



Pat Corbett, LSR Director
Photo courtesy of Smith Photography, Kyle, Texas

Lincoln Lingo

A publication of the LCOC
Lone Star Region

www.lonestarlcoc.com

31 Years for Lincoln, Since 1984

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"Fun with Lincoln"

Director's Message—Pat Corbett

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Greetings to all LCOC members reading this newsletter. For the past year I have been looking at the club from both a regional and national perspective. As a director of Lone Star region, my thoughts have been on our geographic assembly of members; As Vice President of Regions, from a

more national perspective. In both perspectives I am sensing a paradigm shift that I think is important to our club's success in its mission. That mission as stated on a bumper sticker is "The preservation of the Lincoln." I think we need to be thinking the "Preservation of the LCOC Club." Two primary issues seem to filter to the top of my thinking. I will address them separately. However, they do link to one another.

Club membership. It continues that we are slowly bleeding members and it is important to keep current ones as well as obtain new ones. I don't have the statistic, but, many lost members are simply due to death. I can sadly state that is true right here in LSR. New younger member are key to the continuance of this club. Communications is arguably the most important element to club existence. Our beloved *Continental Comments* is a prime example of that. However, that publication is focused more on the national club as a whole rather than the Region. Regions must communicate directly with the membership in their region to announce events and other pertinent local information in some form or another. The Lone Star Region has four forms of communication to its membership other than the simple telephone; the Email letter, The Newsletter "Lincoln Lingo," the Website www.lonestarlcoc.com, and most recently a Facebook Page. Without regard to the effectiveness of any one of these, I can sadly report that our region has seen a drop in event participation. This is a conundrum the Board of Managers has discussed without complete resolution. We do all agree that we have the communications means in place, but the effect is not producing the results it should. So, friends and neighbors, a new day is dawning. And I encourage other regions to think outside the box also.

After some discussion with the Board, it is agreed we will consolidate our communications into what we hope will be a more effective means of not only communicating with region members, but enhancing the effort to acquire new younger members. This will be done by infusing the newsletter as you see it in this last and final format, into both the Web Page and Facebook Page. I believe the Quarterly approach is not newsworthy to many. The Facebook approach will provide current as well as an interactive forum so members can comment and feedback. Social media, regardless of your opinion, is here to stay, albeit, it is a fluid medium in constant metamorphosis. An event this past weekend will be posted within a few days, not a few months. The Web page, being read-only, will be more of an archive of events and information about the club and who we are. It has proven to be a good feature for this purpose. Each will absorb this newsletter in an appropriate way.

Director's Message, cont.

By Pat Corbett

The other concern for club continuum is the Lincoln car itself. I am speaking of the restoration and maintenance of these engineering marvels. During the "classic" years, Ford produced, say, 300,000 Mustangs, but only 30,000 Lincolns. From a collector perspective, which is more desirable from a restoration or maintenance standpoint? Other than a very few parts, you can just about build a Mustang from the floor up out of a catalog. Not so with Lincoln of the same era. Would someone send me a Mark III headlight switch with auto-dimmer pot? I am sure if you have one, you are holding onto it with both hands. And you rightfully should. They are like hen's teeth.

The other, which is more ominous, is the brain trust that holds the key to working on these special cars. Even back in the day, it was an advantage to know the idiosyncrasies of the Lincoln so as not to be aggravated with it. I worked after graduating from High school and during a couple of years stint at a local college for a pipe organ builder from Little Rock, named Liesel Gibson, who traveled the southwest servicing and building organs for all the tall steeples. I was his Texarkana helper. He drove a '65 Lincoln sedan with Sear's luggage rack on top that we toted 500 pound wind chest on across town when relocating a pipe organ. One day, when the A/C did not start as he cranked the engine, he popped the hood, got out with a screwdriver in hand, hit something on or near the left fender well, and the A/C kicked in. When he got in and shifted her into drive, he looked at me and said, "Son, if you are going to drive a Lincoln, you have to know your Lincoln!" I got the point and have remembered that all these years, and for good measure.

My concern is this. This current generation and at least the past two generations of young people have been brought up in a progressively "throw-away" environment. When I was a kid, I made money fixing toasters, irons, other small appliances and radios along the way. Not so anymore. Cars are in my opinion moving to that stage where it is more expensive to fix it than replace it. The paradigm shift is two pronged when it comes to our beloved classics. First of all, parts are hard to come by and the talent to fix them is slowly but clearly disappearing. Then there is the attitude of the upcoming collectors which have little tolerance for the effort and time it takes to keep a classic Lincoln on the road. Patience is not a byword of this generation.

It is not any secret that the classic Lincoln is a one-of-a-kind production car. An example is my '70 Mark III. Although it was formulated on the Thunderbird model, and even boast a few T-Bird marked items, there are several exclusive parts dedicated to the 23,000 units made. Forty-five years later, that is an issue. These vehicles were built for an exclusive income producing group where vehicle status of the highest degree was a factor. Unlike today's commodity Lincoln, the Cadillac and Lincoln were sold only to people with financial means and were cars of the highest status. Parts were plentiful like other makes and the talent to fix them was there. The cost was not an issue, although I am told from good authority that some identical parts found on Ford cars costs more if it was used on a Lincoln. We cannot criticize good marketing as I am sure the Lincoln part was handled by people wearing white gloves,

The mechanics of that era are becoming fewer each year. Finding anyone local that knows anything about carburetors is a hunt to be respected. My question to the membership is who will follow? Who is learning the "art of mechanicing?" Who in the potential younger membership has the patience to learn the art or even desires to. Does the younger crowd just want a perfect machine they can joy ride in, or do they have the passion to "know their Lincoln?" If they don't, they will not like the car.

Our brand is a unique brand but in a different sense of the word. Back when it was new, it was owned by prestigious men of wealth and status. Today that same Lincoln is owned by an elite group of passionate brand lovers (collectors) in which many are willing to embrace the restoration and maintenance of this half or more century old machine. I believe that we too are a dying breed. Social evolution instead of mechanical evolution is the cause. We need to address this with tools we have available to us. Not saying we have a vehicle to some extent to do this, but like any vehicle, it must be maintained and constantly upgraded. I propose no genius solution at this time but only desire to get you thinking about our club and what it represents in the importance of our survival.

Other News From Around the Region

July Event - LCW Automotive San Antonio, Texas.



Probably our most interesting event this year was a tour of LCW Automotive, a 40 year veteran customization shop in San Antonio. They are licensed by Ford, GM and Mercedes to “chop” cars destined to become limousines. The day we toured several cars were on the assembly line. Our interest was the Lincoln MKT, which they receive as an “incomplete vehicle.” That means it is missing the glass roof since they cannot stretch a glass roof. The MKT also comes from the factory with heavy duty air conditioning, tires/brakes, transmission, and cooling system so it is not a production car found in showrooms. The MKT is purchased directly from Lincoln. For transport, Lincoln fills the roof penetration with heavy plastic. After all, they need to keep the rain out. After the car arrives, it begins its metamorphosis on a dolly that is pushed thru the line. The car is cut in half and stretched 70” or 100” as the owner has specified. Since stretching requires a great deal of body work, all new panels are made in-house and installed to fit. The wood shop manufactures all custom wood detailing, and the upholstery shop hand stitches all new seating. It takes 45 days to complete a Limo from receipt to out-the-door. We are told the factory has committed the MKT for the next three years for this service. Our thanks to Todd Boyar for the private tour and hospitality he afforded us.



Other News From Around the Region

July Event - LCW Automotive San Antonio, Texas.



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After the tour, we had a delightful lunch at the Boiler House Texas Grille in the old Pearl Brewery district that has converted the brewery and surrounding area into unique shops and dining establishments. In true LCOC spirit Geophrey Courtney of San Antonio drove his '67 Convertible once owned by Lynda-Bird Johnson and brought his two children for the educational experience. This particular event typifies what LSR and LCOC is all about. Doing things together with our families and our Lincolns.

Other News From Around the Region

August Event - PoPo Eats Boerne, Texas.



Lone Star LCOC Members and Family Gather at the Historic Po Po Eats Restaurant

This restaurant located just off I-10 north of San Antonio is becoming a regular on our list of favorites. Featuring home cooked style meals, with adequate serving sizes, make Po Po's a regular for many area residents and the San Antonio area as well. We are glad it is in an earthquake free area.



Other News From Around the Region

August Event - New Haven Assisted Living Kyle, Texas.



New Haven Assisted Living located in Kyle reached out to us to bring some cars for the residents to look over. This is in some ways a therapy for these folks. For those with dementia or Alzheimer's, the image of something from their past helps them remember things as the encroaching disease erases both short and long term memories. Anything that helps trigger good memory give these folks a better quality of life instead of a mediocre existence.

Although we had hoped for more cars, this modest display was well received and staff told us that too many more cars might have been overwhelming to some. So, we chalked it up to a successful event. To make it more interesting, Rich Hellbusch drove down his bright red '54 Packard Caribbean which is a 100 point car by any perspective, and Larry Overfelt his '32 Chevy complete with mechanical siren. A hot August day it was and my ACC module bit the dust in the Mark III and failed to heater. So, with Linda driving it was windows down for that trip. I drove George Thorne's Mae West so at least I had a hair full of air. After we displayed the cars for these gracious and delightful folks, we paraded into Kyle and ate BBQ at Dickey's before everyone headed home.

If your region is looking for things to do, we recommend this kind of activity. And you don't need to keep it a Lincoln-only event. Like ours, having a variety of brands not only spices up the quality of the event, a particular brand or breed may have particular meaning with someone. Invite other car clubs to join you. There is Ford V8 club as well as many other marquee's to work with. Basically, think outside the box. You never know what will work. And, it never fails that someone will come by and say, " I had a car like that once!" which generally means you just brightened their day.

Other News From Around the Region

September Event - Fall Barbecue Manchaca, Texas.



This is the second year the Corbett's hosted the fall barbeque. Although we live in the boonies, modern GPS technology sitting on the seat of any classic will guide the driver to our abode. Jim Heil of LaVernia once again did a spectacular job on the brisket. Although this was primarily a hospitality and fellowship event, we did discuss our region activities and where we were going in 2016. We have had a significant reduction in attendance this past year. Although the attendees extolled the virtues of my directorship, I cannot live on any laurels or accolades, so changes must be made. Having said that, I do appreciate the support and hard work by our board of managers and the regulars that thru rain or shine, show up, no matter what the distance.

One thing in particular next year will bring is what we hope will be more quality than quantity to event scheduling. Instead of twelve monthly events, we will have six bimonthly events on the even number months. The odd months may have an event, but may not, too. This idea keeps the most regular important events in the planning, and still leaves opening for something new.

I spoke of our communications in my director's message. Part of the change will be embellishing the new Facebook page and advancing the region into social media. I go kicking and screaming myself, but in everyone's opinion I solicit, we MUST go there. You will be invited very soon by email to join or become a friend with LSR on Facebook. Hopefully, it will solicit new members that will help carry our club forward with the energy it deserves. So keep your internet browser up and running for new things to come.

Words of Advice & Encouragement

As a classic car people, we all have one thing in common; finding competent and honest help working on these fine autos. People are always asking for advice or who's who in the market place. Presented here are names of some trusted proprietors you can take your car, or call on for parts. If you know of anyone you want to promote, please submit it to Pat Corbett. Besides the usual suspects presented in the *Continental Comments* advertising section, these are both local folks to the Austin/San Antonio area and in the US you can count on. We do not comment 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

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

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.

[Scotty's Driveshaft and Machine](#)

Melvin or Will, Proprietor
832 Airport Blvd. Austin, Tx 78702
Phone:(512) 963-3093
or 965-1949

I needed the centering ball bushings and seals replaced when I was replacing the four U-joints on my Mark III. Took the dis-assembled driveline and my already purchased U-joints and they finished the job for me. Balancing assures a smooth rotation and these guys do it all. Friendly and knowledgeable. Do work for TxDot so they do rate in the big league.

[Precision Radio](#)

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

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. Also rebuilds speedometers.

[Jorge \(George\) Hernandez - Auto Upholstery](#)

1013 Dove Drive
Manchaca, Tx 78652
Phone: 512 577-1467

Jorge has 25 years experience in the auto interior field and is a true craftsman. From simple leather or vinyl repairs and coloring to complete interior replacement, Jorge can do the job. Rubin Reynolds joins Jorge doing leather repairs and dying. My Mark III had a few blemishes in the leather and Rubin made it look like new.

[Hydraulic House](#)

6300-A Burlison Rd/
Austin, Texas 78744
Phone:512 385-7100

When I needed to build a custom brake or other hydraulic line hose, I was referred to these specialist. Brake lines, hydraulic lines, and fittings are their specialty. These folks don't shy away from any problem you bring them which is why so many custom hot rod folks use them.

[Heavy Sound Company](#)

Victor Stolpe
742 Flower Ave.
Venice, Ca. 90291
Phone: 310 399-8029

If you need speaker repair and you want to maintain originality, call Vic. He has collected automotive spare parts from many manufacturers and can very likely re-cone your original FOMOCO speaker. And you will retain the original sound quality of your classic radio.

Words of Advice & Encouragement

Albert "Herb" Shedlock

934 Old Rt. 66
Greensburg, Pa 15601
allincoln@aol.com
www.allincoln.net

Roy Carrigan has used Al for several repairs. He says that Al has been very knowledgeable and fair on prices for Lincoln parts he has in stock. I, too, have worked with Herb and he has always been helpful in hard-to-find Lincoln parts.

Apples Lincoln Parts-R-Us

14387 West Exposition Dr.
Lakewood Co. 80228
303-980-6325

I and several other members will attest to Art's professionalism and honesty. I personally have spent many minutes on the phone with Art, taking counsel of his vast knowledge, and it is always given with genuine hospitality and enthusiasm for the club and it's members. Art focuses on the 60's vintage mostly, but can help you in other decades as well.

Dean's OEM Finds

R. Michael Dean
rmdean00@yahoo.com
210 488-5567

I found this vendor of salvaged parts while looking for a switch bezel for the 91 Town Car. Michael is picky about his finds in terms of aesthetic and quality. You will find some of his inventory on Ebay. Or, if you have a specific need, contact him and if he does not have it, he will do his best to find it. And he is fair priced.

Comments provided are written by the Editor from information provided by others or from personal experience.

Protect your Pre-1986 Flat Tappet Engine

The 2010 Technical Session in Salado by John Ronshausen with Arnold Oil Company, revealed good information on which modern motor oils will protect the vital components of a flat tappet engine. New engines with roller tappets do not need one vital component, ZDDP, an anti-wear add mixture designed to protect the cam surface of older pre-1986 engines. It is important to understand the cam is malleable metal construction with a hardened surface. If the surface is not protected, with the tappet rubbing constantly on the surface of the cam, then heat and friction will wear down the hardened surface until the softer inner core is contacted. Engine failure is the result. This can be compared to the enamel on your teeth. Once the enamel surface is breached, decay is imminent.

Below are motor oils that contain high levels of ZDDP. Keep in mind that this add mixture is generally good for 2,500 to 3,000 miles, after which you should change the oil. Generally speaking, these products carry the ZDDP necessary to protect your camshaft. Racing motor oil and diesel engine motor oil will both work fine in your classic gasoline engine. I have chosen the Valvoline VR1 Racing oil, 30W, and my 460 CID purrs like a kitten. Depending on your access to auto parts houses, you may find other products more accessible. The diesel engine oils are everywhere for obvious reasons. I might add that because we own cars in what some would class as a dying breed, I contend we are not, but, none-the-

less, use due diligence and stay alert to changes in the oil product you settle on. Our overly wise government has plans for the trucking industry in years to come, thus, potentially putting our cars at risk again.

John presented several products which we have listed here that will be most suitable in your classic, flat tappet engine.

Kendall GT 20w50
Chevron Delo 10w30 (15w40)
Chevron Delo H.D. 30
Mobil Delvac 10w30



The products shown here are examples found in typical OTC parts stores such as A-Line Auto Parts, AutoZone and Costco. A Google search for the referenced brands reveals many sources, discussion blogs, and store locations.

Lone Star Region—2015 Events

Preliminary Schedule

“Fun with Lincoln”

January: Sunday, the **18th**, 2:00 PM; **McAdoo’s Seafood Company**, New Braunfels. Experience a piece of history in the original U.S. Post Office built by Secretary of Treasury, William McAdoo in 1915. Restored to its original glory.

February: Saturday, the **21st**, 1100 AM; **Stanzel Model Airplane Museum.**, Schulenburg; Museum tour followed with dinner at **Frank’s Restaurant**. Details to follow.

March: Saturday, the **28th**, 11:00 AM to 3:00 PM. **Westwood Country Club Car Show & Picnic.** This car show is a fun day with good friends, fine cars, and great food and drink provided. No cost to attendee.

April: Friday thru Sunday, **17-19th**, **All-Texas Meet, Salado, 27th Anniversary, Salado.** Great cars, Great food, and Great fellowship. A Texas LCOC tradition.

May: Joint road trip and tour with Texas Gulf Coast Region TBA.

June: Saturday, the 20st; **Po Po ‘EATS’, Welfare, Texas**, north of Boerne off I-10. A unique restaurant with rich and colorful history dating back to 1929. Reservations will be required.

July: **LCW Automotive Corp**, San Antonio. Custom crafted limousine manufacturer tour. This tour will be scheduled during the week when cars are in production. Dinner at one of san Antonio’s fine culinary establishments. Details to follow

August: TBA

September: Saturday, the **19th**; **Corbett Home and Restoration Shop**, Manchaca. Region BBQ. Club hospitality like no other.

October: Saturday, the **24th**; **“BBQ on the Pedernales” at the LBJ Ranch.** This year Chris Cagle headlines the entertainment.

November: **Veterans Day Parade**, Saturday the **7th**, Cedar Park. Join other classic cars in this patriotic event honoring our veterans and demonstrating your patriotic pride. Details to follow.

December: Sunday, the **6th**, **Annual Christmas Party**, a Lone Star tradition. This event defines the fellowship of this region. Pure party, pure fun, pure Lincoln. Hosted by the Frey’s of San Antonio with Jim Heil brisket as the main entrée.

If you are interested in LCOC and enjoy the best kept secrets in Texas, you are welcome to join us as a guest. Contact Pat Corbett at pcorbett@austin.rr.com, or Jeff Brecht at maximus_40k@hotmail.com for more information. You do not need to own a Lincoln to join. We are family friendly.

“Fun with Lincoln” is the motto of the Lone Star Region, LCOC.

Lone Star Region Lincoln and Continental Owners Club

REGION 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, and their children are always welcome. Region dues are \$20.00 per year per family. Please make your checks to Mark Ferrari-LCOC-LSR Treasurer, and remit to: Mark Ferrari
1719 Horseshoe Cr.
Round Rock, Texas 78681

To become a region member, LCOC membership is required and dues must be current. LCOC dues are \$48 per year.

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

If you need more space for additional cars, simply add another form with your name on it and attach it to the completed form.

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 its members. We want to encourage participation in club events and the sharing of knowledge gained through the ownership, preservation, and maintenance of our Lincolns. If it were not for members like you contributing to our newsletter, it would not be what it is today.

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. All opinions expressed in this newsletter are the opinion of the writer and not the opinion or position of the LCOC, the Lone Star Region, or any of its officers or administrators.

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 intended to be an endorsement of their services. You will have to talk to their customers for that.

The Lone Star Region of the LCOC is licensed with Ford Motor Company to use and display Ford and Lincoln trademarked images as provided by the club license agreement between Ford Brand Licensing and the Lone Star Region.

Happy Motoring!! And remember, *Have Fun with Lincoln!*