



# The Southern Star



A P U B L I C A T I O N O F T H E F L O R I D A R E G I O N , L C O C

Founded in 1953, the LCOC is now an international organization of 3,000 members. The Club is dedicated to restoring, preserving and enjoying the legendary and famous Lincolns and Continentals. We recognize Lincolns and Continentals of all years, but they must be at least 10 years old to be eligible to compete for trophies at the National Meet Concours. Lincolns and Continentals provide a common interest.

## MESSAGE FROM THE VICE-CHAIR

**Test Driving the 2013 MKS**  
**John B. Richter**

I was invited along with other Lincoln owners to preview and test drive the 2013 MKS and MKT at Ed Howard Lincoln in Sarasota, FL.

The MKS is the first of the updated cars coming out of the Lincoln Design Group headed by Mr. Wolf from Cadillac. From the A pillar forward the front end is all new. The MKS has cleaner lines with the winged 40's grill less protruding and fits in the front treatment in an appealing manner. The grill now flows around the side of the car incorporating the headlight and meets the character line which extends along the doors to the rear. This character line gives a clean flowing look. The rear of the car has been reworked with a larger trunk opening. This was needed, as many of the auto writers complained about a lack of truck opening.

The road test was a BLAST!!! Lincoln had set up a road course in the Dealer's rear parking lot. It looked like a mini Sebring. The test drive is to demonstrate the handling of the MKS! I have modern Lincolns, and the best handling of them is my 1998 Mark VIII LSC, but the MKS beats it hands down.

The reason for the test drive is that the 2013 MKS and MKT have an electro hydraulic shock absorbing system.

Attached to the shock absorber is an electrically controlled hydraulic valve that adjusts the hydraulic pressure in the shock absorber based on inputs from a host of sensors throughout the car. These sensors sense suspension articulation of the car going over bumps and/or body lean in the corners, and adjusts the hydraulic pressure for the ride that the driver selects.

After a MKS introduction by a Lincoln trainer, I started the course. The trip around the course was to get the feel of the MKS in the "D" drive selection. The car handles very well and going over the bumps felt comfortable. Selecting "S" sport the car became alive. The throttle response is quicker and the shift points are held a little longer. In the S mode, my speed increased, and the car reassured me in its handling that I could go as fast as I was comfortable and the car would respond. I whipped through the hair pin turns without hitting a cone. The MKS went exactly where I pointed it, and it felt like it was glued to the road.

This road test was great fun and made a believer out of me that the MKS and the MKT are a new class of Lincolns. Yes, they can take on other \$50,000 cars.

The MKS and MKT have increased HP to 309 for the base engine and 375 for the EcoBoost. Ford will not utilize these HPs.

Now that Lincoln has its own design center, they are going in a different direction than all the other manufactures. If one look at cars made by current manufactures, one can see that they all look alike and that the cars just change in size. The cars' body configurations are identical.

Lincoln is going in a different direction. They are developing unique "look" for each car they produce. In other words the MKZ that is coming out in the fall will have a "look" of its own with styling clues from the MKS but not identical and not like a Ford.

In my opinion, Lincoln returned to greatness!

Well, if you want to have a fun driving experience, grab an EcoBoost MKS, drop it in "S" and go for it!

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*Prudent Acquisitions*

I am introducing a new feature to The Southern Star, called Prudent Acquisitions. Each issue I will feature a members car in this section with a little background on your purchase, if recent, or even some you may have purchased not so long ago. Email me a good color photo (JPEG, TIF, PDF) and write a short story about where you found it, its condition, your plans to restore etc. If you need a little help writing the copy, just send me the details and I will compose



My Prudent Acquisition I acquired in January of this year. I always liked the Collectors Series, all three models, but especially the sedan and the MK V, because they didn't have opera windows. Affords a little privacy to your rear passengers. This car came out of Rhode Island, through an auction via Connecticut. As I said last month it is a good 20 foot car, and I am ready to start the paint touch up, carpet and some leather and door panel work. Notice the LCOC badge RIVETED to the left trunk lid. I plan to remove it and mount it on the grill somewhere. I have already had some excitement with it. I sprayed most of the engine with brake cleaner to remove grime and oil residue, which did a good job before I detail it. But, a word to the wise, before trying to start your engine, wait till the brake cleaner completely dissolves. My engine backfired and started a fire under my hood. I was mortified, hoping my neighbors didn't notice. Don't use a garden hose! The water moves the flames around. Now I am really embarrassed, but eventually it went out. The fire extinguisher works better. Luckily nothing really burned, just the left over cleaner. I just purchased the MK V Authenticity Manual, which is going to be invaluable, as my work proceeds. "Continental MK V. V for Victory"

In February, at the Barrett-Jackson Auction in Scottsdale, an interesting JFK item came up. While over the years, we see many of the White House's Presidential cars come up for auction, but this time it was the Hearse that took JFK's body to the airport in Dallas. Lot number 1293, a 1964 (model year) Miller-Meteor hearse, arrived for the National Funeral Director's Association Convention. The hearse ended up selling for \$176,000. But what really caught my eye, on the side of the hearse, is an emblem nearly identical to the Lincoln Star. At first glance, you think it's a Lincoln, but then realize it's a Cadillac. After more study, you realize, what it may be, is a Cross symbol with a border around it. But it more resembles the Star in an obscure design. Just an observation !

Barrett-Jackson  
Photo



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For Sale: 1972 Lincoln Continental MK IV, Cartier Edition. 73,000 miles, Metallic "Ginger" with brown leather interior. Everything works, excellent condition. For more info: Eric Snyder, 813/967-0170 or [tinabbus@verizon.net](mailto:tinabbus@verizon.net) Asking \$10,000.



**A P U B L I C A T I O N  
O F T H E F L O R I D A  
R E G I O N , L C O C**

A Region Newsletter can only be published with the help of its membership, not just the Editor. Send any articles you think may be of interest to the membership, either by mail, or best, email. Along with photos of your current project, newest car or recent experience in the LCOC. Mail To: David Berndt, P.O. Box 1403, Mount Dora, FL 32756 or DCBerndt@aol.com

**WE'RE ON THE WEB  
WWW..LCOC.ORG**

**NOTICE: TO ALL CAR CLUBS WHO WANT TO MEET & EAT WITH OTHER CAR PEOPLE.** Every LAST Sunday of the month, Jaguar, Rolls-Royce & Bentley people meet at Dixie Cream Café, at 9:00am for breakfast. Located at 434 Main St. in Windermere. No judging! Eat and kick tires. Sometimes a drive about. RSVP's to Simon@ 321-436-7660. Space limited. Drive anything.

**FOR SALE: SET OF FOUR CONTINENTAL HUBCAPS.** CAME OFF OF A 1963 SEDAN. GOOD TO VERY GOOD CONDITION. MINOR BRUISES. GOOD 10 FOOT CAPS. Accepting offers, or \$100 for set to include UPS shipping in Florida. David Berndt, DCBerndt@aol.com. PayPal or check. P.O. Box 1403, Mount Dora, FL 32756

**AREA EVENTS IN AND AROUND FLORIDA**

Sarasota Classic Car Museum, Saturday June 2. 1:30PM. A museum in operation since 1953 and later featuring retail sales. Operates also as Vintage Motors of Sarasota, owned by Martin Godby. Over 100 vehicles under 60,000 sq. ft. of display. Discount admission price of \$7.50. Contact host, John Richter, @ 941-493-0528, or johnbrichter@hotmail.com

**LCOC Eastern National Meet. Chattanooga, TN May 17-20, 2012**

**Found on EBay**

All Lincoln. Interesting Custom Resto-Rod. A chopped, channeled and shortened 1947 Lincoln, retro-fitted with a 1994 MK VIII chassis. Lincoln running gear. Interior is all custom made. Offered at \$30,000. Interestingly, the title is a salvage. Isn't this a better use of the body or chassis than the crusher? Here we get to keep some part of an older body that may have been crushed and the running chassis from one whose body may have been totaled. So, the question is: do we let them join LCOC. Quality work. I say yes.

