

THE
LINCOLN
LOG



LOCAL NEWS & INFORMATION

HOOSIER
REGION

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NEXT EVENTS:

Annual Christmas Party Saturday, December 6, 2014, @ 1:00 pm

5601 Fortune Circle South Dr., Ste. R., Indianapolis, IN 46241

R.S.V.P. by calling Paul @ 317-716-5555 or email ptemple@ttsv.com

Main Entree, soft drinks and table service will be provided. Please bring either an appetizer, side dish or dessert to share.

B.Y.O. Adult Beverages

Bring a wrapped \$10.00 gift for the white elephant gift exchange.

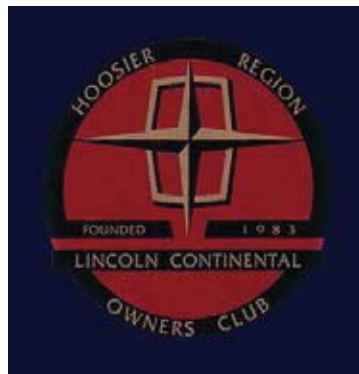
Hope To See All of the Hoosier Region, Lincoln & Continental Owners Club Members at our next event to close out a great Year for our Lincoln & Continental Vehicles!

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:

SMALL MEETING DURING ANNUAL CHRISTMAS PARTY

DECEMBER 6TH., 2014 1:00 PM

317-716-5555 Paul Cell.

Evansville, IN Trip, June 28th—29th

Hello again my fellow Lincoln Lovers. Our events and outings just keep getting bigger and better. Friday June 27th found us on our way to Evansville, IN for a car collection trip and to see how much money we could lose at the Casino!! Seven of us (Paul, Julie, Gary, Jim, David, Eleanor, & Joe) met Friday night and had dinner at, The Old Mill Resturant, a long time established buffet in an Old English style setting. Saturday we met with members at a very neat bar/restaurant in Haubstadt, Indiana called The Nisbet Inn.

Attending the trip were Larry Karmier and his daughter Megan, Joe S. and Eleanor Columbe, David Columbe, Rhett and Allen Tharp, John Unger & Mark Friedling , Max and Patrick Petry, Gary Stapleton and Jim Lansbery, Paul and Julie Temple, Rhett, Rafe, Piper and twin brother Finn Silbaugh with parents Jodie & Chris? (They joined us for lunch), Ray & Peggy Snider. John Madden arrived after going to Jack Pecsok's Funeral, and of course Mr. & Mrs. Craig Witsoe who hosted the event and allowed us to visit his collection. Craig arrived in his 3,500 mile Gold Mark V Diamond Jubilee and The Columbe's drove their 1969 Green Sedan.

When we walked into Craig's huge beautiful building, the first car was a 1978 Blue Mark V Diamond Jubilee, with less than 1,500 miles. The majority of his collection consists of Cadillac's, and what beautiful collection of Cadillac's it is !! The neighboring building was full of beautiful older cars of all types, also a large collection of boat motors, and just about anything you could think of. It was a beautiful day and saw some beautiful cars. We really want to thank Craig Witsoe and his family for inviting us to lunch and to view his cars, these are the types of trips and wonderful people that we are striving to plan for the club, remember, we welcome your thoughts and ideas for future outings, whether it be an over night trip or just a nice lunch and afternoon gathering of car people.

Hope to see you all at the November membership brunch at The Bluebird Restaurant @ 158 E Main St. Morristown, IN. 46161.

Thank You,

Gary Stapleton, Hoosier Region Director



4th ANNUAL HOOSIER REGION LCOC SUMMER PICNIC**COLUMBE'S LIME ROCK FARM****JULY 19, 2014**

After a light cloud cover and a sprinkle near Shelbyville, most people arrived at Columbe's Lime Rock Farm near Moscow in Rush County soon after 12 Noon. In no particular order, The Lincoln's and Continental's parked just west of the house in the water way between the soybeans.

The weather was near perfect for the 4th year in a row. By Noon, clear sky's with sun prevailed for the rest of the day. The Lincolns were on the south side of the waterway and some of us with odd makes parked on the north side of the hill. I noticed the 1994 Buick Wagon was parked farthest from the back hill, but the first one seen as you drove on the property. (Thanks Joe, for putting my old wagon in the pole position. Editor)

It was great to see such a large turnout of Lincoln's and Continental's. Our Hoosier Region invited the Southern Ohio Region LCOC Club to join us for our Annual Picnic. Seven Ohio members joined in the fun and with them came: Black '59 Mark IV, Blue '90 Lincoln Continental that was saved by the present owner from the crusher at the junk yard and purchased on the spot for \$500.00.

A '96 Red Cartier Town Car, that represented our Hoosier Region were: '56 Blue Mark II, a Lincoln MKS, '14 Black Lincoln MKX, '79 White over Blue Bill Blass Mark V, '72 White over Blue Mark IV, '81 Beige Pucci Mark VI Coupe, '87 Blue Lincoln Continental, '06 Red Lincoln Mark LT, '66 Blue Lehmann Peterson Limousine, '69 Green Lincoln Continental Sedan, and a '78 Gold Lincoln Town Car.

In the old barns were: '69 Gray Mark III, '69 Lt. Gold Sedan, '69 Tan Mark III, '69 Red Mark III, '99 White Cartier Town Car, '00 Black Lincoln LS 6 cyl. with a 5 speed manual transmission, '80 White over Blue Bill Blass Mark VI, and a '69 Green Sedan for parts. If any one's Lincoln was over looked, my apologies. This was the biggest turnout of Lincolns in a long time. GREAT!!!!

All the guests joined in visiting and meeting new people. Some inside in the A/C and some on the deck on the side of the house which gave them an opportunity to work on their tan! Besides talking Lincoln other discussions ranged from the Frozen Food Locker at Ladoga to the price of their first car. The editor paid \$72.00 for his first car, a Hudson Terrepplane, and another price was \$150.00 for an early Ford.

After various people took self guided tours around the grounds and, waited for the meats to grill on the New Weber Ranch Kettle grill, we joined in the Deck room. Joe made a welcome speech and a very nice young lady, Piper Silbaugh (4 years old), said grace. Before us was a huge spread of food: From expertly grilled steaks and chicken to the wide variety of side dishes, soon it was quiet as every one dug in eating. The dessert table was packed and made a great finish to a fine meal.

A sign in sheet was passed around later and some of the "DAILY DRIVERS" were: '04 VW Phaeton, another 04 VW Phaeton, Sprinter, 2012 Town Car, 90 Celica, 2010 MKS, 2006 Town Car, 2014 MKS, Ford Explorer (2), 2013 MKZ, 98 Town Car, 03 Highlander, 99 Lincoln, 2012 Mercedes Benz S-550 4 Matic (2), 2013 Camry, 08 Chrysler 300C, Ford Excursion Diesel, 2001 PT Cruiser. Thus mainly Ford products were popular with this group. Some of the cars not present included: 1940 Continental Conv., 1964 4dr Conv., 56 Mark II, 79 Mark V, 74 sedan, 2006 Mark LT, 96 Town Car (Cartier), 59 Mark IV, 1946 Continental Conv., 1967 Coupe & Conv. Etc.

Joe Columbe sent his Driver (Mitch Columbe) with their '69 Green Sedan to pick up Marilyn Pecsok on the North Side of INDY. It was to be his Limo, but as it looked like rain early, the Limo stayed under cover as it does not get wet. Bob Osterhaus (Editor) took Marilyn home, as he only lives about 4 blocks away.

All in all it turned out to be a great day with wonderful food (I did not have to cook). A chance to meet and talk with some new Lincoln fans and enjoy a little sun later in the afternoon. I even got a slight tan.

Continued page #4

Continued from Page #3

Thanks to the Ohio Lincoln group for coming over, we hope to see you again. (Now that you found how to find Lime Rock Farm). The '11 and '12 Picnic had an attendance of 23 each year. The '13 Picnic had 34 Hoosier Region members, 36 members of the Early Birds of Hoosierland T-Bird club, plus 34 friends of the Columbe's (confer a total of 103 in attendance. This year the attendance was 43 Hoosier Region Members, 5 Ohio Members, and 6 members of the Grill Master's family for a total attendance of 54. The Hoosier Region's 5th Annual Summer Picnic will be on Saturday, July 11, 2015. (Subject to change once HR 2015 event calendar is completed.)

The attendance at our events have grown considerably this year and the board members hope 2015 continues to show a larger number of our members in attendance. We are having FUN!!! Come and see for yourself. October's Event will be GREAT!!! We look forward to seeing NEW and regular members at the next outing.

Thanks so much to the Columbe's: Joe, Eleanor & Mitch for their hospitality and a great day to enjoy and talk cars. Best wishes for the rest of the summer and into the fall. See you at: ALL FORD SHOW— INDY.



JOES PICNIC & CAR DISPLAY.



MECUM CAR AUCTION

Saturday May 17th, 2014, Indiana Fairgrounds

Early in May driving up Fall Creek from downtown Indy, you see these large white TENTS on the North West corner of 38th St. and you know the Mecum Car Auction is coming to Indianapolis. This was their 25th anniversary and one of the oldest for Mecum.

The Hoosier Region LCOC May's event was to attend the Mecum Auction. Two members, Bob Osterhous and Joe Columbe met up at 10:00 in the front lobby of the beautifully renovated Coliseum at the Indiana State Fair Grounds. It was great to see the original Art Deco from 1938 on the outside and 2014 Ultra Modern inside of the great old building. Mecum took up a large portion of the fair grounds for over a week. Vehicles were being delivered to sell all week as well as the sold vehicles being loaded for delivery to their new home. The editor (Bob) waited what seemed to be a long time and finally Joe Columbe came out from inside and was the only other Hoosier Lincoln member to be found. Joe gave Bob a "visitor pass" to hang on his neck. Within just a few minutes we were sitting down in the front section watching the bidding. The average time for a car going across is about two minutes! Everything is fast paced and you don't dare put your hand up. We received a really nice State Farm tote bag, and several books by Mecum on car prices etc. Later we walked thru the "Line up" of cars to be auctioned.

This was the most fun for us. Like a Living, Breathing, Car Show. Many great cars besides Lincolns and Continentals were there from Bentleys to a Jeep to top end Mercedes. Earlier in the week there were several Continental Mark V's, a few from the 50's, and on Friday an extremely nice 1960 Continental Mark V sold for over \$23,000 + 8% bidders fee to a reseller out of Florida. He was very pleased with his purchase. The very first car for sale on Saturday was a 1966 Silver Lincoln Continental convertible. This car was a 50 footer and the price was bid up to \$15,000 but did not sell. Overall most of vehicles for sale were muscle cars and after all it was marketed as a Muscle Car Auction. Since the actual show, there have been TV repeats of the INDY show. Watch for "DEALMAKERS" on NBCSP on Monday nights 8:00 PM – 10:00 PM they have quick reviews of recent Auctions. All in all it was a great time, and a chance to get some additional car photo's. Well worth the price of admission!

CARMEL “ARTOMOBILIA”

AUTOMOTIBER ART DESIGN CELEBRATION

On August 23, 2014 in downtown Carmel the large Art District was the hot spot for all types of Automobiles. Various new Jag’s, BMW, Bentley’s, etc. but also many exotic and rare cars were on display on the Main St. in Carmel. There were two (2) Lincoln sedans on display from Phil Schaefer’s collection. Enjoy some of the photo’s from this event.
(Ed: Bob Osterhous)



HOOSIER REGION - Lincoln & Continental Owners Club

2014 Schedule of Events -- All Events Are Tentative

December:

Annual Christmas Party, Saturday December 6, 2014

Paul Temple's Office—5601 Fortune Circle South Dr., Ste. R., Indianapolis, IN 46241

RSVP—Paul's Cell 317-716-5555 or email ptemple@ttsv.com

**LINCOLN MOTOR CAR HERITAGE MUSEUM
HICKORY CORNERS, MICHIGAN**

Below are comments from Hoosier Region visitors to the Opening Event for your review.

However: An excellent story of Museum’s opening can be found in the “North Star Region” Newsletter.

SEE: www.loco.org on the front page shows “RECENT NEWSLETTERS” GO down to the “NORTH STAR REGION” September—2014. An excellent story of events & photo’s etc.

Lincoln Motor Car Heritage Museum

Grand Opening August 6, to August 10, 2014 - Dedication Saturday August 9, 2014

The Hoosier Region was well represented at the Dedication of the Lincoln Motor Car Foundation Museum. Those in attendance were Paul & Julie Temple, Rhett Tharp, Allen Tharp, John Madden with his son-in-law from Grand Rapids, Bob Hoar, Diane Kopsick, David Columbe, and Joe S. and Eleanor Columbe. John Madden displayed his 1987 Lincoln Continental, Bob Hoar displayed his 1954 Lincoln Coupe, Joe & Eleanor Columbe displayed their 1966 Lincoln Continental Lehmann-Peterson Limousine and their 1969 Lincoln Continental Sedan. A few pictures from The Hoosier Region Members can be seen below and on page 10.

Over 1,000 people attended on the day of Dedication. There were over 200 Lincolns on display from 1921 to 2015. What a site to behold. For a more complete report on this event, please go to lco.org and click on Northstar News. This region has an excellent article with pictures and goes in great detail of all the events of the five day affair.



The Roof Doctor Will See Your Lincoln Now

New York Times-October 24, 2014

SEATTLE — “They didn’t think about service when they engineered these cars,” John C. Cashman said as he worked to troubleshoot the mechanism that was supposed to raise and lower the left rear window of a 1961 Lincoln Continental convertible. The car’s owner, Conrad Topacio, assisted by holding the glass in place.

Mr. Cashman, who knows a thing or two about vintage Lincolns, added: “The 1961-62 Continentals are the worst windows to work on. If this was a ’64, I’d have been done in 20 minutes.” All told, the work on that window took well over an hour.

With an established reputation as an expert on the intricacies of 1960s Continentals, Mr. Cashman travels America, making house calls to cure ailing convertibles. His knowledge, gleaned from four decades of buying, salvaging and repairing the cars, is encyclopedic; his patience and skill seemingly without limits. “Each rear window has six relays plus five micro-switches — an unbelievable nightmare,” he said. Nonetheless, it’s probably a good thing for Mr. Cashman, 58, that engineers in the late 1950s, working on the radically different Continental to come, left so many things for future technicians to set straight. He spends winters in a 42-foot motor home in Palm Springs, Calif., then hits the road in the spring and summer, making service calls to Lincoln collectors, especially on the West Coast.

He uses his motor home to pull a 1991 Chevrolet Suburban loaded with his tools and his longtime traveling companion, a dog named Pampa. Mr. Topacio’s car was one of several Lincolns that Mr. Cashman had come to Seattle to repair.

The 1961-67 Lincoln convertible — familiar to Americans as the car in which President John F. Kennedy was assassinated — has a base of ardent fans who appreciate the tasteful design that established the car as a classic, almost from its inception. But while the styling was simple and understated, the convertible mechanisms were quite the opposite. “It was probably one of the most complex automobiles ever built,” Mr. Cashman said. “There are 11 relays, about 13 limit switches depending upon the year and five reversing motors.”

The Lincoln roof doctor doesn’t perform surgery on the Continental’s cousins, like the retractable-hardtop Ford Skyliners of the late 1950s, or softtop Thunderbirds. “The parts are different,” he said, “and I’ve got enough of these to work on. The Continentals were built in a Wixom, Mich., plant that produced Lincolns for 50 years, until 2007. Mr. Cashman has learned how to improve on what the factory turned out. For example, as he explained while working on Mr. Topacio’s convertible, “When this car left Wixom, the hydraulics were filled with brake fluid. Do you know what brake fluid looks like after 50 years? It looks like Rio Grande mud.”

The hoses for the hydraulic systems of the early cars were also incompatible with petroleum-based products, so he uses automatic transmission fluid. “That’s what became standard in 1964,” he noted.

Mr. Cashman’s immersion began in the 1970s, when “parts cars” were affordable. “Lincolns were available, and I started buying them for \$100 each.” He ended up with what he called “10 acres of Lincolns” in Lithia, Fla., where he then lived. “I scrapped the cars out and sold old Lincoln parts,” Mr. Cashman said. “Not many people did old Lincolns. Once I discovered I had a niche, the rest is history.”

Some 10 years ago, he sold the Lithia salvage operation — and even the house where he lived — to Tim Nill, who had been a parts picker at Lincoln Land, a big parts supplier in Clearwater, Fla. Mr. Nill was someone he’d known for 30 years and felt he could trust with his legacy. “I went mobile,” Mr. Cashman said. “My niche is now traveling and fixing Lincolns. I couldn’t, and wouldn’t, retire.”

He found his companion, Pampa the dog, in 2003 at an auction in Pampa, Tex., of 388 Lincolns that had belonged to a Lincoln dealer and oilman, J. C. Daniels. Mr. Cashman bought about 80 of them, for \$8,300. There wasn’t a lot of bidding competition because an ice storm had struck Pampa that weekend. “I sent 20 cars back to Florida and parted the rest out,” he said.

In the course of that experience he came across the dog, then just an 8-week-old pup who had been separated from her pack. She has been with him ever since, traveling to 47 states.

A service call starts at \$300, and he charges \$200 an hour for labor. It can take up to four hours to upgrade the roof’s hydraulic system in the trunk — and then there’s the cost of parts.

“Welcome to the wonderful world of Lincolns,” Mr. Cashman said as continued to fiddle with the window mechanism. “This is a rich man’s toy.”

Eighth generation (1988–1994)

By the late 1980s, the near-luxury segment in which the Continental competed had changed drastically from a decade before. In addition to traditional competitors Cadillac and Chrysler, the downsized Continental now competed in the same price and size segments as Acura, Audi, BMW, Mercedes-Benz, Saab, and Volvo. In 1987 for the 1988 model year, the Continental was given a clean-sheet, aerodynamic redesign.

In a shift to front-wheel drive, the new Continental was based on a long-wheelbase variant of the Ford Taurus and Mercury Sable; no exterior sheet-metal was shared between them. While gaining four inches in length, it shed 170 pounds in weight over its 1987 predecessor. No longer intended as a successor to the Versailles, the new generation sought a new role of making Lincoln competitive against import brands. Although much of its non-domestic competition still retained rear-wheel drive, the switch to front-wheel drive brought Lincoln in line with the downsized Cadillac lineup and allowed platform sharing with the newly introduced Taurus; by interior volume, the Continental was the largest front-wheel drive car sold in 1988.

The 1988 Continental featured many technological advancements including the first Lincoln equipped with an adaptive air-ride suspension system which leveled the vehicle depending on factors such as load and speed. The Continental was also equipped with speed-sensitive power steering which varied the amount of power assist depending on speed in order to facilitate easier low-speed maneuvers, such as parking, while providing for a tighter steering feel at highway speeds. For the first time since the discontinuation of the V12 engine, no V8 was available on the Continental. The sole engine choice from 1988 to 1994 was a 3.8 L Essex V6. Horsepower grew from 140 in 1988, to 155 in 1991, and then to 160 in 1993.

The switch to front-wheel drive allowed for the return of 6-passenger seating back to the Continental, last available in 1980. The redesign of the sloping trunk associated with its predecessor significantly boosted trunk space from 15 cubic feet to 19 cubic feet. A leather interior was standard equipment (velour available as a no-cost option). Throughout its production run, the option list remained small. Major options included a compact disc player, InstaClear heated windshield (1988–1992), JBL sound system, power glass moon roof, keyless entry, anti-theft alarm system, cellular phone (starting 1990), three-position memory seat, and choice of wheels.

As part of the redesign, Lincoln simplified the trim lineup; only standard (later named "Executive") and Signature Series remained. The Continental was part of Car and Driver magazine's 1989 Ten Best list.



1989 Continental Signature Series

Eighth Generation



Overview

Model years	1988–1994
Assembly	United States: Wixom, Michigan (Wixom Assembly)

Body and chassis

Body style	4-door sedan
Layout	FF layout
Platform	Ford D186 platform
Related	Ford Taurus Mercury Sable Ford Windstar

Powertrain

Engine	3.8 L Essex V6
Transmission	4-speed AXOD-E automatic

Dimensions

Wheelbase	109.0 in (2,769 mm)
Length	1988–1993: 205.1 in (5,210 mm) 1994: 205.6 in (5,222 mm)
Width	1988–1993: 72.7 in (1,847 mm) 1992–94: 72.3 in (1,836 mm)
Height	1988–1991: 55.6 in (1,412 mm) 1992–94: 55.4 in (1,407 mm)

Eighth generation (1988–1994) cont.

Lincoln made several minor updates to the eighth-generation Continental during its production. In autumn 1988, the dashboard was redesigned to accommodate dual air bags. This unprecedented move made the Ford Motor Company the first US automaker to offer airbags as standard equipment for both the driver and front passenger, as well as the second automaker worldwide after Porsche's 1987 944 Turbo. Mercedes-Benz did similar on 1989 S-Class in the autumn of 1988.

In 1989 for the 1990 model year, the design of the grille, hood ornament, and taillights were modified. In 1992(1993 model year), an "individual seats" group was available which ditched the usual chrome column shifter and 50/50 "comfort lounge" split bench seating (and 6-passenger capacity) for a center console with floor shifter (a Continental first), storage armrest, and cup holder.

In 1993, the 1994 Continental received a cosmetic facelift including new taillights, revised deck lid lock cover and trim, a rounded argent grille, restyled smaller bumpers and body side moldings, and sculptured rocker moldings. A revised "Lincoln" nameplate appeared on the front grille and rear taillights (moved off the deck lid from last year). Inside, a new steering wheel was included with the bucket seat option. 1994 was the last year that the Continental was offered in Executive and Signature Series trims. An Executive Touring package was also available. A 50th Anniversary Edition Continental Signature Series was offered in 1990 to commemorate the 50th anniversary of the model. It featured "50th Anniversary" badging, geometric spoked aluminum wheels with unique center hub ornaments, titanium exterior paint with unique red/blue accent striping, and two-toned interior.



1994 Lincoln Continental



Jerry Flanary's brick at the Lincoln Motor Car Heritage Museum in Hickory Corners



HICKORY CORNERS PHOTOS CONTINUED



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NOTE: This newsletter is shown on both above websites for your convenience.	

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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



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LINCOLN & CONTINENTAL
OWNERS CLUB HOOSIER REGION



PHIL SCHAEFER'S LINCOLN
CARMEL ARTOMOBILIA

JOE COLUMBE'S LIMO
WINNER AT ROCKFORD, IL

