



LINCOLN LINK

Newsletter of the MidWest Region of the Lincoln & Continental Owners Club

MESSAGE FROM YOUR MIDWEST REGION DIRECTOR

Doesn't seem possible that Summer is almost over!!! Hope you have been enjoying our beautiful weather and driving that Lincoln!!!!



Joanne Lower

We have had two great meetings in Kansas City and Little Rock which are detailed in stories written by Robert Murphy and Pete Dapkus. If you weren't able to be with us you missed two great events.

In September Jerry Seibert will be our host for the Springfield, Illinois Meet being held in conjunction with the Illinois Secretary of State Antique Vehicle Show on Saturday September 6. Hope that you will make your plans to be a part of this exciting event.

Congratulations to the MidWest Members who took awards at the Duluth Meet in June and the Columbus Meet in August. You will find a list of these winners elsewhere in this issue. We had good representation from the MidWest Region at each of these meets and understand that we will also have some of our MidWest Members at the California Meet in October.

If you have some ideas for our MidWest Meets for next year please get in touch with myself or a member of our Activity Committee. We want and need your ideas and input.

Please make plans to join your Lincoln Friends for "Holiday Spirit in Branson" November 7, 8 and 9th. Bring the whole family and enjoy the festivities. We will be looking for you!!!

*Continental*ly yours,

Joanne

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LCOC MIDWEST MEMBERS AND THEIR LINCOLNS



Walahn and Bonnie Kilgore, Moberly, Missouri

I purchased my 1976 Continental Mark IV from Howard Hils here in Moberly on 30th June of 2005 with 37,465 miles. He purchased the car from North Hills Lincoln Mercury Inc. Kansas City, MO. new in early 1977. He drove the car from then until 1985 when he purchased a new Cadillac. He then parked this car with several of his other antique cars.

After my purchase I put new tires, hoses, belts and changed all fluids and drove it on a 1400 mile trip through North Missouri, Kansas and Nebraska, where I made the trip on the Lincoln Highway from Fremont Nebraska to No. Platte.

I also drove to Indianapolis in 2006 and took first place in Primary. I have driven to MidWest Region Christmas Party in Branson and two meetings and parties in Kansas City area. I am planning to drive to Duluth to the meet this June, if I can save up enough money for gas!!!!

Story by Walahn Kilgore

Special Note: Walahn must have saved the gas money because he did drive to Duluth and took another 1st in Primary!! *Congratulations Walahn and Bonnie.*

Bill and Geleeta York, of Oklahoma City, Oklahoma

Photo of our 1948 Lincoln Continental Cabriolet Convertible taken at a recent 4th of July parade in Edmond, Oklahoma. We really enjoy entering it in all the events. It has won many People's Choice Awards and 1st Place awards. Probably the most important 1st Place Award was at our annual St. Anthony Foundation Concourse D' Elegance held in September each year at the Governor's Mansion.

I bought this car in 1977 and started restoration. It was finished in 1983 so it is a 25 year old restoration! It is still in very nice condition. We call her Black Beauty as the front tag shows.



Welcome to our New Members

Rod Austin and Carla Ross
of Omaha, Nebraska

Michael and Dianna Donaker
of Springfield, Illinois
Owners of a 1977 Mark V.

Paul and Marla Eschbacher
of St. Joseph, Mo.
Owners of 1978 4 dr Continental

Charles and Margurette Johnson
of North Platte, Nebraska.
Owners of 1976 Mark IV Bill Blass and a
1979 Mark V Bill Blass

Chuck and Betty McConkey
of Bixby, Oklahoma
Owners of 1983 Mark VI

Edgar (Gene) and Donna Overturf
of Columbus, Nebraska
Owners of 1948 Cabriolet, 1974 Mark IV and a
1989 Town Car.

Jack and Priscilla Shelton
of Overland Park, Kansas
Owners of 1965 Continental Convertible.

MidWest Region Meeting in Kansas City, Missouri

Story by Robert Murphy

The MidWest Region of the Lincoln and Continental Owners Club gathered in Kansas City, Missouri on May 31, 2008, for our first summer event of the year. Kansas City-area members Gary Sailor, Dan Kreutzer and myself worked together on the planning of activities. After some discussion, we opted to plan a list of activities that displayed some of Downtown Kansas City's renovated attractions to our area members. Unusually, we did not tour any car collections. There is one major private collection of antique automobiles in downtown Kansas City, but our club had toured it several years ago, so it is our intent to save that collection for the next Kansas City event.

Events kicked off at 9:30 in the morning in the parking lot of the Airline History Museum. Quite a collection of cars attended the event, which were great to see. Karl and Kay Roscoe brought their 1948 Continental Convertible, and Gary Sailor brought his 1956 Continental Coupe. Also at the airport was Dan Kreutzer's 1978 Bill Blass Mark V. From Manhattan Kansas, a group of members arrived in two 1970's Continental sedans; a 1973 triple-black Town Car, and a 1977 Williamsburg Edition sedan, with barely 2,000 original miles, and even the dealer who first sold the car! We also had attending a late-model Town Car and Mark VIII, a 1980's Town Car, a modified Mark VII, along with a 1961 Continental Sedan and a 1976 Mark IV coupe, both of which were very pretty. My plans to bring my 1985 Continental sedan were thwarted by yet another dead battery! We had nice enough temperatures and enjoyed coffee, doughnuts and conversation in the parking lot until the museum opened at 10:00 AM.



The Airline History Museum at Wheeler Airport, which is the former primary airport for K.C., Mo., is located on a long bend of the Missouri River. Situated in a large hanger at the airport, it shows the history of commercial passenger air travel on the major U.S. airlines, many of which are now gone. The interior display rooms of the museum focus on collections of interior pieces from airliners of the 1920's through the 1970's, along with other items related to air traffic control and the

operations of the airlines themselves. Of course the Museum is more known for its collection of aircraft, especially its restored and fully-functional four-engine, triple-tailed Lockheed Constellation, known as the "Connie", backbone of the Trans World Airline fleet of the 1950's.

Volunteers at the museum took our group through both the interior displays and the aircraft in the hanger, which beside the Connie also feature a DC-3 under restoration, and a restored and functional twin-engine Martin Marietta 404. The staff was very accommodating and friendly to our group, and the large parking lot was an ideal spot to gather the cars and start the day.



From the Airline History Museum, we traveled south through Downtown Kansas City to the restored Union Station railroad depot for lunch at the Union Cafe'. Our Union Station was restored through a spe-



cial election and two-state sales tax in 1996. It is now a working train station for two regular Amtrak lines, a children's science museum, other museum space for traveling exhibits, along with restaurants and shops. We had a pleasant lunch and short business meeting at the Union Cafe' before driving up the hill across the street to tour the restored Liberty Memorial and new World War I Museum.

The Liberty Memorial was built to remember World War I veterans in the early 1920's, and fallen into some disrepair by the 1990's, and was also restored through a special sales tax in 1998. Besides restoring the original memorial spire and grounds, a new World War I Museum was built that is probably the premier one in the world. Our group was taken though with our own guide, and there was frankly not quite enough time to fully view everything in the Museum starting at 2:00 PM as we did. Some folks had to get going home early, but it was still quite rewarding to make this our final stop of the day. As a special treat, a clear day allowed all of the LCOC folks who were able to take the elevator to the top of the Memorial a great view of Kansas City from 120 feet in the air.

Like my father who never had gone to the Empire State Building or Statue of Liberty until he grew up and moved away from New York City, my three children and I had not toured the Airline History Museum or Liberty Memorial and World War I Museum until this event. They really enjoyed the day and everybody's kindness and patience with them!

All of us who worked on the event are very grateful to all that attended.

MidWest LCOC Meet - July 19, 2008

Little Rock, Arkansas

Our Region Meeting was held on July 19, in North Little Rock, Arkansas and was hosted by Mr. Soloman and planned by Walt Higgins of Clinton, Arkansas. The Soloman extensive car collection consists of more than 100 cars. The cars in the collection range from the 1920's, 30's, 40's and 50's. They include Classic, Antique and Special Interest Cars. The only Classic Lincoln was a 1948 Continental. Lots of 57 Chev's, Corvettes, T Birds etc. An absolutely beautiful collection !! One of the most outstanding vehicles in the collection was a 1936 Model 810 Cord Convertible Coupe. See photos and story of the Cord in this issue of The Lincoln Link. *Thanks again Walt - you did a great job . We enjoyed meeting your Model A friends.*



Story of the 1936 Model 810 Cord Convertible Coupe

By Pete Dapkus

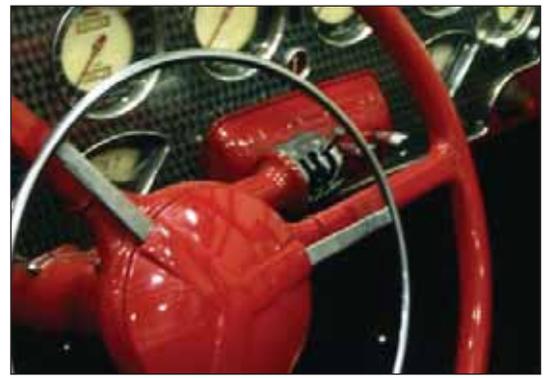
Ten years ahead of it's time and compared to the Fords, Chevrolets and Pontiacs the Cord was a machine from Mars!!

Look what it had - Front Wheel Drive, Alligator Hood, Chrome Trim, finger tip Shift, Concealed headlights, step down design, chrome banded headlining, v shaped windshield, aerodynamic look, pontoon fenders. Top Speed was close to 100 mph.



In the fall of 1935 the new Cord and the new Lincoln Zephyr were major news. The Zephyr's accomplishments and failures are familiar now. The Zephyr was

built down to compete with the Packard 120 and Cadillac La Salle so it had to meet a price. The Cord was never designed for mass production.



The Hub Caps which look like round discs, with holes pounded in them are exactly that. The original discs trapped so much heat that the brakes faded under severe tests.

By November 1, 1935, 100 cars had been built and were entered in the show. The car was a success. The 100 cars for the show were complete except for the transmissions. There were bugs in the new design, shift problems, overheating, which was later fixed.

What happened to the 100 hand built cars for the show? 20 or 30 were convertibles. The cost of making them salable would be more than they were worth. They were stripped of parts and the bare body sheets were burned. The Sedans were not ill-fated. The transmissions were installed and sold to Auburn employees for \$800.00.



The end came quietly at the end of 1937 when Auburn, Cord, and Duesenberg ceased production. Cord's sales in 1937 were only 1146 cars. 353 sold in California, 303 in New York, Indiana 182. Just 3000 36 and 37's were produced and sold.

Why did the Cord fail? It was a luxury car born in the depression. The price range was \$2000.00 - \$3000.00. In 1935 a LaSalle sold for \$1225.00, a new Buick was \$885.00, the Studebaker President was \$965.00. It was the six month of inactivity after the show that could have made a difference. We will never know!.



Many famous people owned Cords: George Gershwin, Amelia Earhart, Jean Harlow, Tom Mix and Sonja



Henie. Three of these, Gershwin, Harlow and Earhart died young in 1937, the year of the demise of the Cord. Gershwin age 38 of a brain tumor, Earhart age 40 when her plane went down over the Pacific and never found, Jean Harlow from Nephritis, Tom Mix was killed in 1940 when his Cord turned over on a Arizona highway. Was owning a Cord a curse or not??

Footnote: Gordon Buehrig, the designer of the Cord later became head of Product Planning and Styling for the Lincoln Mercury Division. The 1970 Lincoln grille looks like a Cord.

Upcoming MidWest Region 2008 Meetings

September 6, 2008 - Springfield, Illinois

The Midwest Region of the LCOC will hold its Springfield, Illinois meeting on Saturday, Sept. 6, 2008 in conjunction with the Illinois Secretary of State's annual Antique Vehicle Show in downtown Springfield. Regardless of what state they are from, all LCOC members may enter their Lincolns in the show in various classes, with the top three judged vehicles in each class receiving an award. Those entering the show should plan on meeting by 9:00 A.M. Saturday Morning at the U.S. Bank parking lot at the corner of Sixth and Cook Sts, south of downtown so all Lincolns may enter the show field together and park in the same area.

A dinner and members' meeting will be held after the judging has been completed. The Membership Meeting will follow at 5:30 PM at Diamonds Buffet in Town & Country Shopping Center. Special rates are available at the Hilton Hotel in downtown Springfield. If you have any questions about the show please contact your Host, Jerry Seibert @ 217 321 3193 or 217 414 7702

November 7, 8 and 9, 2008 - Annual Meeting and Holiday Party

Per your requests we are going back to Branson, Missouri for our Annual Meeting and Holiday Week end. We will be staying at Point Royale Condominium Golf Resort,, which you all seemed to have enjoyed in the past.

Friday evening we have reservations at the Award Winning Tony Z's Italian Ristorante, across the street from Point Royale. After dinner we will attend the Tony Orlando & Lennon Sisters Christmas Celebration at the Lawrence Welk Theatre.

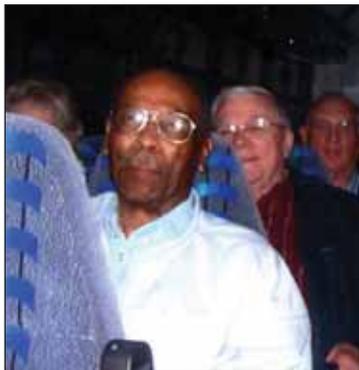
Saturday morning our private motor coach will pick us up for some shopping for the ladies and a tour of the Dick Clark Car Museum for the gentlemen. Lunch will be on your own and our coach will then take us to the Sight & Sound Theatre for the highly acclaimed Noah The Musical for the afternoon show. We will return to Point Royale to freshen up and some refreshments before we take our Motor Coach to the Starlite Theatre for a catered dinner and the Ultimate Beatles Experience with the Liverpool Legends.

Sunday morning we will enjoy a Champagne Brunch at our Annual Meeting and Holiday Party.

Complete details will be mailed out in early September as we will need reservations back early October to assure good seating at the shows. So make your plans now to enjoy " LCOC Holiday Spirit in Branson".

In Memory

Joseph Berry of Alton, Illinois passed away this summer. He was a World War II Veteran and was retired from the Military. Joe was very knowledgeable of '60 Era Continental Convertibles. We regret that we were unable to obtain any additional information. Our condolences go out to Joe's family and friends.



He was restoring a 1941 Lincoln Limo and sent the following letter with his renewal payment:

I am working on a 1941 12 cylinder 8 passenger limo. I have it running and ready to go into the paint shop and the inside will be done.



It was a basket case and I have put a lot of work and money into it. It has jump seats, divider glass and the rest of the toys.

Signed Joe Berry

Mid America National Meet June 26-29 - Duluth, Minnesota MidWest Members Award and Trophy Winners

Gary and Jodi Sailor	3rd Primary	56 Mark II
Richard and Beverly Koop	2nd Primary	56 Mark II
Walahn and Bonnie Kilgore	1st Primary	76 Mark IV
Jack and Marilyn Fletcher	2nd Primary	96 Town Car
Jay and Laura Cook	1st Primary	98 Mark VIII
Jerry and Norma Seibert	1st Senior	70 Mark III
Jack and Marilyn Fletcher	1st Senior	71 Continental
Jay and Laura Cook	Lincoln Trophy	98 Mark VIII
Jack and Marilyn Fletcher	Edwin Ruth Trophy	71 Continental
Chris and Tom Payne	Emeritus IV	93 Mark VIII
Jerry and Norma Seibert	Elliston Bell Trophy	70 Mark III
	Best of the Show	

FINAL 2008 LCOC NATIONAL MEET



WESTERN NATIONAL MEET

hosted by the
Western Region
October 8-11, 2008
Irvine, California

Classifieds

If you or someone you know has a Lincoln or parts for sale, or are looking for a Lincoln or parts, please call John Lower to place a free ad in our newsletter.

FOR SALE - Two Show Ready Lincolns - 1977 Williamsburg Town Car - 1687 Original Miles (not a misprint) Incredible original survivor car - best offer. 1979 Town Coupe - 65,331 original Miles (that look more like 6,531 miles). Has been meticulously maintained in the 21 years I've owned it. Best offer. Please call owner Fred Carlson evenings and weekends or leave a message at (785) 539-1893.



FOR SALE - 1981 Mark VI. Owned by same family from day one. Original Fawn Metallic paint, Medium Fawn cloth interior, sunroof and electronic dash. Looks like a Pucci. Have more than \$12,000.00 invested in rebuilding mechanical and electrical components. 159,000 miles. Have all the receipts, literature and misc. Needs good home! \$8,000.00 OBO Contact Randy Bishop 314 909 0419.



FOR SALE - 1994 Mark 8 with 75258 original miles. I am the original owner (gave the car to my wife on Valentine's day in 1995) Car is like new and always garaged. All original except for battery and tires which are new. Car is for sale at \$7,000.00 Contact Jim Patterson 785 827 5288.



FOR SALE - 1977 Lincoln Town Coupe, 100 Thousand plus miles, Color Cream. All options including Moon Roof, 8 track player, turbine style wheels velour interior \$5000.00 OBO. Pete Dapkus (636) 227-7339.