



Hutchinson's 1946 Coupe at the Grand Sierra Resort in Reno.

1946 and 1947 Lincoln Continental Coupes in Reno

There were two post World War II Lincoln Continental Coupes at the 2009 Western National Meet in Reno, Nevada. One was a black 1946 model entered by Bruce and Helen Hutchinson, Northridge, California. This car won its Fourth Emeritus Award. The other was a maroon 1947 model entered by Craig and Joan Watjen, Bellevue, Washington. This was the car's first showing at an LCOC National Meet and it won a Primary First and a Lincoln Trophy.

The Hutchinson car has long been a familiar sight at LCOC National Meets. It has been in the Western Region since the early 1970s and was owned by the late Al Burgess of San Francisco. Al restored this car in the early 1980s. His restoration included replacing the V-8 engine with correct V-12. He won a Ford Trophy with the car at the 1984 Western National Meet in San Diego. After Al died his wife Honey kept the car for several years and then advertised it in the *Confab*.

Bruce saw the ad and bought the car. That was in 1996. Bruce and Helen were looking for a Cabriolet at the time but when they saw this Coupe they fell in love with it. The car had 74,000 miles.

Bruce drove the car home to Northridge from Napa with no problems. The drivetrain had been rebuilt

3,000 miles earlier so there were no mechanical problems on the nearly 600 mile trip to Northridge. Since then the Hutchinsons have had the car repainted to the original black by the late Keith Johnson and they have done a lot of detailing and upgrading on the car in the last 15 years.

They won a Lincoln Trophy at the Western National Meet in Las Vegas in 2001 and the Edsel Ford Trophy at the Western National Meet in Sacramento in 2005. They won their First Emeritus Award at the 2006 Mid-America National Meet in Indianapolis and they have won Emeritus Awards every year since.

This car may well hold the record for being around in LCOC, especially at National Meets, longer than any other car. At 63 years of age it still looks and drives like a new car, and most important, it is a car that is driven, not left in a garage to gather trophies and dust. The Hutchinsons continue to drive and maintain the car and regularly enter it in Western Region activities.

(Continued on Page 4)

Watjen's 1947 Lincoln

*Continental Coupe on the field
at the 2009 Western National Meet.*



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director's message

Norm Hoskins is in the process of moving from Yorba Linda to Fallbrook and will not have a Director's Message in this issue.

About the time you receive this issue the Annual Board of Directors Meeting will be taking place at the Piccadilly Inn University in Fresno on Saturday, November 14.

The meeting includes a report on finances, the conversion of the *Confab* distribution to e-mail, activities for 2010, the results of the ballots for election to the Board, and other reports and plans. This Board Meeting is the last activity for 2009. Plans for 2010 will be discussed at this meeting with the highlight of the 2010 Western National Meet in Ventura in May. Thanks for a very good response on the election ballots.

A full report on this meeting will be carried in the next issue of the *Confab*.

Happy Thanksgiving to all.

Western National Meet Committee Meetings

There will be a first meeting of the Western National Meet Committee at 11 am. on Saturday, January 16 at the Sagebrush Cantina, 23527 Calabasas Road, Calabasas, California. The restaurant is on the south side of the 101 Freeway at the Valley Circle off-ramp. Our meet packets should be ready by then.

A second meeting will be held on Saturday, May 15 at the home of Den and Jan Fenske at 2117 Ocean Drive, Silverstrand Beach, Channel Islands, California. This will be a "bag stuffing party".

More information on both these meetings in the next issue. For further information now contact Den and Jan Fenske at (805) 985-8721 or cell phone (818) 383-8224 or e-mail: demand.jan10@hotmail.com.

Welcome New Members

CHARLES IEST, 15860 AVENUE 17, MADERA, CALIFORNIA
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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

All California

Saturday, November 14th
Annual Meeting
Piccadilly Inn, University
Fresno, CA

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

BALLOTS

We were very encouraged with the response to the Ballot for the 2010 Board of Managers. For the first time in quite a while we had 5 candidates with representation from Northern California and a very diversified group from Southern California. The Ballot was sent to you with the August Confab in the mail or via a separate mailing to members who get their Confab via e-mail.

CONFAB E-MAILING

We are very appreciative to the many members who agreed to convert to an e-mail copy of the Confab in the last several weeks. Our thanks go to Jan McNiel in particular for the phone calls and follow up activities to achieve the conversion.

We are still sending regular mail copies to those not set up for e-mail or have a reason for not receiving it via e-mail. We are closing in on the goal of 80% e-mail by the Annual Meeting in November.

From the 2009 Western National Meet in Reno, Nevada



Eight Committee Members Gather For WNM '10 Photo Shoot



As pictured, Den and Jan with their white '42, Helen and Bruce Hutchinson with their blue Mark II, Stacy and Kerry Roscoe with their yellow '58, and Shirley and George Richards with their burgundy Mark III, all gathered at Ventura Harbor for a photo shoot in early August. This will be the site of the Western National Meet on May 19-22, 2010. The Car Show itself will be along the grass with the spectacular Harbor and boat scene as the background.

Everyone had fun parking all the mixed years next to each other with all the colors showing an array of beautiful cars together. It gathered quite a group of curious admirers. We took a variety of shots that will be used in upcoming publications. We finished the gathering, caravanning through the "movie town" of Ventura (the world's best antique shopping) and ending up at a Macaroni Grill for lunch. After that everyone headed for home.

Start getting your car ready for "Lincolns at the Harbor". Need any help, call Den at (805) 985-8721 or Bruce at (818) 360-3865



(1946 and 1947 Lincoln Continental Coupes continued from Page 1)

Bruce Hutchinson says, "We and the '46 really appreciate the recognition! So many of the cars get lost because of older members not re-joining or passing on. We are grateful to have found both the '46 and the Mark II with their history in LCOC intact."

Craig Watjen has had his 1947 Lincoln Continental Coupe for over 50 years but he has only recently completed restoring it and this was the car's first showing at an LCOC event. Lincoln built 831 Lincoln Continental Coupes for 1947, only 265 for 1946, and then 847 for 1948.

In the years 1946, 1947, and 1948 Lincoln only built two distinct models, 1946 and early 1947 and late 1947 and 1948. The change came in the spring of 1947 and remained until the all new 1949 models came out in the spring of 1948. Also, after January, 1948 Lincoln only built Continentals, no more Lincolns.

From the outside the earlier Lincolns and Lincoln Continentals are distinguished by hubcaps with a center hex, a flying wing hood ornament, and Lincoln plates on the sides of the hood on the Lincolns only. The Lincoln Continental always had the "Lincoln Continental" script on the sides of the hood. Outside door handles were push buttons on the earlier Lincolns, handles on the later Lincolns, always push buttons on the Lincoln Continentals.

*Hutchinson's 1946
Lincoln Continental Coupe.*

Spring changes for 1947 included a new ball and spear hood ornament, "Lincoln" script hubcaps, and "Lincoln" script on the sides of the



*Hutchinson's 1946 Lincoln Continental Coupe.
(John Walcek photos.)*



Craig Watjen unveils his 1947 Lincoln Continental Coupe in Reno.

hood for the Lincolns. There were new spring exterior colors including new metallic paints. There were numerous interior changes including the addition of more trim color choices. There was a new horn button, new pocket type arm rests for the Lincoln and many minor trim changes, more for the Lincoln than the Lincoln Continental.

Pace Car Yellow came in the spring of 1947 and it seems to have been offered on the Lincoln Continental Cabriolet and Lincoln Convertible Coupe only. Several Lincoln Continental Coupes are now painted Pace Car Yellow, but they were not painted that way originally.

From 1946 through 1948 Lincoln built 1,391 Lincoln Continental Cabriolets but only 1,241 Lincoln Convertible Coupes. This can partially be explained by the fact that Lincoln built only Lincoln Continentals after January, 1948, but it cannot be completely explained because production of Lincolns far outnumbered Lincoln Continentals for 1946 and 1947.

My 1947 Lincoln Club Coupe Project Car

by Tim Howley

In 2005, I wrote an article for the *Confab* on a 1947 Lincoln Club Coupe that I had found in 2004 in Riverside through an advertisement in the *Confab*. It was a very solid car, ran extremely well with a recently rebuilt V-12, but the paint and upholstery were deplorable. This was reportedly a low mileage car which had sat outside for some period of time in Pueblo, Colorado.

The car appealed to me greatly because it was very similar to a car from my childhood. That was my first mistake, buying a car purely for nostalgic reasons. The car sat in my barn in Valley Center until January of this year when I began the restoration project. By November, 2009 the car was painted, most of the trim was back on and the upholstery project was just beginning.

The main problem with this project is the difficult people I have had to deal with in getting anything done. From the independent and pricey attitude of these people, you would think there is no economic recession and nobody is out of work. Times are tough, so lets raise the price and lower the quality. At least that seems to be the case around here.

Take the stainless, much of which came back with dents still in it, and the guy tells me that I must have put the dents back in when putting the trim back on the car. Or the painter who kept screwing up after the body work had been done perfectly, and I had to pay all over again for some painting that had to be redone.

This whole project barely inches along and it is costing me so much that I have had to forego rechroming, replacing the headliner, and putting on new tires. I was aiming for a show car but now finances have put me back in the original/touring class. I have tried to sell other cars to help pay for this restoration but the few buyers I have found are cheaper than Scrooge on Christmas Eve. Still I hope to be done with this project by spring.



Above and below, the 1947 Lincoln Club Coupe before restoration began in January, 2009.



Below, from the 1947 Lincoln brochure.



The way I am coping with this restoration is by not pushing myself. I try to work on it about two hours a day seven days a week, and I have everything very well planned in advance on a month to month basis. There is nothing helter-skelter about this project and it seems to work. So far nothing major has been lost and nothing on my part has gone wrong in a major way.

I know of only one other 1947 Lincoln Club Coupe in the Western Region besides mine. That is Nelson Sembach's car from Redlands, California. This is a medium green car with a tan broadcloth interior. Nelson has owned this car since 1974 and it has gone through three restorations. Nelson is not afraid to drive this car. In 2000, the Sembachs led the Western Region caravan to the Millennium Meet in St. Louis.

There are not many Lincolns around from the 1946-48 era. Lincoln Continentals yes, but not Lincolns. Back when Dr. Shaeffer was President of LCOC he declared more than once, "Lincoln-Zephyrs are only good as parts cars for Lincoln Continentals." Whether his statement was a factor or not, that was the prevailing attitude in LCOC in the late 1960s and early 1970s and the Lincoln-Zephyr Owners Club was formed. But even then the Lincoln-Zephyr people preferred the pre World War II Zephyrs and until more recent years tended to look down on the postwar models. It was a real tragedy because so many good ones were lost for all time, and the ones remaining are only beginning to come out of the closet now. Witness three of them at the 2008 Mid-America National Meet in Duluth, Minnesota. Two of them are all original cars. The third one is a restoration. This car was driven all the way to the 2009 Mid-America National Meet in Salado, Texas. By the way, all of these cars are sedans.

Soon I'll report on my Midnight Blue 1978 Lincoln Versailles with a moon roof, my \$800 car that is now approaching the federal deficit in costs.



The 1947 Lincoln Club Coupe as it looked in early November, 2009.



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We invite you to attend
Lincolns at the Harbor
 LCOC Western National Meet
 May 19-22, 2010
 Ventura Harbor, California

The Western Region proudly presents *Lincolns at the Harbor*. Come and enjoy the scenic beauty of California's Gold Coast, located 30 minutes south of Santa Barbara. Our activities will take place at the Four Points by Sheraton and Holiday Inn Express Complex. Your rooms are spacious with spectacular views at the Harbor's edge. A full course breakfast will accompany your stay. Plan a few extra days if you can...there is plenty to see and do in this area.

The weekend will be filled with all the activities that mark our National Meets, to include our Friday night auction, Saturday Car Show at the Harbor, and followed by the gala Awards Banquet. Plan to arrive on Wednesday night to be ready for the Car Tour on Thursday morning. We will take in automobile and airplane museums, and we will lunch as we leisurely

cruise on nice roads along the flatland of strawberry fields much like we did in the "good ole days". Friday is mechanical judging and detailing with time for a Harbor walk or transportation to town to enjoy the "world's greatest" antique and boutique shops and a restaurant for lunch before returning for the evening's buffet and Auction. There will be a photo shoot and brunch on Sunday morning to officially conclude our fabulous weekend.

Our hosts for the event will be Den and Jan Fenske and Bruce and Helen Hutchinson. Meet packets will be available by January 15. We will try our best to make this an affordable event, so make your plans to see the California Harbor Show on May 19-22.

See you there! Den and Jan Fenske, (805) 985-8721



marketplace...

WANTED: 1961 Lincoln Continental Sedan with leather and factory air for my personal collection. Highest quality desired. Contact Andy Linsky at 760-333-2228 or andy@linsky.com

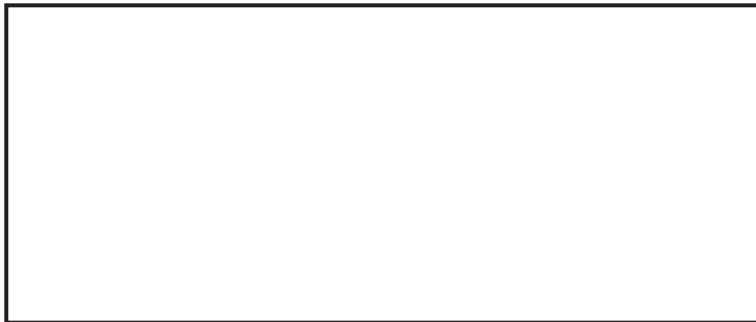
1971 Continental Mark IIIs. Two for sale. In California cars. Both in good condition. \$7,500 for both cars. B.R. Galik, 92 Via Floreado, Orinda, CA 94563. Phone (925) 254-6615 (415) 931-2602

1969 Continental Mark III. 113k miles, second owner for 20 years. Always a Northern California car. Rare burnt orange metallic with white top and white leather interior. Mostly unrestored and still very nice. Runs and drives perfect. All available options. Cold air-conditioning. Serviced and road ready. \$5,500 or best offer. Paul Borgwardt, Walnut Creek, California. (925) 947-2937 or e-mail pborgwart04@aol.com

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.

POLICY: Ads will run for three issues. 50 words maximum!! The advertiser must contact the Editor to extend or modify ads. Ads are NO CHARGE for Western Region members; non-member ads are \$10.00 per issue, with a three-issue minimum on the initial ad. Photo ONLY if space permits. We request that you notify the Editor when the advertised item is sold. Thank you.



TO AN IMPORTANT MEMBER

