The Lincoln Log

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Table of Contents

2 From the Director
Joe S. Columbe

3 Down on Lime Rock Farm, Spring 2025 Edition
Jeff Shively

8 Cincinnati Sojourn
Jeff Shively

FRONT COVER **A bird's eye view** of the Columbe collection during the annual picnic at Lime Rock Farm. *Photo courtesy of Jeff Shively.* **BACK COVER** **This 1956 Lincoln Premiere Coupe** is owned by Rhett and Allan Tharp, who drove it to Lime Rock Farm from Bloomington.*Photo courtesy of Jeff Shively.* **BELOW** **Joe & Eleanor Columbe's 1969 Lincoln Continental Sedan** was captured by Chris Dunn during a rain storm on the way back from a reception at Lincoln of Cincinnati during the 2025 MANM in June.

From the Director
By Joe Columbe

I must give a shout-out to the Southern Ohio Region for hosting their excellent National Mid-America Meet in June. It was fantastic! All of their hard work was appreciated. Also, a special shout-out to the Temple Family for all their efforts in ensuring the smooth running of the National Meet on behalf of the National LCOC Board. Your hard work was also noticed!

As of this writing, August will be here on Friday. We have the Lincoln Homecoming at the Gilmore Car Museum starting next Wednesday. Several members from the Hoosier Region will be attending. In September, the LCOC Eastern National Meet will be held in Gettysburg, Pennsylvania. There is still time to register. The organizers have planned great events, and there will be lots of history to soak up.

In October, the Hoosier Region has been invited by HR member Mike Smith to the Louisville Mustang Club Ford Fest, their annual charity car show at Bill Collins Ford Lincoln dealership. This is a great event, with over 200 cars of all makes on display and being judged. Awards will be presented, and a complimentary buffet will be served to all attendees. There is a fee that goes to charity for registering your vehicle.

Also on the same weekend, (unfortunately) our Hoosier Region, along with the Cadillac & LaSalle Club and the Classic Car Club of America, will be having a joint two-and-a-half-day tour of Louisville and the surrounding area. The Cadillac Club is putting this together—more information to follow.

We will hold our annual membership meeting on Saturday, Nov. 8, 2025, at noon. There will be an election for the Hoosier Region Board. Information on the election and the business to be discussed will be sent out soon.

The Hoosier Region extends its sincerest condolences to Teri Swartz on the passing of her husband, Andy, on May 29, 2025. Andy and Teri have attended many of our meetings in recent years.

We welcome anyone who would like to plan our Christmas event in December. We have not had a December meeting for the last few years, so perhaps it is time to have a Christmas gathering. We will still have a January 2026 dinner at Bynum's.

If you have any questions, compliments, or complaints, just call or text 765-561-4900 or send an email to **jscolumbe@tds.net**.

See you in Kalamazoo next week!

Joe S. & Eleanor Columbe

Joe S. Columbe *is an LCOC member from Milroy, Indiana.*

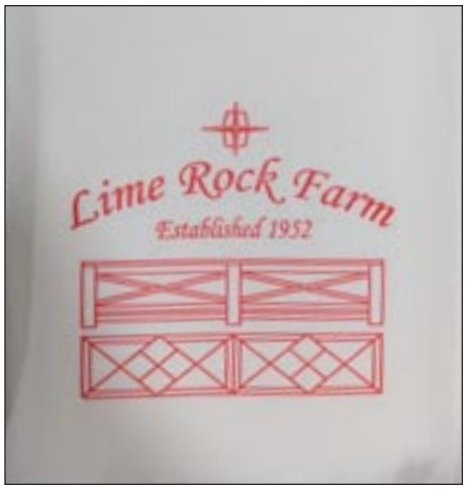
Down on Lime Rock Farm, Spring 2025 Edition

By Jeff Shively

One of the things that many members of the Hoosier Region of the Lincoln & Continental Owners Club look forward to annually is the picnic at the home of Joe & Eleanor Columbe. Early on, they opened it up to many other clubs, including the Cadillac & LaSalle Club, Classic Car Club of America, Early Birds Thunderbird Club, the Rolls-Royce Club, and many others. For 2025, it was held two months earlier than usual, on Saturday, April 26. This was due to the LCOC hosting its Mid-America National Meet in Cincinnati, Ohio, on the same weekend as the picnic.

ABOVE Some of the cool cars of the Columbe collection from 1949, 1956 and 1969 **RIGHT A trio** of Lincoln's brightest stars. *Photos courtesy of the author.*

ABOVE and LEFT Attendees enjoy visiting after the meal. **BELOW The official logo** of Lime Rock Farm. *Photos courtesy of the author.*



The earlier schedule did result in a smaller turnout. I counted only two Cadillacs, Michael Fellenzer's 1976 Fleetwood Brougham and my 2014 XTS. As there were no Full Classics (1915-1948) present, the oldest machine for us to enjoy was Joe's 1949 Lincoln Cosmopolitan Town Sedan. This fastback sedan has very low miles on the odometer and is a trophy winner in the LCOC. It spent many years at the Kokomo Automotive Museum, and I am happy it has a great home.

Most of the vintage cars driven by attendees were Lincolns, the oldest being a 1956 Premiere Coupe owned by the father-and-son duo Rhett and Allan Tharp. John & Jupei Hannon's 1979 Lincoln Continental Town Car was the next oldest, followed by John Unger's 1981 Lincoln Continental Mark VI Coupe by Pucci. John Madden and his family brought a two-tone blue 1987 Lincoln Continental Sedan. There was a 2007 Town Car Signature Lowned by John & Jupei Hannon. Darren Klingler drove his 2014 MKZ, while Charlie & Becky Griffith came in their 2020 Lincoln Continental Black Label, a car of which they are justifiably proud. Perhaps the most unusual vehicle of the group was Phil Schaeffer's Mark III sedan, complete with suicide doors.

TOP Darren Klingler's 2014 MKZ. **LEFT Charlie & Becky Griffith's** 2020 Continental Black Label. **BELOW John Unger's** 1981 Mark VI Coupe by Pucci. *Photos courtesy of the author.*

ABOVE John Madden's 1987 Lincoln Continental Sedan. **LEFT John & Jupei Hannon's** 2007 Lincoln Town Car Signature L. **BELOW A trio** of 1969 Lincoln Continental Sedans owned by **Joe Columbe**. *Photos courtesy of the author.*

ABOVE John & Jupei Hannon's 1979 Lincoln Continental Town Car. **LEFT Joe Columbe's** 1969 Lincoln Continental Sedan. **BELOW A cavalcade of cars** on the farm. *Photos courtesy of the author.*

As we know, Joe's tastes run to mid-to-late 1960s Lincoln Continentals in all forms, from a pair of 1966 models —a Lehmann-Peterson Limousine and a convertible —to a plethora of 1969 sedans, a '69 coupe, and Mark IIIs of all three years of production. Besides the Cosmopolitan, his other "older" car is a 1956 Continental Mark II. At the other end of the age spectrum is a 2020 Lincoln Continental Coach Door with practically no miles on the odometer. Joe's collection is on display in the giant building he completed a few years ago.

The meal was provided by a local deli that made delicious box lunches. This takes a lot of pressure off the hosts, who have plenty to keep themselves busy when planning the event. Usually, there are swimming and buggy rides, but this time of the year, the focus was on the meal and the cars.

Attendance was somewhat lower than in previous years, but due to the timing of this year's event, this was not unexpected. Still, for those who made the trek to the wilds around the greater Milroy/Moscow area, it was a day well spent with good friends and good cars.

Jeff Shively *is an LCOC member from Kokomo, Indiana.*

Cincinnati Sojourn

By Jeff Shively

I had been looking forward to the Mid-America National Meet in Cincinnati since it was announced. June came upon me quite swiftly. The first week was spent in Murfreesboro, Tennessee, with the Cadillac & LaSalle Club. This left just a week to get my 1963 Lincoln Continental ready for the trip. In May, I had a local shop replace the transmission filter and fluid, as the shifting was a little weak before the transmission warmed up. I experienced sticker shock at the cost of a properly rebuilt filter, having been used to the GM Turbo Hydra-Matic 400's more economical parts. I ordered and installed new, correct radiator hoses and clamps. I flushed the cooling system and even tried to replace the vacuum advance. Another surprise here- to avoid cutting the steel vacuum line to the advance to fit a modern replacement, I have to send the original unit off to be rebuilt, exchange only, of course! With the mechanical issues addressed, it was time to give the cosmetics some attention, beyond a good wash and a quick detail.

The last time I gave the Lincoln a thorough going over was in 2023, just before the Mid-America Meet in Springfield, so this was the first time in my "new" 1968-vintage garage. It took a lot of elbow grease, but boy oh boy, did it look good! White is a funny color to make shine. But the red leather interior came out great, too.

I headed out of Kokomo late in the morning of Tuesday, June 17. The first stop was in Noblesville for a fresh tank of ethanol-free premium at my favorite Co-Alliance station. From there, it was east on IN 38 through Pendleton, and then south on

TOP The author stopped at the Hilltop Drive-In, just west of Cambridge City, for a delicious King Burger. **ABOVE Spic and span inside and out.** A week's worth of effort makes the '63 shine like a diamond. *Photos courtesy of the author.*

ABOVE Enjoying the psychedelic psounds of *Psonic Psunspot* on 40. Any drive on U.S. 40 is special treat, and the only thing that can make it better is great music, in this case delivered from a retro-looking Crosely speaker on the dash of the '63, pumping out The Dukes of Stratosphear to the author's delighted ears. **RIGHT A memorial** to Hoosier WWI flying ace Harvey Weir Cook stands in a park in Wilkinson. A statue of him stands inside the terminal at the airport that bears his name in Indianapolis. *Photos courtesy of the author.*

IN 109 to Wilkinson. Every time you fly out of Col. H. Weir Cook International Airport, you walk in the shadow of Wilkinson's most famous son. There is an impressive monument dedicated to the memory of this WWI flying ace and Indiana aviation pioneer in the local park.

Before long, I was down on U.S. 40. I love 40. Growing up a few miles north of it in Greencastle, the old National Road has always been my favorite gateway to adventure. It was where I drove my 1965 Cadillac on my first weekly trips to band practice in Brazil in 1989. Later, the eastern leg between Indianapolis and Richmond took me to my fraternity brother Jim Beatty's place

in Columbus, Ohio. On this day, I planned to take it from Greenfield to Richmond, and from there, other secondary roads to Cincinnati.

There's so much to see on U.S. 40. It's not just the cool old buildings, dating back to well before the War Between the States, of which there are plenty. There are so many opportunities for car spotting, both on the road and off. Just east of Knightstown, I spotted a 1958 Edsel Corsair Four-Door Hardtop parked next to a landscaping business. It was a little rough around the edges, but I wouldn't mind putting it in my garage!

The next stop was Cambridge City. Founded in 1814, this town dates back to the very early days of the National Road. On the west side of town is the Hilltop Drive-In. That's kind of a misnomer, as it has a walk-up window and indoor seating, but no car hops. This matters not. I've been stopping here for about 30 years, usually on my way to Columbus. The Lincoln caused quite a stir!

A road trip just isn't the same without music. The '63's AM radio works very well, and as long as I am in range of Anderson's WHBU, I can enjoy the oldies through both of the original speakers. However, for most of the trip, I was out of range, so I relied on my phone piped through a retro-looking Crosley Bluetooth speaker sitting on the dash. For that part of the trip, I enjoyed my favorite British psychedelic band, the Dukes of Stratosphear. The Dukes recorded a single EP and a single LP before, according to legend, perishing in "a horrible sherbert accident." In their honour, I enjoyed "25 O'clock," "My Love Explodes," "Mole from the Ministry," "Vanishing Girl," and many others on the way to the Queen City.

Throughout the journey, I encountered light rain. It was just enough to be annoying and require touching up before judging. It turned out the rain-spotted paint would be the least of my worries. As I drew closer to the hotel, the Lincoln's shifting seemed to degrade. I chalked it up to the hilliness of the area, but I had driven through the Poconos on the way out from Pennsylvania two years earlier and had no issues transmission-wise. When I parked the car in the hotel lot, I knew I had some real problems. There was smoke and the smell of burnt transmission fluid, and no motion.

As luck would have it, Ted Hilton came to the rescue. He recommended a shop in Cincinnati that did great transmission work. I called them, and the rebuilder was just finishing up a '63 Lincoln transmission. It

TOP A somewhat forlorn 1958 Edsel Corsair Four-Door Hardtop drew the author's attention along U.S. 40. attention. **ABOVE Driving though Cambridge City** is like stepping back in time to the 19th century. *Photos courtesy of the author.*

ABOVE All that hard work for naught. A tremendous storm tore through the Midwest on Wednesday evening while the MANM attendees were at a reception at Lincoln of Cincinnati. The wind ripped the cover of off the '63. Luckily, it didn't take the hood ornament with it! **BELOW On its way to a safe harbor.** Tony Blaine loaded the Lincoln onto his trailer to haul it to his house for further evaluation. The car stayed there for a month awaiting its turn at Mr. Transmission. *Photos courtesy of the author.*

would be several weeks before a spot at the shop became available, but at least there was hope. Thinking that it might be something simple like a vacuum modulator, I ordered one from Green Sales. Tony Blaine came to my rescue. The parts truck from his dealership, Lincoln of Cincinnati, just happened to run by there, and nabbed that part for me on Wednesday. On Thursday morning, Tony loaded the '63 into his trailer and hauled it to his house in Lebanon to get it on his lift. By the time John McCarthy and I arrived there in the afternoon, he had already swapped out the vacuum modulator, which is much harder to access than the equivalent part on my '65 Cadillac. We saw some movement, but it was clear that professional help was needed. So there the car stayed until Friday, July 18, when it was taken to Mr. Transmission for a rebuild.

Other than the expense of having to rebuild the transmission on my beloved '63, the Mid-America National Meet was a wonderful time. Getting home was a lot less of a problem than one might think. Joe Columbe let me drive his gold 1969 Lincoln Continental Sedan back to Lime Rock Farm on Sunday morning. The A/C wasn't working as it should, but I didn't care. I hadn't driven a '69 Lincoln since about 1996, and I forgot what fun cars they are! The final leg to my home was in...a Smart Car! Joe bought it to run around the farm. With my luggage, laptop, detail kit, and cooler, there wasn't much room to spare. It was surprisingly peppy on the interstate, and before long, I was back home in Kokomo. The following Saturday, his jack-of-all-trades, Harold, stopped by on his way back from Lafayette to retrieve the little transportation pod.

As of this writing, the '63 should be home by the end of July or early August with a freshly rebuilt transmission. I plan to pull the radiator and have it rebuilt to prevent the transmission cooler from leaking and contaminating the fluid with antifreeze, a minor mishap I experienced with my '65 Cadillac a few years ago that ruined a 22-year-old rebuild I completed in the late 1990s. I'll get the vacuum advanced rebuilt too, and then I should be able to enjoy this lovely car again!

Jeff Shively *is an LCOC member from Kokomo, Indiana.*