

THE LINCOLN LOG



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Hoosier Region

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behind the wheel 1949 Lincoln ad

Front cover: The Kokomo Automotive
Museum's 1949 Lincoln
Cosmopolitan Town Sedan at
First Friday in Kokomo in the
summer of 2019.
Photo by Jeff Shively

Notes from the director

A year ago, I could not have foreseen that we would have only three events for this entire year. Looking forward, I cannot see when our next event will be held. At this point, events will continue to be scheduled and announced as Covid-19 conditions allows.

Please feel free to contact me if you have any ideas or thoughts. Also, feel free to call if you want to talk Lincolns or Continentals.

Continentially yours,
Joe S. & Eleanor Columbe



Something musical...

Organs & Cars



By Allan Tharp

The Hoosier Region of the Lincoln & Continental Owners Club pulled through on another fantastic outing, this time attending organ performances and a judged car show during Seymour's Oktoberfest weekend. Our Saturday club event took us to Seymour, Ind., at the home of organ and car owner, John Rust. Seymour's Oktoberfest was unfortunately canceled this year due to the pandemic. John graciously opened up his home to welcome several clubs, including The Central Indiana Chapter of the American Theatre Organ So-

ciety, Hoosier Region Lincoln & Continental Owners Club, the Cadillac & LaSalle Club, and the Lambda Car Club. This spectacular event was a car and music lover's dream, and it was all right here in southern Indiana!

I always look forward with much excitement to one of our club gatherings, but this one, in particular, piqued my father's interest because he plays the organ. My father and I agreed this event had to go on our calendar. So, we decided we would take my dad's 1972 Lincoln Continental Mark IV along to participate, given that it needed a good drive

before winter. Off we went whizzing through southern Indiana's rolling countryside, eventually coming to a secluded driveway with John's beautiful home tucked back in the woods. We knew we were in the right place because out front, there was quite the lineup of American automotive beauty. We then proceeded uphill to John's home and the site of the day's first musical performances.

John's home was designed around his most prized possession, a 19th century Compton theater organ imported from Scotland. This is the only



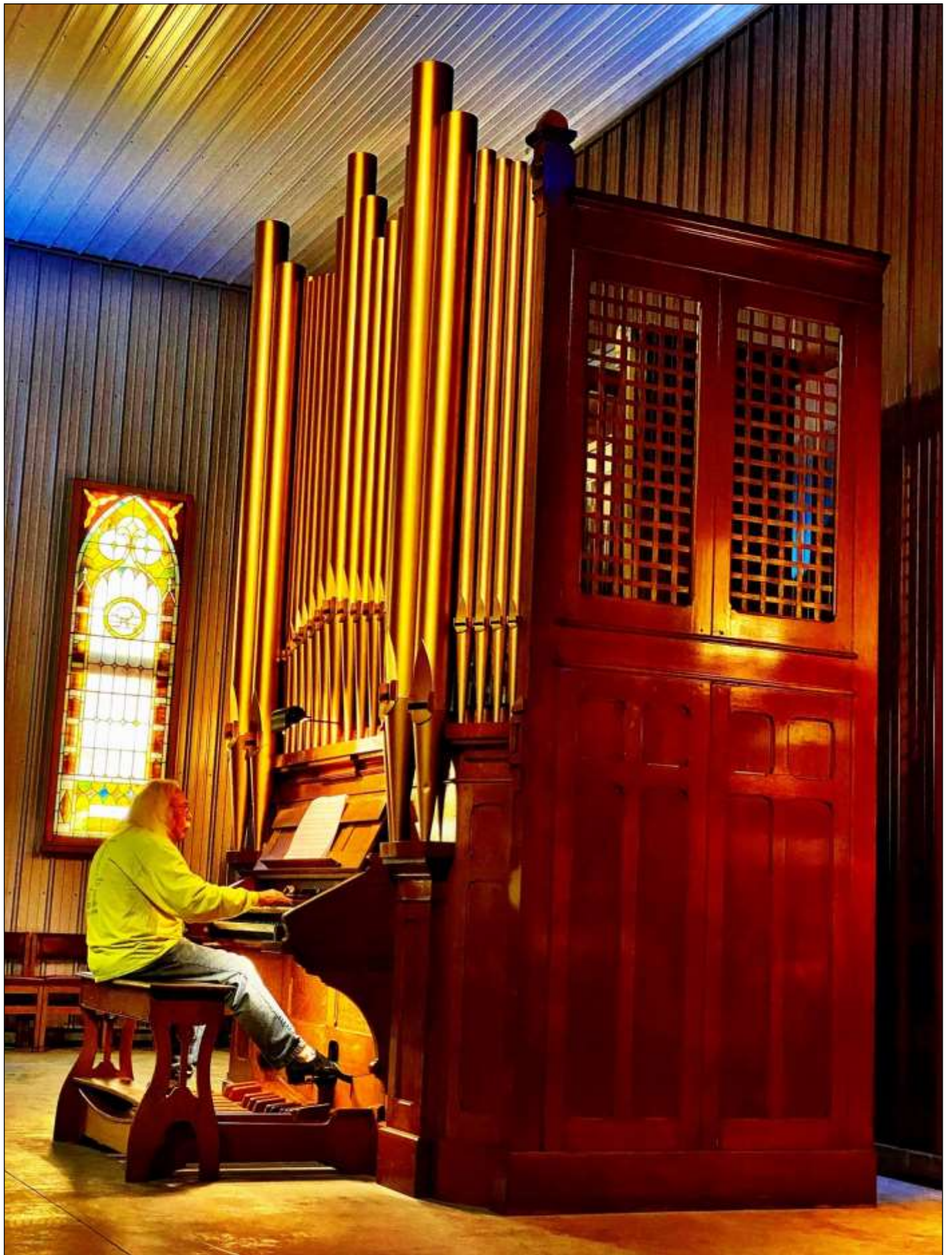
Compton theater organ that you will find in the United States. The organ was the centerpiece in a two-story room constructed to provide ideal acoustics and ample space to entertain several guests with its deep and powerful tones. On the main floor, we were entertained by two incredibly talented organists. Both performed on two different organs, which sat side by side. The third organ, a 19th-century church organ, was housed on the balcony of the second story. A car enthu-

siaist always has to ask to see under the hood of a car, so naturally, we were curious what powered the incredible sound of these musical instruments. Upon the first set of concerts ending, Michael Fellenzer (Theater Organ Society and Cadillac & LaSalle

Club member) took Joe Columbe, my dad, and me on a tour of the pipe chambers. These chambers housed the pipes and bellows for the two organs on the main floor and a set of accompanying instruments for the Compton theater organ. Upon ending the

Above: Dinner is served at the ACME Organ Institute. **Right:** John Rust's house was built with his organ collection in mind. **Facing page:** Many skilled organists took their turn on many of the magnificent musical machines.







house tour and listening to the first set of incredibly talented organists, it was hard to believe, but the afternoon had so much more in store.

We made our way down the hill to what used to be a chicken coop. Inside, John provided us with a very appetizing and all-encompassing lunch, and later more musical entertainment. As you walked into this massive building, your eyes could barely focus on what was inside. John had compiled quite the collection of both cars and even more organs. The car collection inside included a 1976 Cadillac Eldorado Convertible, a 1976 Cadillac

Coupe de Ville, a late '70s Ford F-100 pickup, and the best of all, a 1979 Lincoln Town Car with the original window sticker posted on the glass. All but the pickup truck were painted in white, which I was later told was John's favorite car color. The room was set up to eat and view a center stage full of various vintage organs ranging in different sizes, makes, and models. After lunch, several performances were to come, and as I listened with envy, I could not help but wonder: why did I quit the piano lessons my dad so eagerly wanted me to take?

By now, you are probably wondering, why a chicken coop? The

Rust family is in the egg production business, and this facility was designed and used to house some of the company's hens. If no one would have told me that, I would have thought it was built entirely for cars and organs. The family business is called Rose Acre Farms and was started by the family in the 1930s. Today they are an industry-leader in egg production, with 17 facilities in eight states. So, what do you get when you put eggs, organs, and cars together? That would be our wonderful host, John Rust.

After lunch and our second round of musical performances, we went through an award



Left: Joe and Eleanor Columbe's exquisite 1969 Lincoln Continental **Above:** Rhett Tharp's 1972 Lincoln Continental Mark IV. **Right:** John Unger and Mark Friedland attended with their 1981 Mark VI Emilio Pucci Coupe.

Following page: Paul and Julie Temple's 2003 Lincoln Town Car L, which won Judge's Choice.





ceremony for the organists and the cars. The cars to be judged were John Rust's 1979 Lincoln Town Car; a 1914 Ford Model T, driven from Michigan to attend this event; Joe and Eleanor Columbe's 1969 Copper Lincoln Continental Sedan; John Hannon's 1969 Buick Electra 225, with virtually no options except air conditioning; Paul and Julie Temple's 2003 Lincoln Town Car Cartier L; John Kost's 1976 Cadillac Sedan de Ville; a 1963 Corvette Convertible; a 1974 Cadillac Fleetwood, with luggage and a picnic set; two Cadillac funeral limos, one dressed up in presidential attire; and last but not

least, Rhett Tharp's 1972 Lincoln Continental Mark IV. As you can imagine, this was quite the assemblage of cars to admire, and I am sure this made the judge's decisions quite challenging. The most prestigious award, Judge's Choice, went to none other than our own Hoosier Region members Paul and Julie Temple for their 2003 Lincoln Town Car Cartier L.

As the day wrapped up, some of the group went and attended a final organ performance at a nearby church, caravanning over with the incredible assemblage of cars. For others, we parted ways at the chicken coop for

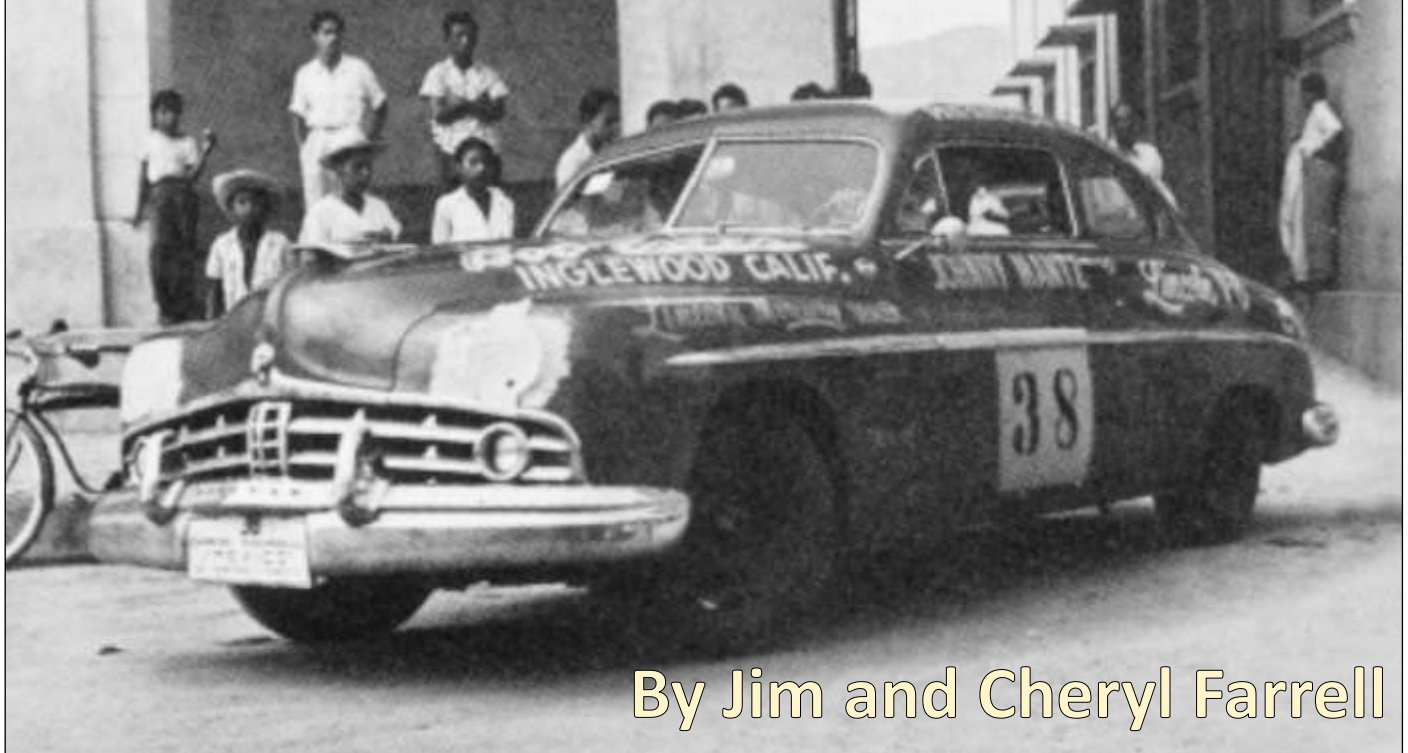
what was such an incredible day full of extraordinary musical talent, beautiful organs, beautiful cars, and most importantly, wonderful company. COVID-19 may have impacted this year's events and shut down Seymour's Oktoberfest, but we owe a huge thanks to John. He provided us with such an incredible alternative on one of Indiana's nicest fall days. From now on, when I drive by a chicken coop, I am always going to wonder- is there a car and organ collection inside?

Allan Tharp is an LCOC member from Bloomington, Ind. All photos courtesy of LCOC member and event host John Rust.



Women in the 1950

Mexican Road Race



By Jim and Cheryl Farrell

Not so long ago, women in sports barely rated a footnote in the newspapers. Back then, it was assumed that women were mostly interested in cooking and shopping. Ice skating, tennis, and golf were acceptable women's sports, but certainly never motorsports. That was a man's world. There's nothing wrong with shopping, cooking, ice skating, golf, or tennis, but contrary to popular belief, women have always been interested in and participated - as much as men would let them - in motorsports! Although it's not generally known, women raced in the first Mexican Road Race, and a larger percentage of them fin-

ished that race than did the men who raced alongside (and sometimes behind) them.

The first Mexican Road Race was held over six days in May 1950 to help celebrate and call attention to Mexico's completion of their 2,135-mile section of the Pan-American Highway. President Miguel Aleman of Mexico, a car person at heart, put the weight of his office behind the race. \$38,610.40 in prize money was offered, and 131 cars eventually took part in the race. The teams included 59 entries from the U.S., 57 from Mexico, and others from Columbia, Venezuela, Italy, France, China, and Peru.

In the 1950 race, no automobile manufacturers sponsored teams,

although individual car dealers sponsored many cars. The race included 56 General Motors Corp. cars, 35 Ford Motor Co. cars, and assorted Chryslers, DeSotos, Nashes, Studebakers, Hudsons, Packards, and a single Cord.

Nine of the entries had women drivers or co-drivers, including seven from the U.S. One U.S. team had an all-woman crew. Fifty-nine cars finished the race. Five of the seven entries with women crew members completed the race. Two women drove the entire race. The highest placed woman driver was from Columbia, and she finished in 33rd place. Of the women who participated, one was an actress,

and one was a grandmother sponsored by a brassiere maker. The all-woman team was from San Francisco, and they finished 47th in their 1950 Buick.

Most people remember that the race was won by Hershel McGriff and Ray Elliott from Portland, Oregon, driving a 1950 Oldsmobile. The most memorable news for Lincoln fans was that car number 38, a 1949 Lincoln sponsored by Inglewood Lincoln-Mercury dealer Bob Estes and driven by Johnny Mantz and Bill Stroppe, almost won the race. Mantz and Stroppe were leading at the end of the sixth leg. Mantz and Stroppe lost the lead when their brakes failed. That night, Mantz developed a 103-degree temperature, but they went on the next day. On the ninth and last leg, Mantz and Stroppe were back up to fourth place and gaining when they blew out the last of their special racing tires on the gravel roads. They finished in ninth place on three tires and a smashed and bent right-rear rim.

The most colorful team in the race, however, was made up of Marie Brookerson of Wilcox, Arizona, and Ross Barton, of Long Beach, California, driving the number 40 car, a 1949 Lincoln Cosmopolitan owned by Brookerson. Ms. Brookerson would only admit to being a grandmother but wouldn't give her age. Barton was a Spanish-American War veteran, had only partial use of his right arm, and admitted to being 72.

Several months before the race, Barton, a private pilot, had plane trouble and had been forced to



set down on Brookerson's Arizona ranch. During the two days, he was waiting for parts to fix his plane, Barton fell head over heels in love with Brookerson and asked her to marry him. She said she would, but only if he drove her '49 Cosmo in the upcoming Mexican Road Race...and only if they finished the race! She paid the entry fee, and he drove her car most of the way. Unfortunately, the Cosmo broke down just south of Mexico City.

Love triumphed in the end, and Brookerson, Barton, and the Cosmo returned to Mexico City, where Brookerson and Barton were married. They lived happily

ever after, presumably on her Arizona ranch, but nobody knows what happened to the Cosmo.

Jim and Cheryl Farrell are LCOC members from Roseburg, Ore.

Photos courtesy of the author





Broad windows and windshield for all-round visibility that makes driving easier. The Lincoln Cosmopolitan.

Lincoln has a new idea

FOR THE LADY BEHIND THE WHEEL

Why shouldn't fine cars, luxurious and powerful as they are, be easy to handle in the heavy traffic of today?

That's the Lincoln Idea...and it's bred into every handsome, husky inch of these great cars...the completely new 1949 Lincoln and Lincoln Cosmopolitan.

For all their fine-car strength, the new Lincolns are wonderfully *easy* to drive. You'll tool them in and out of traffic, sure of the instant, eager response in their eight-cylinder, V-type, 152-horsepower engine, completely newly designed this year for greater power, flexibility and economy.

You'll roll along the highway, relaxed and confident...reveling in the ease-of-handling that their new spring suspension and the balanced strength of their extra-rigid chassis give you. You'll like the way the big new Lincoln brakes act with such smooth, immediate authority!

And notice how *easy* it is to see out of these new Lincolns. Big picture windows and windshields assure wide-angle vision, help make your parking and pulling out *easy*!

Even their broad, massive, modern bodies are planned so there's a wealth of room *inside* where you need it...not *outside*, where it's bulk to bother you. Interiors and appointments set new standards for elegance and luxury.

Never before, in the designing of any car, has there been such determination to produce the most perfectly integrated and balanced mechanism possible for your driving *ease*. That's the Lincoln Idea. That's why, this year, Look Into Lincoln... and make your fine-car *decision* easy.

LINCOLN-MERCURY DIVISION OF FORD MOTOR COMPANY



Behind these sleek lines are two features of the Lincoln Idea; new, balanced steering system; new, big brakes...for more confident, steadier, easier driving. Shown, the Lincoln.

THE LINCOLN IDEA IS YOURS TO ENJOY IN THE LINCOLN AND THE LINCOLN COSMOPOLITAN. THESE TWO COMPLETELY NEW 1949 CARS ARE IN TWO SEPARATE PRICE RANGES AND A CHOICE OF MAGNIFICENT BODY STYLES.

Amazing power and flexibility are in the completely new Lincoln engine. Shown, the Lincoln Cosmopolitan.

