

The Continental Gazette

Spring 2013

A Publication of the North Texas Region Lincoln Continental Owners Club



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A Publication of the North Texas
Region Lincoln Continental
Owners Club

Officers

Carol Mattix, Director

Board members expiring in 2013

Jake Fleming

Buzz Sorter

Richard Cross

Board members expiring in 2014

James Simmons

Ben Cass

Carol Mattix

Board members expiring in 2015

Charley Van

Rann Allen

Monk Montgomery

2013 Members

- 1 Allen, Rann
- 2 Ashley, Jr, James
- 3 Cass, Ben
- 4 Cross, Richard
- 5 Gregory, Gary
- 6 Henderson, John
- 7 Hill, Joe & Lana
- 8 Hill, Mac
- 9 Mattix, Carol
- 10 Montgomery, Monk
- 11 Patrick, James
- 12 Reese, Rayford
- 13 Rogers, Max J
- 14 Simmons, James
- 15 Sorter, Buzz
- 16 Sullivan, David
- 17 Usher, Kenneth M.D.
- 18 Van, Charlie
- 19 Windle, Don
- 20 Zimmerle, Earl
- 21 Wade, Wallace
- 22 Fleming, Jake
- 23 Fagley, Marti & Walt hot1mutt@gmail.com

Front Page Pictures, left to Right, Top to Bottom:

Jake Fleming, Jim Raymond, Charlie Van in lively discussion behind Jim's 1938 Nash, in Denton.

Jake Fleming's 1941 Zephyr at Denton.

Walt Fagley's 1979 Mark V by the Denton Fuzzys Taco.

Charlie Van, Jake Fleming, Jim Raymond, James Simmons, Carol Mattix at Fuzzys Taco, Denton Tx.

Jim Raymond by his 1938 Nash in Denton

Kent McClintock, James Ashley, Charlie Van, Carol Mattix, James Simmons, Marti Fagley, Rann Allen for St. Pattys day meeting at Mercado Juarez, Mexican Restaurant..

2013 Calendar

January	Golden Corral for Breakfast
February	Sweethearts & Orphans Show – Denton February 25, Williams Square Parking Lott – 110 East Hickory – starts at 9:30 a.m. followed by lunch
March	March 17, Mercado Juarez, Mexican Restaurant.
April	25 th Anniversary – Salado, April 19-21
May	BBQ at Lake Texoma – James Simmons
June	Eastern National Meet, Dover, DE
July	
August	Bug Tussle Trek (AACA) – Leaving Farmersville at 8:30 a.m. ending in Paris – August 25-26
September	National Meet in Tulsa – September 4-8
October	October 19 – Westlake Car Show October 23-27 –Western National Meet, Phoenix, AZ
November	Palestine
December	Christmas Party

Director's Page

Director's Message:

Since assuming the Directorship of the North Texas Region I have attended the National Board Meeting in San Antonio. Pat Corbett did a fantastic job of hosting the meeting. We were on the River Walk, right in the heart of San Antonio. Pat even had a fleet of member vehicles to pick up those who flew in. We had goodie bags and drawing prizes each morning – an incentive to get to the meeting on time.

Museum Funding and membership are the big push items this year. We plan to break ground on the museum before the end of 2013 and still need more funding to cover the first years of operating expenses. I have put a line on the North Texas Region membership application for a voluntary donation to the Museum fund. Please consider making a donation when you pay your dues.

The National memberships as well as the various Region memberships have been declining in recent years. In order to keep our hobby (passion) alive we have to work on recruiting new members to replace the older ones who can no longer participate. Recruit a friend with an interest in our hobby, you don't have to own a Lincoln to belong to the club, you just have to love old cars.

Future Meets:

Eastern - Dover, Delaware will be June 12-16. This will be the first meet ever held in Delaware, the first state in our great Union. It is being put on by the National Board and headed by Mike Bradley. All proceeds from this meet will go to the Museum Foundation. If you don't want to drive your show car that far, consider flying into Philadelphia and renting a car for the 45 minute drive to Dover.

Mid-America – Tulsa, Oklahoma September 4-8. This is our meet and the work is beginning to start in earnest to get it set up. We have the hotel – Wyndham and a couple of events but need to set some times for the various events. We plan to rent a bus for use one day during the meet to keep members from having to drive their show cars.

Western National – will be in Phoenix, Arizona October 23-27. Further information is posted on the LCOC website (LCOC.org).

My plan is to attend all three meets again this year. It gives me a chance to meet new friends and catch up with old friends, and see different parts of this great Nation of ours. Hope to see some of you along the way.

Our Club Activities:

Our first meeting of 2013 was a breakfast at the Golden Corral in Grapevine. At this meeting we filled in some of the dates on our yearly calendar of events. See calendar elsewhere in this newsletter.

February was the Sweethearts & Orphans show in Denton. Not a good day for a car show as it was very cold but there were some nice vehicles on display and we all had a good time.

March was a late lunch on Sunday at Mercado Juarez in Fort Worth. Great food and a good time for all of us. If you did not attend you missed a good meal, good fellowship, and a short meeting opened up for your ideas on future get-to-gathers.

April will be the 25th Anniversary of Salado, April 19-21 at the Stagecoach Inn. The registration information is available in the newsletter. Doug and I were at the first Salado meet and I will be there to celebrate this milestone in our LCOC history. I will be sending reminder cards with information as to where we might meet to caravan to Salado. Hope to see a lot of you there as this is a close event for us and the scenery is great, especially when the bluebonnets are in bloom.

May 11 we are invited to Lake Texoma for a BBQ. This is hosted by James Simmons. James will be supplying the meat and each attendee will bring a covered dish, vegetable or dessert, and we will have a great meal and see some different scenery than what we are used to around here.

That pretty much covers our recent and upcoming activities. If you have not paid your Region Membership Dues for this year, there is a membership application elsewhere in this newsletter and we would love to have you join us and participate in our activities.

Until we meet again – May God Bless

Carol

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Rann Allen, Kent McClintock and James Simmons look over Rann's new acquisition at the St Pattys meeting, an early '70's Ford pick up.

Marti Fagley showed up at St Pattys meeting in her 1986 Lincoln.

LCOC National news

Board meets on River Walk in San Antonio, Texas

The LCOC Board of Directors winter session was January 16-19, 2013 at the newly renovated Holiday Inn on the River Walk in San Antonio, Texas. The weather was great and the hotel had freshly updated guest rooms and meeting rooms. LCOC Vice President Gary Birk made hotel and hospitality arrangements. Host Regional Director Pat Corbett did an above and beyond great job in making the visiting directors (and guests) feel more than welcomed. There was an executive committee meeting to start things off late Wednesday evening, then two long days of productive committee meetings with the Board meeting on Saturday to put a cap on the committees' work. Highlights from the meetings include the following:

BOARD ELECTION: LCOC Secretary Darren Klingler reported National At-Large Directors elected/re-elected to the board for 2013 were John Talbourdet, Jack Shea, Dave Gustafson, Bruce Hutchinson, and Paul Temple. Directors who expire at the end of 2013 are John Bailey, Steve D'Ambrosia, Richard Koop, David Saxon, and Nick Dispirito. John Bailey has advised he will not run for re-election, which means that the Club will also be looking for a new Chair of Publications Committee for 2014. The Board passed a resolution to thank departing At-Large Director Dan Szwarc for his work on the Board and with the LCOC website.

MEMBERSHIP: Membership Committee Chair Bob Johnson reported that the club gained 353 members in 2012, but lost 470 members. This starts 2013 with 2,819 members. He received feedback from Members and they advise one of the primary reasons they're Members is the Lincoln and Continental *Comments* magazine with national meets up there too. Members must see value in LCOC membership and that "prime directive" is to have fun in order to stay in with the Club. Chairman Johnson was very pleased to advise the top membership increases by state for 2012 were Illinois with plus seven, then Indiana with plus four and six additional states (Kansas, Massachusetts, Minnesota, Nebraska, North Carolina, South Dakota) with membership increases. There was a lot of discussion about the future in view of declining membership. Although LCOC is not the only classic car club with declining membership, the Board discussed many ideas to not only retain Members but recruit new members.

FINANCE: LCOC Treasurer Jack Shea reported an anticipated loss of \$7,810 for 2013 due primarily to a loss of membership. There have been many actions taken to reduce costs, and with the thriftiness of Committee Chairs in 2012, 2013 should end up balanced too. With a continuing loss in membership, a reduction in club services will likely be needed. That may include fewer national meets, reduction in pages and/or number of issues of Continental

Comments, revamping awards to be less expensive, increase in membership dues – those are only a few topics on the table, none of which are desired and are just ideas at this point. Do your part, renew your membership when you receive renewal notice, recruit new members, get former members back, and volunteer your skills to help with membership and control costs. As an example, we need members with social media abilities to help establish LCOC on various social media sites to get younger Lincoln enthusiasts to join LCOC.

FOUNDATION: To date \$1.2 million has been raised to build the Lincoln Museum. However, another \$800,000 needs to be raised to provide for running the museum once it is built. Major contributors are disappointed with the lack of responsibility taken by the four Lincoln clubs. This last amount is needed to make the dream to preserve the Lincoln heritage while promoting modern Lincolns. An immediate final fund raising drive must be held in order to build the museum this year and to provide for its maintenance. Most Regional Directors at the board meeting committed themselves to follow through with final fund raising. Ford Motor Company/Lincoln has already given the foundation two cars valued at approximately \$600,000. The 300 Lincoln dealers in the U.S. may be contacted for contributions. A large four-color fund raising brochure has been developed based on recommendations from a professional fundraiser. The thrust of the foundation museum will be to tell the story of the Lincoln motor car heritage going back Henry Leland. Shortly after our board meeting, foundation board members met with architects and contractors to finalize plans for construction of the museum building.

REGIONS: There are four new Regional Directors for 2013. They are Dennis Garrett of Michigan, Carol Mattix of North Texas, Stacy Roscoe of Western, and David Berndt of Florida. The Western Region has experienced a turnaround in retaining Members and has had dramatic increase in the number of regional events. The North Star Region and Hoosier Region give a free first year membership for new LCOC Members. This has been very successful for several other regions. It was noted you **must** be an LCOC Member to be a member of any Region. One can be an LCOC member and not a member of a Region; however, if you are a Region member – you **must** be a LCOC Member according to membership requirements.

NATIONAL MEETS: The 2013 Eastern National Meet will be held in Dover, Delaware in June 12-16, not to conflict with the Lincoln Highway Centennial June 21-30. This meet will be sponsored by National with Jeanie Talbourdet and Carol Mattix heading up the meet with local Mike Bradley being the on-ground coordinator.

The Mid-America National Meet will be held September 6-8 in Tulsa, Oklahoma, will be sponsored by the North Texas Region and will be chaired by Carol Mattix and Joanne Lower. There will be an event at the home of Bob and Carol Parker and tours of two automobile museums. Headquarters for the meet will be a Wyndham Hotel.

The Western National Meet will be held in Phoenix, Arizona October 23-27, sponsored by the Arizona Region and locally coordinated by Dave Jackson. The 2014 Mid-America National will be held in Illinois in September and will be sponsored by the Lake Shore Region. The 2014 Western National Meet will be held in the Tacoma, Washington area in August and will be sponsored by the Pacific Northwest Region. The 2015 Mid-America National Meet will be held in Pontiac, Michigan and will be sponsored by the Michigan Region.

LINCOLN HIGHWAY DRIVING TOUR: LCOC will participate in this national tour in late June with \$300 now appropriated to pass a LCOC torch along the tour and the 10 Regions in the states where the tour travels will participate in the event. Owen Clarke will drive a 1953 Lincoln convertible from Times Square in New York to Kearney, Nebraska and Jack Fletcher will drive a 1961 Lincoln Continental sedan from San Francisco to Kearney, Nebraska. Watch for details.

PUBLICATIONS: One member has proposed "Women and their Lincolns" section or series of such articles in future Comments. The Editor of *Comments* Tim Howley advised that this is already being done. There was also much discussion on Members contributing copyrighted material to *Comments* and it was noted that no copyrighted material may be printed in the magazine without prior explicit written permission of the author or publisher. Questionable articles for regional newsletters will be sent to John Bailey or Glenn Kramer for advice. Color advertising will now be offered for the inside front and back covers of *Comments* at the approved cost of \$600 for a full page. The cover car for the 2013 *Directory edition of Comments* will be a Mark VIII and for the 2014 *Directory* will be a 1934 Lincoln K.

TECHNICAL SERVICES: Technical Services Committee Chair Dick Koop reports there are now 25 technical service advisors. He has received 10 technical articles that will be used in future editions of *Comments*. We will now encourage a technical session(s) at each National Meet as the option of the hosting region.

WEBSITE: As a tool to entice membership, there will be improvements in the LCOC website (www.lcoc.org) including access for new members from search engines, social media, promotion of the X plan (purchasing new Lincolns/Fords at discount rate), improvement of the Members Only Page, a Directors only section, ads and other website updates. The website is now chaired by At-Large Director Mitch Carr replacing Dan Swarc. Carr is also Legislative Advocate.

REGIONAL NEWSLETTERS HONORED: Several regional editors were honored. They were Bob Jordan of Rocky Mountain Region, Bob Osterhous of Hoosier Region, Thos Langli for International; Dan Swarz/Dennis Garrett for Michigan Region, Pat Corbett for Lone Star Region, Smoky Panepinto for Philadelphia Region, John Fryday for Southern Region,

Tim Howley for Western Region, David Brendt for Florida Region, Dave Gustafson for North Star Region, Ed and Chris Gray for Pacific Northwest Region.

JUDGING STANDARDS: Member Mike Sortini proposed a number of judging changes. A few were passed and became rules. They were: Vehicles in the Touring/Original Division shall only compete for the newly named Bob Johnson Trophy (Best in Class). Bob Johnson Trophy winners are not eligible to win another Bob Johnson Trophy for five years. The judging form will be updated with: windows shall be able to move up and down and must go the full distance, vent windows must open/close, all operable glass shall be in the fully exposed or up position, and under authenticity wheel covers and tires, radiator hoses/clamps/caps, engine decals, Ford replacement parts used, and only badges/stickers from LCOC, LZOC, LOC or original dealer may be displayed in judged vehicle will all be added to the judging checklist. Sunroof must cycle the full amount of travel. If this is the first show that the owner is exposed to, a first showed training seminar will be encouraged at every national meet. Other items that passed were a People's Choice Division with first, second, and third place awards by popular vote. This is one class for all cars, not by decade or type of car. Only the LCOC senior badge or LCOC badges will be allowed on car grilles for judging; non-Club badges will not be allowed. The 10 minute judging time will be adhered to at meets.

FUTURE BOARD MEETINGS. The winter 2014 Board of Directors Meeting will be in Phoenix (San Diego is back-up). From now on, the Winter Board Meeting will be the Saturday before Martin Luther King Day national holiday. The Fall 2013 Board Meeting by telephone will be the third Tuesday in November at 9 p.m. Eastern Standard Time.

PAT CORBETT: Director Pat Corbett and the Texas Lone Star Region went out of their way to give a big Texas welcome to LCOC board members in San Antonio. They provided personal transportation to and from the airport in Pat's 1969 Lincoln Continental sedan and his 1991 Lincoln Town Car. Larry Overfelt was the mechanic to President Lyndon Johnson's famous Lincolns and provided some great stories about LBJ and the LBJ Ranch. Pat held several raffles of valuable prizes at the board meeting. They made all the arrangements for a tour to of the LBJ Ranch, and arranged for Friday night's dinner at the *Bella on the River*. A big Texan 10 Gallon Hat off to Pat and his posse for taking such great care of the LCOC directors and guests.

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Subject: RICHARD REVIEW'S THE 2013 LINCOLN MKZ

RETAKEING AMERICA'S ULTIMATE LUXURY CAR TITLE - 2013 LINCOLN MKZ

by Richard Cass

www.lincolnmarkv.com



Luxury, Elegance, Style; all words long associated with the Lincoln nameplate. I am very happy to report that they are alive and well on Lincoln's latest entry in the fine car field, the 2013 Lincoln MKZ. My first look at this car in other than media outlets was at the Texas State Fair in October, 2012 and I was highly impressed with what was clearly a very well designed and built automobile. This could be ascertained without even touching it as they were still not letting anyone to close to the new Lincoln. Today, however I had the chance to see the car in person and up close and was given a very thorough introduction to the car.

Hands down there was nothing that I could find wrong with the car in the looks and fit and finish departments. I also could not find anything that I would want more from a car of this stature - it was all there.

A look under the sleek sloped and sculptured hood of this elegant car revealed a very sharp and clean well contained engine compartment. Chrome Lincoln badging was perfectly at home in this well tailored and immaculately clean area after over 6000 miles of test drive operation. Liberal sound deadening materials were evident throughout the engine compartment. I literally did not know the 3.7 Liter V6 engine was running until the bonnet was popped open. Impressive to say the least and reminded me of Lincolns of yore to where you could not hear the powerplant operating.

Moving along the sleek smooth signature Lincoln slabsides of the car brought us to the remarkable full width LED rear brake light system. The new LED tail light system has none of the technical problems that plagued the Lincoln Mark VIII neon system. A Town Car style automatic trunk lid opener raised the trunk to its full open position revealing a massively cavernous trunk with a very large opening that allows easy placement of bulky luggage items. This is a vast improvement over the difficult to load big sister Lincoln MKS cargo bay. Its not a Town Car trunk but its the best you will find on a mid sized premium luxury car. A fantastic feature that was

highly missed on Lincoln Town Car and Lincoln MKS is the fold down rear seats. Lincoln has been slow to embrace this necessary cargo enhancing item thinking that Lincoln owners dont generally haul things in their cars. Thankfully the MKZ research groups determined this was not the case and the fold down rear seats became standard equipment.

Our test car was handsomely appointed in Tuxedo Black Clearcoat Metallic Paint with matching Tuxedo Black Leather Interior. The fit and finish both inside and out is second to none in the industry. A close inspection of the exterior paint revealed no typical factory paint errors. Inside the Bridge of Weir Leather was perfectly french stitched and liberal in application throughout the elegant but sensible interior. Lincoln has been using Bridge of Weir Leather since the 1956 Continental Mark II and is the skin is known for its long life and minimal wear attributes. Settling into the front seat of the MKZ is like stepping into an advanced Eames Lounge Chair with plenty of support in all critical areas but also offering more than ample soft sybaritic soothing luxury. The interior finishes were in a very handsome titanium color with real wood trim throughout. Lincoln's commitment to the environment really shines with the wood in their cars - it is harvested from recycled wood furniture. The interior leather is also tanned with environmentally friendly chemicals and processes.



We drove the new Lincoln in every possible driving environment you could find on a sunny cool day and it handled perfectly. I had not one complaint. Lincoln's new suspension selector is amazing in technology and a completely useful driving tool. A simple pull down menu allows you to choose which driving suspension you would prefer. In Sport mode the sound of the engine is even enhanced giving the car a deep throaty tone on acceleration as well as a very pronounced and sharp torque value. The MKZ is literally ready to crawl out of its skin with excess power and has the sound to

enhance the entire experience. There is also a Sport-Normal mode that really works nicely for intown driving and finally the Normal mode allows you to select that premium and legendary Lincoln ride as well as a highly quiet engine tone. The best of both driving worlds are combined in the new Lincoln MKZ. Our test car was also equipped with the All Wheel Drive option and that combined with the Sport Driving Mode really makes this a fantastically handling automobile that can easily hold its own if not succeed the handling characteristics of BMW or Audi.

Lincoln has visited the past but in an ever so wonderful modern way by ridding the center console of the aggravating transmission shifter. Yes you still have to select Park and Reverse, etc but they have all been moved to the upper center console in the form of easy touch buttons! Reminiscent of the Chrysler Push Button transmissions, the Lincoln system is effortless and the selection of each gear is silent and literally not noticeable with no clunk. The gears select instantaneously with no delay or lag. For the sports minded driver manual shift paddles are

conveniently located on each side of the steering wheel. This innovative shift system has allowed Lincoln to remedy two problems. One is you now have ample space for phones or storage under the console as the console has pass thru from both sides. The second is probably the most important: you can now put your 60 ounce giant sized beverage in the two very widely spaced and large cup holders!

Acceleration is fast and torquey with a lot of residual power left over for passing and maneuvering in traffic. Front Wheel Drive understeer has literally been eliminated in this mid size luxury offering and in the AWD option it disappears. Everyone in our group who drove the test car was impressed with the fit and finish of the interior and not one item could be found that was not what each person would have wanted in a car of this caliber. It was all there. Every power option you could think of. And everyone was impressed with the smooth and easy operating sliding glass roof panel. Simple touch feel buttons allowed the panel to be moved to several different locations of your choosing. The deep tint didn't interfere with your upward view when it was closed but totally kept the luxurious cabin cool. A full cloth panel can also be activated to keep all sun out of your eyes when the glass panel is not in use. The sliding panel is literally the entire roof of the car and it does give you a convertible effect while still maintaining a quiet cabin without the windblown look your hair would have in a standard convertible setup. Some impressive engineering went into this panel.

Lincoln has really improved the MyLincoln Touch system with LincolnSync which is standard on the 2013 Lincoln MKZ. It is easy to use and I didn't feel like I was going to run off the road while changing the radio station. You can also use the LincolnSync system to change the radio and climate control as well as make a phone call all with voice commands while your hands and attention stay on the road. The MyLincoln Touch screen will also read out your text messages and you can send them via LincolnSync. Once you get used to the system it is simple and easy to use and you will wonder how we ever did without it.

Everyone on the test drive commented at how much legroom was available in the MKZ even in the back seat. The headroom was more than ample even with the glass panel roof option and even in the back seat. A six foot man will have at least 3 inches of headroom left over in the back seat.

A highly safety minded and industry first feature that everyone on the test drive raved about is the Lane Keeping Feature. A simple push of the button and the system is armed at speeds over 40 mph. A small camera mounted on the front of the rear view mirror constantly monitors the road stripes and where you are in relation to your lane. If you begin to drift the steering wheel will vibrate and tell you which way to turn the car to return it to the lane. If you don't respond it will do it for you. We were able to literally remove our hands from the steering wheel and watch the car correct itself and then maintain the lane! This is definitely a precursor of hands free driving cars that are currently in the works for the future. And finally if you don't respond the car will maintain the lane the car will turn on the hazard flashers and begin slowing the car to a gradual stop while maintaining the lane. How many lives can this feature save by preventing crashes caused by falling asleep behind the wheel. This feature had to be the highlight of the options list. The little Lincoln can actually take your pulse and know your condition by sensors

through the steering wheel and the driver's seat. And to top this off you can keep your hands warm in the winter with the nifty heated steering wheel!

I had several friends that also did the VIP test drive the day before I did and their comments said it all:

"Absolutely awesome car. I'm buying one for sure."

"I was so impressed. Lincoln has a huge winner here and I'm already in line for one of them."

I believe Lincoln has a massive winner in the new MKZ. It will be a huge seller for Lincoln and will easily put the brand back on top in many aspects. Lincoln went all out with this car which reminded me of the many fine automobiles from this nearly 100 year old maker. The 2013 MKZ will be arriving at your local Lincoln dealership the first two weeks of December. Special rollout events will be held throughout the month so a test drive will be easy to find for you to discover Lincoln's revolutionary new automobile. FANTASTIC JOB Lincoln! *There are those who travel and those who travel well.*



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NO TX LCOC Member Spotlight – *The Fagleys*



Marti's father always wanted to own a Lincoln one day. In 1986 he finally fulfilled that dream and bought a white 1986 Lincoln Town Car, with plush white marshmallow leather interior that her mother noticed in a showroom in Las Cruces, NM. It was the car of their dreams and they enjoyed it. Marti told her parents, when they wanted to sell that car to let her know. Marti's father passed away unexpectedly in 1994, but her mother continued to drive the car until she could no longer get parts for it at Viva Ford (El Paso) that had serviced the car since they first bought it. At the end of 2008, her mother made the decision to trade it in because the dealership could no longer get the parts they needed to maintain it, and unbeknownst

to Marti, traded it in as a down payment on a new Ford Focus. Marti happened to call her mother the day the deal was made and was heartbroken to learn what had transpired. But after a sleepless night, Marti called the dealer and found out they still had the car! Marti told them she was interested in the car and not to get rid of it, because she wanted to buy it. The dealership was extremely fair, and sold the car to Marti for what they had provided as a trade-in value. We arranged to visit her mother for Christmas that year, and without telling her mother before driving home, we completed the purchase of the car and drove it home from El Paso. When her mother found out she was very upset because she felt it was no longer safe to drive and worried about our safety.

The car only had about 93,000 original miles, was garage kept, and well maintained. There was minor right rear damage from a parking lot altercation while her mother owned it, and the gas gauge didn't work. Marti researched the Lincoln club to get information on how to get her car fixed up and made the decision to join. And that was the beginning of the Fagley's membership in the North Texas Region Lincoln-Continental Owner's Club.

Through the Lincoln Club they met Rann Allen, the owner of a body shop, and they got the right rear fender fixed, plus repair of the pin-striping detail. Rann also recommended a mechanic to fix the gas gauge. It turned out the gas gauge problem was not caused by the sensor as her mother had been told, but the tank float, and was readily fixed.

The story doesn't end there. Walt loved the dependability (Most everything still worked), comfort, smooth ride, and spaciousness of the car, so he decided to get his own Lincoln. He replaced his everyday vehicle with a 2007 Lincoln Town Car.

The '86 was only the beginning of the Fagleys classic Lincolns. Marti knows that Walt tends to 'trash' cars he drives, so she restricted Walt from driving the '86. So Walt decided to get his own classic Lincoln. At one of the monthly club get-togethers, he
Spring 2013



saw Rann Allen's award winning 1979 Mark V. The style appealed to him, so he started hunting for one of his own on the internet. After months of looking, Walt purchased a '79 Givenchy off E-Bay, but it needed cosmetic parts. Parts being



hard to find and expensive, Walt decided to look for a parts car. He found an inexpensive '79 in Chadron Nebraska, well below the cost of the parts he planned to scavenge off of it. But when he got the car, he realized it was in really good shape, lower miles than the Givenchy, and more original. With a new paint job, the Chadron car would



be a good driver. So he had it repainted, re-topped, and it's his main '79 driver. But he still had the problem of parts, so he went looking for another parts car. This time he was offered a brown '79 for a modest price that was sitting up to its rims in dirt and had not been driven for

years. Not wanting to tow it out, the plan was to get it up, see if it would start and drive it to storage, where it could be scavenged. As Walt and his friends were working on the car, Walt decided the brown car would make a good car, with a 'little' fixing up. What Walt didn't know, is that when the oil light comes on after the engine is hot, it is caused by worn crankshaft seals. So mucho dinero later, the brown '79 is a half copper, white top, red wheel, almost drivable, beauty in the works. It is currently at JohnCo automotive in Ft. Worth, having the lower half the engine being rebuilt. Walt *has* decided that he is no longer going to look for a parts car, it's less expensive to just buy parts. Walt does not intend to fix the cars up to show quality. The fun to him is to drive them around, so that many people get to see them.



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Members Helpers

1.) Leather care

From Bob Hardisty, forwarded by Lana and Joe Hill

Sure hope you went to a few other web sites to order this **Zymol** as some of those sites are charging up to \$31.00 for one 8oz bottle of the leather cleaner. If your going to buy try steve@carguysgarage.com. He has all 4 leather and vinyl cleaners and conditioners for \$11.49 each and about \$9.00 to ship plus tax. Check it out.

From Ken Madden, forwarded by Lana and Joe Hill

Another product for leather restoration is Leatherique. Used by RR & Bentley owners to fill cracks and refinish worn Connelly leather, which was surfaced dyed instead of vat dyed. Any cracks in the surface dyed leather would expose the light brown undyed leather below. Quite unsightly in a Rolls. I believe Leatherique also makes leather preservation products.

2.) New way to rechrome trim parts

Check out this process from Jay Leno for a chrome look.

<http://www.youtube.com/watch?v=A-1cTpSZ1I8>

Looking for Solutions

Is this the original plastic coating peeling?

What causes this peeling? Is it a particular chemical cleaner?



Texas Tour of Antique Automobiles Coming to Fort Worth

FOR IMMEDIATE RELEASE

For Further Information Contact:

Colin Hiley, Tour Registrar

6485 Gsrauton Drive

Mansfield, TX 76063-5248

cehiley@msn.com

Texas oldest continuously staged antique and classic car tour is coming to Fort Worth May 2-4 at the Marriott Hotel and Golf Club near Texas Motor Speedway.

The tour is hosted by the Texas Region of the Antique Automobile Club of America.

“We’re expecting at least 75 cars for our 60th anniversary tour,” said Colin E. Hiley of Mansfield, registrar for the event. “I’ve already received a registration for a 1910 model automobile.”

The first Texas Tour in 1954 was from Waco to Dallas. Since that time antique car enthusiasts from throughout Texas have gathered to celebrate their love for older vehicles. The tour, which is for cars and trucks at least 25 years old, is sponsored by five automobile clubs throughout Texas.

“The tours avoid the more heavily traveled roads and we visit places of interest,” said Bev Podmers of River Oaks, chairman of this years event. “In addition to the tours we will have judging of the vehicles and an antique clothing style show, all part of a fun-filled three day weekend,” Podmers said.

Registration for the event is \$150 for the car and driver and \$130 per passenger. This includes two banquets, a luncheon at the Texas Motor Speedway, a barbecue and hay ride at a Denton County ranch, technical sessions and many other events. Special rates are available at the Marriott for participants.

“The event is open to all antique car enthusiasts whether you are a member of an organized car club or not,” said Hiley. For registration information contact cehiley@msn.com.

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Other News

Submitted by: [Vernon McKimney](#)

Subject: Single License Plate Bill Introduced in Texas Legislature - good idea?

Limiting law enforcement agencies opportunities to identify stolen cars is actually anti-hobbyist in my opinion. I would prefer that all state, county, and city law authorities have more chances to identify vehicles wherever they can be seen. When my restored 1977 Ford pickup was stolen in Dallas several years ago it did have plates on the back and the front, but being able to identify the truck from only one end would have lessened further the chance it would have been found. 'Beautifying' my cars by removing the front license plate and holder/bracket is not worth helping car thieves to move any of my cars on Texas roadways to their hideouts before being discovered.

I will not support Texas H.B. 557 but will ask my Texas House Representative and Senator to amend the bill to have the front plate optional. I had to make my own bracket to mount a front plate on my 1938 Fiat coupe but will be glad to keep its plate. This is the only instance I have disagreed with the Specialty Equipment Market Association. I am glad to "defend the hobby" but not car thieves.

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Single License Plate Bill Introduced in Texas Legislature

Legislation (H.B. 557) to require the issuance of a single motor vehicle license plate for attachment at the rear of the vehicle was introduced in the Texas House Of Representatives. The bill, favored by state hobbyists, would apply to passenger cars and light trucks.

We Urge You to Contact Members of the House Transportation Committee (Contact Info Below) Immediately to Request Support for H.B. 557

- H.B. 557 would apply to all passenger cars used to accommodate 10 or fewer passengers and light trucks, including pickup trucks, panel delivery trucks, or carryall trucks that have a manufacturer's rated carrying capacity of 2,000 pounds or less.
- H.B. 557 would protect the aesthetic contours of collector cars and relieve vehicle owners of the burden of having to create mounting holes on fabricated bumpers, etc.
- H.B. 557 would save money, conserve resources and bring Texas in line with other states that have moved to a single plate requirement.

DON'T DELAY! Please contact members of the Texas House Transportation Committee immediately by phone or e-mail to request their support for H.B. 557.

Please e-mail a copy of your letter to Steve McDonald at stevem@sema.org. Also, please forward this Alert to your fellow car enthusiasts. Urge them to join the [SAN](#) and help defend the hobby! Thank you for your assistance.

Texas House Transportation Committee

To e-mail all Committee members, copy and paste the email address block below:

larry.phillips@house.state.tx.us; armando.martinez@house.state.tx.us;
cindy.burkett@house.state.tx.us; yvonne.davis@house.state.tx.us;
allen.fletcher@house.state.tx.us; bobby.guerra@house.state.tx.us;
linda.harperbrown@house.state.tx.us; george.lavender@house.state.tx.us;
Ruth.mcclendon@house.state.tx.us; joe.pickett@house.state.tx.us;
debbie.riddle@house.state.tx.us

~*~



Jake Fleming's 1941 Zephyr and Jim Raymond's 1938 Nash, in Denton

Membership Application

(Membership is January 1 through December 31)

Name _____

Spouse _____

Address _____

City _____

State _____ ZIP _____

e-mail address _____

Home Phone (_____) _____

Work Phone (_____) _____

_____ Renewal _____ New Member

Your National LCOC number _____

Automobile Registry:

#1) Year _____ Model _____

Body Style _____

#2) Year _____ Model _____

Body Style _____

#3) Year _____ Model _____

Body Style _____

Please Note: According to the Bylaws of our National Club, you must be a member of the National LCOC in order to belong to the North Texas Region, or any other region.

Please mail this completed application and your check for \$25.00 to:

Carol Mattix,
3305 Weems Way
Rowlette TX, 75088

The Back Page

Links of interest:

Ben's LINCOLN MARK V Facebook page. It has daily Lincoln news and vintage Lincoln photo updates each and every day: <https://www.facebook.com/LincolnMarkV?fref=ts>

<http://www.lonestarlcoc.org/index.html>

<http://www.thecontinentalstar.com/>

www.lcoc.org

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Editors Corner

By: Walter S. Fagley III hot1mutt@gmail.com

We welcome article submittals, with the understanding that we retain possession of the article and reserve the right to edit article content for use in the newsletter.

If you would like to be featured in the Members Spotlight, full articles and pictures are accepted, or notify the editor to set up time to meet, get pictures of your cars, and tell your story. First suitable article or requestor completed will be featured.

Any kind of article, or web links, concerning Classic Lincoln ownership, is welcome: fixing, maintaining, finding parts, making parts, car reviews, historical stories, enjoying, personal experiences.....

Products and opinions allowed to be expressed in this gazette are not necessarily endorsed by the NO TX LCOC.

Many Thanks,

Walt

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