



LINCOLN LINK

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

MESSAGE FROM YOUR MIDWEST REGION DIRECTOR

Happy belated holidays to Everyone!!!! Just doesn't seem possible that 2009 is over! Where has the time gone???



Joanne Lower

We have had a great year with our Lincoln Friends and have had some fun times. Hope you had the opportunity to join us as we met in Lincoln, Nebraska; Moscow Mills and Hermann, Missouri; Springfield, Illinois and in St. Louis, Missouri.

During our recent trip to Richard Koop's car filled garage in Moscow Mills we saw his beautiful automobiles and met new members, Michael and Diana Vickery. After the garage tour we caravanned to the Stone Hill Winery in Hermann, Missouri for a delightful lunch in the Carriage House and a tour and wine tasting of the historic winery.

In September we traveled to Springfield, Illinois for a Route 66 weekend Hosted by Jerry Seibert. Our Lincolns were the featured cars and Cliff Greenwalt, Jerry Seibert and John Lower took home trophies for their beautiful Lincolns!

Our annual meeting began with a tour of Steve Brauer's Hunter Collection of fabulous automobiles and fascinating memorabilia and art work. Many of you may remember we toured this collection years ago at our Charter Meeting and again during Lincolns for the Millennium in 2000. After the tour we proceeded to Ameristar Landmark for a Halloween Champagne Brunch and our Annual Meeting. John Lower announced the results of our election of board members with Dan Brown of Nebraska joining reelected Pete Dapkus and John Lower. The slate of officers were reelected by unanimous vote. Everyone seemed very enthusiastic about our "Lincoln's in Lincoln" NMAM we are host-

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BOARD OF MANAGERS

Dan Brown - 2012
Peter Dapkus, Jr. - 2012
Mark Lauders - 2011
Joanne M. Lower - 2010
John L. Lower - 2012
Robert Parker - 2010
Gary Sailor - 2011
Jerry Seibert - 2011
Bruce Wilson - 2010

ing in September of 2010. Great to see so many volunteering for various responsibilities. With everyone willing to pitch in we are assured to have another fantastic National Meet!!! We will publish a listing of committee Chairpersons in our next issue of the Lincoln Link.

I recently spoke with Jack Shea concerning the Lincoln Foundation plans for the Lincoln Museum in Gilmore, Michigan. I am sure that you have read about these plans in the National Lincoln and Continental Comments. All National Lincoln Clubs are involved. We need everybody in our MidWest Region to get behind this project and support the Lincoln Foundation in their efforts to get this building built. When completed it will be fantastic. Our MidWest Region was among the first to donate to the Building Fund but now we need to do more to help make this a reality. Let's get our heads together and come up with some ideas on how our region can contribute . Some suggestions are pavers bricks with each member's name or perhaps a "MidWest Region Garden" with every members name on a plaque in the garden. Will be sending out a mailing with your membership renewal so please give this some thought.

We are setting up our region into 4 areas with Area Co- Coordinators setting up area activities for 2010. Gary Sailor has agreed to accept the position for the Kansas and Western Missouri Area and will be looking for assistants to help him with activities for the coming year. If you are in that area and would like to help please contact Gary. We will be naming other coordinators for Illinois and Eastern Missouri Area , Arkansas and Oklahoma Area and Nebraska Area. Please call me if you are interested in volunteering for these positions. Our purpose in doing this is to provide you as MidWest Members with more activities within a short driving distance of your home. You are welcome to attend any activities in any Area of our Region and everyone is welcomed to our Annual Meeting and Holiday Celebration each year.

Will be looking forward to seeing you and your Lincoln!

Continentalty yours,

Joanne

Welcome to our New Members

Rex & Susie Alexander

of Tulsa, Oklahoma are the proud owners of a 1938 K Victoria and a 1956 Mark II.

Leo & Elizabeth Colson

of North Platte, Nebraska have a 1956 two door Premier

Eric & Jayne Menssen

of Secor, Illinois have three Lincolns, a 1959 formal sedan, a 1964 convertible and a 1978 Town Car

We send a warm welcome to our new members and hope to see you soon!

MidWest Region Fall Meeting

Getting kicks on Route 66

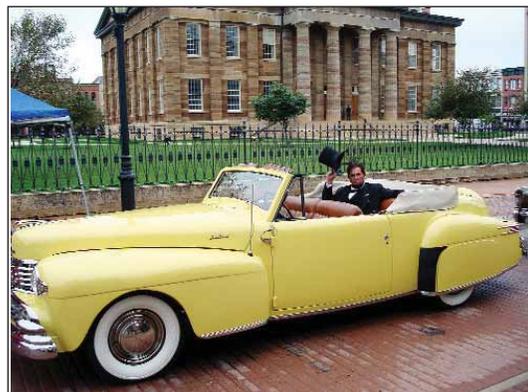
The last weekend of September found the MidWest Region “getting its kicks on Route 66”. The region’s fall meeting was held in Springfield, Illinois in conjunction with the annual International Route 66 Mother Road Festival, which attracts over 1,000 collector cars to the downtown show area.



The Lincoln Corral

and all in attendance enjoyed a beautiful evening of socializing, eating, drinking and enjoying fine cars,

Saturday was car show day downtown with members’ cars in the Lincoln Corral. Lincoln was the honored marque for the show as part of the year-long celebration of the 200 year anniversary



Cliff Greenwalt’s ‘48 in front of the Illinois Old State Capital with Abraham Lincoln ready for a ride!

of Abraham Lincoln’s birthday. A huge crowd admired the Lincolns during the day between intermittent rain showers. The renowned Saputo’s Italian Restaurant served as the site for the evening’s dinner and business meeting. The lasagna, spaghetti and other pasta dishes served to replenish the energy spent during the day walking the show field and wiping down the drenched vehicles. Joanne Lower updated the members on the Region’s plans for the remainder of the year and the plans being made for the Mid-America National Meet hosted by the MidWest Region in Lincoln, Nebraska in September of 2010.

The weekend began with a cruise-in at Troxell Financial Advisors hosted by Jerry Seibert and staff

on Friday evening. MidWest Region LCOC members had 10 Lincolns on display and were joined by the Central Illinois Region of the AACA with a wide variety of antique vehicles.

The rain from earlier in the day cleared away



Best Lincoln Class - Cliff Greenwalt-first; Jerry Seibert-second; John Lower-third in front of Cliff’s 1948

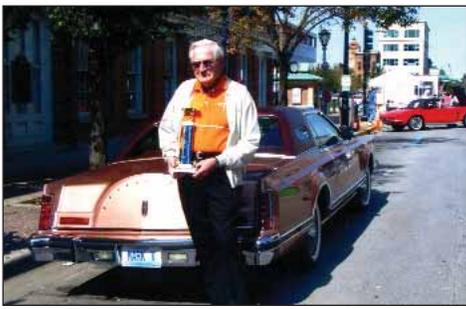


Steve Amant’s 88 Town Car

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Paul Branham with his 1966 convertible



John Lower with their Mark V

The weekend's activities continued on what turned out to be a beautiful Sunday. The Lincolns in the show were on display all Sunday morning and the show's many class awards were presented at noon under sunny skies. The Best Lincoln class awards went to Cliff Greenwalt, first, for his pace car yellow 1948 Continental Cabriolet; Jerry Seibert, second, for his black over white 1970 Continental Mark III; and John Lower, third, for his apricot metallic 1978 Continental Mark V.



The Lincoln family and guests

low 1948 Continental Cabriolet; Jerry Seibert, second, for his black over white 1970 Continental Mark III; and John Lower, third, for his apricot metallic 1978 Continental Mark V.

Koop Garage Tour and Hermann Wine Tour.

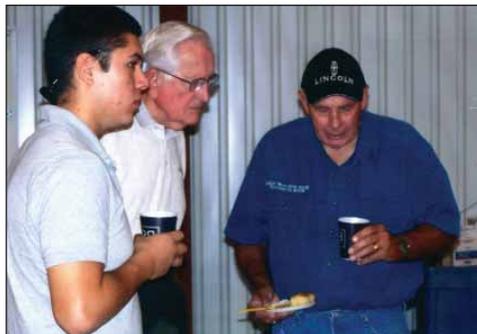
The MidWest Region LCOC members enjoyed a lovely day at Richard and Beverly Koop's new garage. Then, it was time to leave Moscow Mills at noon for a caravan thru the heart of Missouri Wine Country to Hermann, Missouri. We had luncheon reservations at the Stone Hill German Vintage Restaurant. Following lunch we toured Spring Hill winery and enjoyed wine tasting.



The three ladies - Bev, Joanne & Marilyn



George Boeringa & Bev Koop



Marvin Irely & Guest and John Lower



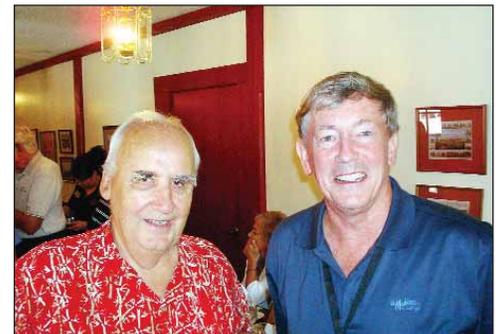
The whole gang at the winery



The Vickery's, Kilgore's & Boeringa's



Koop's Mark II



Jack Fletcher and Dick Koop

Eastern National Meet - September, 2009 - Lancaster, Pennsylvania

MidWest Region Members - Steven and Katie Amant
1st Primary and a Lincoln Trophy for their 1988 Town Car

Way to go Steve & Katie!!!

Steve Brauer's Hunter Collection, Bridgeton, Missouri

Annual Meeting - October 31, 2009



Jack & Marilyn Fletcher with Dick Koop



Bonnie, Karen & Bryan



33 Lincoln KB



The Hunter Collection!



Gary Sailor and Walahn Kilgore



Marilyn & Dick

Classifieds

If you or someone you know has a Lincoln or parts for sale, or are looking for a Lincoln or parts, please call Jerry Seibert at (217) 321-3114 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) 313 0062.



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 misc. 160,000 miles. Have all the receipts, literature and misc. Needs good home! OBO. Contact Randy Bishop (314) 909 0419.

FOR SALE - 1979 Lincoln Mark V - 1,600 actual miles, light blue inside and out. \$25,000.00 (217) 793-1903 or (217) 523-5233. Loretta and Dick Yates, Springfield, Illinois.



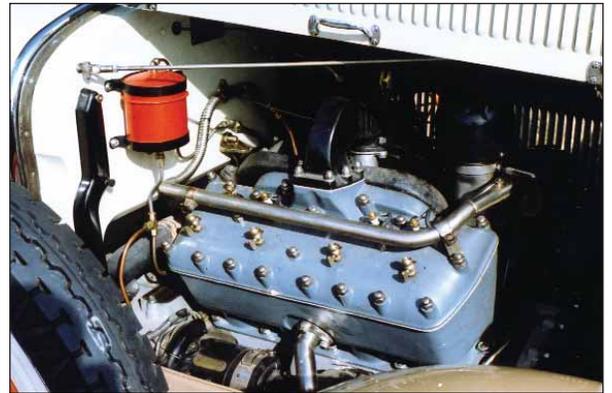
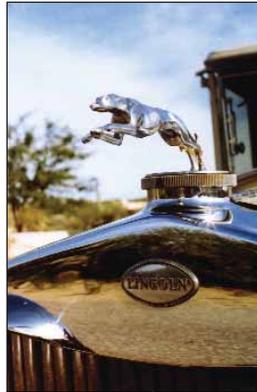
LCOC MIDWEST MEMBERS AND THEIR LINCOLNS

Grant & Marvelle Stines

In February of 2006, we joined the Hemmings Cruise to the Panama Canal. During one of the motor head seminars we participated in the newly-wed game. One of the last questions asked was in order for your spouse to take you on the Mediterranean cruise in 2008, what type of car does he need to be able to add to his collection. I knew the answer - a 1963 Studebaker Hawk and a 1956-57 Continental Mark II. By May of 2006, we had the Studebaker, in April 2008, we were in Scottsdale, AZ and we had an opportunity to look at some cars. The 1930



Lincoln was just something you don't see and as I explained to my husband as we were preparing for the Mediterranean cruise, it was after all a Lincoln, if even a little older than what he wanted. It soon made it to our car collection, not practical to drive (AT ALL!) but really neat to look at.



Presidential Parade

As promised in the August issue of *Lincoln Link*, the following is Part Two of an article that appeared in *Old Cars Weekly* earlier this year.

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Old Cars Weekly.

Author: Phil Skinner; photos from his collection.

'X-100' convertible sedan

With a totally new image for Lincoln coming in 1961, it made sense to have the most modern of limousines for the most powerful man in the free world: the president of the United States. Just before Christmas 1960, unit number 1Y86H405950, a convertible sedan in black, was pulled from the production line and sent off to Hess & Eisenhardt in Ohio. There, in a little more than one month's time, the conversion to one of the most important and spectacular cars ever produced took place. The car was officially identified as the "X-100."

Once the car arrived at Hess & Eisenhardt, a number of major modifications were undertaken. The car was stretched in an most unusual way, adding about six inches between the driver's door and the rear door opening, which doubled as a privacy partition and a place to store weapons to fend off possible attacks. The rear door was also stretched about four inches, allowing it to open without any obstruction for the rear seat passengers, though getting in and out of the jump seats was a bit difficult.

Another extension was performed behind the rear door openings. The back seat was placed farther back from its stock position to allow a bit more room for the fold-away jump seats. All of these body modifications added more than 42 inches to the length of the car, and the wheelbase grew from its stock 123 inches to 156. The base weight also grew from slightly more than 5,200 lbs. in stock form to more than 7,800 lbs. when finished.

Built as an open parade car, the X-100 was fitted with an optional four-piece "bubble top" that could be put on the car in several configurations. Many people believe that, had this top been in place while Kennedy was in Dallas, the shots would not have had the effect they did, and the president probably would have survived. A black covering was also provided to completely enclose the "bubble top," turning the car from an open parade vehicle to a more secure, enclosed limousine.

The 15-inch wheels were another change from the stock Continental, which normally rode on 9.00 x 14-inch tires. Special heavy-duty tires were used. A trip to the parts shelves produced the Continental Mark II wheel covers, which had also been on 15-inch rims. On the front bumper, two custom-built chrome pods were added, each containing flashing red lamps. Spotlights were mounted on the windshield pillars and flag stanchions with mini spotlights placed on the leading edges of the front fenders. A rear-mounted spare tire holder was fashioned, and the



5 Shown in its original form when first delivered to the White House, the X-100 Lincoln parade car has the 1961 grille, Continental Mark II wheel covers and the Plexiglas top in place with the protective cover over the rear portion of the passenger compartment.



5 After JFK's assassination, the X-100 Lincoln was rebuilt as a closed limousine with a transparent top. It's shown here with the 1962 front grille and 1956 Lincoln Premiere wheel covers.

rear bumper was replaced with step plates on either side for Secret Service personnel. Concealed in the deck lid were retractable grab handles for security people on the back. There were also provisions made for mounting running boards along the side of the car for additional security.

The interior saw a number of alterations, including a rear seat-mounted AM radio, special two-way radios in both the front and rear compartments and, for open-top parades, the rear seat could be raised up to six inches.

Soon after its delivery to the White House in February 1961, a few quirks in X-100 appeared. According to retired Ford public relations man Calvin Beauregard who was often in charge of the X-100 and other VIP fleet vehicles loaned out by the company, one of the biggest problems was the frequent loss of the Mark II wheel covers. These days, collectors have been known to pay as much as \$500 each for these hand-assembled items, but even in 1961, they were expensive.

There were a number of other small de-

tails that President Kennedy and his staff didn't like about the car in its initial form, and in the fall of 1961 it was sent back to Hess & Eisenhardt for revisions.

A list of a dozen items were presented to the company in September 1961. These included re-working the center body pillar to facilitate the full removal of the upper glass frame and pillars; re-working the cross-bars to make this conversion quick and simple; total removal of the partition between the driver and passenger compartments; construction of new front seat backing to fill in the area left by the partition removal; creation and installation of grab handles on the top of the front seat (to help steady the VIPs as they waved during a motorcade); re-working the rear seat to make it more comfortable and the installation of Ensluite pads (Kennedy had a bad back due to injuries received during World War II); addition of fillers to the rear floor to eliminate the drive-shaft hump; creation of a portable armrest, specifically filled with sea-sand and trimmed in leather; design and installation of robe-

straps for the rear side door pockets; installation of an updated 1962 front grille and bumper assembly; re-working of the red lamp assemblies to the new bumper; and a general clean-up of the sheet metal, as required.

The cost estimate of cost for this job by Hess & Eisenhardt was set at \$4,000, which was picked up by the Ford Motor Co. Several other tasks were also performed, including re-working the flag brackets, re-doing the canvas cover for the "bubble top" to include a smaller limousine-sized rear window and solving a perplexing problem with the left rear door glass, which was getting scratched whenever it was raised and lowered.

These were items that just couldn't go unchecked with the car that was carrying the president of the United States. It was also during this re-work that the original Mark II wheel covers were replaced with those from the 1956 Lincoln Premiere. These are the covers the car was wearing on that fateful day in Dallas.

While the X-100 car had left the Wix-

om assembly plant in Presidential Black, it was first delivered to the White House in a dark blue, which would later be referred to as "Presidential Blue." Surprisingly, there were very few security additions to the car when it was originally delivered. It had no bullet-proof glass, no armor plating, and while the tires were of a specially created "run-flat" design, they were not bullet-proof.

After Nov. 22, 1963, the X-100 Lincoln was whisked back to Washington, D.C. There, items that were considered evidence in the assassination, were removed, including the rear seat soft trim and the windshield. Reportedly, Henry Ford II contacted President Johnson and offered to have a new limousine constructed. For whatever reason, Johnson dictated that the X-100 be sent back to Hess & Eisenhardt and re-worked into an enclosed limousine suitable for presidential needs.

On a rush order taking just a few months and nicknamed the "Quick-Fix," the car was modified and returned to the White House fleet by the spring of 1964. Weighing over two tons more than when it had served Kennedy, the car now sported an entirely enclosed passenger compartment. The partition between the driver's area and the back seats was also returned. All-new "transparent armor" (or bullet-resistant glass) was installed in the windshield, side glass and over the rear portion of the back compartment. A center section was designed to be removed, should the VIP decide to stand and be visible to the crowds.

The interior was finished in pleated black leather, while the back was in a tasteful combination of navy and silver leathers. A trunk-mounted air-conditioning system was added for the rear compartment and a specially prepared Lincoln V-8 was installed under the hood. When first delivered, X-100 retained the 1962-style grille and the 1956 Lincoln wheel-covers.

To the rear, the deck-mounted grab handles were now permanent fixtures, and the removable running boards were replaced by retractable step plates. While the new X-100 configuration had a permanently enclosed, glass-covered passenger compartment, a new removable fabric top was designed to go over the top panels, and if desired, even block off the rear pane of side glass behind the back door.

The car was used extensively by President Johnson during his 1964 presidential campaign. Shortly after his landslide victory, it was again returned to Hess & Eisenhardt for a few more tweaks, including the addition of 1965 Lincoln-style wheel covers (with the regular production cars having gone from 14- to 15-inch



Possibly inspired by the X-100, Lehmann-Peterson of Chicago began producing factory-supported stretch limousines in 1964, with this being one of the very earliest examples produced.

wheels). Also, the replacement of the original tail lamps (used in production from 1961 to 1964) with the 1965-style units, which had chrome bars protecting the red lenses.

After his election in 1964, Johnson used the car sparingly, but a number of other government officials and visiting dignitaries were transported in the car, which Ford Motor Co. continued to own and maintain. In 1967, and again in 1968, the car was re-worked with improvements that included making the new center glass panel open. Richard Nixon used this open panel on a number of occasions during his term in office. Even after a new 1972-based replacement Lincoln presidential limousine was delivered in 1973, X-100 was kept in the White House fleet and went on to see service in both the Gerald Ford and Jimmy Carter administrations. After 16 years of use, X-100 was withdrawn from service and donated to the Henry Ford Museum in Dearborn, Mich. There, it would eventually be displayed with several other presidential vehicles, including the 1939-'42 Sunshine Special and the original 1950 "bubble top" parade cars.

The 'X-247' sedan

Several other Lincolns were in the White House fleet during the Johnson administration, including a custom-built 1962 "bubble top" car. Like the X-100, this car was given special treatment by Hess & Eisenhardt, but it started life as a base four-door sedan.

Given the code number X-247, this vehicle was fitted with a permanent Plexiglas "bubble top," given a very slight stretch, fitted with a partition, rear-seat air conditioning and even its own AM radio. When Johnson's daughter, Lucy, was married, the car was used in the wedding procession, carrying the bride-to-be from the White House to the chapel. Out at Johnson's ranch in Texas, Ford Motor Co.

was reported to have kept a constant flow of Lincoln convertibles at the ready for the president's personal use and, in 1968, the company added a custom-built limousine from Lehmann-Peterson — the firm that had created the first factory-promoted stretch limo program in conjunction with Ford.

Reportedly, Johnson believed these cars should not only provide quality transportation on the road, but also off-road when he needed to pursue a stray calf or round up a herd of Texas longhorns. These tales reportedly kept the local Lincoln-

Mercury dealership plenty busy, carrying out the repairs to the suspension and engines when the cars had been in the hands of the president.

The fate of presidential Lincolns

X-100 is still on display today at The Henry Ford Museum, in the same configuration as when it was retired in 1977. The 1962 X-247 "bubble top" car is in the private collection of John O'Quinn in Houston, but was, for many years, a part of the Presidential Cars Exhibition of the Auto Collections at the Imperial Palace in Las Vegas. Several of the Lincoln convertibles used by Johnson on his ranch, as well as the 1968 Lehmann-Peterson limousine, are on display at the LBJ Library and Museum outside of Austin, Texas.

It was quite a legacy that Ford Motor Co. created in providing the ride for the most powerful men in the world. It is a saga that will no be repeated anytime soon. Since the 1990s, the cars that carry the president are not retained by the car company, but by the federal government.

Many retired cars are eventually destroyed in bomb, bullet and other forms of testing — all in the name of protecting the leader of the United States of America.



The X-100 after the 1964 modifications. Note the 1963 grill and 1964 wheel covers.

