ventura but less than Ocala in Florida. The oldest was a 1937 Lincoln K Berline sedan entered by Tom Brace from Saint Paul, Minnesota. There were two 1940 Lincoln Continentals.



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director's message

Wow, I can't believe it's nearly November already. I have a lot of information to pass on this time. First, our all important Annual Board Meeting will be held as follows:

DATE: Saturday, November 13, 2010

PLACE: Carrow's Restaurant
LOCATION: 24640 Madison Ave.,
Murrieta, CA

TIME: 10:30 AM until approximately 4:00 PM

This location is 4 miles from the hotel, Fairfield Inn & Suites by Marriott in Temecula, corner of Winchester and Jefferson. If you want to spend the night Friday and/or Saturday the phone number is (951) 587-9800. Mention LCOC for the special rate of \$99 a night or \$89 for two nights. Oct. 11, is cut-off for this rate.

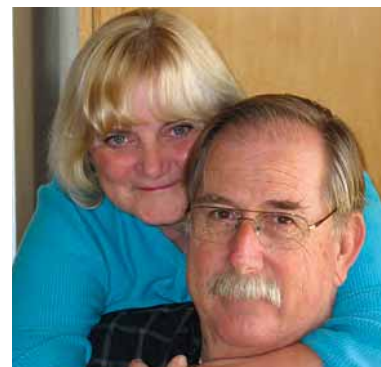
Directions to Carrow's: > I 15 South from Corona about 30 miles to Kalmia/Cal Oaks Exit; right on Kalmia and immediately left on Madison. Carrow's on left. > I 15 North from San Diego County exit Kalmia; left on Madison > I 215 South from Riverside exit Murrieta Hot Springs (MHS), right on MHS, right on Madison to Carrow's
Lunch will be provided for all Board members.

In September, Nancy, Riley and I drove our 1996 Mark VIII from Fallbrook, California to the Mid-America National Meet in Lincoln, Nebraska. We were met there by Bruce and Helen Hutchinson and their newly acquired 1993 Jack Nicklaus Towncar. We saw some beautiful country on the way to and from Nebraska. We met some new Lincoln friends and did all the "tourist" stuff. It was interesting to see some different Lincolns. Everyone was very friendly and marveled at how far Bruce and I had driven our cars. Other Western Region attendees were Randy Mytar, Bob and Joan McDougal, and of course, Tim Howley and John Walcek.

Sunday, members drove their Lincolns to the original Lincoln Highway, it was very interesting. I'm sure Tim will cover this event in *Comments*. Our Mark VIII ran beautifully all the way to Nebraska and back with no problems. Although with two people, luggage, stuff I bought at the auction, and a small dog it did seem crowded on the way back. Hope to see you at the Board Meeting.

Continental 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.



Coming Events

All California

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

April 29-May 1
Western Region Spring Meet
(Morro Bay, California)
See article on next page)

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National:
www.lcoc.org

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.



Shirley Richards selling raffle tickets to Mike Cunningham at the 2010 WNM.

Mike Cunningham replaces Shirley Richards as Western Region Membership Contact

After 15 years of dedicated and enthusiastic service, Western Region Membership Director Shirley Richards has handed over the reins to Mike Cunningham, a long time northern California member who will do his best to maintain Shirley's high standards. Shirley's grand finale was to recruit 22 new members to the Western Region. Thank you, Shirley, you've done a wonderful job!!!

Mike's contact info is:
Phone 415 479-8700, e-mail:

Welcome New Members

John and Maureen Adrain, Anaheim,
Bill and Jennifer Conn, Camarillo
George Dray, American Canyon
Norman and Sheila Feazell, Pomona
James Finley, Vallejo
Curtis Foults, Fullerton
Justin Freels, San Francisco
Ed Hardin, Granada Hills
William and Ina McCoy, Fair Oaks
Daniel Neumann, Elk Grove
Patrick O'Dell, Fortuna
Shea O'Leary, Walnut Creek
George and Terri Procida, Sacramento
Dave Ricks, San Diego
Jim and Julie Roberts, San Diego
Gary and Margarita Severns, Long Beach
Charles Shipley, San Francisco
John and Susan Swensson, Saratoga
Nicholas Taubert, Los Angeles
Richard Van Note, Oakville
Warren and Hilda Wilken, Hesperia
Tom Williams, Marina Del Rey

Springtime in Morro Bay

Mark (as in Continental) the dates of April 29, 30 and May 1, 2011 on your calendars! This is the week-end of the LCOC Western Region Spring Meet to be held at the charming Inn at Morro Bay.

Most of you have probably been to Morro Bay, and enjoyed its unsurpassed scenic beauty and signature Morro Rock. If you haven't visited this Central Coast locale, make it a goal to attend the Spring Meet.

While this event is still in the planning stages, room rates at the Inn promise to be attractive, and we'll enjoy the customary participant-judged Lincoln and Continental show, hospitality suite, and awards banquet plus all the attractions that Morro Bay and the surrounding Central Coast has to offer.

Additional registration information in upcoming CONFAB's will be provided, but if you just can't wait, give Marv or Jan a call at (760)375-5337.

Morro Bay has been a favorite location for car shows for years because of its central location and many attractions.

The town's most striking feature is Morro Rock, a 576 foot high volcanic plug. Morro Rock stands at the entrance to the harbor. Morro Rock is one in a series of similar plugs that stretch in a line inland called the Nine Sisters. It is possible that the landscape moved over a volcanic hot spot through the ages.

Since the beginning of the 20th century, the town has been a center for beach holidays. Tourism is the city's largest industry. The town is a pleasant tourist destination which has very mild weather all year long. There is no such thing as traffic in Morro Bay, unless, of course, you count birds, sea mammals, and fish! Morro Bay is a working fishing village. The town of Morro Bay is filled with fine restaurants and charming places to shop for smart attire, antiques, books, gifts, and novelties. You may want to spend a day in the downtown area before or after our meet.



Maxine Wood's Lincoln Quilt

Maxine's quilt of LCOC cars from past covers of *Continental Comments* was the sensation of the auction at the 2010 Western National Meet. The high bid for the quilt was \$550 by Jack Rosen. Here is Maxine's own story of how the quilt was made.

"I began thinking about this quilt on the drive home from the 2009 WNM in Reno, Nevada. I asked Bill how many years Lincolns had been built. I found out they started building them in 1920. When we arrived home I began searching for pictures of every year of Lincoln. Most of the pictures didn't suit me as they were black and white. Change of plans. I then decided to try one car for every decade. Well we have two cars in the same decade and also some of our friends have two or three in the same decade. Change of plans again.

I started going through all of the years of *Continental Comments* that Bill had organized in the closet. I made a terrible mess of the books trying to find pictures that would suit me. I had decided to mostly use pictures of the Western Region as that is the meet we attend.

I scanned the pictures then the worst thing. I had to buy and learn to use Photo Shop, as I didn't want people in the pictures. It took a lot of help from my friend and a lot of work to

turn people into trees, bushes, and sky. I had a lot of files of these cars on my computer as I worked on them. After printing a preview of the pictures of the cars I had Bill help me as to whose cars had been forgotten. When he had a suggestion I had to ask him to find me a picture. Many times those books were spread around the basement.

After I was satisfied with the choice of cars, came the printing of them on special fabric sheets designed for ink jet printers. The pictures need to dry thoroughly, be peeled from the backing, rinsed and pressed. This required many phone calls to my daughter in Houston. We did a lot of quilt by phone. She has made picture quilts before so I needed her help. After printing the pictures, I cropped them and in the end had to make all the blocks the same size so the quilt would be uniform. This required some time and a lot of moving pictures around. Finally completed, it was time to sew it together and get it quilted. This was done without too much effort and I was quite pleased with the results.

It was fun to watch the people at the meet looking for their cars, and for the most part, they were there."

Maxine Wood.



1984 Continental Mark VII.

Continental/Lincoln Mark VII

by Tim Howley

I have been fascinated by the Mark VII since it was introduced in the fall of 1983 for the 1984 model year. Here was the most revolutionary Lincoln built car of recent decades, compact, aerodynamic, high tech, and a style setter for many personal luxury cars to follow.

In June, 1983 LaVonne and I were invited to preview the new Mark VII as guests of the Ford Motor Company at the Sears Point Race Track in Northern California with an overnight stay at the Sonoma Mission Inn in Boyes Hot Springs. We received the full public relations introduction, interviewed product planners and engineers and experienced a high performance ride on the Sears Point Track. Then we got behind the wheel of the new Mark and other models for a pleasant drive through the Sonoma-Napa Wine Country.

Our report was published in the Third Quarter, 1983 issue of *Continental Comments*, possibly the most criticized issue of all time. LCOC President Walt Rhea received no end of flack that we should not devote nearly an entire issue to a new Lincoln, and one so radical in engineering and design. I learned then to stick with the old cars and leave the new ones to the general motoring press. But that was

27 years ago. The Mark VII's have since become old cars!

The Mark VII put Lincoln squarely up against Europe's finest luxury cars. While the results were not exactly disastrous, the Mark VII never achieved anywhere near the anticipated sales results even though it was less than half the price of the Mercedes 380 SEL. Mercedes, Audi and BMW were the targets. Then along came Toyota's Lexus and Nissan's Infiniti and others. Lincoln eventually replaced the Mark VII with the Mark VIII, still with no great success. Finally, Lincoln dropped the Mark series after 1998.

The LSC series, which was offered throughout the Mark VII run from 1984 through 1992, was a high

performance touring machine. The Bill Blass, offered through 1992, was the same styling in more of a boulevard performing vehicle.

With the Mark VII Lincoln returned to unitized construction for the first time since 1969. The inner shell was shared with the Thunderbird and Cougar. The outer panels were unique to the Mark VII.

The car's singularly most advanced feature was Electronic Air Suspension, EAS. The least innovative feature was the 5.0 liter ohv V-8, simply a fuel injected Ford 302 under a Continental hood. The purpose of the new suspension was to offer a Mercedes-like ride and handling without going to the expense of an independent semi-trailing arm suspension. The system was developed over a four-year period in co-operation with Goodyear. Four rubber canisters replaced the standard coil springs. In theory it was a wonderful idea. In practice, the air springs did not last forever. They went out by around 100,000 miles. The replacement bags are not expensive unless you have them installed at an automotive shop. I am told it is not difficult to replace the bags yourself, but I have never tried to do it.

The original 1984-85 engine was not long lived, usually needed to be replaced at around 100,000 miles, although there are reports of these engines lasting twice that long. Beginning in 1986 the LSC had an improved and longer lasting high output 302 engine that became the standard Mark VII engine in 1988. The superior 1986-1992 engine was usually good for twice that long.





Mike and Janet Gribble with their 1985 Continental Mark VII.



Walter and Shirley Finner's 1988 Mark VII LSC.

Lincoln Mark VIIs at the 2010 Western National Meet

Mike and Janet Gribble won a President's Crystal, Fifth Emeritus Award, at the 2010 Western National Meet in Ventura with their 1985 Continental Mark VII. Mike's dad bought the car new in 1985. He was 76 years old at the time and this car was his fourth Lincoln. Mike's dad drove the Mark VII legally until he was 88 years old and was unable to renew his California driver's license. But the old man kept on driving until he had a minor accident in a supermarket parking lot. An Anaheim motorcycle officer witnessed the accident and asked him for his driver's license and proof of insurance. Of course, he didn't have either, but he was not arrested and his car was not impounded as would be the case today. The officer gave him his business card and told him to call him at home.

Mike's dad got off on that one, but it was the end of his driving. He sold the car to Mike who agreed to keep it in perfect condition. Mike bought the car at 97,000 miles and a year later it had 130,000 miles. Mike's dad passed away at 91 years of age. Since that time Mike and Janet have campaigned the car in LCOC, winning several awards including the Robert H. Davis Trophy.

Jim Powers' 1988 Mark VII LSC.



Walter and Shirley Finner of Northridge won a Senior First at Ventura with a 1988 Mark VII LSC which they have owned since new. After 22 years the car now has only 12,000 miles. The car has always been garaged and covered and he seldom drives it. Fortunately, it was not dam-

aged in the 1994 Northridge earthquake. They never intended to make it a show car but that's just the way things turned out.

Jim Powers of South Pasadena won a Lincoln Trophy with a 1988 LSC which we believe he bought new.

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Mike Cunningham's 1992 Mark VII LSC.

Mike Cunningham, San Rafael, won a First Emeritus Award in Ventura with a low mileage 1992 Mark VII LSC which originally came from Reno. The car is white with a white leather interior and the interior still smells like new because there were sheepskin seat covers over the front seats. Mike only puts about 3,000 miles a year on the car and the trip to Ventura is the furthest he has ever driven in the car. The 1992 Mark VII's are extremely rare because only 5,439 were produced. This was the last year of the Mark VII and there are many differences from earlier years. This car won a Lincoln Trophy at Sacramento in 2005.

Mike also has a 1985 Mark VII which he bought new and it won a Primary First last year at the 2009 Western National Meet in Reno. This car has over 160,000 miles.

Marv Wendt, Ridgecrest, owns a 1986 Mark VII LSC that he bought from Dick Cronkhite in Prescott, Arizona in 2009. This is a low mileage car which Cronkhite had entered at the 2006 Western National Meet in Albuquerque. More recently, Cronkhite bought a Mark VIII and wanted to dispose of the Mark VII. Wendt bought it just in time to drive it to the April, 2009 Mid-America National Meet in Salado, Texas. Marv still has the car but he did not bring it to Ventura. Instead, he entered his 1979 Lincoln Versailles.

Tim Howley's Mark VII's

I presently own two 1988 Mark VII's. I bought the first one right after I lost my entire collection of five cars in the 2003 Paradise Mountain fire in Valley Center. This is a 100,000 mile 1988 LSC which was owned almost

since new by people who worked at the Lincoln-Mercury dealership in Escondido. The second is a 1988 Bill Blass from the San Francisco Bay area. When the car arrived in Escondido on an auto carrier it would not go into reverse and the only way to cure the problem was to rebuild the transmission. I then drove the car regularly until somebody stole the radio right out of my driveway and then the digital instrument lights went out so I stopped driving it. I think I can fix the instrument problem, but with 12 old cars I have more than I can handle just keeping the cars maintained and running.

Having pushed myself out of storage space buying all these old cars I have been trying to sell both Mark VII's for the past three years with no luck. I have also been trying to sell a 1978 Lincoln Versailles and a 1956 Ford Town Victoria without luck.

*Tim Howley's
1988 Mark VII
Bill Blass.*



Below, Marv Wendt's 1986 Mark VII LSC.



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1966 Lincoln Continental 4-door sedan. Classy beautiful car, handles and rides like a dream. AZ car body in great condition. Only 60k on rebuilt engine. New Moss Green Paint with black vinyl top. NEW rebuilt carburetor and 1967 master cylinder and brake lines, good tires, cold A/C. Only \$7,500. Call John (480) 734-4908.

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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