



LINCOLN LINK

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

MESSAGE FROM YOUR MIDWEST REGION DIRECTOR

Summer has arrived and the Lincolns are out of their garages!!!! What a busy season we have ahead of us!! So much to tell you I hardly know where to start first!!! We have a National Meet to host in Lincoln, Nebraska, a Museum to fund to build at Gilmore Car Museum's Hickory Corners Campus in Michigan and all our local MidWest events!



Joanne Lower

Let's start with the National Meet we are hosting in Lincoln, Nebraska September 15th thru the 19th. Hope you have those dates on your calendar and are planning to be a part of this great event of "Lincoln's in Lincoln". You can call me for a Meet Packet or download the packet from the LCOC website. We have wonderful events planned starting on Wednesday evening with a Welcoming Reception, Thursday a bus trip to the American Museum of Speed and the fabulous Bernie Taulberg Collection near Omaha.. Friday we will visit historic Lincoln and a local winery where we will have a delightful lunch and tour the vineyards. Friday night our Ohio Auctioneers, Dick Kiko and his sidekick Bob DiCarlo will entertain you while taking your money!!!! Don't forget to clean out your unused Lincoln Items, Memorabilia, etc and bring them to our Auction Chairman, Richard Koop. Saturday is Show Day on the Lincoln Concours followed by our Lincoln Gala in the Lincoln Ballroom. Sunday we will caravan to Omaha, Nebraska for brunch and the beginning of the Lincoln Caravan traveling east and west! Hopefully we will have a very special Honorary WagonMaster.

We are hoping that all our MidWest members will join with us in hosting this National Meet. We will have a planning meeting at the Country Inn and Suites in Lincoln Nebraska at 4:00 pm on June 29th. Would be happy to have you join us in finalizing plans for this great event.

MIDWEST REGION OFFICERS

Joanne Lower, *Director*
(636) 745-8393

Bruce D. Wilson
Assistant Director
(618) 244-4801

Jerry Seibert, *Treasurer*
(217) 793-2311

Pete Dapkus, *Secretary*
(636) 227-5339

Dorothy Dapkus
Assistant Secretary
(636) 227-5339

John Lower
Membership Director
(636) 745-8393

Jerry Seibert
Lincoln Link Editor
Tim Wilson, Publisher

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In January I accepted the responsibility of coordinating the LCOC Lincoln Foundation Museum Funding Campaign. I am sure you have read some of the articles published in Continental Comments regarding this great project. Now I am challenging each of you, as members of the MidWest Region, to step up to the plate with me and help fund the building of this Lincoln Museum dedicated to preserving the heritage of our beautiful Lincolns. As your director, I am asking you to join John and me in challenging all the LCOC Regions to meet the MidWest Region percentage of participation. Please read the letter we have included which was also published in the Continental Comments. A return envelope and Lincoln Motor Car Museum brochure is also included in this issue. John has been begun phoning our MidWest members. Our Midwest members he has talked with have been very receptive to helping us meet our Challenge. Send in your pledges now or your phone will be ringing!!! Remember it's tax deductible and can be paid over a five year period!!! Let's get it built!!!

We have three meetings scheduled as follows:

- July 10, Springfield, IL. Jerry Seibert is mailing details.
- August 21, Chesterfield, Missouri - Lunch at 11:30 AM
- Kemp Auto Museum Tour at 1:30 PM
- September 15-19th , Lincoln MidAmerica National Meet in Lincoln, Nebraska
- October 23- 24th, MidWest Annual Meeting in Kansas City, MO.

Please put these dates on your calendars and plan to be with us to share the fellowship with your fellow MidWest Members. Make your hotel reservations at the Country Inn Suites in Lincoln, polish up your Lincoln and share in the festivities and excitement of hosting a National Meet. Meet new friends and see beautiful Lincolns!!!

John and I attended the combined Lincoln Meet in Charlotte, North Carolina and the LCOC Eastern National Meet in Ocala, Florida in April. Both were great meets and we really enjoyed meeting Edsel Ford who spoke at the Charlotte Meet. Jerry Seibert also attended the Eastern LCOC Meet in Ocala and took a 1st Senior and the William Clay Ford Trophy with his Mark III. Robert and Carol Parker attended the Western Meet in California and took a 2nd Primary with their 1965 Lincoln.

We offer our condolences to Illinois MidWest member, Cliff Greenwalt in the loss of his wife Shirley. Shirley passed away this spring after a long courageous battle with Cancer. We send our thoughts and prayers to her family and Cliff.

Welcome to our newest members, Chris and Pat Kuchem of Stilwell, Kansas. Chris and Pat just bought a 1956 Premiere in Portland, Oregon and drove it home to the Kansas City area. Brave Man!!! Chris paints Collector cars and would appreciate your business. He can be reached at 913 244 3323.

Looking forward to seeing you and your Lincoln in July, August and September!

Have a great Summer, Stay Safe and Remember to send in those pledges!!!!

Continental yours,

Joanne

Lincolns in Starring Roles in Classic Movies

Over the past several months there has been an article in the Continental Comments on Lincolns that have had starring roles in various classic movies and another LCOG region featured such an article in its newsletter. That region even came up with a ranking of the all time “Top Ten” greatest Lincoln or Continental appearances in Hollywood films.

Well, with the vast knowledge of Lincolns among our MidWest Region members, and with our strong midwestern values, we thought it would be interesting to see how these rankings would turn out with the input from our members. The criteria are entirely flexible – you decide based upon your view of screen time given to the starring Lincoln, how important the Lincoln was to the story line, the impact the Lincoln had within the movie or whether the movie had merit because of the starring Lincoln.

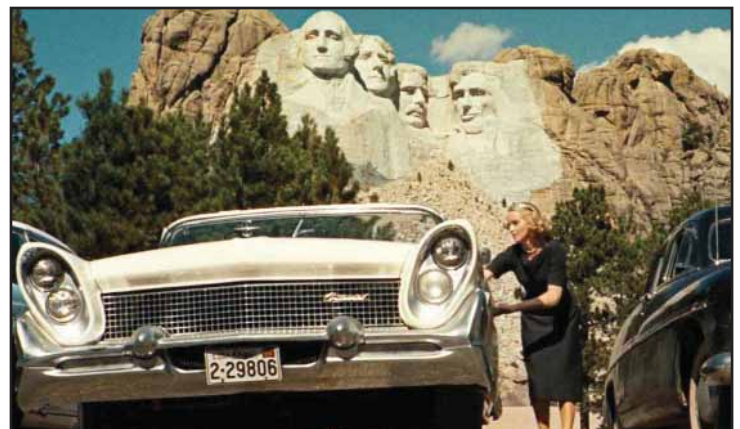
Below is the list of ten movies that are well known for their Lincolns in starring roles. They are presented from one to ten in order by oldest car first and youngest car last. To cast your vote, simply email this editor at gerald.seibert@lpl.com and rank your picks by putting the numbers in order by your view of the best, second, third and so on. If you have another movie starring a Lincoln that you would like to vote for, please feel free to list it as a write-in. Before the next issue of Lincoln Link, we'll tabulate the results and update you with the MidWest Region rankings. Have fun!

1. The 1940 Continental Coupe used in the classic movie THE GODFATHER
2. The 1947 Continental Cabriolet used in the movie WHATEVER HAPPENED TO BABY JANE?
3. The 1956 Lincoln Capri convertible featured in the all star hit GIANT
4. The 1958 Continental Mark III convertible in the Hitchcock thriller NORTH BY NORTHWEST
5. The 1961 Lincoln Continental convertible featured in THE ERRAND BOY
6. The 1961/62 Lincoln Continental presidential limousine used in the Oliver Stone film JFK
7. The 1964 Lincoln Continental sedan used in the James Bond movie GOLDFINGER
8. The 1964 Lincoln Continental sedan used in the comedy ANIMAL HOUSE (set in 1962!)
9. The 1970 Continental Mark III used in the huge 1971 hit THE FRENCH CONNECTION
10. The 1985 Lincoln Town Car limousine used in the action film TRUE LIES

PS – If you haven't see all these movies, or if it's been a long time, make sure your next order from Netflix or your next trip to the video store includes a DVD of at least one of these. What a blast from the past!!!



*Joan Crawford & Bette Davis
What Ever Happened to Baby Jane*



*Eva Marie Saint in
North by Northwest*

The following is an article that appeared in *Old Cars Weekly* earlier this year. Reprinted with permission from *Old Cars Weekly*.

'Nothing Could Be Finer'

1951 Lincolns had a slightly different look, but the same luxury mission

In 1951, Remington Rand Corp. introduced the first commercial digital computer to the United States. The "UNIVAC" (Universal Automatic Computer) was a refined version of the experimental "ENIAC" computer of 1946. The U.S. Census Bureau bought the first of these monstrous machines.

Lincoln Motor Car Division didn't have a UNIVAC, but the 1951 Lincolns did have the "Invincible V-8" under their hoods. This big flathead engine gave the Lincolns power to go with their luxury-market appeal.

Seven separate cars in two distinct series made up the 1951 Lincoln offerings. Cars were built that season in factories in Detroit and Los Angeles. The company wound up with model-year production of 32,574 cars. On a calendar-year basis, it made 12,556 Lincolns and 11,945 Cosmopolitans. One-half percent of all cars registered in the United States in 1951 were Lincolns. The brand was most popular in Colorado, Florida and Nevada.

The front of the 1951 Lincoln looked like a 1950 model that entered a fist-fight — and lost. The 1951 Lincoln grille design was simpler and was protected by more massive bumper guards that now dropped to the bottom of the bumper. The

horizontal bar was not as wide. It now ran from behind one bumper guard to behind the other one and had only five "fins" along its top. The bumper was heavier. It protruded at the top and extended a bit further around the body corners to give full wrap-around protection. New parking lamps were mounted at either end of the grille opening and had a simpler, more enhancing appearance.

The smaller Lincoln models, which

shared a body shell with Mercurys, had featured a hump in the middle of the front doors. A chrome script spelling out the "Lincoln" name was placed below the full-length body molding, behind the front wheel opening. New wheel covers with concentric circular ribs were used. A short, ribbed chrome molding appeared above the rear bumper ends.

While Lincoln kept its recessed headlamps, new vertical tail lamps enhanced

the rear of the car.

The same three models were offered. Both prices and weights were down slightly. The club coupe was again the least expensive Lincoln. The 4,065-lb. two-door listed for \$2,505. The Lido Coupe was back at \$2,702. It now weighed only 35 pounds extra. Lincoln counted production of the two models together as 4,482 units. The 1951 four-door sports sedan listed for \$2,553. Lincoln built 12,279 copies of



From the front, the Lincoln Cosmopolitan (above) and the standard Lincoln, sometimes called the "baby Lincoln" (at left) appeared identical. However, the Lincoln Cosmopolitan had a unique body while the "baby Lincoln" shared a body shell with Mercury models. The sport sedan models of each Lincoln series are shown here.

Continued on page 8

LCOC 2010 Lincoln Foundation Museum Funding Campaign



Dear MidWest Member,

The LCOC was one of the leaders in getting the Lincoln Motor Car Foundation established. Now we need your help in building the Foundation's Lincoln Motor Car Museum. There have been numerous articles published in the Foundation's publication, Lincoln Link and our magazine Lincoln and Continental Comments on plans to build the museum on the Gilmore Car Museum's Hickory Corners, Michigan campus. Our museum will join other great clubs, Classic Car Club of America, Pierce Arrow Club, Franklin Club, Cadillac-LaSalle Club and Model A Ford Club on this world class campus. We're sure you agree it's important that we preserve the heritage of our great Lincolns for future generations to enjoy.

Many members of the four Lincoln clubs have been working for years to bring this idea to a reality. In order to jump start the effort, Jerry Capizzi and Chris Dunn have graciously presented us with matching grants totaling \$300,000. These grants only apply when we match the \$300,000 with other donations by August 1, 2010. We're happy to tell you that over 33% of the required matching funds have already been pledged, but the clock is ticking on the August 1st matching funds and . . . **WE NEED YOUR HELP!**

Now is the time for our LCOC members to step up to the challenge. The matching funds make your immediate participation in this project twice as important. Every dollar you give means two dollars for the museum fund. You can make an immediate pledge or a long term pledge payable over five years. Your pledge is tax deductible. Gifts can be made in your name, a memorial or in the name of someone that you would like to honor. There are several different levels of pledges:

- Make a 5 year pledge of \$200 per year or immediate donation of \$1,000 or more and you'll receive a lifetime Lincoln Motor Car Foundation membership in addition to helping meet the matching challenge.
- You can select a named Walkway Brick by making an immediate donation of \$100 or you can choose to make a 5 year pledge of \$100 per year for a \$500 named Patio Paver.
- You may also name a garden with an immediate donation of \$5,000 or make a \$5,000 per year 5 year pledge and name an exhibit. Galleries are available with a 5 year pledge of \$10,000 per year. Special naming opportunities are also available.

PLEASE select your participation level and join your fellow LCOC members by signing and returning the enclosed pledge card. Help us preserve the Lincoln Heritage for our children, grandchildren and generation to come.

TOGETHER WE WILL BUILD IT!

Joanne Lower
LCOC Funding
Coordinator

Glenn Kramer
LCOC President
LMCF Trustee

Jack Shea
LCOC Treasurer
LMCF Trustee

ATTENTION!!! Let's challenge all LCOC Regions to beat our percentage of participation in this great project!!! Many of our MidWest Members have already sent in their pledges. We thank you! If you have not done so, please send in the pledge card today!!! Please pledge as much as you can, whatever you can, and do it today!!!

Help us win this CHALLENGE with YOUR PARTICIPATION!!!

Collector Car Events Fight the Winter Doldrums

The LCOC MidWest Region covers a lot of territory stretching from the southern tips of Oklahoma and Arkansas to the northern border of Nebraska. Winter weather impacts all of our classic Lincoln activities, with the northern part of the region affected the most. This past winter was especially ferocious and even the more southern parts of the region experienced a tougher and longer winter season than usual.



When our Lincolns are in winter storage, many being in facilities that are not climate controlled, the winter doldrums set in for many members. Other than checking on the battery tenders in use, our Lincoln activities are few and far between. We look forward to getting our winter issues of Continental Comments and Hemmings Motor News. Especially after the holidays, it seems that spring and all our outdoor activities will never get here.

We look forward to getting our winter issues of Continental Comments and Hemmings Motor News. Especially after the holidays, it seems that spring and all our outdoor activities will never get here.

Fortunately, cable television has become a remedy for these winter doldrums as we can become virtual participants in the collector car events in Scottsdale, AZ and Kissimmee, FL via The Speed Channel and HD Theater. With the click of our remote we can be looking under the hood of a beautiful classic, or having the undercarriage of a restoration project appear to go right over our heads. We also get to ooh and aah at the collector car selling prices created by the hammer and the call of "sold" by the auctioneer.

There never seem to be many Lincolns go across the block at Barrett-Jackson or Mecum compared to all the Corvettes, Camaros or Mustangs you see. So, in case you missed them, we've got results for quite a few Lincoln sales at various auctions over the winter. One caveat, there is no way to describe the condition of each car that sold. So keep that in mind as you view the following sales prices. For more details on a sale that might be of particular interest to you, check the respective auction website for vehicle pictures and a description.

December 2009 - Mecum Auto Auction, Kansas City

1963 Continental Convertible	\$32,500
1988 Town Car Signature Series	5,250
1947 Lincoln Zephyr convertible	39,500
1970 Lincoln Continental Coupe	5,250
1972 Continental Mark IV Coupe.....	3,000
1981 Continental Mark VI Sedan	7,100
1959 Continental Mark IV Convertible.....	18,750

January 2010 - Barrett-Jackson Auction, Scottsdale

1962 Continental Convertible	\$25,000
1966 Continental Convertible	25,000
1964 Continental Convertible	55,000

January 2010 - Mecum Auto Auction, Kissimmee

1966 Continental Convertible	\$30,000
1971 Continental Mark III	18,000

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 - 1977 Williamsburg Town Car with approximately 2,200 (two-thousand, two hundred) miles; original price sticker still in window, dealer plastic still on floormat, original tires! \$20,000.00 or best reasonable offer. For more information, please contact Fred Carlson, owner, (785) 313-0062 and leave a voice message. Additional pictures on-line at www.joenisil.com/images/

FOR SALE - 1979 Lincoln Town Coupe, meticulously maintained in the 24 years I've owned it. \$12,500 or best reasonable offer. Approximately 65,000 miles. For more information, please contact Fred Carlson, owner, (785) 313-0062 and leave a voice message. Additional pictures on-line at www.joenisil.com/images/



FOR SALE - 1973 Lincoln Town Car, triple black, approximately 30,000 original miles. Beautiful condition! \$15,000 or best reasonable offer. For more information, please contact Fred Carlson, owner, (785) 313-0062 and leave a voice message. Additional pictures on-line at www.joenisil.com/images/

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.

FOR SALE - 1972 Continental Coupe - a restored Las Vegas car with no rust ever. Copper Moondust Metallic exterior with Dark Tobacco leather interior, including split bench seats. Scored 99.33 at LCOC Irvine, CA meet in 2008. See p. 43 Continental Comments #287 and pp. 70-75 Hemmings Classic Car #61 Oct. 09 for photos and further description. Asking \$11,000. Request recent photos by email to Paul Branham pbranham@uselectco.com. or call 217-971-5779.



FOR SALE - 1971 Mark III for sale. This beautiful classic is an LCOC Emeritus car and is in show ready condition. All systems function, including air cond., quarter windows, am-fm stereo, power antenna and six way power seat. This Mark III is incredible to drive. Asking \$28,995. Contact Jerry Seibert at 217-414-7702.

FOR SALE - 1965 Continental Convertible. Light blue, silver mink leather, white top (new), bucket seats with console, cruise, AM/FM radio, auto headlight dimmer and more. Everything works! Excellent "drive anywhere" condition. Poor vision forces sale and she deserves a good home. \$19K. (913) 322-9289 or email passportjack@iname.com for pictures and or detailed information. John Shelton, Overland Park, Kansas.

Jerry Seibert wins William Clay Ford Trophy



Pictured is LCOC MidWest Region member Jerry Seibert's 1970 Continental Mark III. Jerry's car was the lone entrant from the MidWest Region in the Eastern National Meet held in Ocala, FL in May. This Mark III was awarded the William Clay Ford Trophy at the meet as the best Senior 1955-57 Mark II or 1969-71 Mark III.

Nothing Could Be Finer - Continued

this 4,130-lb. model.

Using the sales slogan "Nothing could be finer," Lincoln emphasized the luxury features of its 1951 models in its advertising and promotional materials. Inside, the cars were equipped with new interior fabrics, new smartly styled hardware, a re-designed steering wheel and new instrument control knobs. Fiberglass sound-proofing materials were again used to shut out annoying road and wind noises. The Lincolns were described as "Studio-Quiet Riding" cars. Lincoln promised "...relaxing quietness at any speed, over any road surface."

The Lincolns and Cosmopolitans included countless convenience features, such as dash-control ventilation, directional signals, illuminated ash trays and cigar lighter pockets, a map light, door-operated entrance lamps and more.

Lincoln advertising stressed durability, dependability, stamina and performance, as well as economy of operation. As proof of the latter, a 1951 Lincoln with optional overdrive outperformed all other cars in the 1951 Mobilgas Economy Run and won the Grand Prize Sweepstakes Award.

Except for an upright chrome "fin" at the front of the body side molding and chrome rocker panel moldings, the new Cosmopolitan looked pretty much like

the standard Mercury-derived Lincoln. The distinctive brow of chrome on the front fenders of the previous two years was mercifully removed.

Also, the Cosmopolitan name was placed on the upper front fenders, behind the chrome fin. Next to the convertible, the snazziest model was the Capri coupe. It featured a canvas or vinyl roof, Deluxe upholstery and (like all Cosmopolitans) standard fender skirts.

The Cosmopolitan club coupe listed for \$3,129 and weighed 4,340 lbs. Lincoln built 1,476 of them. The Cosmopolitan Capri (\$3,350) now weighed 20 pounds more than the club coupe and grew a bit more popular in its second season; 1,251 were made. Also available was the Cosmopolitan sports sedan, which sold for \$3,182 and tipped the scales at 4,415. Lincoln also sold more — 12,229 — of these cars in 1951. Even the \$3,891 Cosmopolitan convertible, though rare, was up in popularity with 857 assemblies. And it lost 25 lbs. for 1951.

The 336.7-cid V-8 was again the Lincoln powerplant in all models. Although all basic specs were the same, it gained two horsepower at the same 3,600 rpm. The 1951 V-8 featured improved oil drainage, hydraulic valve lifters, better spark control, a two-way ignition system,

a gear-type oil pump, aluminum-alloy pistons, one-piece valve guides and a high-capacity generator. A three-speed manual transmission was standard. Overdrive and Hydra-Matic Drive were extra-cost options.

The Merc-bodied Lincoln had a 121-inch wheelbase and gained an inch in overall length (214.8). The Cosmopolitans rode a 125-inch wheelbase and measured 222.5 inches bumper guard to bumper guard.

Important selling features stressed to Lincoln salesmen in 1951 included directional-flow cooling tubes, Finger Tip controls, duo-servo brakes, Picture Windows (large glass areas), girder-type frame construction, stone deflector shield and new tail lamps. Options available included a Comfort-Flo heater and white sidewall tires.

Benson Ford was the general manager of the Lincoln-Mercury Division this year. Dealer introductions were staged for Nov. 15, 1950. Production of models built to 1951 specifications was quartered at Detroit and Los Angeles assembly plants, although a new factory in Wayne County, Mich., was nearly completed this season and went into operation for production of 1952 Lincolns. In November 1951, the 125-inch wheelbase series was discontinued.