



October/November, 2009

## November Club Outing Greenville, Ohio

*Garst Museum, Bear's Mill,  
Dinner at Longfellows Shadows*



On November 7th, each member, spouse or guest of the Southern Region are invited to spend the day in Greenville, Ohio. We will meet at the Garst Museum at 12:30 p.m. Directions can be found on page two of this newsletter.



**Garst Museum** - named after the Garst family who donated the property to the Historical Society in 1946. The museum offers visitors information on Lowell Thomas, the Treaty of Greene Ville, General "Mad" Anthony Wayne, Lohmann Telescopes, Zachary Lansdowne, the history of Darke County and of course, Annie Oakley. In addition, the museum houses artifacts from Forts St. Clair, Jefferson, Greene Ville and Recovery; an extensive collection of uniforms from each American war; an extensive collection of letters, paintings and awards honoring Lowell Thomas and the largest known collection of memorabilia admiring Annie Oakley. See guns, clothing, posters, pictures and much, much more from Annie's shows and Broadway productions. Our \$5.00 guided tour includes a complimentary cookie, coffee, free pass to re-visit in the future. The museum is handicapped accessible.

**Bear's Mill** - Bear's Mill is a historic mill built in 1849 in Greenville, OH. It has been in the National Register of Historic Places since 1977. It is *still in use today* to grind cornmeal, whole-wheat flour, and rye flour. The mill and buhr stones are powered by water. We will take a guided tour for \$5.00 per person. Take a walk in the scenic woods surrounding the mill and visit the Vietnam War Memorial on the grounds and the art display on the first floor of the mill. The first floor of the mill is a store where one can purchase the mill flours, pottery, coffees and many other items. The mission of the Friends of Bear's Mill is: *We provide a rich cultural experience and community-oriented events including educational tours, demonstrations and nature walks, while preserving the Mill's historical significance and natural beauty. As caretakers of Bear's Mill, we will continue to explore the possibilities of this unique property, while maintaining its historical significance and physical needs.*



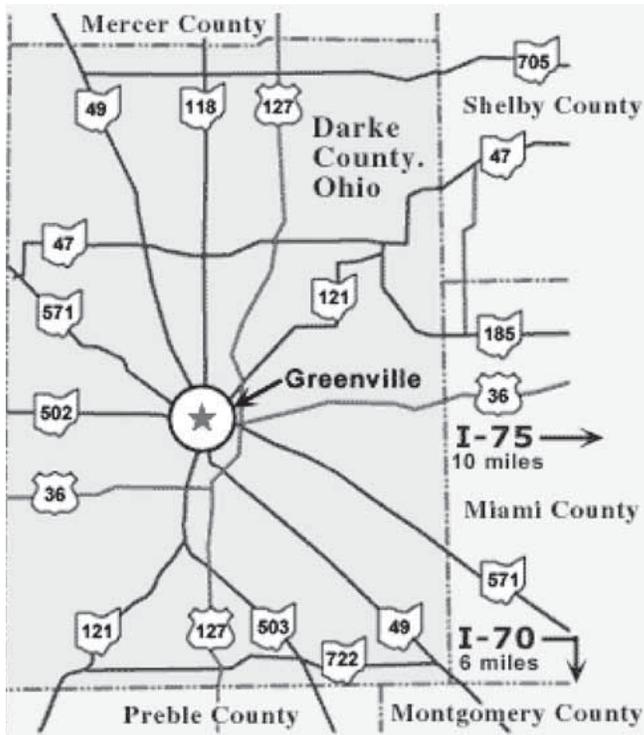
**Dining at Longfellows Shadows** - Once our tours are over, we will gather for dinner at Longfellows Shadows Restaurant. Full menu and bar will be available.

*Please see next page for further November Outing information*

# November Club Outing

## Meet at Garst Museum at 12:30 p.m.

The Garst Museum is located at 504 North Broadway, Greenville, Ohio. Access is easy from either I-70 or I-75. Please review the maps below.



*We have enclosed a reservation card so we will know how many persons are attending this event. Please fill out the card and mail in the provided envelope. Thank you for supplying a stamp!*

***Special thanks to Floyd and Virginia Weyrick for their help with contacting all of the venues we plan to visit!***

## Dues are Due

Membership dues for the Southern Ohio Region of the Lincoln & Continental Owners Club is \$15.00 per year. We have enclosed a membership renewal form. Please complete this form and mail it and your payment in the BRIGHT PINK envelope. Thank you so much for your support of the Southern Region.

**Checks should be made payable to: Southern Ohio Region LCOC.**

*A Warm Welcome to our new member*

**ED HILDRETH**

*Ed resides in Lancaster, Ohio*

**Look for Part Two in the next Continental Communiqué**

# Old Cars

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# Presidential Parade

## 'Camelot I' and the slab-sided Lincolns

**By Phil Skinner;**  
**photos from author's collection**  
**[Reprinted with permission from**  
**Old Cars Weekly]**

As America is about to seat its 44th president, a number of pundits have referred to the upcoming Obama era as the second rendition of "Camelot" in the White House. The first version of Camelot, of course, was during the John F. Kennedy administration, which began in January 1961 and ended all too

tragically on Nov. 22, 1963, when an assassin's bullet found its mark in Dallas.

During the 1960 presidential campaign, Henry Ford II had been a major supporter of the young senator from Massachusetts. The two had much in common. Besides Ford's own leaning toward the Democrat party, the men shared the Catholic faith and were about the same age; they may have even crossed paths in their youth, as both had served the U.S. Navy during World War II and both had come from very well-to-do families.

One of the first contributions to the Kennedy administration from Ford Motor Co. had not been a car, but rather a person — Robert S. McNamara who, in the fall of 1960, became president of the company. Tapped for his outstanding thought pro-

cesses and contributions during World War II, McNamara was eventually appointed by JFK as Secretary of Defense. Although some of his later decisions, especially in regards to America's involvement in Vietnam, have been criticized, he was, and still is, a brilliant man.

For car collectors, however, the biggest contribution that Ford made to the JFK administration was a big, beautiful Lincoln Continental parade car.

### 'Bubble top' affair

Even before the election had taken place, the decision to provide the White House with a new parade vehicle had been made. Ever since the 1939 "Sunshine Special" Lincoln parade touring car built for Franklin Roosevelt, these big cars had

played an important part in official functions, motorcades and affairs of state. In 1950, the Sunshine Special was retired and returned to Ford Motor Co. to be replaced by a new one-off, extended-wheelbase convertible sedan produced by Derham coachbuilders.

This second car featured a removable "bubble top" made of Plexiglas that allowed the occupants to be seen by crowds during inclement weather. The car was delivered during the Truman administration, and it is said that he liked going fast in it and would often order his drivers to "speed it up." There are photos showing Truman sitting alone in the back seat, zipping along at high speed and wearing a smile from ear to ear.



The 1962 X-247 "bubble top" Lincoln limousine was used for transporting the president and first lady to less-formal events, as well as for other VIPs needing a limousine-type ride. Here it is shown with its protective rear cover in place.

### '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.



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 Premier wheel covers.



**To be continued in the next *Continental Communiqué***

## CONTINENTAL CLASSIFIED

*If you or someone you know has a Lincoln or parts for sale, or are looking for a Lincoln or parts, please call*

*Tim Wilson at (740) 852-5934 or you can email your information to [tim@wilson-printing.com](mailto:tim@wilson-printing.com)*

**Your advertisement will run for four (4) issues. If your item sells, please contact Tim Wilson**

**FOR SALE** - Large selection of Lincoln Parts - 1942-1948. Body data plates produced, \$40.00 each. NOS rear flip out ash trays for Lincoln & Packard, \$35.00 each. Richard Hommel, 2473 Giant Oaks Drive, Pittsburgh, PA 15241. Please write with your needs.

**WANTED** - '40 Lincoln Zephyr/Continental front bumper or front bumper center section. Al Audette, 550 Covedale Ave. Cincinnati, OH 45238 513-922-0178-H, 513-484-9822-C.

**FOR SALE** - 2002 Lincoln Town Car 24K Series. Purchased new, original owner, 43,492 actual miles. Always garaged and owned by a former Ford Dealership owner. Please call (614) 917-8535. \$10,000 negotiable.



**FOR SALE** - 1978 Lincoln Continental Town Car, 70,500 original miles, moon roof, all power, aluminum wheels, '77 skirts, new brakes including calipers, rotors, hoses, wheel cylinders, shoes, master cylinder, steel lines, rebuilt holley carburetor. Small dent in door. MUST SELL. \$2,950.00 OBO. Please call Tim Gitzinger at 937-241-2698 or [continental40@aol.com](mailto:continental40@aol.com).



**FOR SALE** - 1978 Lincoln Continental Town Car-Built for the late Marjorie M. Wolfe (Columbus Ohio) - wife of the late Robert H. Wolfe (publisher of central Ohio's Columbus Dispatch). Mrs. Wolfe's initials remain on the rear doors and her name is on the original dash plaque 18,000 original miles-always chauffeur-driven. White with black leather interior, always garaged, rare fixed-glass sunroof over driver's area (believed to be one of approximately 300 in 1978), Dealer installed "continental kit" decklid,



optional 460CI engine, factory CB, new tires, mint condition. Please call David Fleisher - 614-595-3564