

The Lincoln Log



**A publication of the Lincoln and Continental Owners Club Hoosier Region
Volume 42 Issue 2
Summer 2026**

Table of Contents

- 2 From the Director
Joe Columbe
- 3 A Day Down on the Farm
Jeff Shively
- 8 Michigan Mechanical Kerfuffle
Jeff Shively

FRONT COVER Lincolns among the red barns. Joe & Eleanor Columbe's 1966 Lincoln Continental Convertible was one of the many wonderful slabrides at the Gilmore in August. **BACK COVER** Lincoln Motor Company's new home. Rhett and Alan Tharp's 1965 Lincoln Continental Convertible was on display in front of the magnificently restored Michigan Central Station. *Photos courtesy of Jeff Shively.*

From the Director

Greetings to the members of the Hoosier Region of the Lincoln & Continental Owners Club. We have three events on the calendar to finish the year.

First up is the joint Indiana car clubs event on **Saturday, Oct. 3**. The Buick Club of America, Cadillac & LaSalle Club, Classic Car Club of America, and Lincoln & Continental Owners Club will get together for a day of driving in west-central Indiana. Jeff Shively is making arrangements for all four clubs to participate.

A week later is the Bill Collins Ford Lincoln Louisville FORD FEST on **Saturday, Oct. 10**. Hoosier Region member Mike Smith from Louisville is

spearheading our region's attendance.

The date and venue for our November Membership and Business Meeting have yet to be decided.

The first event for 2027 will be on **Saturday, Jan. 2**. This will be the New Year Kickoff Lunch at Bynum's Steak House, 3850 South Meridian Street, Indianapolis. Be there at noon for a Hoosier Region favorite.

Add these events to your calendar and plan to attend.

Continentalty yours,
Joe S. and Eleanor Columbe



A Day Down on the Farm

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. Since its early days, the event has been open to many clubs besides the Lincoln & Continental Owners Club, including the Cadillac & LaSalle Club, the Classic Car Club of America, the Rolls-Royce Owners Club, and the Hoosier Early Birds, to name a few. Last year, it was held in April to avoid conflicting with the Mid-America National Meet in Cincinnati, Ohio.

As we were back in June, attendance rebounded from last year to over 100. As was the case last year, the oldest car present was in the Columbe barn, a 1949 Lincoln



TOP A collection of Lincolns on Lime Rock Farm. **RIGHT** Joe Columbe's 1970 Lincoln Continental Mark III.



Cosmopolitan Town Sedan. Ford Motor Co. products made up the oldest cars there, including a late 1930s Ford coupe, several first-generation Thunderbirds, and a 1959 "Squarebird." As far as Lincolns go, the honor of the oldest car went to a white 1961 Continental Sedan sporting a red interior. It was the owner's first LCOC event.

Lincolns driven to the event were pretty sparse: Tony & Michelle Blaine's 1979 Lincoln Continental Collector Series, Gary Stapleton's 1989 Town Car, Paul Temple's 1989 Mark VII Bill Blass Edition, and Mike Smith's 2005 Town Car. Other LCOC members bringing interesting cars were John & Jupei Hannon with a Mercury Grand Marquis and Ted & Kim Hilton with a Jaguar XKR Convertible.

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



TOP Dinner was enjoyed by all! **ABOVE** Paul Temple's 1989 Lincoln Mark VII Bill Blass Edition. *Photos courtesy of the author.*



ABOVE A car with an interesting history, Tony & Michelle Blaine's 1979 Lincoln Continental Collectors Edition. **BELOW** An exciting early slab side, this 1961 Lincoln Continental Sedan belongs to new members of the LCOC. *Photos courtesy of the author.*





ABOVE The Columbe collection's digs are the perfect setting for the picnic. **RIGHT** Attendees came from Indiana, Ohio, and Kentucky to enjoy the good times at Lime Rock Farm. Mike Smith drove his 2005 Lincoln Town Car from Kentucky. *Photos courtesy of the author.*





ABOVE Gary Stapleton's 1989 Lincoln Town Car. **BELOW** The hosts, Joe & Eleanor Columbe, welcome their guests to the picnic. *Photos courtesy of the author.*



a plethora of 1969 sedans, a '69 coupe, and Mark IIIs of all three years of production. That convertible was on display in front of the car barn. One car line of extreme recent interest to your editor is the 1990s-to-2000s Jaguar Vanden Plas sedans. There in the Columbe garage sat a lovely example from the mid-1990s.

Over the past few years, the picnic featured wonderful box lunches provided by a local deli. This year, it was an amazing buffet. I am certain it was enjoyed by all who partook.

The latest visit to Lime Rock Farm was an outlier for this summer. Not too hot, and not rainy. No flooding or drought. Just a nice Saturday under sunny skies with lots of wonderful cars and great company to enjoy. The Hoosier Region is thankful that Joe & Eleanor are willing to host not only our club but also many others from Indiana and beyond at their home. If you have never spent an afternoon down on Lime Rock Farm, make it a point to attend the picnic next summer.

Jeff Shively is an LCOC member from Kokomo, Indiana.

Michigan Mechanical Kerfuffle

By Jeff Shively

The summer of 2026 was turning out not to be the best for my 1963 Lincoln Continental. All was well until the day after Mother's Day, when the fuel pump started leaking. It took until the middle of July for that to be resolved. With a week to go before the Lincoln Homecoming, the radiator sprung a leak. It was repaired locally, but that didn't hold, so a new radiator was shipped in overnight. With new tires in place, a rebuilt fuel pump pumping, and a new radiator cooling, I detailed the car in between cloudbursts on Saturday, Aug. 1, before heading to Greencastle for my 35th high school reunion. The car was packed and ready to go on Sunday, Aug. 2.

I left Kokomo with an optimistic feeling in my heart. Heading north on U.S. 31, I got off onto a patchwork route of two-lane blacktop that took me to Goshen, Indiana. Refueling with ethanol-free premium, I

ABOVE All shined up and ready for the Homecoming. **RIGHT** With a song in my heart and a smile on my face, I was blissfully unaware of what the next week would bring. *Photos courtesy of the author.*





ABOVE The Pennsylvania Dutch were out in force on IN 110 west of Mentone, Indiana, on Sunday morning. **RIGHT** Passing through Sturgis, Michigan, I enjoyed a relic from days gone by, the Strand Theater. *Photos courtesy of the author.*

noted that the '63 was getting 14.5 MPG, quite respectable. And then it happened. The car wouldn't restart. I tried letting it cool for a while, then spraying carb cleaner. I repaired the choke linkage, thanks to a young fellow named Jacob who drove me to the parts store down the street. Eventually, it did start, and I was on my way.

Once I was in Michigan, I got onto U.S. 12, which would carry me to Dearborn. I had forgotten how pretty the route is. The last time I spent that much time on that road was in 2002, in another 1960s luxury sedan, on my way to the Cadillac Centennial, which was oddly located next to Ford's Glass House. In Quincy, I decided to pull over and heed Nature's call. I locked the car and left it running, just in case. It was a good two hours to the hotel, and I was already 90 minutes behind schedule.

It would get worse. When I came out, the car was dead. I couldn't restart it. But there was hope. At the last minute, I chucked a spare coil in with a few other spare parts. So I set about replacing the coil, which is conveniently located under the surge tank. Mixing water and electricity never had a bad outcome, did it? It took three hours





TOP At long last, the Dearborn Inn. **ABOVE** The '63 shared the parking lot with Rhett and Allan Tharp's 1965 Lincoln Continental Convertible. *Photos courtesy of the author.*

and the help of several bystanders before I was on my way. Even then, it just wouldn't fire easily. But it did eventually.

The rest of the trip to the Dearborn Inn was uneventful. The road grew even prettier, with graceful curves and even more

quaint towns. I pulled up in front of the hotel after dark. I originally wanted to drive back to the parking lot before I unloaded, but some nice LCOC folks insisted I go in and register while the car was running. When I came back, it had stalled again. After a late supper, I got it to start and parked in the back lot.

On Monday, I hitched a ride with Tom Wizda to the Piquette Ave. Plant. It was a

very interesting tour, seeing where the Model T was built in the early days. Afterward, Tom and I went parts hunting, tracking down a pair of points and a pair of condensers from different manufacturers. Better safe than sorry. I put the points in that evening, but it wouldn't fire. This was the first time I'd done points in ages, if not ever. Just for good measure, John and Shellie Sweet ran me to Advance Auto to snag a pair of coils.

Tuesday was a great day, with a tour of the restored Michigan Central Station. Later that day, I got some help from Mike Smith and Dan Staehle. Seems I hadn't quite installed the points right. It started beautifully, just in time to head out to Kalamazoo on Wednesday.

When I got back from the Ford World Headquarters tour, I checked out of my room. The '63 started instantly. From there, things got worse. By the time I was in Ypsilanti, it was spark-knocking, and I was not able to pull hills. I ground to a halt in downtown. Luckily, I secured a tow to a nearby Midas, who assured me they could fix the car. Renting a very tiny and tinny Honda, I made my way to Kalamazoo, with a stop off near the Gilmore for dinner with LCOC member and fellow 1963 owner, Dr. Lars Kneller.



LEFT A little hope in Ypsilanti. The '63 is in a safe harbor at Midas. **MIDDLE LEFT** John Lyman of Stinkin' Lincoln arrived with his trailer to pull the '63 to safety from this development in Ann Arbor. **BOTTOM LEFT** Safe and sound at Chief Noonday Car Park. The '63 felt right at home, with a 1965 Cadillac Sedan de Ville and a 1941 convertible sharing the space, albeit a Lincoln instead of a Cadillac. *Photo courtesy of the author.*



The car was ready on Thursday, but I wasn't, so I set out for Ypsilanti on Friday at noon. The mechanics assured me that they'd fixed it. A wire was reversed, they said. I wasn't fully convinced, but I was hopeful. That hope was short-lived. I made it to Ann Arbor before I nursed it into a housing development on a street named Samara Lane. I called John Lyman, who had offered to get me if it crapped out. It took him about three hours to get to me, so the debacle finally ended at about 11 p.m. with John and his crew eating pizza with me at the meet registration table.

There was a plan in place now. Lars and I are both on the board of directors of the CLC Museum and Research Center. As luck would have it, we maintain storage for excess cars at the Chief Noonday Car Park in Wayland, Michigan. Lars and I had been there on Thursday working on a 1980s Seville and exercising a 1965 Sedan de Ville. There are four Lincolns there too, thanks to a deal with the Lincoln Motor Car Heritage Museum, including a 1941 Lincoln Continental Cabriolet. John Lyman hauled my car to the Gilmore on Saturday morning. After the show, we took it to Chief Noonday and put it in the CLC storage. The owner of the facility, Terry, is a mechanic and has agreed to work on it and see if he can resolve the issue.

As of this writing, the issue is likely in the distributor, probably in the vacuum advance. I am now two-and-two when it comes to driving the '63 to meets, with it driving to and from Springfield, Illinois, and the Gilmore in 2023. Technically, it drove home after Cincinnati last year, albeit about six weeks later. I'd like this resolved more quickly. Nevertheless, I love this car and know that eventually, all the bugs will be ironed out. It is, after all, a Lincoln.

Jeff Shively is an LCOC member from Kokomo, Indiana.



