

THE LINCOLN LOG



**A publication of the Lincoln and Continental Owners Club
Hoosier Region**

**Volume 36 Issue 1
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Indiana LCOC

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Front and back cover: *David Cole's 1940 Lincoln-Zephyr Continental Cabriolet on display at the 2019 Lincoln Homecoming. The car can be seen at the Early V-8 Ford Museum in Auburn, Ind. Photo by Jeff Shively*

Notes from the director

Dear Members of the Hoosier Region of the LCOC:

I would bet that you all are ready to be over this social distancing lock-down. Unfortunately, it looks like it is going to be awhile before all is back to normal. We have cancelled our March and April events. Our May event was to be the Mecum Auction in Indianapolis on Saturday, May 16, 2020, but that auction has been postponed until late June. We will send out additional information if in fact it will be held. If the auction is held, we will need volunteers to man the car club membership booth during the auction to promote the Lincoln & Continental Owners Club. Call me if you are interested in helping.

Members of the national Lincoln & Continental Owners Club, which most of you are, can receive a free bidder's pass and a guest pass to any Mecum Auction. This is a new benefit of belonging to LCOC. One trip to a Mecum Auction erases the cost of membership. Thanks to the LCOC Board Members for working to get this benefit for our members! Go to the LCOC website, lcoc.org, to find out how to get a Mecum bidders number at no cost.

Several Hoosier Region members noticed that they did not receive a 2020 dues notice in November 2019. It was decided that a one-year suspension of dues for 2020 would be initiated. We had very low expenses last year and had a healthy bank balance. Rest assured, there will be a dues notice sent out at the last quarter of this year for 2021. Take care and stay healthy.

Continentially yours,
Joe S. & Eleanor Columbe

NEXT EVENT

Good question!
We don't have a good answer yet.
We'll be in touch as soon as we know something!



Hoosier Region of the Lincoln and Continental Owners Club

2020 Schedule of events

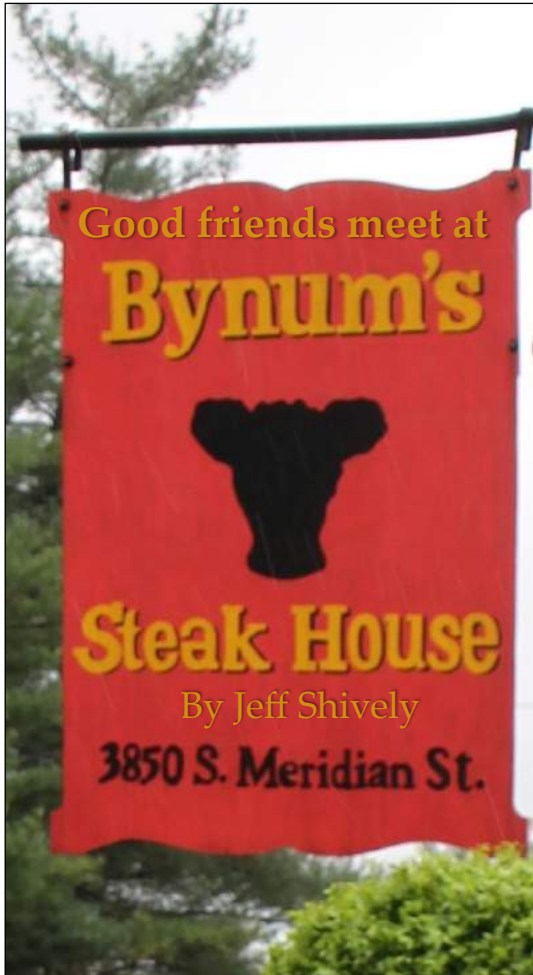
**Dates and events subject to change*

- June 6** *11:00 a.m.* Lunch TBD in Bloomington, Martin Car Collection
- July 18** *Noon* Annual Summer Picnic. Lime Rock Farm, Milroy, Indiana
- September 12** *11:00 a.m.* Lunch, Gray Bros. Cafeteria, Mooresville
Visit car collection near Camby
- October 24** *11:00 a.m.* Lunch TBD, car collection near Indianapolis
- November** *No Event*
- December 5** *11:00 a.m.* Lunch TBD.
Annual Membership Meeting /Christmas Party*

**Probably will need to change this function to: Saturday, November 14. 11:00 a.m. Annual Membership / Christmas Party*



Photo by John Walcek



On February 8, 2020, 16 members of the Hoosier Region met at Bynum's Steak House. It was a decent late-winter day, but the older Lincolns stayed home in their respective garages. As is always the case, the food was outstanding and reasonably priced for its quality. There was lots of talk about upcoming events for 2020 as well as discussions about the latest



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happenings in 2019. I was particularly delighted that my father, Jerry, came along in the family MKZ. He enjoyed meeting Joe Columbe, who is a fellow Boilermaker! It would be fair to say that everyone left with a full bellies and a little more joy in their hearts.

Hoosier Region members attending included David Columbe, Joe and Eleanor Columbe, Robert Columbe, Jeff Hagloch, John and Jupei Hannon, Darren Klingler, Harold and Judy Roy, Jeff Shively, Jerry Shively, Andy and Terri Swartz, Paul and Julie Temple.

Clockwise from upper right: A very satisfied –looked group of LCOC members at Bynum’s. A 2009 MKX owned by Jeff Hagloch. An MKZ owned by Harold and Judith Roy. A 2016 MKZ owned by Jeff Shively. A 2006 Town Car owned by Andy and Teri Schwartz. The sign of good things inside. Sixteen Hoosier Region members enjoyed a late-winter outing on the Southside of Indianapolis.



The Lincoln Log

1939 of L



Nineteen thirty-nine a difficult year for luxury automobile manufacturers. The unemployment rate lingered around twenty percent in early 1939. Auto-

bile companies had been suffering since the stock market collapse in late October 1929. Although the economy should have turned around long before 1939, the post-1936 wealth redistributionist poli-



The Last Year the Great Lincoln Model K

Article and photographs By George Maley

Originally published in The Hoosier Horn, Issue 40:2, March-April 2012

cies of the Roosevelt Administration created a major downdraft in the private sector economy. Growth was stifled and many feared that socialism was on the horizon, particularly with socialist-leaning Henry Wallace serving as the Vice-President of the United States. The great marques Auburn and Pierce-Arrow had folded in 1936. Cord did not survive 1937, and now Lincoln's Model K luxury car series was to cease production in 1939. Historically, the Lincoln had been the official transportation of Presidents Coolidge and Hoover. The 1939 Lincoln was a well-crafted automobile powered by a 414 cubic inch V-12 engine turning out 150 hp at 3,800 rpm. Power was transmitted to the road via a double dry disc clutch with a full floating rear axle. It had an independent front wheel suspension and came in two wheelbases, 136 inches for the basic chassis and 145 inches for the limousine. The majority of 1939 Lincoln K's were bodied by the Lincoln factory. For those individuals who wanted something more handcrafted, the coachbuilder Willoughby Coach of Rome, New York was the builder of choice.

Chris MacAllister is the proud owner of this very rare breed of K Lincolns. His car is a 1939 Lincoln K factory bodied limousine, Model 407B. The base price of the automobile F.O.B. Detroit was \$5,100. With all of the accessories, the price probably came to \$5,700. Factory accessories included dual sidemounts with covers, a radio, front and rear heaters, clock, and cigar lighters. Jump seats were standard in the limousines. The still original paint is a shade of dark blue. What is most unique about MacAllister's Lincoln is its incredibly low mileage of 29,759 miles showing



Top and left: *The sumptuous interior typical of the Lincoln Model K. Above:* *An original 1939 Maine license plate. Facing page:* *Despite its size, the Model K is still quite aerodynamic for the era.*

on the odometer. Why the low mileage? Chris relates a story that the previous owner stated that the Lincoln had been in storage for fifty years in Georgia. Interestingly, the Lincoln carries a 1939 Maine license plate. Speculation by the author could imagine that the original owner resided at a primary address in Georgia and spent the summer months at a resort home in Maine. The Lincoln was probably used as a



summer car there until it was placed in long term storage.

Chris purchased the 1939 Lincoln in January 2010 at Gooding's auction in Phoenix , AZ. He had seen the Lincoln the year before at an auction and had bid on it, but the price went higher than he was willing to pay. Now in January 2010, he telephoned in a bid from his home, the former Walter Marmon mansion. With the help of an associate in Phoenix, the Lincoln's journey to Indianapolis started. Shortly after leaving the auction site, catastrophe struck. Smoke, oil, and steam poured out from under the hood. After the engine was stopped, a freeze plug was found to have blown from the block. A cracked engine oil cooler had allowed the engine oil to be pumped into the coolant. Excessive pressure built up, causing the freeze plug to blow. The freeze plug was replaced and the engine oil coolant radiator unit repaired and reinstalled. No major damage was done.

With the Lincoln now safely in Indianapolis, Chris's new acquisition underwent a thorough inspection and repairs were made as needed. For the

most part, the engine and mechanicals were in very good condition, but detail repairs had to be made. These included the following: all hoses were replaced, a new exhaust system was installed, and a new set of original and correct cylinder heads replaced the old set; the shock absorbers were rebuilt at a cost of \$900.

The carburetor was tuned, and the spark plugs and points replaced. Then the Lincoln K was road tested. It was returned for more work, a process that was repeated several times. The result is a wonderful piece of riding machinery in excellent condition with a very stylish motif.

The 1939 Lincoln looks beautiful. Its paint glistens. The upholstery in its tan broad-cloth along with its door panel is pristine. The only interior change is the floor mats. The radio still plays, the heater motors still put out the air. Chris MacAllister has a fine piece of history. He bought the Lincoln because of its Classic styling, it's beautiful dark blue paint and low mileage. Chris, enjoy it in good health.

Where are they now?

1940 Lincoln Continental Register

By David L. Cole

Originally published in 1969 in Continental Comments Issue #95



1940 LINCOLN-ZEPHYR CONTINENTAL CABRIOLETS

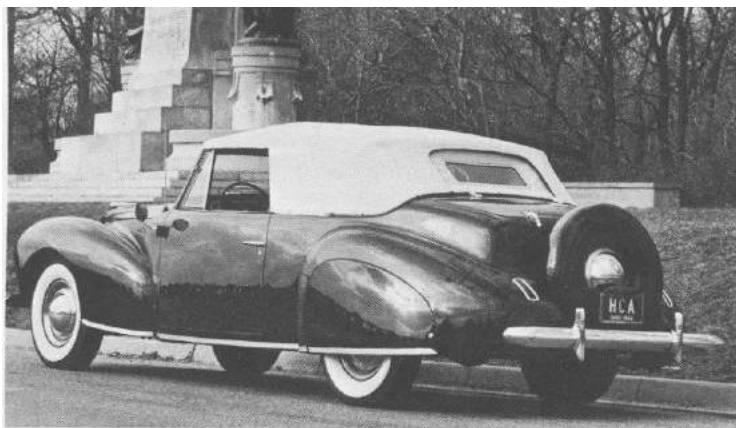
BODY 06H56-	SERIAL No.	DATE OF ASSEMBLY	CONDITION	OWNER/REPORTED BY	DATE OF INFO
"1"	H 85825	Sep. 1939	Being restored, basically sound	Jim Baker, Canoga Park, Calif.	Feb. 68
"2"	H 86025	Sep. 1939	Unrestored, basically sound; original	Harrah's Automobile Collection, Reno, Nev.	Aug. 66
3	H 91688	Dec. 13, 1939	Junked out about 1956	Rep't by Nowland Prater, Encino, Calif.	Jul. 66
6	H 92043	Dec. 19, 1939	Good; Merc. Eng. Carson top	Ross DeVinney, Pasadena, Calif.	Oct. 65
9	H 92077	Dec. 19, 1939	Poor; will be restored	James Riehle, Orchard Park, N.Y.	May 67
11	H 92071	Dec. 19, 1939	Average; being restored	Dr. Joe Cooper, Hot Springs, Ark.	Dec. 68
14	H 92512	Dec. 22, 1939	Poor; no engine, body rusted out	Ricardo Icaza, Manhattan Beach, Calif.	Aug. 67
16	H 92508	Dec. 22, 1939	Junked out for parts	Tony Anton, Santa Ana, Calif.	Mar. 66
17	H 92533	Dec. 26, 1939	Beautiful original condition	Herbert Weston, Hewlett Bay Park, N.Y.	Feb. 67
18	H 92816	Dec. 28, 1939	Restored; customized by Frank L. Wright	Paul & Patrick Thyn, Dodgeville, Wisc.	Jan. 67
24	H 93124	Dec. 29, 1939		George Gehrig, Danville, Pa.	Jun. 61
27	H 93428	Jan. 3, 1940	Needs restoring; Merc. eng; not run '53'-67	Herman Broome, Redlands, Calif.	Aug. 67
29	H 93268	Jan. 2, 1940	Being restored; basically sound	A.C. Canet, San Jose, Calif.	Dec. 68
30	H 93123	Jan. 2, 1940	Poor; Merc. eng; post war rear fenders	A poor college student from Oklahoma	Oct. 65
33	H 93427	Jan. 4, 1940	Good body; lowered, was hot-rodged once	Richard Parenti, Santa Barbara, Calif.	Feb. 68
34	H 93573	Jan. 4, 1940	Being restored; not running	William F. Boyle, Denver, Colo.	Jan. 67
35	H 93426	Jan. 5, 1950	Beautiful restored condition	Herman Rogg, Clark, N.J.	June 66
36	H 93572	Jan. 4, 1940	Presentable, not fine; great to drive	Ralph D. Evans, West Burlington, Iowa	Oct. 67
39	H 93718	Jan. 8, 1940	Fair; to be restored	Joseph Freeh, Denver, Colo.	Jul. 68
41	H 93865	Jan. 8, 1940	Being restored	Dr. John Persing, Watsontown, Pa.	Jan. 67
42	H 93864	Jan. 9, 1940	Restored; won FoMoCo trophy 1968	Edwin F. Loneragan, San Mateo, Calif.	Oct. 68
44	H 94164	Jan. 11, 1940		Rex Broker, Wichita, Kansas	Dec. 67
46	H 93999	Jan. 12, 1940		Richard Sherman, Butler, Pa.	Dec. 67
47	H 94600	Jan. 16, 1940	90% restored exc for eng & misc parts	John F. McClure, Bellbrook, Ohio	Jan. 67
48	H 94316	Jan. 15, 1940		Paul J. Boehm, Cincinnati, Ohio	Feb. 68
49	H 94165	Jan. 12, 1940	Restored '54; 100,000 miles since	David L. Cole, Santa Maria, Calif.	Feb. 69
50	H 94000	Jan. 12, 1940	Restored '61; FoMoCo trophy winner '61	Robert Cressey, North Hollywood, Calif.	Oct. 68
52	H 94317	Jan. 15, 1940	Very rough; original, complete	Dr. F. Lawton Barrows, Boston, Mass.	Sep. 67
54	H 94601	Jan. 16, 1940	Partly converted to '47; junked out	Classic Car Auto Wrecking, Gardena, Calif.	Oct. 65
61	H 94897		Good, complete; to be restored	William H. Coughlin, Westbury, N.Y.	Jun. 68
63	H 95042	Jan. 18, 1940	Good, rebuilt V12; Naugahyde interior	Charles A. Whitney, Onida, South Dakota	Sep. 67
68	H 95343		Good	Ben Hochberg, Freehold, N.J.	Oct. 67
69	H 95191	Jan. 22, 1940		Charles Newcomer, St. Petersburg, Fla.	Dec. 67
73	H 95492	Jan. 24, 1940	Good; unrestored; '46 dashboard	Richard Lutey, Marquette, Mich.	Jan. 68
74	H 95642	Jan. 25, 1940	Good; original paint, uph, carpet	Leroy Harbaugh, Jr., Redwood City, Calif.	Jan. 68
77	H 95493	Jan. 25, 1940	Very Good	C. L. Davis, Perry, Missouri	Dec. 66
80	H 95747	Jan. 26, 1940	95% finished, 80% restored	Michael D. Kelly, San Francisco, Calif.	Feb. 67
83	H 95944	Jan. 29, 1940	Basically sound; needs full restorat'n	K.S. Nalbandian, Fresno, Calif.	Dec. 67
84	H 95796	Jan. 26, 1940	Original cond., needs some restoring	Arthur Milius, Bremerton, Wash.	Dec. 67
85	H 96094	Jan. 30, 1940	Fully restored; FoMoCo trophy won '67	E.B. Beardslee, Glen Head, N.Y.	Feb. 67
88	H 96395	Jan. 31, 1940	Body perfect, rebt V12, Naug. uph.	Victor Guidetti, North Plainfield, N.J.	Oct. 67
94	H 96827	Feb. 5, 1940	Junked out in Texas	Rep't by Gene Allen, Houston, Texas	Jan. 68
98	H 96690	Feb. 5, 1940	Being restored	Robert Francy, Phoenix, Arizona	Jan. 67
103	H 96984	Feb. 7, 1940		Richard Peabody, Scottsdale, Arizona	Dec. 67
104	H 96983	Feb. 7, 1940	Excellent restoration	A museum in Ontario, Canada, per Jim Baker	Jun. 66
107	H 97136	Feb. 7, 1940	Good original condition, repainted	Jay McCook, Phoenix, Arizona	Mar. 67
111	H 97276	Feb. 12, 1940	Being restored.	George Miller, Jr., Warminster, Pa.	Nov. 67
112	H 97275	Feb. 12, 1940		Raleigh Brent, Baltimore, Maryland	Jun. 61
115	H 97674	Feb. 14, 1940	Mint condition	John C. Harrison, Miami, Fla.	Dec. 67
117	H 97384	Feb. 13, 1940	Good; being restored	David L. Freeman, Copperas Cove, Texas	Oct. 68
119	H 97928		Body & V12 o.k.; needs restoring	Dale Place, Pawtucket, R.I.	Dec. 67
126	H104312	May 16, 1940	Runs good, needs paint and top	Kenneth Young, Brady, Texas	Jan. 67
127	H 97933			Edward Snyder, Mercury, Nevada	Dec. 67

1940 LINCOLN-ZEPHYR CONTINENTAL CABRIOLETS, Continued

BODY 06H56-	SERIAL No.	DATE OF ASSEMBLY	CONDITION	OWNER/REPORTED BY	DATE OF INFO.
137	H 98081	Feb. 27, 1940	Complete; not running; to be restored	James Walker, San Bernardino, Calif.	Sep. 66
140	H 98362		Good condition, rebt V12, Nylon top	Gene Ruegge, Harvey, La.	Oct. 67
147	H 98519		Running; being restored	Dr. J. Edwards Prewett, Austin, Texas	May. 67
148	H 98650			Richard Brown, Studio City, Calif.	Jan. 68
150	H 98517		Good; to be restored	Bruce Eib, Whittier, Calif.	Nov. 67
152	H 99682		Unrestored	Somebody in Columbus, O., per H.C. Angel	Jul. 68
153	H 98950		Parts car only	S. Hunt Barrington, Norristown, Pa.	Jan. 67
156	H 98803		Good; to be restored	S. Hunt Barrington, Norristown, Pa.	Jan. 67
160	H 99104	Mar. 5, 1940		Marvin Edwards, Lorton, Virginia	Apr. 67
161	H 99258		Poor but whole; to be restored	A.C. Canet, San Jose, California	Dec. 68
162	H 99257		Junked out; no longer exists	By Classic Car Auto Wreckers, Cardena, Cal.	Oct. 65
164	H 99106		Basically good; not run in 10 years	Glenn Koets, Deerfield, Illinois	Aug. 67
165	H 99103			C. Hilyard Barr, La Canada, Calif.	Dec. 67
168				James Brunson, El Cajon, Calif.	Dec. 67
171	H 99256	Mar. 1940	Average running condition	Ben Griffin, Los Gatos, Calif.	Dec. 68
178	H100123	Mar. 20, 1940	Very good	Laverne King, Macomb, Illinois	Jun. 66
180	H 99984	Mar. 13, 1940	Restored exc for dashboard	Charles Bates, Dayton, Ohio	Jan. 67
181	H 99832	Mar. 13, 1940		John Littig, Evanston, Illinois	Dec. 67
182	H 99682		Much modified, dilapidated	Richard Phillips, Columbus, Ohio	Apr. 68
184	H 99834	Mar. 13, 1940	Original Condition; V-12; 81,000 miles	Robert B. Moses, St. Louis, Mo.	Feb. 69
185	H100000	Mar. 13, 1940	Junked out; no longer exists	Larry Pettit, Van Nuys, Calif.	Apr. 67
186	H 99985	Mar. 13, 1940	Easily restorable, new V-12, good	Russell Humphrey, Marysville, Wash.	Feb. 67
187	H 99986		Good, exc Cad. eng.; no top or trim	Ben Griffin, Los Gatos, Calif.	Dec. 68
189	H100124	Mar. 14, 1940	Generally good, recent repaint	Dr. H.G. Pickett, San Antonio, Texas	Jan. 69
193	H100405	Mar. 18, 1940	Very good original; 45,000 miles only	Harold C. Angel, Dayton, Ohio	Jan. 67
194	H100270	Mar. 18, 1940	Generally good; rebt '48 Merc eng	Richard Brown, Studio City, Calif.	Jun. 67
202			Junked out by Jim Walker, San Bdo, Cal.	Rep't by Jim Baker, Canoga Park, Calif.	Feb. 69
204	H100794	Mar. 21, 1940		Archie Moffeit, Claremore, Okla.	Feb. 62
206	H100126	Mar. 24, 1940	Very good original, being restored	L.C. Benzenhoefer, Woodland Hills, Calif.	Oct. 68
207	H100866		Excellent; V-12;	James K. Berger, Sherman Oaks, Calif.	Mar. 68
208	H100868	Mar. 25, 1940		Dr. Fred H. Landeen, Tucson, Arizona	Apr. 67
209	H100711	Mar. 21, 1940	Very good, restored	Patrick Curran, Ontario, Canada	Oct. 68
210			Junked out for parts	By Don Knopp, Fremont, Calif.	Jul. 67
213	H101009	Mar. 26, 1940	Very good; new paint, rebt V-12, etc.	Harry J. Smith, Cherry Hill, N.J.	Dec. 67
217	H101153		Being restored; 70% completed (in '67)	Les Klinge, West Caldwell, N.J.	Apr. 67
222	H101306	Mar. 28, 1940	Sound body; needs full restoration	John Sloan, Santa Barbara, Calif.	Dec. 68
224	H101454	Mar. 28, 1940	Being restored	Crandall Norton, Pasadena, Calif.	Nov. 68
226	H101599			Larry Ball, Marshall, Missouri	Dec. 67
231	H101745		Junk parts car; coupe roof stuck on	Tony Anton, Santa Ana, Calif.	May 67
232	H101547		Original cond; Ford V8 eng.	John L. Drake, Rockville, Maryland	Jul. 67
234	H101744			Paul Hanson, Long Branch, N.J.	May 68
235	H101860		Sound body, all apart for restoring	Laurence Martin, Santa Maria, Calif.	Dec. 68
241	H101985		Fine cond., new V-12, interior, etc.	Kermit H. Wilson, Minneapolis, Minn.	Feb. 69
251	H102337		Very good, to be restored	Phil Calder, Newington, Conn.	Nov. 68
252	H102339		Restored	Larry Pettit, Van Nuys, Calif.	Nov. 68
253	H102213	Apr. 11, 1940	Restored	Donald Clark, Devon, Pa.	Sep. 67
256	H102338		Restored; won FoMoCo trophy 1968	Alex Yarnall, New York, N.Y.	Mar. 68
260	H102459	Apr. 15, 1940		Bud Stein, Chicago, Illinois	Feb. 62
264	H102609			Michael Williams, Willowdale, Ontario	May 68
265	H102734		Good original, not restored	S. Sterling McMillan, Cleveland, Ohio	Jul. 68
267	H102739		Good cond., used daily, not show car	Mrs. John R. Stokes, Arcata, California	Nov. 67
268	H102737	Apr. 17, 1940		W.W. Thomas, Charleston, W. Va.	Feb. 62
273	H102867	Apr. 22, 1940	Excellent, FoMoCo trophy winner '61	Dean Kennedy, State College, Pa.	Apr. 67
275	H102868		Good cond; customized into a coupe	Orie Dale, Long Beach, Calif.	May 67
276	H102871	Apr. 22, 1940	Good original, not show cond.	Glen Cato, Santa Monica, Calif.	Aug. 61
277	H103330		Good original	H. Odell Billings, N Wilkesboro, N.C.	Aug. 67



Larry Martin has 06H56-235, a very sound car, all apart for restoration.



H. C. Angel's 06H56-193, with 54,000 miles, is completely original.



Bob Brock's unrestored 06H57-16 still has original paint: Dove Gray Top, Zephyr Blue Body, and vermilion wheels.



Crandall Norton found 06H56-224, unrestored, in Los Angeles in 1968.



It was easy to collect data for 06H56-42, -206, -50, and -49 (Left to Right), as they always show up at Western National Meets. 06H56-50 won FoMoCo trophy for Best Prewar in 1961; 06H56-42 won it in 1968.
Jim Baker photo

1940 LINCOLN-ZEPHYR CONTINENTAL CABRIOLETS, Continued

BODY 06H56-	SERIAL No.	DATE OF ASSEMBLY	CONDITION	OWNER/REPORTED BY	DATE OF INFO.
278	H103065		Good; Mercury engine	Robert L. Collins, Birmingham, Mich.	Mar. 68
285	H103457	May 6, 1940	Disassembled, being restored	William Bond, Kettering, Ohio	Jan. 67
286	H103331	Apr. 29, 1940		Rex Marr, Denison, Iowa	Jun. 61
289	H103329		Junked out for parts	Les Klinge, West Caldwell, N.J.	May 67
293	H103723		Good orig. paint & interior; Merc eng.	James J. Wilson, Richmond, Va.	Nov. 67
294	H103604			James Kroeplin, New York, N.Y.	Dec. 67
295	H104557		Being restored; new top and uph	Leo P. Bergin III, Reno, Nevada	Aug. 68
296	H103459		Being restored	A.W. Loos, Pomfret, Conn.	Jan. 68
301	H103722		Good; original tan leather interior	Neil Weymouth, Bellfountain, Ohio	Aug. 67
302	H103819	May 6, 1940	Good, original condition	R.J.C. Hamilton, Houston, Tx. (orig. owner)	Dec. 68
304	H103953		Good restorable cond., being restored	Lt. Lee Henderson, Lexington Park, Md.	Dec. 68
305	H103724		Parts car only	Kenneth Young, Brady, Texas	Jan. 69
313	H104313	May 21, 1940		Dr. Frederick Cressman, Wilmington, Del.	Jun. 66
314	H104198	May 9, 1940		Robert Mercer, Neward, Del.	Dec. 67
322	H103954	May 16, 1940	Very good; gold trim is original	Dr. Quentin Krafka, Milwaukee, Wisc.	Apr. 67
325	H104559	May 21, 1940	Poor; no engine; piled full of parts	Dr. Mervyn Schwarts, Fresno, Calif.	May 66
328	H105734			Richard Deffenbaugh, Shippenburg, Pa.	Dec. 67
329	H106114		Good; Olds V8 eng; custom dash, etc.	Wayne VanWinkle, La Mirada, Calif.	Jun. 67
331	H105731		Being restored	Gordon Knott, Portland, Oregon	Feb. 69
332			Scrapped out for parts	By Jackson Bailey, Glen Head, N.Y.	Oct. 68
333	H105630		Good running cond., Buick eng.	H.B. Woods, Corrales, N. Mex.	Apr. 67
334	H105939		Being restored	Bill Haberkorn, Denver, Colorado	May 67
337	H106306			J.P. Fitzgerald, Uniontown, Pa.	Dec. 67
338	H106036		Fully restored	J. Harris Covington, High Point, N.C.	Jan. 68
344	H106407		Good condition; Pontiac engine	Dr. Robert A. Flucke, Three Rivers, Mich.	Feb. 68
350	H107356	July 8, 1940		Bertel Marklund, Uppsala, Sweden	Dec. 67

1940 LINCOLN-ZEPHYR CONTINENTAL COUPES

BODY 06H57-	SERIAL No.	DATE OF ASSEMBLY	CONDITION	OWNER/REPORTED BY	DATE OF INFO.
2	H104438	May 28, 1940	Body on chassis; other parts to go	Herbert Dreher, West Natick, Mass.	Jul. 67
3	H1044__		Junk condition; Olds engine, etc.	Junkyard near Phila., (per Hunt Barrington)	
5	H103955	May 27, 1940	Undergoing restoration, good cond.	Thomas F. Lerch, Bethesda, Md.	Dec. 68
7	H104440	May 28, 1940	Not running; to be restored sometime	Tony Anton, Santa Ana, Calif.	Jul. 67
9	H105532	June 4, 1940	Good, but being fully restored	Arthur Crino, Tigard, Oregon	Aug. 67
10	H105425	June 3, 1940		Dr. F. Lawton Barrows, Boston, Mass.	Apr. 67
14	H105427		Complete, but needs full restoration	James Bizzell, Ithaca, N.Y.	Feb. 68
15	H105628		Unrestored; perfect running condition	Glen E. Koets, Deerfield, Illinois	Aug. 67
16	H105732	June 6, 1940	Solid, driveable, but should be restored	O.W. Brock, Oxford, Ohio	Nov. 68
19	H105942		Good body & interior; being restored	John M. Baron, North Plainfield, N.J.	Jan. 67
21	H106037	June 13, 1940	Good; Olds engine, Columbia axle	Martin Cypher, Marwood, Pa.	Jul. 66
23	H105941		Fair condition, original V-12, runs	Mr. Brouse, Phila., Pa., Per Jesse Haines	Oct. 68
29	H106309	June 18, 1940	Needs complete restoration	J. Parkhurst, Washington	Apr. 67
32	H106308	June 20, 1940		Wm. N. Smith, Kansas City, Mo.	May 64
36	H106405	June 24, 1940	Good original condition	W.D. Cross, Lubbock, Texas	Jan. 67
38	H106591	June 26, 1940	Good condition; leather interior	Dr. Allen Heisel, Eugene, Oregon	Apr. 67
39	H106934		Original condition; restorable	Leonard Rich, Merced, Calif.	Jul. 67
40	H106935		Poor condition, but to be restored	Alex Yarnall, New York, N.Y.	Mar. 68
41	H106933	June 27, 1940		Marvin Neely, Telford, Pa.	Apr. 67
42	H107010	July 1, 1940	Restored	Ben Hochberg, Freehold, N.J.	Oct. 67
43	H107008	July 1, 1940		Fred Glenn, San Francisco, Calif.	May 67
44	H107258	July 2, 1940	Solid car, needs paint and interior	Ricardo Icaza, Manhattan Beach, Calif.	Aug. 67
47	H107187	July 2, 1940	Perfect, original, 591 mi. car; not runn'g	Al Holmes, Palm Beach Shores, Fla.	Jun. 66
49	H107257	July 3, 1940	Good, restored; Cad eng; 4000,000 miles	Charles Currey, Corona del Mar, Calif.	Oct. 66
50	H107355	July 8, 1940	Complete, original; V12; needs restor'g	Charles W. Foster, Huntsville, Ala.	Jun. 68
52	H107354	July 8, 1940	Complete; unrestored, not run in 20 yrs.	James C. Gorman, Mansfield, Ohio.	Jan. 67

Join the Lincoln Motor Car Foundation today!



on the campus
of the **Gilmore
Car Museum**
Hickory Corners
Michigan

LINCOLN MOTOR CAR HERITAGE MUSEUM

www.LincolnCarMuseum.org

■ **THE LINCOLN MOTOR CAR FOUNDATION** is committed to collecting, preserving and sharing the heritage of the Lincoln automobile. This is the spirit of the Lincoln Motor Car Heritage Museum now open for your enjoyment and education. The Museum houses the Lincoln motor car archive, with displays of Lincoln automobiles and memorabilia. It is the hub of the Foundation's educational and outreach programs.

America's passionate love affair with the automobile continues to inspire new generations. The Lincoln automobile has inspired the creation of four major affinity clubs: **Lincoln Owners Club**, **Lincoln & Continental Owners Club**, **Lincoln-Zephyr Owners Club**, and **Road Race Lincoln Register**.



For many years, these clubs have been independently active in promoting the Lincoln brand, preserving the Lincoln heritage and vehicles, and sharing the passion and knowledge of their members with others. Now, the four Lincoln clubs, along with other friends of the Lincoln brand, have incorporated a public educational foundation.

Now is the time to increase the sharing of the Lincoln automobile's living legacy by supporting a museum dedicated to the heritage of the Lincoln motor cars.

As a 501(c)3 non-profit organization, we count on a variety of sources for support, including your donations. They are what fuel our exhibits and support our education programs. They also give

us the operating dollars that are the foundation for an incredible visitor experience that includes a museum full of historic vehicles and hundreds of artifacts.

■ **THE LINCOLN MOTOR CAR HERITAGE MUSEUM** illustrates the rich legacy of the American automobile by tracing the history of the Lincoln motor car. The Lincoln is unique among automotive brands, as the activities of Henry and Wilfred Leland, Henry and Edsel Ford, generations of the Ford family, and thousands of dedicated people associated with the Lincoln brand are integrated into a fascinating continuum.

A visit to the Lincoln Motor Car Heritage Museum provides an entertaining and educational encounter with some of the finest automobiles ever produced and an acquaintance with the people who worked to make them great. Memorable, multi-sensory presentations bring exhibits to life with the latest audio/visual technologies.

■ The four Lincoln clubs, along with additional friends of the Lincoln brand, have joined forces to create a comprehensive, properly curated and protected Lincoln archive and constructed a premier, state-of-the-art museum on the campus of the Gilmore Car Museum, Hickory Corners, Michigan, to preserve and display Lincoln automobiles and memorabilia. The mission of the museum will include an active educational outreach program, making the best use of the archive, the museum, and the extensive knowledge of club members.

The Lincoln Motor Car Foundation needs you!

■ If you are genuinely passionate about Lincoln motor cars and you haven't yet joined the Lincoln Motor Car Foundation, it's time for action! Join today!

- Help preserve and promote the Lincoln heritage
- Have a link with fellow Lincoln enthusiasts
- Support a haven for preservation of Lincoln lore

MEMBERSHIP CATEGORIES

- ☐ \$25 Annual ☐ \$100 Annual Sustaining
☐ \$1,000 Annual Corporate
☐ \$1,000 Lifetime (or 4 payments of \$250)

• **For membership**, please check a box above, fill out the form at right, and mail to: Cornerstone Registration, Ltd., P.O. Box 1715, Maple Grove, MN 55311-6715.

• **Questions?** Call 866-427-7583.

■ Donors who make gifts of \$1,000 or more are granted Lincoln Motor Car Foundation life memberships. Individuals with LMCF Life Membership cards are entitled to free admission into the Gilmore Car Museum complex during normal hours of operation and are eligible for the Ford Motor Company X-Plan, a partner discount program for new Ford and Lincoln vehicles.

The Lincoln Motor Car Heritage Museum & Research Foundation, Inc. is a 501(c)(3) non-profit public charity. Therefore, your gift may be tax-deductible, or if you are 70½, an IRA RMD gift may avoid tax.

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