

## Featured Lincoln of the Month



Gail and Evelyn Remy's 64 Lincoln sedan.  
Story on page 2.

# Lincoln Lingo

## A publication of the LCOC Lone Star Region

*25th Anniversary, Since 1984*

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*"Fun with Lincoln." Happy 25th!*

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### Director's Message—Pat Corbett



Pat with Lincoln Trophy  
Salado-Midwestern Meet—2009

As we close 2009, I look back on what we have done this past year. And for those that participated, I think you will agree, it was a fun year. Rather than reminisce, I think it proper to look forward to 2010. If the economy were the driver, we would all crawl under our Lincoln and hide. But, I believe there is enthusiasm among the troops. Our Region adopted the phrase, "Fun with Lincoln" as

our slogan, and I see no reason to change it, as it is my position as Director of the Region to promote enjoyment of the Lincoln and the fellowship that ties us together.

As Director, I also want to promote the service aspect of our Region to it's members. I want you to feel you get something in return for your \$20 region membership fee besides the privilege of dining with me. As an example, in this newsletter, we are adding a technical column on trusted service venues. The purpose is to share our good experience with everyone in hopes you too, will find the people helpful and above all, honest in dealing with your Lincoln. The featured Lincoln of the Month is also a venue for sharing experiences.

We also believe we can serve our community by participating in car shows that sponsor fund raising activities for noble purposes. The Alzafar Antique Carriage Club Car Show in San Antonio next September is one of these. We want to see us enmasse there next year. See the article John Quebe submitted. You cannot put your entry fee towards a more worthy cause. And, there are other car show activities that promote good causes, and for sure, will be FUN to participate in. Rudy's Make-a-Wish Foundation car show is just one example.

We are also building a library of Authenticity Manuals for club use. This will benefit all members with the series of cars we own. My 1966 thru 1969 has been a great help. We will enhance these manuals with additional data collected from the membership.

We, in Lone Star, are about serving our members and sharing our knowledge. We are not Lone in the Region and from what I have experienced we all Star in our enthusiasm and dedication to the club. I have not been void of offerings for the newsletter. Your submissions sharing your experience has been a delightful repose to daily activity. I look back to our roots with the first LCOC newsletter written by Elliston Bell in 1953, as he was just forming this club. I have included a copy of that 1st Newsletter for both your reading enjoyment and an understanding of the principles I intend to stand for as Director of this Region.

# Lincoln of the Month

Contributed by  
Gail and Evelyn Remy



New Wire Loom Installed Before Dressing Into Place

*Editor's Note: This story is typical of the inspired classic Lincoln owner. His story exemplifies the initial exhilaration of ownership to immediate panic and dismay resulting from the reality of working with 40 plus year old equipment. I want to encourage all members to not take the electrical system in their car for granted. Check for brittle insulation, corroded terminals, and poorly operating accessories. And, always carry a fire extinguisher!!!*

Early June of this year, I purchased my 1964 Lincoln sedan on Ebay. I flew to Florida with intentions of driving it to Texas, against my wife's advice. The seller picked me up at the airport and took me to the car. I was impressed with the appearance as it was restored 15 years ago. I paid my money and headed to Texas. I was getting thumbs up and lots of looks from other people in traffic. Suddenly, the car stopped running and coasted almost to a stop and started up again and continued running. After 70 miles, the engine stopped and the car coasted to a stop with one final backfire. Then, lots of smoke was coming from under the dashboard. I had no fire extinguisher and all I could do

was pray.

I was in a town with 100 people with nothing but a gas station and a market. I called the seller on my cell phone and asked him to send a tow truck and I got towed back to the sellers house at a cost of approximately \$450.00. Fortunately, I had the foresight to purchase a round-trip air ticket. The seller could not take me to the airport, it was 10 O'clock at night and I had to call a taxi service. As it turned out, they were the only game in town. The driver demanded \$125.00 cash, or he wouldn't take me to the airport. I got home to Texas and arranged for transport. Two weeks later, the car arrived safe and sound.

To this day, I have only driven the original 70 miles. After diagnosing the problem, I discovered a number of electrical connectors and wires were melted in the dash harness, primarily where it passes through the kick panel to the engine compartment. I approached the problem by replacing some connectors and wires with used parts. I started the car and half an hour everything melted down again. So, I ended up pulling the wires from the doors forward to the headlights. I sent those harnesses to Narragansett Reproductions and had them make new harnesses in exacting configurations and colors. Installed new harnesses and problem was solved. The reason I had to use new wiring was because the meltdown was caused by high resistance in existing wires and connectors due to age and overheating. I stripped the insulation from the old wiring and discovered it was heavily tarnished, probably a result of a bad ammeter and age. This is a problem inherent to 1964 and 1965 Lincolns.

I was forced to acquire an education of automotive electric and soldering to complete these tasks. While I was waiting for the harnesses to arrive, which took about 5 weeks, I decided to change my timing chain and gears and completely redo the cooling system and all the electrical components in the engine compartment. I should be finished with this phase of the project within about 2 weeks.

I must tell you that I had some very confusing and trying moments with this difficult project. Even though my car was restored about 15 years ago it sat for quite sometime and needed mechanical attention that has kept me busy.



Dash Panel on Bench Receiving New Wire Loom

## IN THE BEGINNING,,

*Editor's Note: Reading the following Bulletin from our founder, Elliston Bell, will make you think he wrote it yesterday, not fifty plus years ago. His perspectives are as true today as they were then. Let's keep his enthusiasm alive. I did re-type it from a copy of the original document provided by member, Phil Knapp.*

### LINCOLN CONTINENTAL OWNER'S CLUB

Bulletin No. 1 February 1953

Boston, Mass. Feb.1st.... To date I have heard from about one hundred fifty Lincoln Continental owners. Most of these saw my letter in the January issue of Motor Trend magazine in which I stated my desire to compile a directory of Lincoln Continentals and owners. At the time I suggested that this might form the nucleus of a club. The majority of the writers of the cards and letters were so enthusiastic about their cars and the club idea, that am I proceeding with the organization of the club as you will see by the application enclosed. This Bulletin is the first faltering editorial step of what will grow to be our own club magazine. I would like suggestions for a name for our periodical, if you think of anything, please send it to me.

One of my first official acts was to write to Mr. Henry Ford, 2<sup>nd</sup>, to acquaint him with the formation of the club, pointing out the advantages publicity-wise, to the Lincoln-Mercury Division and the Ford Motor company. I hinted at the problems in getting parts and accessories for the pre-war models and asked for help. My letter has been answered by Mr. D T. McClure of the General Sales Office of the LINCOLN-MERCURY DIVISION at 6200 W. Warren Ave., Detroit 32, Michigan. He states that the Ford Motor Company would like to be of any possible assistance to our organization and to our individual members. Mr. McClure points out that while the dealers do not generally carry a large supply of Continental parts, they have in their depots a fairly adequate supply of replacement parts including sheet metal items. At his request I have placed his name on our mailing list so that the Company will be posted on our activities.

Lois and Bob Erdmann of 155 Pollydale Drive, San Antonio, Texas have a problem. Theirs is a 41 Cabriolet which Lois has christened 'Baby Doll' much to her husband's dismay. They drove 1200 miles home to Iowa for Christmas and had to leave the car in Lois' Dad's garage as they need a new ring gear and pinion.

I mentioned this to Bob Goldich, an outstanding Continental expert, when he was in my office the other day and he told me that Ford parts can be used. Better look into this Lois and Bob, maybe your problem is less serious than you thought.

Bob Goldich, mentioned above, is dismantling a 41 hardtop that is to far gone to re-store, but he is selling parts, fenders, doors, and just about everything else. Suggest you write to him P.D.Q if you are in dire need of anything you think he might have. Address: Robert Goldich, 6044 N. Avondale, Chicago, Illinois.

Mr. Richard Schell, Instructor of Auto Mechanics at the Bell High School in Bell, California, has a restored 41 Coupe and has made modifications on other Continentals in his area. If any of you in that part of California need any advice or help you might look him up as a fellow member.

I have heard from a few non-owners who are in the market to buy, some have been looking for a year and longer. Maybe there is some way we can help them; short of selling our own cars, of course.

I have received more request on information on engine conversions than any other subject. If you who have made conversions wish to help other owners, please send me complete, concise, detailed accounts to publish for the edification of all. Performance and gas consumption data, costs, etc.,etc.

Bulletin No.1 (cont'd)

Many have asked what they can do to help. Our greatest need in the formative period is for names of owners. Try to track down every Continental you see or hear about. Write or call your State Registry of Motor Vehicles and find out who the owners are from their registration numbers, then either get in touch with them or with me. If we are to get the greatest benefit from our club; a fine club magazine, beautiful emblems and all the other things a successful auto club should have, we need money to finance the operation. Please - if you want to help - put on your Sherlock Holmes hat, light the underslung pipe, get the magnifying glass and chase down the cars..... Eventually, we want a record of every Lincoln Continental in existence.

One or two questions were asked about my car. I have a 48 coupe, light grey lacquer and in original condition. It has its second 12 cyl motor with about 55,000 total on the clock. My wife has a 41 Cabriolet, dark green and stock. We are considering doing some interior work on the 41.....does anyone know anything about upholstering? ANY advice will be greatly appreciated.

Dr. Harold G. Hood of Waterford, Pa. has a new factory motor in his 41 coupe ----- so he has an old engine, anyone interested?

I think we who are still running 12 cylinder mills should come to our own defense. After all, we can throttle down to next to nothing in high, we can cruise in the sixties and seventies in overdrive about as silently and smoothly as any car built, so why can't some of the more conservative among us run the 12's without feeling guilty. And another thing, per-war or post-war, we are all driving Continentals, fundamentally alike, and I hope there is no feeling that either is superior to the other. Naturally, most owners tend to favor the type they happen to have. Mrs. Bell and I are impartial, we can see true beauty in both designs.

Arthur M. Black, Travelers Hotel, 300 Paterson Plank Rd., East Rutherford, New Jersey, is having absolutely no luck finding custom parts. He is interested in dual exhausts, dual points, etc. Can anyone advise and help him?

I have designed an emblem and will send a reproduction of it out in an early bulletin. Can anyone design and manufacture chrome badge bars for all models?

The Veteran Car Club of America of which I am a member, has its National meet in June at a beautiful estate in Framingham, Massachusetts. All members are urged to bring their Continentals and attend. Dates will be published later. This will give us a chance to show our cars and I have been assured of a warm welcome and assignment to a special Con-course of our own. Members in other parts of the country should try to attend other club meets in groups until we can get meets of our own started.

Please send in items for the Bulletin, this is your club, let others know what you are doing.

Continental your,

Elliston H. Bell Jr.  
245 State Street  
Boston, Mass.

## Out of the Weeds—Part II

48 Continental – Restoration or Parts Car?

By Dan O'Donnell

Last Spring, the schedule was for media blasting and primer in the Fall. Is it ready for media blasting and primer now? Well, not exactly.

Teardown started in the back because that was the most convenient end of the car to start on. Starting on the front end would have required working half in the garage and half in the driveway. Real smart. Now I will have to work half in the garage and half in the driveway in the winter.



**Streamlined for Speed**

I started with wire shipping tags, a bag of Ziplock bags, a notebook and a camera. Everything that came off the car was bagged or tagged and labeled as to where it came from. Notes and sketches recorded details of what came from where. Even the location of square and round washers on the fender bolts, whether lock-washers were split, internal or external was written down. Sizes and thread pitch of bolts, locations of welting (at least what remained), paint color on interior parts where I could make it out through the rust, everything I could think to write down was written down. The wire tags are half gone and I am on the second box of Ziplock bags. One load of parts has already gone to storage and the garage is filling up again. And, pictures of everything that I thought I would need to see when I put the car back together. Duplicates from different angles, flash and no flash because the flash sometimes wiped out details.

### ***Digital cameras are great!***

As the car comes apart, secrets are revealed. The hidden parts of the rear seat upholstery side panels were nailed right through the inner fender well with upholstery tacks. The cowl and B pillars are fastened to the frame with cast aluminum brackets. The holes for the lower door hinges were drilled crooked through the aluminum cowl brackets. The rear deck behind the back seat is just ¼" plywood fastened with screws and T-nuts.

Adjustments for door alignment are limited to shims behind the hinges – no provision for up and down alignment. The firewall had what appears to be fiberglass insulation under the carpeting. The inner rear fenders, inner rear quarter panels and the inside of the doors were covered with a thick undercoating type of material for sound deadening.



**???Where Does the NAV System Go???**



**Flow Through Ventilation**

The teardown is nearly complete up to the cowl. The interior is out, the dash is stripped, the underbody is stripped except for wheels and springs. Lots of work left though to tear down the front of the car, pull the engine and transmission, remove the wiring and get the windshield and back glass out. Maybe Fall 2010 is a better target for media blasting and primer.

## Other News From Around the Region

By: Pat Corbett



Back Row, L to R; James Heil, Mark Ferrari, Carol & Carrol Brown, Levi, Keith Zakrzewski, Carolyn Heil, Joe Frey  
Front row; John & Linda Quebe, Gail & Evelyn Remy, Charlotte & Hank Henley, Karen Frey, Linda & Pat Corbett

The Annual Christmas Party (12/6) was held at the home of Joe and Karen Frey in San Antonio. This party has been a fifteen plus year tradition in Lone Star Region. Karen prepared an exquisite feast of baked ham with festive sides of hominy, potatoes and green beans with more deserts than one could even sample.

This meeting has also been the traditional board election. After the meal, when everyone was too stuffed to talk or dissent a nomination, the 2010 Board was elected.

Director: Pat Corbett, Manchaca  
Assistant Director: Hank Henley, Canyon Lake  
Membership Secretary: Mark Ferrari, Round Rock  
Treasurer: Charlotte Henley, Canyon Lake  
Manager-1: John Quebe, San Antonio  
Manager -2: Gail Remy, Georgetown

The new board of managers is enthusiastic with ideas for next year of which we will post the first quarter meetings shortly.

November was the postponed August cook-out at the Henley's place on Canyon Lake. The weather was perfect, the food delicious, and fellowship at it's usual tempo. Their dog, Rudy, kept the kids busy. No real business was discussed, although we did bounce a few 2010 meeting ideas about. Having speakers at our dinner meeting seemed a popular idea as well as doing other car shows in the Austin-San Antonio area. Jim Heil proudly showed off his 72 Lincoln engine bay he has just spent months overhauling.



Jim & Charlene Meyer, Linda Corbett



Doug Smallwood, Richard Hellbusch, Keith Zakrzewski and Jim Heil telling lies while enjoying the Henley's deck.

## Other News From Around the Region

Cont.



Jim Heil and Pat Corbett holding court (and a cool one) at the Fall Classic in Fredericksburg

The Fall Classic in Fredericksburg was modestly attended this past October. Although this meet was held in our own backyard, my 69 Sedan was the only car entered from the Lone Star region, however, several region members came up for the day on Saturday. I also had the privilege of meeting one time member of LCOC, John Eckland, who lives in Fredericksburg. John once owned several 64's, but sold them and now drives a late model Lincoln. Keep the faith, John!

About thirty cars entered, with several from Houston, some of which were towed in by trailer. Then there were the true enthusiasts, like Earl Zimmerle of Abilene who drives his '54 Lincoln Capri to each meet he attends and Jake Fleming of Dallas with his pristine 41 Coupe. And, of course, Glen Kramer had his hot rod '70 Mark III. He blew an exhaust donut driving in from his last business appointment, so he fit in well with the street rod enthusiast. Driving over 90 will do it every time!!!

The weather broke Friday afternoon to provide a beautiful event day for **"Fun with Lincolns!"**

This past October, we ventured outside the safety and comfort of the LCOC Meet format by entering the Alzafar Antique Carriage Club Car Show in San Antonio. Kevin Sprotberry, of San Antonio joined me, and with John Quebe's '63 Convertible, made up the Lincoln class.

Although there were some pretty spiffy street rods, well preserved '41 Coupes, and other classic Fords in mint show condition, we, of course, were the most "distinguished" entries.

Kevin and I spent the day following the shade under one of the many Live Oaks, meeting other entrants, and sharing true stories with region members that came up for the day. John, our host, made us feel very welcome. Kevin is considering selling "Connie" which is a really nice 70 Mark III. He has done quite a remarkable job of restoring and repairing it to a condition it can be driven with confidence.



John Quebe presents Kevin Sprotberry with award at the Alzafar Shriners Car Show in San Antonio



Pat Corbett in Buda Fest Parade, with daughter Sean. Sean loves to throw candy to the kids along the route.



### Salado-National Meet

"Doc" and Micki Ellis of Salado hosted the Friday night BBQ at Doc's City Garage in the usual Salado Meet fashion. As you can tell by the photo at the awards dinner, they did not have a good time. I could not tell between Doc and Bob Hardesty, who was telling the tallest tale during dinner. The Lone Star region is blessed to

have Doc and Micki as members and to be a part of his effort to host the Friday Night BBQ. North Texas brings the liquid refreshment, and combined with the ambiance of the City Garage, makes this event a true classic, just like it's inventor, Doc Ellis. If you are ever in Salado, give Doc a call.

# Alzafar Antique Carriage Club Car Show

Submitted by: John Quebe, San Antonio

The second Annual Alzafar Antique Carriage Club Car Show was held at the Alzafar Shrine Temple on September 26, 2009. There were 108 cars registered for judging while over 400 attended the show. Proceeds from the show are used to support activities of the Antique Carriage Club, Alzafar Shrine, and the Alzafar Transportation Fund.

The Shrine of North America operates 22 Shriners Hospitals for Children throughout the United States, Canada and Mexico. Four Hospitals treat children with severe burn injuries. Three Hospitals have the only spinal cord injury units in the nation specifically for children and adolescents and 19 of the Hospitals treat children with problems of the bones, joints and muscles. Annually, Shriners Hospitals admit over 22,000 orthopedic patients, 3,300 burns patients and provide over 260,000 outpatient and outreach clinic visits. THERE IS NO CHARGE FOR THIS "STATE OF THE ART" MEDICAL CARE.



Kevin Sprotberry's 70 Mark III & Pat Corbett's 69 Sedan

The Alzafar Transportation Fund is a restricted Shrine Hospital Transportation Fund for the sole purpose of transporting patients and their parents or guardian to our Hospitals. As such, donations to this fund are held exclusively for charitable purposes in accordance with Internal Revenue Code section 170 (c) for the benefit of Shriners Hospital for Children. If you know of a child in need of burn or orthopedic care give us a call at 1-800-237-5055. For more information about the Shrine go to <http://www.alzafar.org/> on the web.

We hire two paid professional judges who have great experience in judging the diversity of cars present during such a show. Car categories are determined during the registration process so no car is outside any category.

This year, Pat Corbett, with his '69 Sedan and Kevin Sprotberry, with his '70 Mark III, entered the show in an effort to extend LCOC Lone Star Region support for the Shrine and it's mission. I spoke with both Pat and Kevin during the day as I made my rounds of the field. Pat and Kevin found the shade of a Live Oak on one of the parking islands and spent the day chatting with LCOC members who attended, as well as others whose car was entered. Pat commented that this car show was an interesting departure from the Lincoln Only type meet, in that it was a great opportunity to meet other car enthusiasts, see some beautiful Ford restorations and customizations, and just generally have a good time. For you Corvette fans there are always plenty of these to drool over.



# Alzafar Antique Carriage Club Car Show

Continued.



Douglas E. Maxwell, Imperial Potentate of Shiners International;  
Highest ranking Shriner in the world  
2009 Imperial Shrine Parade, San Antonio

I also entered my '63 Convertible which I use as a parade car as part of the Antique Carriage Club of Alzafar Shrine. Our club participates as a Shrine unit in 14-16 parades each year where we carry the Alzafar VIPs. Most parades are followed with a fellowship and gives us and our wives a fun driving experience. Parades Start in Laredo with the Presidents Celebration and include Hondo, Floresville, several in San Antonio, Boerne, Pleasanton, several others and ends with the Christmas Parade in Sattler. Parading is a great way to show off a car.

The 2010 Alzafar Open Car Show is scheduled for September 18, 2010 but has several possible conflicts that await resolution. I want to extend an invitation to all LCOC members to bring your car

down for the show. I also know some of you have other classic cars and if you want, this show will be great opportunity to show it and have a great day among car enthusiasts in general. I will let Pat know the confirmed date as soon as we set it, so you can make plans to attend.

I will bring my 1963 Lincoln Continental Convertible, Bermuda blue metallic. It is a parade car I enter in all Shrine parades (around 16 each year) which our temple supports. It usually hosts temple officers, but sometimes local mayors and other dignitaries. I never know who will ride until the day of the parade. My priority is supporting the parades so all restoration work is accomplished between events and the Dec-Feb break between parade seasons. Biggest event was driving the Shrine Imperial Potentate (top international Shrine officer) in the Imperial Parade in San Antonio in August of 2009.

Another fun event is driving the car in the opening of each Shrine Circus Performance bringing sponsors through the parade to their box seats. I have met many local dignitaries in these parades.



J. Philip Knight-Sheen, Past Potentate of Alzafar Shrine  
Temple & Member of Board of Governors  
Houston Shrine Hospital  
San Antonio Shrine Circus

## MEMBERSHIP

The Lone Star Region welcomes several new members to the family, including the people that own the Lincolns. Let me introduce them if you have not had the pleasure of meeting them.

**Sam Harper, Buda;** Sam acquired a 63 Sedan originally owned by Jack Dahlstrom of which the local Dahlstrom Middle School is named. His son began restoring the car, but fell short on time and energy, so Sam has stepped up to the task.

**Jimbo Gulley, Austin;** Jimbo has a 79 Mark V and 88 Town Car. He has shown his Mark in several local car shows, including Rudy's Make-A-Wish car show in October. He is very enthusiastic and has already attracted other Lincoln owners to the club.

**Doug and Patricia Smallwood, Dripping Springs;** Doug has a 64 Convertible and 54 Capri Convertible and recently moved from Houston to the Dripping Springs area. Doug likes the Saturday night Rally, so Cabela's Saturday night hang-out might just suit him.

*Do you see a vintage Lincoln prowling the streets of your community? If you do, try to contact the owner and invite him to join our family. I handed out my Lone Star Region business card to several of you at the last meeting to put behind windshields or give directly to people that might be interested in having fun with Lincoln. If anyone else would like some of these cards, let me know and we will get you a stack to hand out. Otherwise, just introduce yourself and let them know about us.*

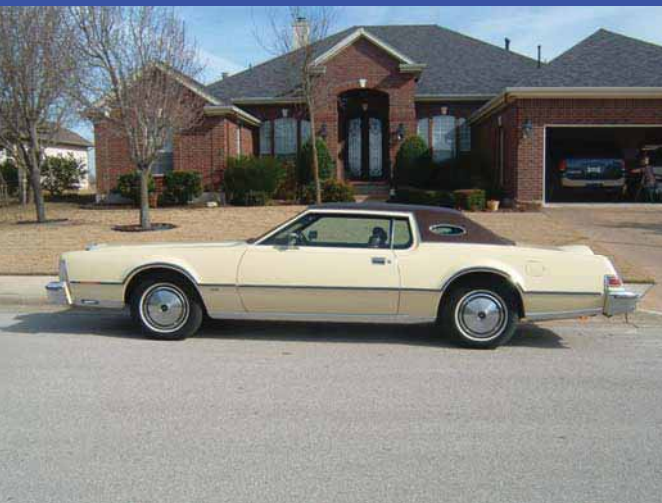
## Lincoln Sightings

"The Man with One Red Shoe" (1985)

Cooper, the deputy director of the CIA, wants to be the director. So, he tries to smear the director into resigning or being removed. The director, who knows that Cooper has been bugging him, feeds him some false information--that there's a man who might be able to clear of the charges against him will be arriving at the airport, so he sends his man, Brown to meet him. Brown was just supposed to make contact with anyone at the airport, thus making Cooper believe that he is the man who can help the director. Brown picks Richard cause he is wearing mismatched shoes, one of them being red. So Cooper sets up surveillance on Richard and sends his femme fatale, Maddy to come on to him and find out what he knows. While Maddy is playing, Richard actually falls for her. A great cast with Tom Hanks, Dabney Coleman, Carrie Fisher, and Lori Singer.

A 1981 Lincoln Town Car is used predominately by one of the characters.

## CLASSIFIED ADS



### 1976 Lincoln Mark IV

I saw this Mark tooling thru Buda one beautiful sunny afternoon and after following the car for a short distance, the driver pulled over and I introduced myself. (I don't recommend doing this in south Houston or south Dallas) Jerry inherited this Mark from a neighbor, he drives it regularly, and told me if he doesn't sell the car, he may just join the club. Feel free to contact Jerry if you have an interest in the Mark

Asking \$6,500.00  
Additional photos available.

**Jerry Tucker**

**[jtucker@cbunited.com](mailto:jtucker@cbunited.com) Phone: (512) 924-0053**

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Pat Corbett, Director  
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**LONG'S**  
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(512) 282-3151  
11926 Manchaca Rd. Austin, TX 78748

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## *Technical Assistance and Words of Encouragement*

As a classic car club, we all have one thing in common; finding competent and honest help working on these fine autos. People are always asking me for advice or who's who in the market place. Presented here are names of some trusted proprietors you can take your car. If you know of anyone you want to promote, please submit it to Pat Corbett. Besides the usual suspects presented in the Comments advertising section, these are local folks to the Austin/San Antonio area you can count on. I say nothing about the cost of their service as the purpose of this column is to only speak to the character of the Owner of the shop and how they treat their customers.

### **Brown Radiator Sales and Service**

Blaise Brown, Proprietor  
2605 S IH-35, Ste 800  
San Marcos, Texas Phone: 512 396-2940

**Review;** This may be a drive for you, but you will not be disappointed. Blaise Brown will attend to you directly in his pristine shop. He is professional, will not sell you anything you don't need, and will accommodate your schedule when necessary. He has repaired several '60's radiators and accumulator tanks to the satisfaction of the owner at a reasonable price. He also specializes in gas tank repair and coating.

### **Long's Automatic Transmission**

Pat Long, Proprietor  
11926 Manchaca Rd.  
Austin, Tx 78748 Phone: 512 282-3151

**Review;** Pat has done my transmission service on my drivers for several years. When I took my 69 Sedan to have some seals fixed and slipping bands repaired, he spoke fondly of memories in his dad's transmission shop in the 60's where he grew up with his dad and his 64 Lincolns. This shop is a second generation extension of that original. He delights in working on these early cars and takes a personal interest in them.

### **BJ's Body Repair**

Danny Bench, Proprietor  
11833 Manchaca Rd  
Austin, Ts 78748 Phone: 512 296-5731

**Review;** Danny has seen my face too many times as it usually means fixing a ding in the Lincoln or one of my drivers. Danny is "old school", does little direct insurance business, and you will not find a can of Bond-O in the shop. If you have a restoration needing some rust issue attention, or, somebody damaged your daily driver, let Danny give you a quote. He loves classic cars and he is a classic himself.

### **Precision Radio**

John Henshaw, Proprietor  
12134 Colwick  
San Antonio, Tx 78216 Phone: 210 979-0905

**Review;** John gives personal attention to every radio passing through his shop. And, when he cannot repair a radio, as some parts are now just impossible to find, he returns the radio with no charge.

### **Gabriel & Son Upholstery Shop and Custom Auto Interiors**

113 Texas Ave  
San Marcos, Tx 78666 Phone: 512 392-8072

**Review;** Dick Burdick (Dick's Classic Car Garage) has used this father and son operation for years, which speaks volumes on their quality and service. You don't survive in a small town doing crappy work.

## *Lone Star Region—2010 Roster of Events*

The planning for 2010 is underway and will be posted to members as soon as we have the first quarter lined up.

If you have a preference, an interesting event idea, road rally tour, favorite restaurant in some sleepy Texas community, let us know, so we can consider it for one month next year. This is your club and we want your input.

Some of the things currently considered:

January:

Tentatively set January 17th, 2:00PM, Cannoli Joes Meeting Room, Speaker: John Ronshausen with Arnold Oil Co. to speak on lubricants and additives for flat tappet engines.

April:

Salado 22: We need to all pitch in to assist Doc in setting up the Friday Night BBQ, as well as help with clean-up, like we did last year.

Spring—Summer:

Bluebonnet Festival drive to Lavernia  
Watermellon Festival in Luling

September:

Alzafar Antique Car Club show in San Antonio  
<http://www.southtexascc.com/galleries/alzafar2009.htm>

Rudy's Make-A-Wish Foundation car show in Austin,  
<http://www.texasccs.com/>

October:

Fall Continental Classic in Palestine

November:

Board election

December:

Christmas Party, a fifteen plus year tradition

# Lone Star Region Lincoln and Continental Owners Club

## MEMBERSHIP APPLICATION

Name \_\_\_\_\_ Spouse \_\_\_\_\_  
Address \_\_\_\_\_ Home Phone (\_\_\_\_) \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
E-mail \_\_\_\_\_

**MEMBERSHIP:** The primary member and their spouse are both members and receive all of the member benefits. Both may participate fully in all club activities. Dues are \$20.00 per year per family.

Please make your checks to Charlotte Henley-Treasurer, and remit to:  
Charlotte Henley  
1180 Kings Point Drive  
Canyon Lake, Texas 78133

YEAR	MODEL	STYLE	VIN (SERIAL NUMBER)
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

This publication is a product of the LCOC, Lone Star Region, for the purpose of supporting and entertaining it's members. We encourage members to contribute to the Newsletter, stories, anecdotes, pictures, and anything that would promote the fellowship and enjoyment for it's members. We hope to encourage participation in club events and the sharing of knowledge gained through the ownership, preservation, and maintenance of our Lincolns.

Any opinions expressed herein by the members are theirs, and no apologies are made, because we realize that to own a vintage Lincoln, one develops strong opinions, and we are damn proud of it. So, if you have been offended, go buy a Chevy.

We are pleased to provide a page for Classified Ads including a picture, free to LCOC members. We also offer to our "Friends of Lincoln", offering automotive services, an advertising section to promote their trade and specialties, at a nominal fee. Their advertisement illustrated in this publication is not an endorsement of their services. You will have to talk to their customers for that.

I hope you enjoyed this publication, and will be willing to contribute your story and share your *Fun with Lincoln* with the others in the Region.

Happy Motoring!!

Pat Corbett, Lone Star Region, Director and Newsletter Editor,