



The Continental Gazette

*Newsletter of the North Texas
Lincoln & Continental Owners Club
Volume XV, Number IV* **FALL 2007**

THIRD ANNUAL FALL CONTINENTAL CLASSIC ANOTHER AUTUMN SUCCESS

Kurt Wetterling

The third annual fall event hosted by the North Texas Region and open to all LCOC members located throughout the state of Texas was held the second weekend of October and nearly three dozen cars were entered, with almost 60 people in attendance. Although the original concept was to move the event every year, response to the second Classic that was held in Marble Falls was so strong that this year was held over for one more time. Again, the Hampton Inn on the Lake and the local Ford / Lincoln dealership provided outstanding venues for the weekend show and Friday night party.

Thankfully the caravan from D/FW was uneventful, with nary a single stop for mechanical failure of any kind. Indeed, the Hardship Award was awarded only after two contestants stood up Saturday Night at the awards banquet to tell their stories, but both made it to the event without much of a real hardship. (Okay, Monk did lock himself out of his own barn in east Texas where he had gone to get a part the day before the show. And true, he did lock not only his Lincoln, his keys, his cell phone and all of his tools inside the barn, while he was on the OUTSIDE of the barn. But come on, it's MONK! That's what we've come to expect and he rarely disappoints!) He easily won the award over Mike McNeal's story of breaking down INSIDE the Ford dealership where the party was held Friday night.

Sewell Johnson Ford / Lincoln again put on an outstanding spread of sandwiches,



cheeses, beer and wine and gave all of us a great place to hang out Friday evening. Alas, Bob Hardisty had a reunion he had to attend in Houston and was not able to attend this year, so there was no one to nearly drive through the plate glass windows on the front of the dealership. But we made do, nonetheless.

The weather was even more cooperative than last year, with beautiful sunshine and temperatures in the high seventies during the day, low sixties in the evenings.

Several of the entries were new to the Fall Classic this year, with a great turnout of sixties sedans, seventies coupes and sedans and, as always, a beautiful collection of convertibles from the fifties, sixties and seventies. It made judging even tougher than usual. The six sixties sedans

only had five points separating all of them, and three of them had never been shown at a fall meet before, so it was a real treat.

Another treat this year were the trophies that were presented Saturday evening at the Awards Banquet at the Bella Sara Italian restaurant. The Ford Motor Company donated thirty 1:24 scale Lincoln Mark LT trucks, each mounted on a rosewood base complete with a



Friday night welcoming committee.



Can you ever really get a Lincoln grill clean?

clear acrylic dust cover with the Lincoln logo on the top. We had plates made to put on each rosewood base proclaiming either "Class Award" or "Class Winner", with the winner of each class receiving a gold truck with a gold plate, and the entries in each class receiving a grey or red truck with a silver plate. They made for some beautiful and unique trophies, one each person who entered and attended the banquet was glad to take home. Additionally, Ford donated two travel bags that were part of the 50 / 50 drawing also held Saturday night.



Who says these events are only for men?



You want to take off HOW many points?



It doesn't get much better than this if you are a fan of seventies era Lincolns.



It doesn't get much better than this if you're a fan of cold beer, river views and a cool breeze.



A motley crew, but we love them.



It's great to see friends from Houston at these events.



And friends from right here at home.



A complete listing of cars entered and awards won is as follows, with the winner of each class underlined:

CLASS A - VINTAGE

FELT, BRYAN 1950 SPORT SDN
VAGUE, JAMES 1941 CONT CPE

CLASS B - CONVERTIBLES

HENLEY, HANK 1963 LINCOLN CONV
HILL, JOE 1960 MARK V CONV
 LOVE, BILL 1978 MARK V CONV
 SMITH, GARY 1978 MARK V CONV
 ZIMMERLE, EARL 1954 LINCOLN CONV
 OSBORNE, BILL 1964 LINCOLN CONV

CLASS C - SIXTIES SEDANS

BIRK, GARY 1963 LINCOLN SDN
 HUSAK, AARON 1961 LINCOLN SDN
 PIERSON, NEIL 1963 LINCOLN SDN
 SAWYER, S. 1968 LINCOLN SDN
 CORBETT, P 1969 LINCOLN SDN
POGGENPOHL 1962 LINCOLN SDN

CLASS D - SEVENTIES LINCOLNS

BIRK, B 1979 LINCOLN TC
 MONTGOMERY 1978 LINCOLN TC
LEWIS, M 1976 LINCOLN CPE
 WETTERLING, K 1972 LINCOLN SDN
 YOUNGJOHN, P 1979 LINCOLN TC

CLASS E - CONTINENTAL MARKS

ASHLEY, JAMES 1979 MARK V
KRAMER, GLEN 1979 MARK V
 McNEIL, M 1976 MARK IV
 MONEY, RON 1977 MARK V
 ORR, WAYNE 1978 MARK V

CLASS E - MODERN CLASSICS

GLAZENER, T 1981 MARK VI
 ZAKRZEWSKI, K 1988 LINCOLN LIMO

BEST INTERIOR

BIRK, GARY
 1963 LINCOLN SEDAN

BEST ENGINE

HENLEY, HANK
 1963 LINCOLN CONV

BEST PAINT

YOUNGJOHN, PAUL
 1979 LINCOLN TC

BEST OF SHOW

HILL, LANA&JOE
 1960 MARK V CONV

There is always a lot of work that goes into putting one of these events together, and it would be a sin to not recognize and thank the people who stepped up and really worked hard to help me put the event together this year. Lana Hill again coordinated the Friday night party with the dealership to make sure we were well hosted after the drive into town. Mike Lewis and Jerry Radke did an outstanding job of tracking down the trophy plates and putting them together Saturday afternoon. As always, Harold Allen and the Ford Motor Company made contributions that really put some sparkle on the event, and some extra cash in the club coffers. And Glenn Kramer and Paul Youngjohn did a great job of putting the slide show together for the Saturday night banquet showing highlights not just of this year, but the past several years worth of meets all around Texas.

Mort Wetterling missed his first All Texas Meet in ten years, falling ill just a few days before the event. Jake Fleming wasn't able to make the event this year. As mentioned, Bob Hardisty wasn't able to make it due to a scheduling conflict. And John McNabb didn't bring his '63 sedan or it would have made that category even tougher. Hopefully these 'regulars' will all be back in the saddle next fall as we do it all over again. Arrangements are already being made for the 3rd weekend in October in the historic east Texas town of Athens, so plan now to be a part of it. So far, no one has ever gone home sorry that they participated in this event.

1949 LINCOLN CONVERTIBLE COUPE

by the Auto Editors of Consumer Guide

The names Lincoln and Mercury have long been linked in corporate planning at Ford Motor Company. As products, though, the two brands were perhaps never closer than they were in 1949, producing the 1949 Lincoln Convertible Coupe.

Ford's first all-new cars since before World War II came out for '49, including two lines of Lincolns. At the top sat the Cosmopolitan series, with four distinctive bodies. The base series shared its shells with Mercury, however. In fact, as originally conceived by stylist E. T. "Bob" Gregorie, the "baby" Lincoln was supposed to be the new postwar Mercury (and the Merc the new Ford). Then a rethinking by Ford's new management team boosted all the lines up a step, allowing for a line of smaller Fords to be

created.

The entry-level '49 Lincoln came in three body styles: coupe, four-door sedan, and convertible. They shared the Mercury's roof lines, divided windshield, and front fender line that faded into the doors near the body midpoint. However, "9EL"-series cars sported the "frenched" headlights, "frowning" grille, and circular taillights that visually linked them to the Lincoln Cosmopolitans.



1949 Lincoln Convertible Coupe was the first in the line of smaller Fords.

Then, too, both Lincoln branches shared a powertrain -- and it was new. Gone were the V-12s of the Zephyr years, replaced by a 152-bhp "flathead" V-8 displacing 336.7 cubic inches. It was driven through a three-speed manual transmission (though General Motors's Hydra-Matic automatic became a late-season option).

At 121 inches, the base Lincoln's wheelbase was four inches shorter than the Cosmo's -- but three inches longer than Mercury's. All shared in the corporate shift to independent front suspension, semi-elliptic rear leaf springs, and open driveshafts.

Introduced in April 1948, the two Lincoln series accounted for more than 73,000 cars for the long model year. They were face-lifted for 1950 (and again for '51), but the \$3,116 base-series convertible would not return after that first season.

William Harper, of Linwood, Michigan, owns the rare "baby" Lincoln ragtop seen here. Outfitted with optional fog lamps and overdrive, its first owner was a Minnesota physician, who kept it until 1979. Harper purchased it from the second owner in 1990. Since then, he has overhauled the engine and returned the paint and top to their original colors.

NOTES FROM THE MOTHERSHIP

Kendra Wetterling

Boise is absolutely beautiful this time of year. Being from Texas, I've not had the experience of four distinct seasons. Let me tell all of you who are still there: WE HAVE BEEN MISSING OUT!

I've been traveling to the capital of Idaho, population 160,000, for over a year now. It was the hub of my first zone, and still holds a special place in my heart that bleeds Ford blue. So I thought it appropriate to write this month's article in Tully's Coffee shop. It's my next stop (lunch) before today's dealer visit.

It's fairly representative of this job: a constantly changing adventure. I have not had two days that were similar when I have been out in the field. Every dealership I have walked into for the first time had the same look on their faces: "Oh my gosh, they've sent us the 12-year-old." I find my height, stature, and overall countenance to be a completely new concept to the automotive industry. It makes it so much more fun!

That means that, when I walk out into the shop and find a technician standing, literally, where the engine should be in an F250, my service personnel no longer balk when I run to grab my camera. It means, under most circumstances, customers are so taken aback that they aren't nearly as verbally abusive as they had planned before they met "The Ford Rep". It means that a "kid" is making thousands of dollars worth of warranty and assistance decisions on a weekly, sometimes daily, basis. It surprises even me.



Speaking of surprises: I won a trip! I was given the chance to drive a NASCAR racing vehicle on the California Speedway for ten laps, all expenses paid. I immediately called my dad and told him the only way I was going out to California was if he came with me! So for the first time in my life, I was able to treat my dad to an experience like he'd been giving me for the past 23 years. It was *bound* to be a fantastic

weekend, but no one could've expected just how amazing it turned out to be.

I met my dad in the Denver airport and we made it to Ontario, California in time to check in and grab some dinner. Outback Steak House. Definitely a favorite. We were staying in this fantastic Hyatt Place hotel across from an outlet mall we made good use of that first night. So we were ready at 6 am when we were shuttled to the racetrack.



It's HUGE. Gigantic! I'm not sure what I was expecting, but definitely nothing of that size. Dad & I took way too many pictures to keep track of, and, after the training, sat for quite some time before I was finally able to get the race car I wanted (number 06 – for when I graduated A&M). I was the last person on the track. I wouldn't let myself be nervous, I just kept going over the path they had recommended to us in the two hour training that morning. If I stuck to that, I'd do the fastest time I could.

The ten laps went by in what felt like seconds! The instructor in the seat next to me kept hitting my right leg as I excellerated, a hand signal we had *not* gone over in training! So when I took my leg off the excellerator, he'd hit it again! "What does this guy want from me?!" I kept thinking in the ringing engine noise permeating my head.

When I finally slowed down to get off the track once my laps were finish, I asked the guy, "Did I scare you?" knowing that I must have, being the "little girl racer" and all.

"Hell no! You were the best driver I've had all day! I swear you went faster than anyone I've been in the car with!"

I thought he was just being nice. Then, when I pulled myself out of the driver's window to get out of the car, there was silence on the sidelines. Finally, one of the race workers broke it. "Holy expletive, that was a *girl!*"

Then the gates broke loose!
 "You were the fastest driver in the whole day!"
 "I've been timing, your laps were the best!"
 "You had the car maxed out on the first lap!"
 "This girl has NO fear!"

What made me the happiest, though, was that my dad was there for the whole thing!

Thanks to Ford, we also went on our whirlwind tour we lovingly titled "L.A. in a Day". Our first stop was the Petersen Automotive Museum in the museum district of the City of Angels. Talk about Ford inundation! Between the classics parked in replica towns, garages,

even an ancient Ford dealership, to Cars of the Future, with the smallest vehicle ever to hold the Ford logo (aptly titled "Trio"), we spent ample time walking in the history of the automotive industry.

We saw Mann's Theater, put our hands where movie stars have printed theirs in the sidewalk forever, stopped at a Gap on Hollywood Blvd, ate at an old diner off the same historic road, drove through Beverly Hills, walked through the Getty, and finally sampled some Bubba Gump's on Santa Monica Pier. I have to be honest, I wasn't mentally thanking Ford for the chance to stroll down the Santa Monica beach at

sunset, the sand pouring through my toes and laughter pouting out of my mouth as my dad and I took turn chasing sea gulls. But looking back, that trip, the memories that it made, and the time I was able to spend with my dad, the man to whom I owe so much of where I am today, I am



The tiniest Ford ever. Really.

so thankful to be a Ford Rep.

And that is what holds my mouth shut when I face a customer who is cussing me out. Pretty good strategy, I think.



A Mercury being customized in the mock up of a 50s California garage. Awesome.

2008 MEMBERSHIP DUES ARE DUE NOW

Enclosed with your newsletter is an envelope and membership form for you to mail in you 2008 membership dues for the North Texas LCOC. **Please fill out all the information completely, (and avoid simply writing "same as last year", as this information will be enetered into a new system that doesn't contain any of last years info).**

As a reminder, your North Texas dues are paid per calendar year and are completely seperate from your national LCOC dues. Please send in your renewal by Decemebr 15th in order for all of the information to be logged timely. Thanks for your continued support.

LINCOLN AT THE END OF THE 70s

by the Auto Editors of Consumer Guide
Model-year 1977 also saw Lincoln move into the luxury-compact class, its first response to the radically changed market left behind by the energy crisis. Called Versailles, this was a hastily contrived reply to Cadillac's remarkably successful 1975-76 Seville. It was little more than an everyday Ford Granada/Mercury Monarch adorned with a Continental-style square grille, a stand-up hood ornament and humped trunklid, plus more standard equipment. Established Lincoln buyers looked askance at the plebeian origins (which the press never failed to mention), while buyers balked at the \$11,500 price. You can only fool some of the people some of the time, and Lincoln didn't fool many with this one. Versailles' 1977-model sales were a mere 15,434, a fraction of Seville's.



The 1979 Lincoln Versailles was hastily developed to rival Cadillac's more compact Seville.

This basic three-car squad held the fort for 1978-79 while Lincoln readied a troop of downsized 1980 models. Amazingly, the big cars continued to sell well, defying the combined threat of further fuel shortages and a fleet of luxury intermediates from lesser makes. Part of this was due to circumstance. By 1979, anyone who wanted a truly large luxury car -- "traditional-size," Lincoln called it -- had precious few choices.

One of Lincoln's most successful marketing ploys in the '70s was the Designer Series. American Motors had tried something similar with Gucci Hornets and Pierre Cardin Javelins. As a luxury make, however, Lincoln was in a much better position to exploit the snob appeal of *haute couture* brands. First seen for 1976, these extra-cost packages were decorated inside and out with colors and materials specified by well-known high-fashion designers. The schemes

varied somewhat from package to package and year to year, but the results were invariably striking and usually pleasing. Perhaps the most consistently tasteful was the Bill Blass edition, a nautically inspired blend of navy-blue paint and eggshell-white vinyl top outside and navy velour or dark blue-and-cream leather upholstery inside. Other combinations were created by Hubert Givenchy (generally turquoise or jade), Emilio Pucci (maroon and gunmetal grey), and Cartier (champagne/grey). The last, of course, was not a designer but the famous jeweler.

Following a spate of limited-edition 1978 packages to mark Ford Motor Company's 75th anniversary, Lincoln devised a "Collector Series" option group for the '79 Continental and Mark. Both were adorned with appropriate nameplates, gold grille accents, special midnight-blue metallic paint, and a host of "custom" accoutrements such as color-keyed umbrella and leather-bound owner's manual and tool kit. It marked the end of an era: The day of oversized Lincolns was over.

So, too, it seemed, any differences between Continentals and Marks. The 1980s were much more alike, but also much more sensible. Lincoln now adopted the "Panther" platform introduced for '79 with the full-size Ford LTD and Mercury Marquis as the basis for a substantially smaller Continental and an upmarket Mark VI sibling, thus resuming its 1958-60 practice of fielding two versions of one basic design. Compared to their immediate predecessors, these cars were up to 10 inches shorter between the wheels and significantly lighter. Yet they were nearly as spacious, thanks to only marginal reductions in width, plus taller, boxier styling.

Each line retained its usual appearance cues, but not the usual big-block engines. Standard for both was the corporate 302-cid small-block V-8 in new 129-bhp fuel-injected form; a 140-bhp 351 was the only option. It was all for the sake of economy, as was Ford Motor Company's new four-speed overdrive automatic transmission, basically a three-speed unit with a super-tall fourth gear added (0.67:1). Handling was more competent, thanks to a revised suspension, and refinement was emphasized with retuned body mounts and suspension bushings, plus standard high-pressure radial tires, which also helped eke out slightly more mpg. A pillared four-door Mark returned for the first time since 1960, and the various designer editions were bolstered by a new Signature Series much like the previous Collector option.

SCATTER SHOTS AND QUICK HITS

Kurt Wetterling

Several things to mention as we breeze through recent points of interest to our local club, the Lincoln brand and the old car hobby in general. The December 2007 issue of **COLLECTIBLE AUTOMOBILE** is a must have for anyone who is attracted to unique limousines in general, the **Lehmann-Peterson** Lincoln of the 1960s in particular. This 10 page article complete with color and black and white pictures gives an in depth history of the famed partnership of George Lehmann and Robert Peterson who joined forces to build the only factory authorized Lincoln limousines available from 1963-1970. The article is crammed full of facts that give a rich texture to the cars you probably have admired for years. Did you know that George "Skip" Lehmann was only 23 years old when the company was formed? Or that the partnership was the result of having a 1962 Lincoln Continental converted at his own personal expense for his mother? Just a couple of tidbits from the article that you'll want to pick up at your local newsstand while they are still available.

No longer available on your newsstands, but just as interesting was the October 2007 issue of **HEMMINGS CLASSIC CAR** which featured on its' cover a beautiful Continental Mark II. The cover article was titled **LUXURIOUS LINCOLNS: Ford's Upscale Marque of Distinction**. This full color 6 page article told the abbreviated history of Lincoln from beginning through modern day (as much as it can be told in six pages). The feature of this particular article, however, was the fact that my 1972 Lincoln Continental sedan was the featured car representing the decade of the 70s. I was shocked to see it featured in the magazine, but figured they were looking for a car that showed the excess of the era in a color that certainly wasn't found any where in nature, but was popular at the time. You know what they say, the camera adds 10 pounds. I think the camera that took the picture of my land yacht of the Watergate era added 500. Not only was the cover article of interest, but most of the magazine was dedicated to Lincoln, featuring articles on the prototype of the original 1940 Continental, a one owner 1957 Lincoln Premier convertible (how many of those can there be?) and a great piece on the two known Mark II convertibles in existence. (Our friend Glenn Kramer from the

Gulf Coast Region was actually able to drive one of these this fall on a trip he made to Ford Motor Company in Dearborn to plead for more support from Ford for the national LCOC. Ask him to tell you about that unique experience next time you see him in Salado!)

One of the things I found most interesting about this years **FALL CONTINENTAL CLASSIC** were the stories associated with each of the cars on display. I interviewed each participant about the relationship they had with their car, and wove what they told me into a short story to share at the Saturday night banquet. Who knew that Earl Zimmerle paid \$450 for his beautiful Lincoln Capri convertible in 1958 and then took it to a junk yard to be dismantled and sold for parts? Fifteen years later he found it parked in the same spot he'd left it and decided to fix it up and drive it. He's been driving it ever since! (I offered to double his money and pay him \$900 on the spot, but he wouldn't hear of it.) The point is, our attraction is not just to the steel and glass and rubber, but memories of different times, traces of our youth, a slice of our past that makes these cars special to us for as many different reasons as there are members in the club.

Kendra mentioned in her latest "Notes From The Mothership" article that we made the journey to Southern California in early September as a result of a trip she'd won with Ford. The whole weekend was a real blessing, a great time of being together, seeing sights, eating great food, laughing, talking and relaxing in the moment. A highlight for me (other than just being able to spend time with my oldest daughter) was the **Peterson Automotive Museum in Los Angeles**. If you are ever in the area, it's the best ten bucks and two hours you could ever spend. We were lucky enough to be there for the special exhibit "Going Topless in Style: The American Convertible". Lincoln was well represented in that particular exhibit. In fact Ford was very well represented throughout the entire museum, as there seemed to be something for everyone with anything more than a passing interest in cars of all varieties. Of course, my lovely bride was a bit jealous of the trip, and rightly so. To make it up to her, I sent her to Denver two weeks later to spend a long weekend with Kendra which they both enjoyed.

Speaking of daughters and cars . . . it was finally time for **my youngest daughter, Karley, to purchase her first new car** in October. (The used Saturn we bought her 5 years earlier when she was 16 had 150,000 miles on it and was

beginning to be a constant mechanical problem.) I explained that the decision was completely hers, because the payments were going to be, as well. I laid out a route to take her to all of the new car dealerships that were in her price range, both domestic and foreign. Because she is eligible for the family discount at Ford (through her sister who is a Ford employee), we of course started there. We looked at a 2007 Focus and she said, "Dad, this looks exactly like the Focus you bought Mom seven years ago." I couldn't argue with her on that point. What 21 year old wants to sign up for 5 years worth of payments on a car that already looks like it's 7 years old? After looking at a half dozen alternatives, she wound up in a new Toyota Yaris. I relate this story only for the purpose of relating it back to the uphill battle Ford faces in the market right now. Karley is an example of the next generation of automotive consumers. She'd rather pay full price for a new, state of the art product that get dealer cost on one that is years past it's prime. Quality, features, resale and outstanding mileage were her primary needs. And they were all met by Toyota rather than Ford. I hate it, but there is no disputing the facts.

I didn't want to get into it in too much detail in the last issue of the **CONTINENTAL GAZETTE** because I wanted to have the benefit of time to make sure I wasn't making any rash decisions. However, with the benefit of three months reflection, I find my mind hasn't changed on the issue. In talks with several other North Texas LCOC members, I find that we're all in total agreement. What am I talking about? The annual **Yellow Rose All Ford Southwest Nationals**. To say that we were snubbed at this year's show would be an understatement. While there seemed to be 147 different Mustang classes, insuring that everyone who brought one walked away with a trophy, no one in the Lincoln club walked away with a first place trophy for anything. They even went so far as to bring in a flawless Lincoln convertible from the Sam Pack Ford collection to guarantee that no one from our club would compete. I'm sad to say it, but our relationship with this annual event is over. Cars that have been judged in the high 90s at Lincoln meets struggle to get out of the 60s when judged by the Mustang Club. We've enjoyed being part of the show for over a decade, but they have made their point, and we will not be participating in 2008.

Since I put out the word in the last

newsletter, only one person has come forward to offer themselves up for the position of Director, and it is the person best suited to serve, anyway. Lana Hill has been active in putting things together for several years and has the time required to keep things running. Robin and I finished our weekend house in Comanche earlier this year and split our time between here and there, so I don't have the time to put into it that I did at one point. I've had multiple conversations with Lana and she is ready, willing and able to take over the reigns and move forward at full speed. I've typed up a several page list of things she should know, and if I know Lana, nothing will fall in the cracks. She has already taken steps to move the monthly meetings closer to the center of the metroplex, start planning for some 2008 events and make the arrangements for next years fall meet which will be held in Athens. I think Lana will bring some new energy and fresh ideas to the region. I hope as a result we'll see an increase in events other than the spring and fall meets. **Lana will take over as Director of the North Texas Region of the LCOC at the end of this year. Wayne Orr has agreed to step into the only vacated board position** and serve through 2011. I'll continue to put out the newsletter through 2008 and then we'll reevaluate it, but I think with all the other club duties off my plate, I can still make it work.

Let me say that **I've enjoyed serving as your Region Director for the past several years**. I think we've done a good job of staying viable, active and moving forward. The Fall Classic meets have been an expansion of club activities that has become very popular and serves as a great way to keep the club very healthy financially. Lana is ready for the challenge and I'm ready to hand it off to her. If she calls you asking for help, please make yourself available in whatever capacity you can. If I've learned anything, it's that one person can't do it all.



FORD SALES FALL: GM, TOYOTA RISE

By Jeff Karoub
Associated Press
(Forwarded by James Simmons)

Ford's U.S. sales fell 9.3 percent in October, leaving it slightly behind rival Toyota, which reported a 4.5 percent sales increase for last month.

General Motors Corp. saw its sales rise 3.3 percent -- the automaker's third consecutive monthly increase. Its car sales were flat compared with last October and truck sales were up 5.8 percent.

Chrysler LLC's sales declined 9 percent, with car sales up 12 percent and truck sales down 14 percent. The figures came the same day it announced plans to cut up to 12,000 jobs, or up to 15 percent of its work force, as part of an effort to slash costs and match slowing demand for some vehicles.

"Growing concerns about the housing slump are showing up in consumers' expectations about future economic conditions as auto sales for the month of October continue below trend levels," Darryl Jackson, vice president of U.S. sales, said in a conference call.

Ford Motor Co.'s sales declined to 194,762, extending a weak performance that the automaker blames largely on pulling back on low-profit sales to rental car companies.

Ford said Thursday its car sales dropped 26 percent compared with last October, while its truck sales were up 1.2 percent.

"Almost all of this is due to a previously planned reduction in daily rental sales," George Pipas, Ford's top sales analyst, said in a conference call with reporters and analysts. "This summer has been tough. Beginning in May, the daily rental reductions on a year-over-year basis have had a big impact in total sales result."

He said retail sales nearly matched levels of the same period year ago, and the automaker is pleased with its retail market share -- consistent for several months at about 13 percent.

"After years of decline," Pipas said, "it was important to arrest that and do it on the backs of new products. ... We're certainly on the way to having delivered consistent retail performance in the market for individual customers month after month after month."

Paul Ballew, GM's executive director of global market and industry analysis, said in a

conference call that the company's 25 percent share of the market also has been consistent for the past several months and up a full share point from a year ago.

"We're feeling pretty good we're able to buck industry trends ... and post sales increases on the retail side as well as total sales," he said.

Ballew said a large part of the sales gain is linked to new products, including the "blistering start" to the Cadillac CTS. He said it helped drive Cadillac's 9 percent sales increase for the month, its best of the year.

Toyota Motor Corp., meanwhile, said it sold 197,592 vehicles in the U.S. last month. Its car sales rose 2.7 percent and its truck sales were up 6.9 percent. Toyota is expected to overtake Ford as the No. 2 automaker in annual U.S. sales after General Motors Corp. this year.

"Showroom traffic was strongest from the Midwest through the Gulf states," Jim Lentz, Toyota's top U.S. sales official, said in a statement. "In Southern California, wildfires crimped a key market already impacted by the housing downturn."

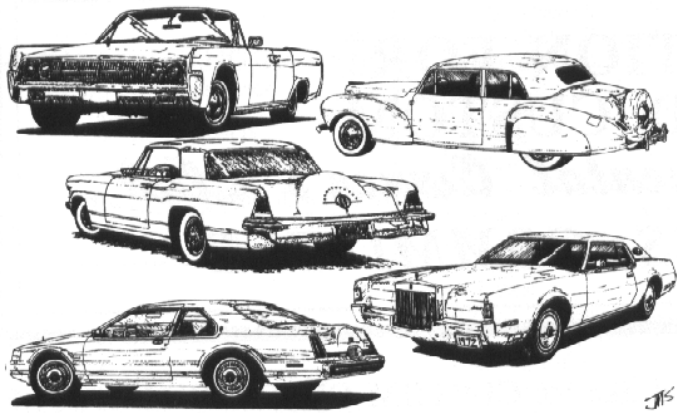
Auto analysts predicted another slow sales month industrywide, with Ford falling hardest. As they have for months, jittery consumers have put off big-ticket purchases in response to the troubled housing market and high gas prices. Nissan Motor Co. also bucked expectations with an increase of 13 percent for the month, largely due to strong sales of the new Altima sedan and Versa subcompact. Nissan said its new Rouge crossover also was exceeding expectations, with more than 5,000 sold in its first full month on the market.

The Associated Press reports unadjusted figures, calculating the percentage change in the total number of vehicles sold in one month compared with the same month a year earlier. Some automakers report percentages adjusted for sales days. There were 26 sales days last month and 25 in October 2006.

Ford shares fell 21 cents, or 2.4 percent, to \$8.66 in afternoon trading, while GM shares fell \$1.63, or 3.9 percent, to \$37.66 and Toyota's U.S. shares slipped 8 cents to \$114.36.



**MARK YOUR CALENDARS FOR THE
UPCOMING EVENTS & MEETINGS ...**



The schedule for 2008 No Tx LCOC meetings and events has been set. Of course, there can always be last minute changes, but for now, mark the following dates on your 2008 calendars:

Jan 12 11:30 a.m.
Applebee's Hwy 635 and MacArthur, Irving

Feb 16 9 a.m. to 3 p.m.
Orphans Car Show on Square in Waxahachie

Mar 8 11:30 a.m.
Applebee's Hwy 635 and MacArthur, Irving

Apr
Salado All TX 20th Anniversary Meet

May 10 11:30 a.m.
Applebee's Hwy 635 and MacArthur, Irving

June 14
Planning Annual Summer Party/Cook out

July 12 11:30 a.m.
Applebee's Hwy 635 and MacArthur, Irving

August
Planning to replace Yellow Rose

Sept 13 11:30 a.m.
Applebee's Hwy 635 and MacArthur, Irving

Oct 17-19
4th Annual Fall Continental Classic, ATHENS

Nov 8 11:30 a.m.
Applebee's Hwy 635 and MacArthur, Irving

Dec 13
Planning Annual Christmas Lunch

JOURNIES WITH JIM & JAKE . . .

Members Jim Raymond and Jake Fleming spent some time together earlier this fall, enjoying all things 'K'.

Both went to the ACCC meet in Waxahachie where they enjoyed looking over all of the cars representwd, nonemore so than the Lincoln K convertible on display.



To further experience the unique qualities of the classic era Lincoln, both got involved in the removal, tear down and rebuild of the V-12 in Jim Raymond's own '38 Lincoln 'K'. While this is a lot more intense than most club members would want to get, they both seemed to be in their element if these pictures are any indication.

If you have any photos of yourself or fellow club members enjoying the hobby 'on the side', e-mail them to r.wetterling@tx.rr.com for inclusion in a future newsletter.

NORTH TEXAS REGION

Lincoln & Continental Owners Club

Membership Application

(Membership is January 1 through December 31)

Name _____

Spouse _____

Address _____

City _____

State _____ ZIP _____

e-mail address _____

Home Phone (____) _____

Work Phone (____) _____

____ Renewal ____ New Member

Your National LCOC number _____

Automobile Registry:

#1) Year _____ Model _____

Body Style _____

#2) Year _____ Model _____

Body Style _____

#3) Year _____ Model _____

Body Style _____

#4) Year _____ Model _____

Body Style _____

Please Note: According to the Bylaws of our National Club, you must be a member of the National LCOC in order to belong to the North Texas Region, or any other region.

Please mail this completed application and your check for **\$25.00** to:
Lana Hill
529 Dunn Court
Grapevine, TX 76051



NO TX LCOC OFFICERS:

Lana Hill

North Texas Region Director

817-481-6850

529 Dunn Court, Grapevine, TX 76051

Carol Mattix

Secretary / Treasurer

972-412-0754

3305 Weems Way, Rowlett, TX 75088

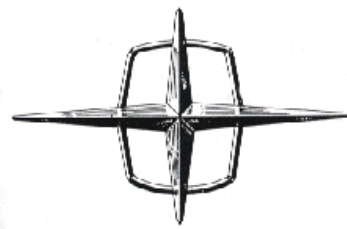
Kurt Wetterling

North Texas Region Director

*& Editor, **The Continental Gazette***

817-483-0781

4002 Firethorn Drive, Arlington, TX 76017



NO TX LCOC BOARD MEMBERS:

Wayne Orr	2010
Doug Mattix	2010
James Simmons	2010

Charlie Van	2009
Rann Allen	2009
John McNabb	2009

Lana Hill	2008
Joe Hill	2008
Carol Mattix	2008