

THE CONTINENTAL GAZETTE



Newsletter of the North Texas Lincoln & Continental Owners Club

AUTUMN 2009

5th ANNUAL FALL CONTINENTAL CLASSIC OFFERS SOMETHING FOR EVERYONE

The 5th Annual Fall Continental Classic has just wrapped up, and as always, there was something for everyone who made the trek to the hill country for the weekend. While two dozen cars had registered, fewer than that were able to make the trip, as usually happens with cars whose ages are measured in decades, quarter or half centuries or even more. But those that made it all the way down were in for a treat. Fredericksburg was absolutely beautiful with green pastures, blooming native plants and on Saturday afternoon the sun shining a bright as could be asked for.

The hotel arrangements allowed those who wished to experience the weekend without ever having to leave the facility parking lot. The meeting room / club house was equipped for meals, visiting, beverages, relaxing while being surrounded with Texas foilage and lots of Lincolns. For those who wanted more, the unique German community of Fredericksburg offered endless shops, sights and flavors to soak up. Those wanting even more than Fredericksburg had to offer could take the 25 minute drive for the LBJ Ranch tour, including the Texas White House that was a fascinating peak into a history most of us had only read about.

Two members who had registered to show cars ended up driving different Lincolns than those they had originally planned on. Tommy Glazener brought his brand new metallic red Lincoln MKS sedan. Niel and Sharon Pierson brought the new Lincoln MKX (in the same metallic red color) that they just picked up from the dealer a couple of weeks ago. Both were beautiful automobiles, and it was a treat to be able to see them parked amongst all the classic Continentals on the showfield. It was also encouraging that people are once again being drawn to Ford's premium luxury brand when it comes time to purchase a new car. Tommy's MKS made quite a picture parked next to Jake Fleming's 1941 Zephyr. The family resemblance was striking.

The weather for the trip down on Friday was very cooperative (despite the dire predictions from the forecasters). Those who wanted to continue telling Lincoln stories once the authentic German meal concluded could do so in front of the fireplace in the courtyard / pool area of the hotel, enjoying the flames in front of them, beautiful Lincolns and Continentals surrounding them and the stars shining down from above. Saturday morning the clouds provided plenty of shade while getting the cars ready for judging, with jackets or sweaters a requirement for most of those doing the polishing. All in all, that

was a welcome relief from the highs of the previous few days that hovered around 90 degrees, with humidity to match. By noon the clouds had burned off and the day was as gorgeous as it gets in south central Texas. Better conditions for a car show do not exist.

Once judging was complete and ballots tabulated, it was time to head towards Stonewall and the incredible LBJ Ranch. Is there a better way to tour the LBJ Ranch than in the luxury of an open 1962 Continental convertible? Probably not. The 700 acre grounds are now a national park and are stunning in their beauty and tranquility. It is no wonder that President Johnson spent more than 25% of his time as president at the 'Texas White House'. Included in the tour were several rooms of the house restored to exactly how they looked while he was president. And of course of special interest to our group were the three Lincolns on display that had been his or Lady Bird's.

The tour guide was excellent and followed us out to our cars after the tour so he could see the history that we had brought with us. He was as impressed as we were. Besides Joe and Lana's '62, Jake and Earl followed in Earl's '53 Capri droptop. Also in our caravan was a '62 Cadillac Fleetwood that a Houston member had driven up for the show that made a perfect addition to the group. Those who had stayed in town found plenty to do, but regretted not visiting the ranch when they had the opportunity.

North Texas members who took home the top trophy for their category were: Jake Fleming for his '41 Zephyr, the Hill's for their '62 Continental convertible and Ran Allen for his '76 Mark IV. Joe and Lana also took home first place in the Peoples Choice voting for Best Interior. And Ran added to his trophy collection with another People's Choice Award for Best Paint.

As fantastic as the crisp, clear and sunny weather was for the show on Saturday, that was not the case on Sunday for the trip home. But even a five hour down pour from Fredericksburg back to Dallas / Fort Worth couldn't take away from the great aspects of this event. Thanks to Lana for all her effort in putting it together and to all of you who brought cars and participated. (More pictures of the weekend are on page 9.) Make plans to go to Palestine next fall for the 2010 Fall Classic.



TOP 10 LINCOLNS IN STARING ROLES OF CLASSIC MOVIES

Kurt Wetterling

The entire editorial staff of the *CONTINENTAL GAZETTE* was recently challenged to put together the list of all time Top Ten greatest Lincoln or Continental appearances in Hollywood films. This turned out to be quite an undertaking, requiring hours of film analysis, debate and critiquing. In the end, the parameters were determined to be as follows: 1.) Amount of screen time devoted to the starring Lincoln. 2.) Importance to the story line of the movie. 3.) Impact the featured Lincoln had within the movie. 4.) And finally, whether the film containing the Lincoln had enough merit to be worthy of the featured Lincoln. As you can imagine, this was no small task. But the decision of the judges is final. And here are the Top 10:



NUMBER 10: The 1985 Lincoln Town Car limo in *TRUE LIES*. This made the list for the fact that it contained Jamie Lee Curtis being filmed in a cat fight in the back seat of the Lincoln while it was actually being pursued by Arnold Swartzeneger in a helicopter. Something for everyone. The scene did not end well for the Lincoln. If you will remember, it went over the side of a bridge while Jamie Lee Curtis escaped through the sun roof hanging by a rope being dangled from the helicopter above. Who could argue with the fact that neither the Town Car or Jamie Lee ever looked so good.



NUMBER 9: The 1961 Lincoln Continental convertible featured in *THE ERRAND BOY*. This was one of the more heavily debated selections. Many, if not most, members of the editorial staff had a problem voting for any film associated with Jerry Lewis, and did so only because of their fondness for the '61 Continental convertible. So while the film was black and white, the decision was not. Jerry Lewis' talents run the full gamut from A to B. But the 1961 Continental takes home an Oscar for one of the best cars ever.



NUMBER 8: The 1956 Lincoln Capri convertible featured in the all star hit *GIANT*. A giant of a movie, this 1956 classic is best known for being James Dean's last movie (he was killed while it was still filming the final scenes). And the (then) new Lincoln convertible used in the movie personifies the idea of 'Big Oil, Texas Rich' prevalent at the time. Rumors that the Lincoln used in the movie is actually the same one now owned by Doc Ellis in Salado have never been proven.





NUMBER 7: The 1964 Lincoln Continental sedan used in the 1978 comedy **ANIMAL HOUSE**. This low budget wonder became the top grossing (no pun intended) comedy of all time. The setting is a small college town in 1962. (Yet, the Lincoln is a '64. I told you it was low budget.) It has a prominent role, despite the unfortunate uses it is put to by the end of the film. Would it be damning with faint praise to call this John Bulushi's greatest film? Nonetheless, the movie and the Lincoln both became classics to be enjoyed over and over again.

NUMBER 6: The 1947 Lincoln Continental cabriolet used in the 1962 movie **WHATEVER HAPPENED TO BABY JANE?** A creepy black and white movie that nonetheless was nominated for 5 Oscars and actually won one for Best Costumes. A film about a former child star and her movie queen sister forced into retirement after a crippling accident, what better car could have been used to capture the sense of their faded glory than the classic Continental. The car represented the end of an era, as did their film careers. Perfect casting.



NUMBER 5: The 1964 Lincoln Continental sedan used in the James Bond movie **GOLDFINGER**. While the staff had to weigh the wisdom of choosing two movies each featuring a 1964 Lincoln sedan, the relevance of the cars in each movie made it a crime not to. Driven by Goldfinger's ever present handy man, Oddjob, the car met an early demise by being crushed and hauled off in a Ford Falcon Ranchero. Really? Thankfully Bond's girl, Pussy Galore was treated much more lovingly. Bond was cool. So was the Lincoln.



NUMBER 4: The 1970 Continental Mark III used in the huge 1971 hit **THE FRENCH CONNECTION**. This crime drama was nominated for 8 Oscars and won 5, including Best Picture. The Mark III was a huge star in the story, a key to the ending and was prominently featured throughout the entire movie. While the Continental was not actually part of it, the chase scene featured in this movie is one of the all time greats. And in the course of the movie, the car was completely disassembled and put back together looking for a stash of drugs. Not to be missed.

NUMBER 3: The 1961/62 presidential Lincoln limousine used in the 1991 Oliver Stone film *JFK*. How could a car that played such a huge role in history not play a huge roll in the movie about history? This movie was nominated for 8 Oscars, and actually won 2, including Best Film Editing. No doubt that was because the way this film was edited, the audience couldn't tell which shots were filmed in 1991 and which shots were vintage footage from 1963. As a result, a lot larger percentage of the population believes what they saw in that movie than what actually happened and was reported in the 26 volume Warren Commission Report. Again, the car was the star.

NUMBER 2: The 1940 Lincoln Continental Coupe used in one of the greatest movies ever filmed, *THE GODFATHER*. There isn't a car that could have been better suited for



the personal transportation needs of Sonny Corleone. It was only fitting that they both expire together at the tollbooth. But oh so sad for both.

NUMBER 1: The best performance by a Lincoln or Continental in a starring role goes to . . . the 1958 Continental Mark III convertible driven by Eva Marie Saint in the 1959 Hitchcock thriller *North By Northwest*.



As a young lad this movie instantly etched in the stone of my young mind a love of three critical blessings of life: history, a beautiful woman and white Lincoln convertibles. Some things never change. No greater car. No greater movie. It just doesn't get any better.

Unfortunately, in half of the top 10 Lincoln Movies listed above, the Lincoln was destroyed during the making of the movie. But art comes at a price, and always with sacrifice. Don't worry so much about that. Just grab your popcorn and enjoy the show. And the prize Lincoln featured in each one.



1936 LINCOLN LAUDETTE BUILT FOR RICHARD RINGLING RECENTLY AUCTIONED

COACHWORK BY BRUNN 150hp 414 cu. in. V12 engine with automatic spark control, three-speed manual transmission, semi-elliptic leaf springs and four-wheel power assisted mechanical drum brakes. Wheelbase: 136"

By 1935 the upper-end car market had all but disappeared. With the world still gripped with the burdening effect of the Great Depression, many could no longer afford such luxuries as expensive coachbuilt motor cars. Even those who were able to afford such automobiles felt it was inappropriate to

spend such large sums of money on extravagant automobiles.

As a result, most of the great manufacturers were dead or dying; Lincoln would be one of the few remaining survivors, mostly due to the support of the Ford Motor Company. Edsel Ford retained a strong interest in the line and he actively supported its continued evolution and growth. Which, as time progressed, it accomplished as the competition disappeared and Lincoln's resilience withstood the economic downturn and by the mid 1930s it was only one of a few remaining successful automotive manufacturers.

In 1936 all Lincolns, excluding the Zephyr, fell under the insignia Model K and Series 300. Still powered by the V12 the car was very similar to the previous years model, however minor cosmetic changes were made to freshen up the Model K lineup. Changes included a 27 degree sloping windshield versus the previous models 20 degree slope, more prominent horizontal bars in the grill, and rounder fender with smoother edges. The headlights were also lowered and the old wire wheels were replaced with pressed steel. Mechanically little changed with the exception of the use of helical gears in the transmission, five engine mounts as opposed to four, and dual windshield wiper motors.

The unique Lincoln Landauette Town Car offered here has had quite a colorful history. The Lincoln was purchased from an authorized dealership in 1935. It was subsequently sent to the Brunn Body Co. of Buffalo, New York where the coachwork was handbuilt. The body took nearly an entire year to build and upon completion it was shipped by rail to Detroit. In Detroit the body was coupled to the chassis at the Lincoln plant. We understand that it was the second of only 10 made in this style.

Being such a unique example, its early ownership history does not disappoint as the car was originally purchased for Richard Ringling, son of Alf T. Ringling one of the original Ringling Brothers. However, Richard was in poor health when he ordered the Lincoln, and unfortunately by the time it was delivered, he had passed away. Around 10 years later the Lincoln resurfaced at a used car lot in Chicago where amazingly, its next owner was yet another carnival performer by the name of Sig Signor. We understand he used the Lincoln to carry his dog act and pull his trailer home all over the country to carnivals and fairs. After settling down in Minneapolis, Mr. Signor no longer needed the big Lincoln and printed an ad in the local newspaper offering the car for the best offer over \$50.

Mr. John Morgan purchased the Lincoln for \$51, and one year later sold the car to a Mr. Julius Moffet for an unknown amount. Mr. Moffet kept the car in storage until he passed away in 1960. Odd C. Braathen, owner of the Hennepin Avenue Garage, and a specialist in antique and classic automobile restoration purchased the car from Mr. Moffet's widow that same year.

Mr. Art Blade purchased the Lincoln from Mr. Braathen in 1965 and took it upon himself to perform a frame-up restoration. Mr. Blade had owned a body shop in the 1950s and performed the body and upholstery work himself while Braathen assisted with the mechanical end of the restoration. During the restoration every part was refinished and painted before being installed. Six genuine cowhides were used for the top and the chauffeurs compartment. The rest of the interior was upholstered in imported English broadcloth.

In view of the Lincoln's custom design Mr. Blade chose a beige paint, a nitrocellulose lacquer, all

hand rubbed. The painstaking restoration was completed in 1975 and the car was then used to compete in state and international shows, show in parades, and deliver several lucky brides to their weddings. The current owner purchased the Lincoln from Mr. Blade in 2004 and because of its excellent condition, has not had to alter a thing. As unique two position convertible, the roof over the driver folds under and the roof over very back folds down, but the middle section of the roof is stationary. A unique history, with a unique style, this car is delightful and is perfectly suited to be shown in CCCA events or just to be driven with its multifaceted top configuration allowing for true all weather enjoyment and touring.

This car sold for \$187,500 plus an 8% buyers fee for the auction house.

**SAME AUCTION
SEES FORMER
HOWARD HUGHES
CUSTOM LINCOLN
SELL FOR A
MILLION BUCKS**



Custom built Model K by Hughes Aircraft. Equipped with a V-12 engine. Just completed body off frame restoration in April 2009. This car started out as Howard Hughes' personal 1936 Lincoln K model

V-12 Limousine. Hughes converted the car shortly thereafter into his custom version of what a 1936-37 Boat Tail Speedster. It was originally shipped to Long Beach California in January of 1936. It was special ordered with only one foot rest. Other documents indicate the car was customized by the Hughes Aircraft Company shortly thereafter in Culver City California.

This car sold for \$1,000,000 plus an 8% buyers fee for the auction house.



DIECAST LINCOLN OPPORTUNITIES AVAILABLE FOR THE MINI-LINCOLN COLLECTOR



This is a classic ‘What’s wrong with this picture?’ This 1:64 scale diecast Lincoln Continental convertible was located recently on the internet and was advertised as a 1961 Lincoln. However the front end is actually a 1962 Lincoln. And the rear end is actually a 1963 Lincoln. Is there not someone at the manufacturer who checks and double checks these things before the presses start rolling? Apparently not.

A company that does check these things is Sunstar, who is about to release a 1:18 scale model of the Continental Mark III coupe in both Seneca Blue and Matador Red. Okay, they aren’t perfect, either. They are calling this a 1958 Lincoln Mark III. It wasn’t. It was a Continental Mark III. Oh well, it is a lot to keep up with.

The convertible version of this car has been available for some time now, in a variety of colors. But only now is the hardtop coupe available for sale. This model is available from several sources and appears to be exceptional in its detail and presentation. The doors, hood and trunk lid open. The front wheels steer. The scale and quality appear to be very good, and the colors offered are authentic Wixom factory colors from 1958. Price for this item is around \$69.95 plus applicable sales tax and shipping.

As an interesting side note, the names of both colors this model is offered in, Seneca (blue) and Matador (red), would only 2 years later both be actual series models in the Dodge lineup.

This car can be found online at www.scale18.com.

Get one.



12th ANNUAL MEN'S STEAK OUT & MOTOR SHOW 8/26/09

Northwest Bible Church knows what men care about: steak, cars, motorcycles and hanging with friends. An improvement this year was eating our 16 oz. steak in their air-conditioned fellowship center. There were fewer cars and eaters this year. We may get two new members for North Texas Region. Next years date for our NoTx LCOC August meet is 8/25/10.

Davey Hamilton, the speaker, has made his mark as one of the most popular and respected Indy racing veterans. Davey is a regular series Indy Car driver and finished second in the overall Series points in 1996 and 1997. His career almost ended after a devastating crash in 2001 at the Texas Motor Speedway. After 23 operations and two years of rehabilitation, he is now back in top racing condition and competes with Kingdom Racing.



GREAT FINDS TO PUT ON YOUR READING LIST FROM RECENT PUBLICATIONS

For those of you who are big fans of 60s and early 70s Lincolns in particular, there are a couple of recent magazine articles that are not to be missed. In the January 2009 issue of *Old Cars Weekly*, there is a great article featuring the slab sided Lincoln parade cars of the Kennedy years. True, a lot of this information you may have already read before. Some of it has been detailed in the **CONTINENTAL COMMENTS** or past issues of this newsletter. But for those of you not completely up on the subject, or who may have forgotten some of the historic cars the Ford Motor Company provided for the White House to use during that time period, be sure and look this magazine up for a good quick read. (The Ohio Valley Region of the LCOC has reprinted this article in the June, 2009 issue of their newsletter, **TRUMPET HORNS**, so you could probably find it on line by going to LCOC.org and looking in their past newsletters.)

Those whose tastes run more towards the 1972-74 full sized Lincolns, there is an even better article in the October 2009 issue of **HEMMINGS CLASSIC CAR**. As the article points out, these cars are generally overlooked as people seem to gravitate for whatever reason to the Marks of the era. But as several of us know in the club, the Lincoln Continental coupes and sedans are an attractive, affordable and reliable alternative that offer a much less seen alternative. The article runs a full six pages, complete with a lot of great color photos, buying tips, parts sources and a tons of information on the cars themselves. The car featured is a beautiful 1972 Continental Coupe in a metallic bronze color with a brown vinyl roof and brown leather interior. I'm not really sure why they



didn't include the years 1970 and '71 in the article since they were all part of the same generation. However, any press we can get for any of the 70s Lincolns (or Marks) that help generate interest in that era of our favorite luxury brand is always welcomed.

And if you still need more . . . the November 2009 issue of **HEMMINGS CLASSIC CAR** has a feature article on Steve Oulette and the whole crew at Baker Auto who have been helping enthusiasts restore their Lincolns and keep them running for more than three decades. A great story about a great company and group of guys.

LINCOLN



5TH ANNUAL FALL CONTINENTAL CLASSIC FREDERICKSBURG, TEXAS OCTOBER, 2009



NORTH TEXAS REGION Lincoln & Continental Owners Club

Membership Application

(Membership is January 1 through December 31)

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Renewal New Member

Your National LCOC number _____

Automobile Registry:

#1) Year _____ Model _____

Body Style _____

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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**





Shown below are several of the male cast members of the hit *MAD MEN*. Note the car behind.

NO TX LCOC OFFICERS:

Lana Hill

*North Texas Region
Director*

817-481-6850
529 Dunn Court
Grapevine, TX 76051
joehillandassociates@verizon.net

Carol Mattix

*North Texas Region
Secretary / Treasurer*

972-412-0754
3305 Weems Way
Rowlett, TX 75088
cjmattix@gte.net

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**CHECK OUT THE WEBSITE AT
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