



Western Region Returned to The Proud Bird on Sunday, February 9th

For the second year the Western Region kicked off the year with brunch at the Proud Bird Restaurant at the east end of the runways at Los Angeles International Airport. This year 43 club members and friends gathered in a private dining room while some 15 of their Lincolns and Continentals joined the historic planes in the parking lot out front.

At first we thought the Proud Bird was leaving its nest due to a rent dispute with the landlord, the Los Angeles Airport, but now the Bird will remain perched for at least another year. The historic restaurant had been paying \$200,000 a year to the airport who upped the rent to \$500,000. However, a lot of public support brought the rent down, at least temporarily. Negotiations for a long term lease are now underway.

The restaurant has been a part of LA aviation history for more than 50 years with 20 historic planes parked in

the yard and hundreds of photographs and artifacts that tell the history of aviation in Southern California. Over the years some of the most famous names in aviation and aerospace have dined here, including Jimmy Doolittle, Charles Lindbergh and Neil Armstrong. Now LCOC's Western Region has become a part of the legend. The restaurant says that if they can get a new long term lease they intend to spend a million dollars in upgrades.

Thanks to Jim Ayres for negotiating our second year kickoff under the Proud Bird's wings, and now there seems to be some hope that we may be returning here again in the future.

After brunch with the Bird we returned to the nearby Automobile

Driving Museum. (See Page 3 and 4.)

Above left, William Ramirez 1963 LC Convertible with the cars at the Proud Bird Brunch. Left, Shirley Richards, Kerry Roscoe and Jim Ayres at the registration desk.



Below, John Ellison's 1966 LC Convertible.



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Director's message



Wow! Did we have a great time at our 2014 Kick-Off event on February 9th at the Proud Bird restaurant, or what? I wish that all of you could have joined us for the fantastic companionship, food, and drink. Our Sunday morning brunch format that was such a big hit last year worked out extremely well again this year. We assembled about 15 Lincolns for viewing and picture taking before feasting on what must be the best all-you-can-eat meal in Southern California. We then spent a good part of Sunday afternoon 5 minutes down the road riding in the wonderful cars put on the street that day by the Automobile Driving Museum. As we went around the room introducing everyone, the stories of cars and the club were special, and we all learned a lot more about each other. Special thanks go to Jim Ayres for again coordinating this special event that was so well planned and executed.

During our short program at the Proud Bird, we announced the start of planning for our 2015 Western National Meet to be held in San Diego. This will be the first time that a National Meet has come to San Diego since 1995. Ron Cressy, our newly appointed board member (selected to fill the remainder of the term held by retiring board member Shirley Richards), has volunteered to use his skills as a professional event planner to coordinate the Western Region's work to put on a first class event with a goal of exceeding 100 cars. Thanks, Ron, for the time and energy put into this to date, and for all that will follow.

During our last board meeting Shirley Richards announced her desire to step down from the board of directors. It is with regret that the board accepted Shirley's resignation since she has been one of the hardest and most dependable workers in our club for decades. Thank you, Shirley, for all that you have done and for all that you are continuing to do, even after you have formally left the board.

Now is the time to start planning for the August 9-10 First Annual Lincoln Homecoming and Dedication of the Lincoln Motor Car Heritage Museum in Hickory Corners Michigan. The building is nearing completion, and the current fundraising efforts for operational support are approaching 50% of the goal. National Board Member Dennis Garrett from the Michigan Region of the club is working hard to have two days of events as significant as the milestone being recognized with the opening of the new museum. I encourage everyone to put this "can't miss" event on your calendars. See the details on Page 7.

I am closing on a very sad note. LCOC lost a truly special person on February 14th with the passing of Western Region Membership Chairman Mike Cunningham. Many LCOC members were able to participate in the February 28th Celebration of Life, and we helped each other and the family remember and honor Mike in a very special way. We have more about Mike on page 6.

Until next time.....Stacy

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.

1914 Calendar of Events

March 29: Nethercutt Museum
Tour, Sylmar

April 27: Fabulous Fords
Forever, Knotts

May 16-18: LZOC at the
Queen Mary, Long Beach

May: Marin Barbecue

June 1: Western Region
Spring Meet at the Huntington
Beach Concours

July: Tentative Gathering at
Hawthorne Ford-Lincoln

July 16-20: Western National
Meet, Tacoma, Washington

August 9-10: Grand Opening
of the Lincoln Heritage
Museum, Hickory Corners,
Michigan

September 17-21: Mid-
America National Meet,
Rockford, Illinois

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*Above, Ron
Cressy's
1988 Lincoln
Town Car.*

*Right,
Wesley Willison
with his
1978
Continental
Mark VII.*



*Jan Fenske
with
Karen
and
Bob
Reed.*

Western Region dues are \$35 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.

More Photos
from
This Year's
Gathering
at the Proud
Bird

Region takes historic Rides at the Automobile Driving Museum

Just a few blocks from the Proud Bird sits the popular car museum where you can not only look at old cars but take a spin in them. We returned here on February 9 to get a lift from the past in our choice of a Model T Ford Touring, 1941 Cadillac Convertible, 1936 Packard Convertible Sedan, or 1935 Chrysler Airflow.

The museum has 75 vintage cars including Packards, Fords, Chevrolets, Lincolns and Cadillacs on display. Most of them are taken outside, about four each weekend, so that visitors can ride in them; some special guests are allowed to drive them.

The Automobile Driving Museum is based on the idea that even old cars are still meant to be driven, and what better place to experience them than Los Angeles, the automobile driving capitol of the world.

On our special Sunday the museum even had movies of Los Angeles in the old days of dirt tracks, board tracks, early hot rods and racing cars, reuniting us with LA when gas was cheap and air quality wasn't an issue.



Above, 1957 Lincoln Convertible in the Automobile Driving Museum.



Above, 1941 Cadillac Convertible and 1935 Chrysler Airflow on an Automobile Driving Museum ride.



Above, the Roscoes in a 1936 Packard Convertible Sedan at the Automobile Driving Museum.



Above, after 60 years Tim Howley finally gets a ride in a Chrysler Airflow.



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Bob Cressey 1913-2014



We lost one of our dearest members of the Western Region on January 10, 2014. Bob passed away just shy of his 99th birthday, a little over a year after the loss of his wife Ginny on Christmas Day, 2012. He is survived by his son Ron, his daughter-in-law Bev and their only grandson Paul.

Bob and his father were born on the family ranch in Compton, CA. The family moved to Hollywood in 1920 where Bob attended Hollywood High School and was their one-mile track star and was awarded a scholarship to USC. Bob became an engineer working for Hughes Aircraft until his retirement in 1972.

Bob was one of the first California surfers. He owned a Hawaiian mahogany board and was also a body surfer. He loved the beach and especially Santa Monica where he met his wife to be, Ginny, at a beach gathering. They were married six months later in 1942.

After WWII, the couple moved to North Hollywood to build their dream home. Their only son Ron, was born in 1946. The building project began in 1947, doing most the job themselves, with the help of their one year old son! Completion was in 1953.

The Cresseys always loved cars. In his youth, Bob hopped up a Model T, then his Model A roadster with Craiger heads that held a record of a dry lake run at 101 mph!

In 1954, they bought 1911 Model T Ford touring car. The love affair continued and in 1958 added a 1940 Lincoln Continental Cabriolet that they did all the

restoration on themselves. Then in 1986 they became owners of a 1967 Jaguar E-type Coupe.

They were members of the Model T Club, Lincoln Continental Owners Club and The Jaguar Association.

Bob and Ginny were loved by everyone who knew them. When touring in the white Continental, they were the club's "Gable and Lombard!"

Bruce Hutchinson.



Ginny Cressey.

1963 and 1964 Lincoln Continental Convertibles

Two Sixties Lincoln Continental convertibles were parked side by side at the Proud Bird Kickoff Brunch February 9. They were William Ramirez's silver gray 1963 and Jim Ayres metallic turquoise 1964. The comparison's are quite interesting:

The '63 rests on a 123" wheelbase and

is 213.3" overall. It is powered by Lincoln's legendary 430 cid V-8 that develops 320 horsepower at 4600 rpm. The 1964 rests on a 126" wheelbase and is 216.3" overall. The 430 cid V-8 develops the same 320 horsepower at 4600 rpm which is understandable because the car's weight in 1964 was only 33 pounds more than 1963. However, in 1965, when the weight went up another 82 pounds, there was no horsepower increase.

The three inch increase in wheelbase and length in 1964 all went into the rear passenger area because the 1961-63 models were criticized for having too little legroom in the rear seat. The reason that the car was so short to begin with was that the 1961-'63 design was derived from a proposed two-door Thunderbird made into a four-door Lincoln. The curved side windows were also derived from the Thunderbird proposal. They, too, were gone in 1964 to give front and back seat occupants more shoulder room.

The instrument panel was completely redesigned for 1964 going from three sections to one long section for a linear look. Actually, all the changes for 1964 made for a much different and longer looking car with a grille that was nearly identical to 1963. If the reason for the changes was to sell more cars it worked. 32,969 sedans were produced in 1964 compared to 28,095 in 1963. Convertible production was up slightly from 2,138 in '63 compared to 3,328 in 1964.

*Jim Ayres' 1964 LC Convertible
and William Ramirez' 1963 LC
Convertible outside The Proud Bird.*





The last LCOC photo taken of Mike Cunningham shows him with Mike Gribble at the Martin Auto Museum in Phoenix.

Michael Charles Cunningham

June 29, 1954 - February 14, 2014

It is with great sadness we announce the sudden passing of Mike (Mikey) Cunningham. Mike was a very active member of LCOC and was a board member and the Membership Chairman of the Western Region. Mike is survived by his parents, Jack and Helen, brother John (Maria) sister Mimi Cribbin (Eamonn) and nieces and nephews, Jacqueline, Johnny, Danny, Luran, Philip and of course his beautiful dog, Shelby, who all miss him deeply.

Mike was one of a kind. His boundless energy, intelligence and wicked sense of humor were his greatest assets.

Mike was a life long resident of Marin County near San Francisco, a graduate of San Rafael High School and Cal Poly. He was a die-hard Republican who was active in civic affairs and government review. He worked for 32 years for Pacific Bell/AT&T. He retired five years ago in 2009.

He enjoyed life filled with many hobbies: motorcycles, racing, his two Lincoln Mark IIs and various other cars and toys. He passionately loved his country, family and an abundant circle of friends.

Down through the years he hosted many hospitality events and was the life of any party. The people that he knew and touched in humor, friend-

ship and community will miss his wonderful spark.

God Bless you Mikey!!
Bruce Hutchinson

Mike was born in San Francisco and spent his early years in South San Francisco. His interest in cars was apparent at a young age, when by his fourth birthday he could identify the tail lights and fins of the cars that passed by. With the dominance of American made cars in



Above, Mike Cunningham's 1992 Mark VII LSC.

Right, Mike Cunningham.

in the 1950s, Mike's tastes were defined. (He drove one Toyota in his entire driving career, and that was only due to it being the family car he and his mom shared.)

Mike the Lincoln Collector

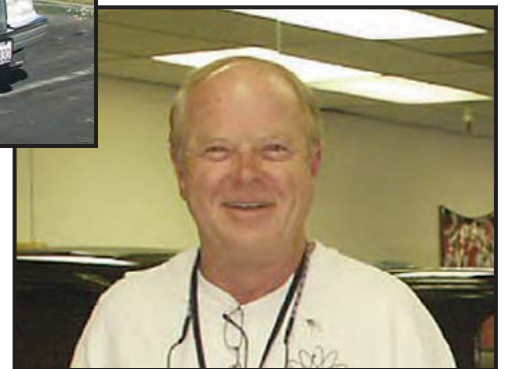
Mike Cunningham was born with gasoline in his veins and a vacuum gauge in his mouth. In 1964, his first visit to Disneyland was dominated by Autopia. In San Rafael High School he found Friday night car rallies. His first car was a 1969 Cougar XR7. His first known project car was a 1965 Mustang which he completely restored. His sister Mimi says he was "A master of his craft and I was always in awe of his mechanical abilities."

In recent years Mike had three collectible cars. The most recent was a 1992 Lincoln Mark VII, last year of the Mark VII, with 39,000 miles at the time Mike purchased it. The car was originally sold by Dick Donnelly Lincoln-Mercury in Reno. Friends of Mike at Joe Kerley Lincoln-Mercury in San Jose heard about the car through the executor of the estate of the deceased original owner.

Mike had previously told the people at Joe Kerley, "If you ever see a 1992 Mark VII or a newer model (than my 1985) with sequential port fuel injection and 45 more horsepower let me know." Mike immediately bought the car.

This Mark VII is white with a white leather interior. It is an LSC model, not a Bill Blass. It does not have the special edition package.

Mike had a 1985 Mark VII which he bought new through Joe Kerley Lincoln-Mercury. He also had a 1991 Mercury Colony Park station wagon. He drove both of these cars regularly, and only rarely drove the 1992.





Lincoln Heritage Motor Car Museum Grand Opening

Mark your calendars: August 9 and 10 of 2014 will be the grand opening of the Lincoln Motor Car Heritage Museum on the grounds of the Gilmore Car Museum in Hickory Corners, Michigan.

In addition, the Lincoln and Continental Owners Club is partnering with the Lincoln Owner's Club to organize a series of activities that culminate with the ribbon cutting of the museum building, opening it to the public.

Details of the events are forthcoming, but for those who are so motivated, we recommend making any hotel reservations as soon as you are able. Reserved rooms at a great rate are limited for this event.

The host hotel is the Four Points Kalamazoo by Sheraton (warning: their website autoplays a video with audio!) in Kalamazoo, Michigan. Call 269-385-3922 and use the code LINCOLN OWN (as in Lincoln Owners Club) to get the room rate of \$99 + tax per night. Each room night reservation includes two hot breakfasts (one for you and your guest) so it is a great deal. You can cancel your

room by 4 P.M. the day of if your plans change. The backup hotel is the Holiday Inn Express which is located right next door to the Four Points. Call 269-373-0770 and use the code LINCOLN OWN to get the rate of \$99 + tax per night plus two breakfasts. (Its the code is the same as the Sheraton). The banquet (info forthcoming) will be at the Sheraton so you will have to walk across the parking lot. More details to follow. *Jim Ayres.*

WELCOME NEW MEMBERS

Jack and Bernice Fox of North Tustin have joined us with a rare 1950 Lincoln Lido coupe and a 1954 Capri.

Michael and Bernadette Newlon have joined us from Palm Desert with a beautiful 1989 Lincoln Town Car.

William Ramirez of Fullerton has joined with a classy 1963 Lincoln Continental convertible.

William Somsak and his wife Linda of Westminster have joined us with their stately 1956 Continental Mark II.

Wesley Willison from Upland has joined us with his Lincolns, a 1948 Continental and a 1978 Continental Mark V.

Cary Winslow from Visalia is the proud owner of a 1969 4 door Continental.

We're all looking forward to meeting you soon with a wish for Happy Motoring in 2014!

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WESTERN REGION



Photos from the 2014 Kickoff
Brunch at the Proud Bird