

# *Lincoln and Continental Owners Club*

*Florida Region*

**Fall 2014**



## DIRECTOR'S MESSAGE

Since May, this year has been an exciting year for the Florida Region. From April 30 through May 3 the Eastern National Meet was held at the Sirata Beach Hotel in St. Beach, Florida. Thirty-Four registrants enjoyed four days of socializing and driving their Lincolns. The meet began with a happy hour/reception on Wednesday night at the hospitality room at the Sirata Hotel. On Thursday, everyone enjoyed a beautiful sunny day as we toured from St. Pete Beach to Chris Dunn's Lincoln Land showroom where Chris hosted and fed the group a box lunch. We then went to The Lincoln/Mercury Old Car Parts Store where Kelly McClure graciously hosted us for a tour of her facility and provided commemorative t-shirts to our members. Afterwards, the group went to Lincoln Land's shop where everyone enjoyed a tour of the repair facility.

On Friday we endured torrential downpours as the group toured the Tampa Bay Auto Museum followed by a group lunch at Quaker Steak and Lube in Pinellas Park. On Saturday a non-judged car show was held at Fort Desoto Park where the participants again endured another day of rain. However, a pavilion was rented and Chris Dunn and his crew from Lincoln Land prepared hot dogs for the group. Look for additional details concerning this meet in the next issue of your Continental Comments. I want to issue a sincere thanks to everyone who made this event a success.

On July 19 we held a get together at Circles Restaurant in Apollo Beach. Twenty-three people, including a member from the Ohio Region, enjoyed the camaraderie of their fellow Lincoln owners as well as good food and drink provided by Circles.

Several of our members recently attended the Lincoln museum dedication ceremony including Terry Sparks, Chris Dunn of Lincoln Land, Jack Shea (Museum Foundation treasurer) and Herb Sheffer and his daughter Kelly McClure of The Lincoln/Mercury Old Lincoln Parts Store. Thank you for representing our region at this unveiling event for the museum.

Please read your latest issue of Continental Comments as Florida Region member Terry Sparks has a wonderful article about his and his family's relationship with Lincoln's from his younger days to the present. Thank you Terry for sharing this with our National membership. In



addition I would like to give a heartfelt thank you to Terry and Bill Wills for their time and effort in publishing our newsletter.

Below you will find an event upcoming in the Miami area on the last weekend in September. I'm looking forward to meeting our members in the Southeast Florida area. Please contact me if you have any questions, concerns or ideas for future gatherings of our Region. Also, please don't forget the next National meet is the Midwest National Meet in Rockford, Illinois from September 17-21.

Please contact me if you have any questions, concerns or ideas for future gatherings. I can be reached at 727-360-4376 or at [beachmanglen@aol.com](mailto:beachmanglen@aol.com)

Until we meet again,

Glen Wirtanen, Regional Director

### FLORIDA REGION EVENTS

**SEPTEMBER 27 2014**  
**TOUR OF THE FORT LAUDERDALE HISTORICAL  
AUTO MUSEUM**

**NOVEMBER 8 2014**  
**Tour of Sarasota Classic Car Museum  
and Notice of Annual Meeting**

**Details on page 4**

# DETAILING YOUR ENGINE COMPARTMENT AND UNDERCARRIAGE

by Herb Scheffer from The Lincoln / Mercury Old Parts Store  
Clearwater, Florida

When looking at your beautiful classic after having been to a car show, aren't you inclined to believe, "My car is every bit as good as all those other cars." Your paint and bodywork is probably first rate, your interior looks like it just came out of the factory, and you've spent a ton of money getting her looking this good. Unfortunately, these aren't the points that make the ultimate difference when your beauty is being judged against all those other wonderful cars.

You first must understand that it's what is under the hood and undercarriage, and to a somewhat lesser extent the trunk that separates the winners from those who also ran. If these areas look like 20 or 30 or 40 year old engine compartments and undercarriages that have had the last 10 years of dirt and grime removed, you've got your work cut out for you. If the areas have been cleaned and then sprayed by a graffiti expert that covered everything including chipped paint, rust, hoses, wires, etc., you've really got your work cut out for you. Remember, cleanliness is next to Godliness, especially if you're a crazed enthusiast that also happens to be a judge. For some reason, all crazed enthusiasts have this fetish that you should be able to eat off your engine compartment and undercarriage. The goal is to get these areas looking as good as the body and interior. If a judge walks up and sees a dirty or sloppily done engine compartment or undercarriage, you're out of the running before he's even started.

Now, before you throw your hands up in disgust, let me add a few words of encouragement. These areas are not particularly difficult to do, and they are really the lowest cost way of picking up a considerable number of judging points. You can expect to get filthy dirty, get completely grossed out, scrape knuckles, and wear out several wire brushes and putty knives. To accomplish your task will take many days and/or weeks of degreasing, scraping, washing, wire brushing, sanding, priming and painting. Parts will have to be removed, cleaned, stripped, painted and reinstalled. Incorrect parts will have to be replaced or made to look like the original. Care will have to be taken to do the very best job you can. The work is anything but glamorous, but oh what a difference it makes in how your love of life presents itself.

What's great about doing these two areas is that with a small amount of tools, a lot of care and commitment and enough time you can turn out a beautiful job. Almost any paint and undercoating you need can be bought in spray cans. You'll need a wire brush for your drill and grinding wheel and several handheld big and toothbrush-sized wire brushes. Steel wool, sandpaper: fine through coarse, masking tape, primer, engine cleaner. Now have at it. What's so neat about products that are available today is that you can buy paints that look like cast iron, aluminum, natural metal, rubber coating, anodized coating and lots more. It really makes the job a lot easier and the results are much more professional looking.

Now that you've succeeded in removing all those years of grease and grime it's time to do the DETAILING. Actually this process probably started the day you decided you had to own this great car.

There were thousands of things that made you fall in love. That's what detailing really is. It's a desire to look at the smallest of all these thousands of DETAILS and make them appear as close to the original as a mere mortal can. Take lots of pictures so you know how to put things back together. Trust me, it's far better than relying on your memory.

## HERE GOES:

The Undercarriage – This includes the floor pans, suspension, steering components, brake drums and lines, rear axle, sway bar, strut rods, springs, shocks, drive shaft, wheels, nuts, bolts, clamps, and brackets. Starting to get the picture? What areas were undercoated and what was the body color? What color are the front-end parts and which nuts and bolts were painted as part of an assembly? What parts were unpainted (left natural)? Just being able to see these parts clean will answer a bunch of these questions. A parts manual will help terrifically. And yes, there are quite a few knowledgeable people that will be happy to fill in the blanks. You can do them and yourself a favor by doing your research first and by having your questions organized before you contact them.

The Engine Compartment – Think about this: if it looks right, it probably is. Again, attention to DETAILS is a must. It is all important. Is the engine the CORRECT color? Is the workmanship clean and neat or does it look like you painted it with your eyes closed? Was time taken to clean and prepare the surfaces properly or was grease, rust, and chipped paint just painted over. Are the spark plug wires, spark plugs, and distributor cap the proper ones for your year and model, or did they come from some discount parts store's house brand? Are the radiator hoses the proper molded ones or are they flexhose? Are your heater hoses the proper colors? What about the hose clamps? Do you have the proper decals and markings on your engine and in your engine compartment? Is your starter solenoid, starter, generator, and voltage regulator correct or do they say "Made in Hong Kong"? Is the firewall, inner fenders, radiator, braces, brackets, linkages, etc. the right colors? Is the wiring harness in good shape? Are wires cracked or broken, with aftermarket connectors crimped on? Is the tape wrapping that holds the wire bundles together neat and clean and fresh? Are all the vacuum lines clean, neat and uncracked? Are the battery and battery cables correct?

**Dizzy Yet?** Yes, it's a ton of work, but the results are well worth the effort. Besides, you don't need to pay somebody to do this. If you are willing to get dirty and are willing to do your research, you will get excellent results for a reasonable amount of money. It will be your work and your victory.

# LINCOLN MOTOR CAR HERITAGE MUSEUM - GRAND OPENING

by Terry Sparks

Our love affair with the automobile ensures that there will continue to be outstanding events where autos beloved by their owners will be shown and often judged. Within LCOC, we will have regular events devoted to our chosen marque. However, on August 9, 2014, the gathering of Lincolns and Continentals for the Lincoln Motor Car Heritage Museum opening at the Gilmore Collection may well be one of the most historic to come together in our lifetime. Early that morning, a procession of Lincolns and Continentals began streaming onto the Gilmore Car Museum campus set in the beautiful rolling hills outside of Kalamazoo, Michigan. Every decade of Lincoln since the very beginning with Henry Leland made a significant showing. In fact, Lincolns from the 20's and 30's nearly outnumbered those from much more recent times. The pleasant sunny day also encouraged the turnout for this event, including those cars already pre-registered plus quite a number registering that day. I have not seen final numbers yet, but this must surely have been one of the largest gatherings of Lincoln autos of every age to date.

Although related events began on Wednesday the 6th, the Museum ribbon cutting and dedication took place at 5 PM on Saturday followed by a grand banquet set under a giant tent in the midst of all those glorious Lincolns and Continentals. The Gilmore Museum occupies a large campus with numerous buildings showing various collections including Classics, Hudson, Franklin, Ford Model A, Pierce Arrow, and others. Cadillac and LaSalle will be opening their museum, set across the street from Lincoln, in September. Our Lincoln Museum building faithfully recreates the exterior of an early classic Lincoln dealership in Detroit. Interior displays of both cars and related Lincoln memorabilia deserve accolades for good taste as well as a sense of reverence for Lincoln motor car history. The museum represents an unprecedented amount of cooperation and effort among the four major Lincoln clubs which together own the museum and carry the responsibility of maintenance. Two decades have passed since the inception of the idea for a museum. The determined efforts of many people have made it a reality.

I am thankful for the opportunity I had to participate in this event. Attendees came from all over the country and beyond, including participants from Australia, Canada, Sweden, and Switzerland. I met so many nice people for the first time and saw many others that I already knew from LCOC. Our own John Walcek from LCOC was chosen to take photos of the event. I watched John in his tireless devotion to get the best shots humanly possible. There were several Floridians attending as well, including Jack and Ginny Shea, Kelly McClure and her dad, Herb Scheffer, and Chris Dunn along with his son, Jason. There may have been others that I did not recognize, so please forgive me if I did not mention your name here.

Since I had a late flight on Sunday after the event, I returned to the Gilmore to experience more of the museum beyond Lincoln. John Walcek was back on Sunday taking even more photos! I may be somewhat biased, but I came away from this experience feeling an even stronger sense of pride about this great automobile and the Lincoln heritage. If you ever have the opportunity to visit the Gilmore and the Lincoln Museum, you will find this excursion worthy of your time and effort. Since the museum has ongoing maintenance and other expenses, please consider a donation to the Lincoln Motorcar Foundation.



# TOUR OF THE FORT LAUDERDALE HISTORICAL AUTO MUSEUM

**Saturday September 27 2014**

On **Saturday September 27, 2014**, beginning at 10:00 a.m the Florida Region LCOC will tour through the Fort Lauderdale Historical Auto Museum which has a collection of Packard automobiles. The tour will last for approximately two hours and will be hosted by the museum curator. Each member attending the tour will be charged an admission fee of \$5.00 per person which will be collected by the museum. Shortly thereafter we will meet at local restaurant for a group luncheon. Thank you to long time LCOC members Bob and Kathie Godin of Fort Lauderdale for making the arrangements to view the museum. The address is 1527 S.W. 1<sup>st</sup> Avenue, Fort Lauderdale, FL 33315. The phone number is 954-779-7300.

## Tour of Sarasota Classic Car Museum and Notice of Annual Meeting

**Saturday November 8 2014**

The annual meeting and election of the Officers and Board of Directors of the Florida Region for the 2015 calendar year will be held on **Saturday, November 8, 2014** in Sarasota, Florida. At 11:00 a.m the Club will tour through the Sarasota Classic Car Museum. The tour will last for approximately two hours and will be hosted by the museum curator. Each member on the tour will be charge an admission fee of \$7.00 per person which will be collected by the museum. Immediately after the tour, the Club will gather at the Revelry Pub and Grill for lunch. After lunch the Annual Meeting will be held and officers and board members for the 2015 year will be elected. If anyone is interested in a position, please contact me.

The museum is located at 5500 North Tamiami Trail in Sarasota, FL. This is just North of University Parkway in the Vicinity of the Sarasota Airport. The phone number is 941-355-6228. The Revelry Restaurant is located on University Parkway approximately one-half mile east of Tamiami Trail at 3005 University Parkway. The phone number is 941-355-1218. Let's thank Terry Sparks and Bill Wills for making the arrangements.

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### Florida Region LCOC Board Members:

**Director** - Glen Wirtanen  
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727-360-4376

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**Vice Director** - Terry Sparks  
Safety Harbor  
813-810-8985  
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**Treasurer** - Jack Shea  
Fort Myers  
jshea3642@comcast.net

**Activities** - Tina Hazellief  
Apollo Beach

**Membership** - Mike McGuire  
Palm Coast

**Board** - John Richter  
Venice

**Board** - Eric Snyder  
Apollo Beach

**Board** - Dennis Wolfson  
Jacksonville

**Editor's Request:** For a successful newsletter, we need your input. Please send your ideas and comments to either Glen or Terry (contact info under Board Member list). Perhaps you may want to write an article about your own Lincoln(s) or some Lincoln related topic. We want to hear from you!