

*THE  
LINCOLN  
LOG*



*LOCAL NEWS & INFORMATION*

**HOOSIER  
REGION**

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**NEXT EVENTS:**

**JUNE 28TH—EVANSVILLE OVERNIGHT TRIP**

**SATURDAY JUNE 28TH (SEE SECOND PAGE FOR MORE DETAIL)**

**JULY 19TH—4TH ANNUAL SUMMER PICNIC AT COLUMBE'S LIME ROCK FARM**

**MILROY, IN SATURDAY JULY, 19TH 12:00 NOON**

**NEWSLETTER AWARD:** At a recent directors meeting Paul Temple brought back a plaque award for our Editor of the Hoosier Region, Newsletter the....LINCOLN LOG. He presented it to Bob Osterhous who was very surprised and again happy to accept this national award. Bob said: "It is great working with the local board and joining in the many new events" Thanks !

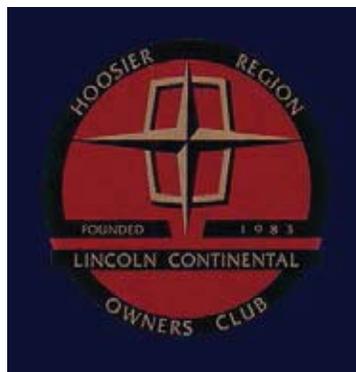


**Reminder:** This newsletter is SENT Quarterly (or on special occasions) to all members. It is also available on the WEB

**Hoosier Region WEB Site: WWW:HOOSIERREGIONLCOG.ORG (Best photos)**

(Thus you can see photos in color and print any pages you wish for your use)

*Get a friend or Lincoln Car fan to one of our events or to join the "Hoosier Region" LCOC" The local and National needs more NEW members. Plan to attend one of our next events, or a Board of Directors Meeting in Indianapolis.*



**DIRECTORS MEETINGS:**

**JULY 19TH, 2014 12:00 NOON**

**JOE'S HOUSE**

**LIME ROCK FARM**

**MILROY, IN**

# Evansville Tour

Saturday, June 28th 11:30 a.m. cst

Nisbet Inn

6701 Nisbet Station Road

Haubstadt, IN 47639

812-963-9305      [www.nisbetinn.wix.com/nisbetinn](http://www.nisbetinn.wix.com/nisbetinn)

Meet June 28th for lunch @ Nisbet Inn 11:30 cst.

Then tour 2 private collections after lunch. Dinner and/or casino for evening event.

Holiday Inn Express—West

5737 Pearl Dr., Evansville, IN 47712

Phone: 812-421-9773      Room Rate: \$89.95 plus tax

Reservation Rate under Paul Temple—LCOC

Room Rate available until June 27th

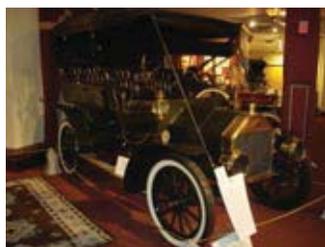
RSVP by June 21st

Joe Columbe—765-629-2406 or 765-525-6899

Paul Temple—317-716-5555

HRLCOC—Remember Evansville is an hour behind Indianapolis

# Auburn, IN—LCOC



## Auburn, IN - LCOC Trip



## Director's Mark

My Dear Fellow Lincoln Lovers, LCOC Club members, and all other car enthusiasts,

The long, cold miserable winter has finally seen its last days, and not a day too soon. Which it is a good time to remind everybody to not only give your cars a good spring service but also a fresh coat of wax and scrub those white walls!! Our own Bill Baird is an expert on detailing products and I am sure he would be glad to help anyone out with some tips for their particular cars.

We started out the year with an overnight trip to Auburn, IN, where we toured the Auburn, Cord, and Dusenberg museum. Included in this trip were Joe, Eleanor, and David Columbe (driving a Cadillac to a Lincoln gathering!!), and Paul and Julie Temple, their grandsons Rhett and Rafe Silbaugh, and Gary Stapleton and Jim Lansbery, all in Paul's Freightliner high top cargo van, which you can stand up if Paul's driving gets too much to handle, actually he is a great driver as that is part of his business. We stopped for lunch when we got to Auburn then headed for the museum. The building for the museum is actually where the original show room was for selling the cars and parts of the building was part of the factory and the design studios. The show room has been restored to the original grandeur with the period piece light fixtures and wall and floor treatment. It was absolutely breathtaking to see these old and beautifully restored cars in the time piece setting. The restoration and attention to detail on these cars is as good as I have ever seen. We spent several hours there as there was three floors of cars, design studios and memorabilia to look at.

We then went to another museum on the same property where there were all types of cars imaginable from muscle cars, luxury cars, trucks and the largest collection of die cast cars we have ever seen. Also, a very nice gift shop to find a souvenir for a keep sake. We were recommended a local popular restaurant where we enjoyed a few adult cocktails and told stories, then a really great meal. By that time the winter gods had opened up the sky and yet again another snow storm began, by morning there were several inches of snow on the ground and on the road, so we decided to cut things short and get back to Indy. It was a wonderful trip to see these cars and wish more could have attended, however we know the weather report did not help any!!

Please remember that Joe Columbe, our activities chair, along with other board members, have put together a great schedule for club events through the year. We just had a gathering Saturday, April 19th, where we met at Shapiro's downtown for lunch, then went to Phil Schaefer's to see his collection. Phil is a long time and well respected member of the Lincoln community and has an amazing collection of cars, and we greatly appreciate him sharing it with the club.

There is a complete list of all of the planned activities in this issue of the Lincoln Log. Please look over it and plan to attend as many of the events as you can, as your involvement and support is what we need to make this region of LCOC the one with growing numbers and fun things to do with cars and friends.

Your Hoosier Region Director,

Gary A Stapleton

**TWIN TURBO CHARGED LINCOLNS:** The new 4 cylinder twin TURBO MKZ Lincolns may/or may not need some special driving techniques? In the old days driving a TURBO car required several tricks. One was NEVER race a cold engine.

Next when driving hard in the mountains or on long hot days on the interstate, it was recommended to let the engine idle for about 2 minutes before shutting it off. All of this was to let the turbo cool down when it worked hard. Also when stopping "coking" of the oil was a possibility, and some cars had thermostat controlled electric fans to keep air flowing for several minutes. All of this was popular talk in the SAAB clubs during meetings. I personally never had problems with a turbo SAAB having owned three of these cars. Good luck with your twin turbo Lincolns. I believe 5w-30 oil is recommended year around, I prefer Mobile 1. (Editor)

# Phil Schaefer's Collection



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## X-Plan for LCOC Members Works!

By Darren Klingler

There is nothing like the smell of a new car! A new 2014 Lincoln MKZ in this case. I finally traded in my 2001 VW, the one I have been driving since it was brand new. It was a great daily driver with about 96,000 miles on it, but it was time for a change.

As you know, all LCOC members are eligible to purchase a new Lincoln or Ford with the Ford X-Plan – employee pricing. I had been researching Fords and decided to do some research on the Lincoln MKZ after seeing a great television ad (<http://www.youtube.com/watch?v=-XQ0VGMmadk>) with a direct comparison of the Lincoln MKZ and its Cadillac counterpart. After looking at various cars at the Indianapolis Auto Show, specifically at the Ford vehicles, especially the “Titanium” editions, I checked out the Lincolns too. I had narrowed my choices to the Fusion and Escape Titanium versions and then checked out the Lincoln MKZ. I really liked the Lincoln MKZ and did some research on it.

After the Indianapolis Auto Show and some research, I thought I would check out the Lincoln MKZ. The closest Lincoln Dealership to me is Roush Lincoln in Westfield, Indiana (just North of Indianapolis). I emailed the dealership and received a nice reply from Sales Consultant Ray Contee. After a couple emails and advising him I was eligible for the X-Plan, I went to Roush Lincoln and test drove a Lincoln MKZ. The auto show also had a promotion for show attendees to test drive a Ford or Lincoln. You would receive a \$50 gift card (MasterCard) after test drive. Plus, there was 0% financing program! So, all of the incentive planets (X-Plan, gift card, getting in one at auto show, new desire for Lincoln MKZ, 0%) were aligned and I met Ray and test drove a Lincoln MKZ. There is so much to describe the experience, but I'll be short here and just say I (then) realized I wanted a Lincoln MKZ.

Ray, the Roush Lincoln Sales Manager Mark Gruber, and I agreed on trade-in value and I worked with the Business/Finance Manager AJ Roush (grandson of Tom Roush, owner of Roush Lincoln) to put a good down payment and finish the deal. But one thing, they did not have any more of the version I wanted. I had my heart set on a “Tuxedo Black” twin-turbo 2.0 Liter Lincoln MKZ. Ray said he would find one; and he did – in Louisville, Kentucky and had it brought to Indianapolis the next day. I drove it home and have enjoyed it every time I've been in it! Visit [www.lincoln.com](http://www.lincoln.com) for details on Lincoln MKZ, other Lincolns, and the new 2015 Lincoln MKC.

Now, I have a new Lincoln as my daily driver due to Ray, Mark, AJ, and the X-Plan, 0% financing, family owned atmosphere at Roush Lincoln dealership! I am now a proud owner of a 2014 Lincoln MKZ *and* 1974 Lincoln Continental; it's great seeing them in my garage! Now it's time to load up on authentic, original Lincoln accessories and brochures for my MKZ! Wow, the technologies, what a difference 40 years make between my two Lincolns. You'll see my '74 at the Rockford, Illinois meet this September, and you'll see my '14 at a meet in 2024 when it becomes eligible for judging at LCOC meets – where ever that meet will be!

The X-Plan is a great LCOC member benefit. Contact Immediate Past LCOC President Glenn Kramer for details!

Phone 832-368-2575    15222 Becham Drive    Houston Tx 77070

Note: SEE BACK COVER FOR DARREN AND HIS NEW 2014 MKZ

## Seventh Generation 1982—1987

After a one-year absence, 1981 saw the Continental name reapplied to a mid-size car based on the long-wheelbase version of the Ford Fox platform. Intended to compete with the Cadillac Seville (priced in 1982 from \$23,433), the new Continental was priced from \$21,302. Unlike the Seville, which switched to a front-wheel drive chassis for 1980, the 1982 Continental remained rear-wheel drive. While the now-unrelated Mark VI was produced in coupe and 4-door styles, the new Continental was strictly a four-door sedan. For 1982, the Continental was offered in base, Signature Series, and Givenchy Designer Series trim. Starting in 1983, the Signature Series trim was dropped but base and Designer (Givenchy and/or Valentino) trims continued through 1987. The 1982 Signature Series and Givenchy Designer Series Continentals included many additional standard features and added \$3,100 to \$3,500 to the price of the base model. Fully optioned Signature and Givenchy models would top out at over \$26,500 (approximately \$64,761 in today's dollars).

In the early 1980s, variations of the so-called "bustle-back" styling were offered on the Cadillac Seville and Chrysler Imperial. The look only had modest sales success due in part to difficult economic conditions at the time. The Imperial was a huge disappointment for Chrysler; only 10,981 were sold in the U.S. over three model years. Sales of the Seville — one of Cadillac's success stories of the late 1970s — dropped by 26% a year after its redesign, selling at half the rate of the Eldorado, despite their sharing a common platform. Two years behind the Seville, Continental's focus groups discovered — too far along the development process — that the bustle-back trunk was a design perhaps past its prime. An 11th-hour change was the addition of a horizontal brushed-chrome strip that ran along each side of Continental. This added trim (along with plentiful two-tone color combinations) gave it a more conventional appearance in comparison to the Seville. For the first time, the Continental wore its namesake imitation spare tire bulge on the deck lid.

The standard powertrain for 1982 was shared with the Town Car; a carbureted version of the Ford 302 cid V8 backed by the new 4-speed AOD automatic transmission. Fuel injection replaced the carburetor in 1983, upgraded to sequential injection in 1986; the 1982 Continental was the last Lincoln equipped with a carbureted engine. The 1982 configuration put out 131 hp (98 kW) and 229 pound force-feet (310 N·m) torque. As a no-cost option (for 1982 only) was the first six-cylinder engine in a Lincoln: a 3.8 L V6 shared with the Ford Thunderbird and Mercury Cougar. To counter the optional diesel engines available from Cadillac and European automakers, Lincoln introduced a BMW-sourced 2.4 L turbo diesel six-cylinder engine for 1984. The diesel-powered Continental was rarely ordered (approximately 1,500 were produced) and was discontinued in 1985. This car introduced two industry firsts: gas-charged shock absorbers and self-sealing tires.

**Seventh generation**



**Overview**

<b>Model Years</b>	1982–1987
<b>Assembly</b>	United States: Wixom, Michigan (Wixom Assembly)

**Body and chassis**

<b>Body style</b>	4-door sedan
<b>Layout</b>	FR layout
<b>Platform</b>	Ford Fox platform
<b>Related</b>	Ford Granada Ford Thunderbird Mercury Cougar

**Powertrain**

	List of engines
	3.8 L (232 cu in) Essex V6 (1982)
<b>Engine</b>	2.4 L (149 cu in) BMW M21 turbo diesel I6 (1984–1985)
	4.9 L (302 cu in) 5.0 L Windsor V8
<b>Transmission</b>	4-speed AOD automatic 4-speed ZF 4HP22 automatic (turbo diesel)

**Dimensions**

<b>Wheelbase</b>	108.5 in (2,756 mm)
<b>Length</b>	200.7 in (5,098 mm) (1985)
<b>Width</b>	73.6 in (1,869 mm) (1985)

**Chronology**

<b>Predecessor</b>	Lincoln Versailles
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## Seventh Generation 1982—1987 cont.

In 1983 for model year 1984 (to keep in line with the new Mark VII), the \$21,769 Continental got freshened styling with flush-fitting front and rear bumpers, revised tail lamps, a new header panel featuring an angled grille flanked by recessed quad headlamps and larger wrap-around marker lights incorporating cornering lamps, and satin-black trim on the doors and dashboard. Wood veneer appeared on the door panels and dashboard, although by 1986, the simulated wood was back. Continental continued through the 1987 model year with few changes, save for paint schemes and upholstery patterns. In what became Lincoln fashion since the early 70's, brand-name designer labels appeared on the upper-rung models. Cartier was the top Town Car model, American designer Bill Blass and Italian sportswear mogul Versace both chose schemes for Mark VII, while French designer Hubert de Givenchy and Italian-born Valentino gave their personal touches to the Continental.



1982 Continental Givenchy Edition

The 1982–1987 Continental was a 'spiritual successor' to the Lincoln Versailles compact of the 1970s. Like the earlier Versailles (which shared most of its sheet-metal, drivetrain, and chassis with the Ford Granada and Mercury Monarch), the new Continental — serving as a premium model for Lincoln — was based on a lower-rung Ford model using the Fox platform. Originally introduced for the 1978 Ford Fairmont and Mercury Zephyr, the 105.5 in (2,680 mm) wheelbase was stretched 3 in (76 mm) for the Continental.

In a parallel, the 1976 Seville shared much of its underpinnings with the Chevrolet Nova; the difference between GM and Ford was that by 1977, Lincoln styling cues were carried across the entire Ford lineup (with the exceptions of Pinto and Mustang II). As such, the Granada was already a much more formal looking car that appealed directly to former full-size buyers looking for something more economical without a loss of comfort. Contrary to its reputation; the Versailles was actually thoroughly refined over the Granada, and even included the "first clear coat paint on a regular production car." But the 1982–1987 Continental differed greatly than Versailles in that Continental would not repeat the mistake of taking an existing body and slapping a Lincoln grille on it. Instead, the 1982 Continental had a unique body and interior, both giving a feeling of luxury true to Lincoln's image. Ford learned the lesson of too much brand sharing quickly; Lincoln would continue to share chassis with lesser models, but it would always have unique bodies and styling to justify its premium pricing. The Continental succeeded where Versailles had failed in the sales race.

### LCOC National Meet Schedule 2014

Western National Meet  
July 16—20, 2014  
Tacoma, WA  
Pacific Northwest Region  
James Chantler

Mid America National Meet  
September 17—21, 2014  
Rockford, IL  
Radisson Hotel & Conference Center  
812-226-2100  
Lake Shore Region  
Barb Esdale

**HOOSIER REGION - Lincoln & Continental Owners Club**

**2014 Schedule of Events -- All Events Are Tentative**

- June: **OVER NIGHT TRIP TO EVANSVILLE.**  
 Saturday, June 28th (see insert for more details)  
 We will be visiting two VERY PRIVATE Vehicle Collections. Neighbors have 60+ Vehicles between them. Some LOW MILEAGE LINCOLN'S, '56 THUNDERBIRD, ETC. One neighbor is a newly joined Hoosier Region LCOC member. We will aim to stay at a Evansville Casino.
- July: **4th Annual Summer Picnic at Columbe's Lime Rock Farm,**  
 Milroy, Indiana. Saturday, July 19, 2014 12:00 Noon
- August: **Hickory Corners, Michigan.**  
 Wednesday, August 6th - Saturday, August 9th, 2014  
 Attend the DEDICATION of the LINCOLN MOTOR CAR HERITAGE MUSEUM. Some members may want to go Friday.
- September: **LCOC 2014 Mid-America Meet in Rockford Illinois.**  
 Wednesday, September 17, through Sunday, September 21, 2014  
 This is a close LCOC National Meet and several of our Members will be attending the entire event.
- October: **Fall Wine Driving Tour or maybe Picnic in Brown County.**  
 Saturday, October 4th, 2014. This is Hosted By Hoosier Region Members the Silbaugh Family who are from Brown County.
- November: **Annual Membership and Business Meeting.**  
 Sunday, November 9, 2014, 1:30 PM. Restaurant to be decided
- December: **Annual Christmas Party,**  
 Saturday, December 6, 2014  
 Place and Time to be decided.

<p style="text-align: center;"><b>Joe S. Columbe</b>  <b>Activities Chair (or any Director)</b>                  765-629-2406                  765-525-6899                  765-562-4900 Cell                  jscolumbe@tds.net</p>	<p style="text-align: center;"><b>Save the Date</b>  <b>First Annual Lincoln Homecoming and Dedication</b>  <b>of the Lincoln Motor Car Heritage Museum</b>  <b>August 6th — 9th, 2014</b>  <b>On the campus of the Gilmore Car Museum</b>  <b>Hickory Corners, MI</b>  <b>Great Cars! * Great Food! * Great Company!</b></p>
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## BOARD OF MANAGERS ...

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Car related ads are free to Hoosier Region Members. **Deadline** for all materials is 2nd Monday of Month prior to publication.

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### CAR MUSEUMS IN INDIANA

- \*City of Firsts Kokomo Heritage Auto Museum
- \* Auburn Museum & NATMUS - AUBURN
- \* Military Museum (Kruse) NEW - AUBURN
- \* Studebaker National Museum - South Bend
- \* Recreational Vehicle Hall - Elkhart
- \* Red Crown Mini-Museum - Lafayette
- \* Goodwin Collection - Frankfort
- \* Wayne County Historical - Richmond
- \* 500 Indy Race Museum - Speedway
- \* Auburn Military Museum I-69 Exit 126 –west side
- \* **Ropkey Armor Museum - Crawfordsville**  
Open 10:30 AM – 4:30 PM Mon – Friday  
5649 E. 150 N Hwy 32 & I-74 (765) 794-0238

#### Out of State Museums to See when touring \*

- \* Packard Museum - Dayton, OH
- \* Toyota Georgetown, KY Plant Tour
- \* GM Tech Center - Detroit, Mich.
- \* Corvette Museum & Plant Bowling Green, KY
- \* Muscle Car Museum Sevierville, Tenn.
- \* Motor Cycle Museum Maggie Valley, N.C.

See: www: cruise-in.com web site for All details



# THE LINCOLN LOG

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Robert Osterhaus - Publisher

## LINCOLN & CONTINENTAL OWNERS CLUB HOOSIER REGION



DARREN KLINGLER  
2014 NEW MKZ  
NEXT TO SHOW CAR