

# The LINCOLN LINK

LINKING TOGETHER ALL ELEMENTS OF THE LINCOLN MOTOR CAR HERITAGE



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## LINCOLN



# First Production Lincoln Cars

*The first twenty production Lincoln automobiles to be manufactured are lined up for inspection prior to delivery to newly appointed Lincoln distributors. The date of the photograph is August 31, 1920. Generally considered to be a 1921 model, the body style is Type 101, a seven-passenger touring car, the first of 1498 of this body type built by Murray. The Lincoln L series chassis carried 104 different body variations in the 66,000 Lincoln L cars built from 1920 through 1930.*

**ON THE COVER:** *Mark Dietiker and Paul Misholek of Western Waterproofing Co. carefully remove the stone façade of the 1917 Lincoln Motor Company Detroit plant administration building prior to the razing of the buildings in 2002.*

# Saving the Lincoln Plant Stonework

by John T. Eby

Since 1917, the fifty-acre site at the corner of Warren and Livernois Avenues in Detroit, Michigan, has been dominated by a set of massive yellow brick and limestone buildings known successively as the Lincoln Motor Company plant, the old Lincoln plant, and the Detroit Edison Yard. The 1917 buildings no longer exist—they were razed in late 2002. This is the chronicle of how a group of preservationists saved a portion of those buildings.

Henry and Wilfred Leland built the Warren Avenue Lincoln Motor Company plant complex in the winter of 1917-18 to manufacture the Liberty aircraft engine. This engine was a high-performance, U.S.-designed engine used in World War I aircraft. The engine design accommodated

4-cylinder, 6-cylinder, V-8 and V-12 versions, although the V-12 was the highest volume variant produced. The Lincoln Motor Company was

one of five manufacturers of the V-12 version of the engine during the war and built 6500 of the approximately 20,000 V-12's produced.

After the war, the Lelands con-



*The Detroit Lincoln Plant Administration Building immediately before its demolition in the autumn of 2002. The Lincoln Motor Car Foundation coordinated the removal and preservation of key portions of the stone façade of this historic building.*

verted the Warren Avenue facilities for the manufacture of automobiles, and in 1921 they introduced the “Leland built” Lincoln motor car. This plant produced over 400,000 Lincoln motor cars from 1921 to 1952, including the famous L, KA, and KB model Lincolns, as well as Zephyrs, Continentals and early Mexican Road Race Lincolns. When the Ford Motor Company moved Lincoln vehicle assembly to Wayne, Michigan, Ford sold the Warren Avenue facility to Detroit Edison. Detroit Edison, now a part of DTE, used the complex as offices, warehouses and a storage yard for almost fifty years.

Mike Skinner is the dynamic, gregarious president of the Henry Ford Heritage Association. The Association is a very active organization dedicated to researching and preserving the heritage of

Henry Ford and his family. As part of the Society's activities, Mike had diligently spent a great deal of time during 2001 and 2002 attempting to arrange a tour of the Warren Avenue Lincoln plant for the Society's membership.

The old Lincoln plant was of particular interest to the membership of the Henry Ford Association because the plant and its equipment was the major asset purchased by Henry Ford as part of the bankruptcy sale of the Lincoln Motor Company on February 4, 1922. The Lincoln Motor Company had, unfortunately, become one of many victims of the 1920-21 post-war depression, and was forced into receivership just as it was introducing its new vehicles. The Lelands produced only 3107 vehicles before the firm folded.





*A period aerial view of the Detroit Lincoln Motor plant. The Lincoln manufacturing, engineering and administration complex was originally constructed in 1917 on a fifty-acre site at the corner of Warren and Livernois Avenues. The complex stretched over a half a mile along Livernois Avenue.*



*A Ford Motor Company promotional photograph of a 1926 Type 151 Lincoln Locke Sport Roadster posed in the driveway of the Lincoln Plant Administration Building in 1925/26. The Lincoln Motor Car Foundation saved the Lincoln nomenclature and decorative stonework on the front of the building in the background before the building was razed in 2002. The clock, unfortunately, was removed and lost many years ago. Photograph courtesy of Ford Motor Company.*

The bankruptcy auction took place outdoors, on the main steps of the Lincoln administration building, and the Lelands and the Fords consummated the sale in the

building shortly after the auction.

Mike was tenacious in his follow-up with DTE, and during one of his September, 2002, telephone conversations with DTE, they informed him, “A tour would be impractical, because the buildings are unsafe, and they are scheduled to be razed. In fact, they are being demolished as we speak.”

Mike, a consummate preservationist, immediately asked if the Association could have permission to salvage some artifacts from the administration building prior to its demolition. Mike’s motive in making the inquiry was to start a dialogue with DTE on behalf of a sister organization, the Lincoln Motor Car Foundation. He knew that that group would be vitally interested in saving pieces of the plant. The DTE site managers agreed to inquire as to the practicality of removing some items.

**“This is the type of project for which the Foundation exists.”**

After a series of dialogues during which DTE sought to understand the motives of the Henry Ford Heritage Association and the Lincoln Motor Car Foundation, in which artifacts the Foundation was interested, and what would happen to them after removal, DTE granted permission for the donation

of major pieces of the stone façade of the Administration Building. DTE recognized the desirability of tangibly preserving a portion of the buildings, but the endorsement was qualified. They did not have any funding to provide, and removal of stonework was entirely the Foundation’s responsibility.

After some dialogue, the demolition contractor, Homrich, Inc., who legally held title to the buildings during the demolition, also granted permission for the stonework donation. Their endorsement too was qualified.



*An aerial view of the Lincoln Factory complex in the process of being razed in the autumn of 2002. This plant produced 6500 Liberty V-12 aircraft engines during World War I and over 400,000 Lincoln automobiles during its lifetime. Photograph courtesy of R.A. Place.*

They did not believe themselves capable of suitably removing stonework for preservation. “We are, after all, demolition contrac-

tors. We will be happy to adjust our schedule and cooperate with your contractor, but the stonework must be removed within two weeks so that our project timing is not further compromised.”

On October 11, 2002, the Lincoln Motor Car Foundation had permission to remove about 2000 pounds of limestone blocks from the façade of the second story of the old Lincoln Motor Company administration building—if they could find a suitable contractor, provide funding and have the task completed in two weeks. Enter the “White Knights”

... First on the scene was **Dick Duncan**, one of the founders of Jerome-Duncan Ford, a large Ford dealership in Sterling Heights, Michigan: “I’ve heard of your project. Whatever you need, just ask. You can store or display the stonework at our facility, and I’ll arrange for transportation.”

**Gary Roncelli** of Roncelli Construction, a major commercial contractor, also from Sterling Heights, Michigan: “Not to

worry. We’re building a Baptist temple about a mile from the old Lincoln plant. We’ll have our people swing past to assess the project, find you a qualified masonry contractor, and supervise the job. Things like this are worth saving.”

**Jerry Capizzi, Earle Brown** and **Doug Mattix** of The Lincoln Motor Car Foundation: “Fantastic! You bet that you can count on us for funding, and we’ll recruit some others. This is the type of project for which the Foundation exists.” They subsequently recruited fellow Foundation members **Bob Anderson, Bill Gerrard, Alan McWade** and **David Roycroft** as contributors.

**Rich Voytowich**, Ford Motor Company: “We’ll provide the press releases and media coordination for you, and get you some coverage on radio and TV and inside Ford. Tell us when and where.”



*Mark Dietiker, Paul Misholek, and Jim Strong of Western Waterproofing spent three days separating and lowering the major decorative granite blocks from the front of the Lincoln Motor Company Administration Building.*

**Gary Roncelli:** “We’ve found two outstanding contractors for you, and recommend that you take the lower of the two bids. We’ll donate the supervision, transport, store and clean the stonework, and, if you don’t mind, film the process.”

**Jason Homrich,** Homrich, Inc.: “Pick the dates that are convenient for you and we’ll work around your schedule. We’ll do all we can to assist you.”

During October 22- 24, 2002, Western Waterproofing, a historic building restoration contractor, erected scaffolding over the front of the administration building and carefully sawed the joints of seven large limestone blocks over the main entrance of the old Lincoln Motor Company administration building. The major limestone blocks that spell “Lincoln” and the carved, decorative oak leaf branches that flanked a long-gone clock were separated with great care from the supporting brick wall and carefully lowered to the ground by crane.

The blocks now belong to the membership of the Lincoln Motor Car Foundation. Utilizing these original pieces as the core, the Foundation plans to reconstruct the Lincoln administration build-



*The front of the Lincoln Administration building after the surgery to save the decorative stone pieces. The building no longer exists, but it is hoped that the entrance will be reconstructed as part of a Lincoln vehicle display facility.*

ing doorway as part of a vehicle display facility open to the public.

As a result of the efforts of a wide group of preservationists and those interested in industrial history, a small portion of a very important historic aviation and

automotive structure has been preserved to serve as a physical manifestation of our collective heritage. The Lincoln Motor Car Foundation and the public are the beneficiaries of their timely generosity.

L I N C O L N .

# Leland, Lincoln and the Liberty Aircraft Engine

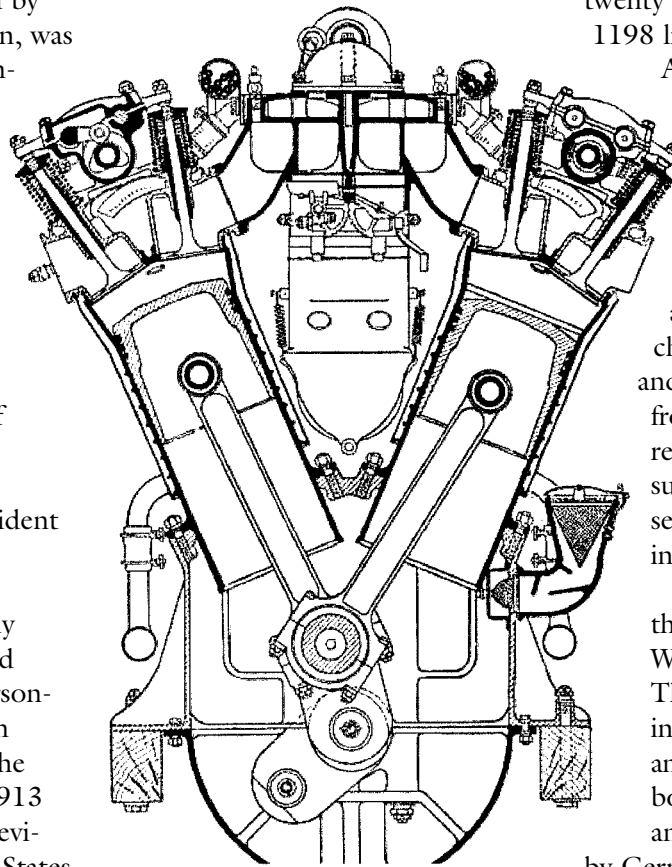
by John T. Eby

As World War I raged on through 1915 and 1916, the debate about American entry into the war consumed the attention of the U.S. public. The American government, led by President Woodrow Wilson, was a unique blend of isolationists, pacifists, and those who truly believed that the Americans could facilitate the brokering of a peace. Most of the popular press, on the other hand, was actively agitating for American intervention on the side of the Western Allies, Britain and France.

Henry Leland, the president of the Cadillac Motor Company, a subsidiary of General Motors, frequently traveled in Europe and had many professional and personal contacts there. Based on those trips and meetings, he had sadly believed since 1913 that war in Europe was inevitable and that the United States would have to become involved. "Unless we intervene, our present civilization may be destroyed," he was quoted as saying.

Mr. Leland believed so strongly in the coming American

role in the War that late in 1914 he personally met with Woodrow Wilson to promote American intervention, and, in particular, the fostering of an American aircraft industry. Mr. Wilson's reply was, "Don't worry, Leland—I'll keep America out of war."



*The American automobile industry produced over 20,000 Liberty aircraft engines during World War I. Most of these engines were 400-horsepower V-12 engines. Note in this V-12 cross section the modern configuration of overhead valves and overhead dual camshafts.*

The cause of "Don't get involved" was dealt a serious blow when, on May 7, 1915, off the southern coast of Ireland, the German submarine U-20 sank the British passenger liner *Lusitania* with an unannounced torpedo attack. The ship sank in twenty minutes with the loss of 1198 lives, including 128

Americans. The American public was enraged, and there were demands for an immediate declaration of war on Germany. The Wilson administration instead chose to use diplomacy, and solicited an agreement from the Germans to pay reparations and to cease submarine attacks on passenger ships without warning.

A stalemate existed throughout 1916 on the Western Front in France. The war had deteriorated into deadly trench warfare and, after repeated attempts, both the Western Allies and the Central Powers led by Germany lost hope of gaining significant ground. The Germans, responding to the lack of progress against the French and British, and hoping to choke off supplies coming from North America, reinstated unrestricted submarine warfare early in 1917.



*Packard and Lincoln personnel review the first running prototype of the Liberty engine at the Detroit Packard plant on July 28, 1917. The prototype was an eight-cylinder configuration, but most of the Liberty production was the twelve-cylinder version. Wilfred Leland is to the left of the engine. Henry Leland is immediately in front of the engine, discussing it with Alvan Macauley, president of Packard. Photo courtesy of NAHC, Detroit Public Library.*

This precipitous decision set the stage for American entry into the war on the side of the Western Allies—and ultimately the creation of the Lincoln Motor Company and Ford Motor Company’s production of luxury automobiles.

On April 6, 1917, after the sinking of a number of American merchant vessels by German submarines, the United States declared war on the Central Powers. Already the British and French had been discussing their needs for men and equipment with the Americans, and on May 23, 1917, the French formally requested 4500 airplanes and 5000 pilots from the United States.

Among the many problems facing the Americans as they prepared for a major war was how to procure a large number of reliable aircraft engines in a short period of time. This task was vital to complying with the

French request for aircraft and also to meet the anticipated needs of the American forces.

Henry Leland believed that it was necessary for the United States—and himself personally—to be involved in the War. He also was the most accomplished precision internal combustion engine manufacturer in the world, and he had a growing interest in seeing automotive engine technology and manufacturing methods applied to the rapidly emerging aircraft industry. Cadillac had the manpower, technology and facilities to be able to make an immediate contribution to the war effort. Cadillac had also recently purchased land on Clark Street in Detroit and erected a new building that could be quickly converted to aircraft engine production. Unfortunately, Cadillac’s involvement was not Henry Leland’s decision to make.

Cadillac was part of General

Motors, and Billy Durant, who controlled GM, initially refused to allow participation in the war effort. “This is not our war, and I will not permit any General Motors unit to do work for the government,” he told Wilfred Leland, Henry’s son, who was second in command at Cadillac. When the conversation was repeated to Henry Leland, he was devastated. He was also uncharacteristically vocally furious at the apparently uncompromising viewpoint of Billy Durant, which Mr. Leland viewed as unpatriotic.

At that time, the United States had a very small aircraft engine industry that potentially could be expanded; however, a strategy of creating a new, standardized aircraft engine became the preferred approach. This program would pool the best available existing engine technologies, simplify engine maintenance, and harness the manufacturing capabilities of the U.S. automotive industry to build the engines. The resulting family of engines was named the U.S.A. Standardized Aircraft Engine, popularly known as the “Liberty” engine.

**O**n June 3, 1917, after consultations with the British and French and some preliminary design work, the U.S. War Department cloistered a small engine design team in a suite of rooms at the new Willard Hotel in Washington, D.C. In a remarkable five days, by working twenty-four hours a day, the group had an initial design for a new, high-performance aircraft engine family. Jesse G. Vincent of Packard and Elbert J. Hall of Hall-Scott Motor



Car Company from San Francisco led the team, supported by about two hundred people from a variety of other companies.

The new engine family was water cooled, with coil ignition, overhead valves and overhead camshafts. It was designed to be built of standardized parts in four-cylinder and six-cylinder inline versions and eight- and twelve-cylinder variants in a forty-five-degree V configuration. The four, six and V-8 versions were never put into volume production; it was the 1650-cubic-inch, 400-horsepower V-12 that became the most popular version. It is the V-12 configuration that comes to mind when one hears the term "Liberty Engine."

All of the major American automotive and aircraft manufacturers unselfishly contributed technology and personnel to creating the new engine, and the best international designs were copied. The forged, separate cylinders were copied from Rolls Royce and Mercedes; the fork-and-blade piston rod and crankshaft configuration from DeDion and Cadillac (Leland); the cam shaft and valve mechanism from Mercedes and Packard; the cam shaft, propeller hubs, crank shaft and piston designs from Hall-Scott; the water pump from Packard; and the carburetor from Zenith. The engines used Delco coil ignition systems and Allison bearings.



*Above: At its peak production in 1918, Lincoln employed about 6000 people producing aircraft engines, including (left) this World War I version of Rosie the Riveter, seen welding Liberty engine water jackets. A great number of women were employed in manufacturing businesses during the war due to the shortage of men. Photo courtesy of NAHC, Detroit Public Library.*

The high-volume cylinder and piston rod bearing manufacturing techniques were developed by Ford.

A working V-8 version of the engine was delivered to the U.S. Bureau of Standards on July 3, 1917, one month after the design process was initiated. A V-12 version of the engine passed a fifty-hour running test on August 25, 1917. This was a truly remarkable accomplishment in such a short period of time; however, the task of creating high volume, reliable production would be even more challenging!

After Billy Durant's curt refusal of GM involvement in the war effort, Henry and Wilfred Leland made plans to leave Cadillac and

create a new company solely for the manufacture of aircraft engines. On July 3, 1917, they both left Cadillac, and, fully aware of the new standardized engine project, immediately left for Washington, D.C., to offer to the government their services and their plans to build a plant.

**E**ven though they had a working prototype, the War Department was still in the midst of the design phase of the new engine and was not in a position to award contracts or make commitments for production. Though the military people were impressed with the capability and sincerity of the Lelands, they were asked to wait for the appropriate time.

The Lelands were convinced that in order to shorten the war, it was vital to initiate a production plan for the new engine immediately. They wanted to be a key element of that plan. Without any commitment from the government, they returned to Detroit and purchased a small factory building and some adjoining residences on Holden Avenue. They utilized their own capital for the equipment, remodeling and expansion in preparation for the manufacture of aircraft engines. The reputation of the Lelands quickly attracted additional capital and people to their new enterprise, and the Lincoln Motor Company was incorporated on August 29, 1917, with an initial capital of \$1,500,000 and with many of the Lelands' old Cadillac associates.

In August of 1917 the government called a meeting of the six preferred manufacturers for the new engines to discuss costs,

volumes and contracts.

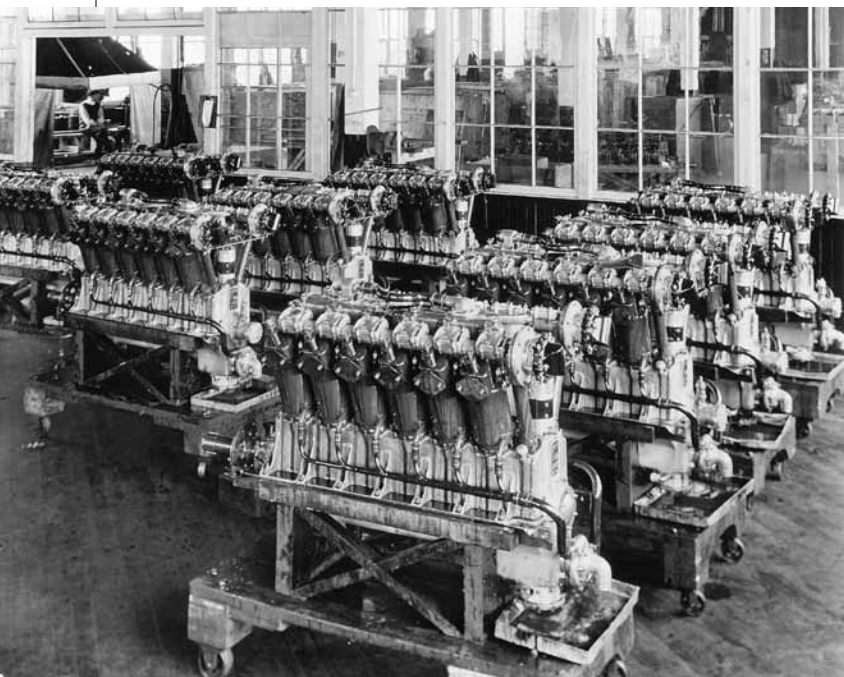
Eventually contracts for the following V-12 engine volumes were signed: Packard, 6000 engines; Nordyke & Marmon, 3000 engines; Ford, 5000 engines; General Motors (Cadillac and Buick), 2000 engines (Billy Durant had reconsidered his position); and Lincoln, 6000 engines. On August 31, 1917, Lincoln was the first manufacturer to formally sign their contract.

The Lincoln Motor Company plant on Holden Avenue had only about 110,000 square feet of office, warehouse and manufacturing space. The facility allowed the manufacture of fourteen of the new V-12 Liberty engines per day. The contract to which Lincoln had committed required the capability to manufacture seventy engines each day—a four hundred percent increase! New facilities were quickly needed, and again the Lelands did not hesitate.

A suitable site at the end of the Warren Avenue trolley line in Detroit was found, but it would have to be assembled by joining a large number of parcels, some of which had already been subdivided for housing. After a rapid marathon set of negotiations, the Lelands successfully melded the separate pieces of property into a fifty-acre site adjoining a rail line. In September 1917 ground was broken for a complex of eight buildings with an aggregate floor space of 616,000 square feet, and on February 22, 1918, Lincoln formally took possession of the new buildings. The massive main manufacturing building was four stories high and ran for three city blocks along Livernois Avenue.

During the construction of the new plant complex, Lincoln continued to perfect their production processes and to respond to the stream of engineering design changes at their Holden Avenue facilities. On February 4, 1918, the first Lincoln-built Liberty engine was produced at the Holden Avenue plant. Production gradually started to increase and was shifted to the new Warren Avenue facility. In the month of August, 1918, one year after the signing of their contract, Lincoln produced 851 engines; in October they produced 1111 engines. The five manufacturers produced a total of 4002 engines in October; only Ford was able to exceed Lincoln's monthly rate.

In a very short period of time, Lincoln and the rest of the American automotive industry had designed the state-of-the-art aircraft engine and reliably produced



*A gleaming array of completed Liberty twelve-cylinder aircraft engines awaits shipment at the Lincoln Motor Company plant. Lincoln manufactured 6500 such engines between February 1918 and January 1919. Photo courtesy of NAHC, Detroit Public Library.*

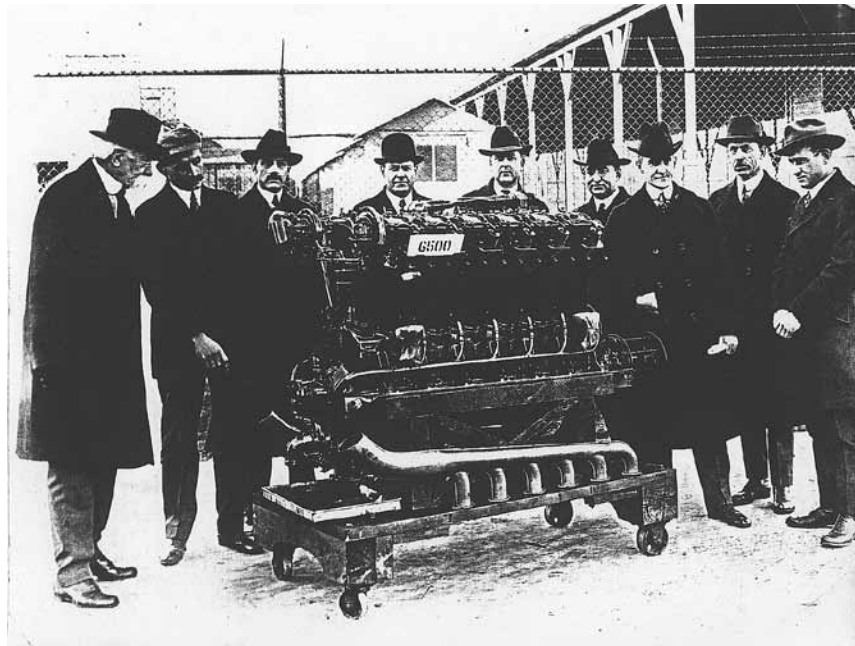
it in volumes unthinkable a year earlier. During that short period, Lincoln had also successfully planned, built and equipped a totally new facility within which to build the engine, and had remodeled and equipped a second facility.

The entrance of the United States into the war and the failure of the German submarine program to stem the flow of men and supplies from North America dramatically shifted the balance on the Western Front in favor of the Western Allies. On November 11, 1918, an armistice was signed, ending hostilities in the Great War. The production of the Liberty aircraft engines slowed and ceased at Lincoln in January 1919.

For four of the V-12 Liberty engine manufacturers, the end of aircraft engine production simply meant that they returned their facilities, assets and people to their previous automobile businesses. The Lincoln Motor Company had no such business to which to return, and it had huge facilities, a large debt, and 5600 employees.

The Lelands briefly considered using the Lincoln Motor Company facilities to manufacture engines for other automobile manufacturers, but the Lelands' true interest was in producing automobiles. Henry and Wilfred Leland, who had created the Cadillac and its reputation for fine engineering and innovation, set out to create "the finest motor car ever built"—the Lincoln automobile.

The company was reorganized and recapitalized, and the Warren Avenue facilities were quickly



*The Lincoln Motor Company was created to produce World War I Liberty aircraft engines. Henry Leland (far left) and Wilfred Leland (third from right) and the Lincoln management team examine engine number 6500 completed by Lincoln in January 1919. Photograph courtesy of the Detroit Public Library, National Automotive History Collection.*

stripped and converted to vehicle manufacturing. Again, the Leland name and reputation attracted capital and people. In November, 1919, the first distributor for the coming Lincoln motor car was appointed, rapidly followed by fifteen more in the major cities in the country. The car was introduced on September 16, 1920, to great acclaim and interest from the public.

Unfortunately for the Lelands, the introduction of their new vehicle occurred coincidentally with the 1920-21 post-war depression. Because of the economic problems, sales of all types of new vehicles plummeted and customers and dealers canceled orders. Walter Murphy, the Lincoln distributor in Los Angeles, flatly refused delivery of 400 Lincolns that were in transit

or completed at the factory. Even Ford Motor Company was forced to shut indefinitely over the Christmas 1920 holiday for inventory adjustments.

Lincoln sold only 700 vehicles from September through December 1920, falling far short of the 6000 vehicles that had been originally planned. As the economic situation in America worsened through 1921 and automobile sales continued to decline, Lincoln completely exhausted its working capital. The plant operated on a part-time basis, and prices were reduced in an attempt to stimulate sales, but to no avail. By the end of 1921, Lincoln had totally depleted its financial resources, and no additional capital was forthcoming. The only option left, in the opinion of the

Lincoln Board of Directors—but not of the Lelands or William T. Nash—was receivership.

Saturday, February 4, 1922, was a typical Detroit winter day—cold, gray and blustery. This was the day set by the Federal District Court for the auction of the assets of Lincoln Motor Company. The sale was to take place at 10 o'clock in the morning on the steps of the large, yellow brick Lincoln Motor administration building on Warren Avenue. Starting at about nine o'clock, spectators expecting Henry Ford to be the purchaser started to gather in front of the building. By 10 o'clock, when the court officer took his seat at a table in front of the main doors, three thousand people had gathered to witness this drama between two giants of the auto-

mobile industry.

The auction proceeded quickly. Only three bidders had made deposits that qualified them for the sale. By prearrangement, Henry Ford's agent, Harold Emmons, who strangely was also the Lelands' attorney, bid eight million dollars. Since there were no other bids, the court officer accepted Ford's offer, and after a short signing ceremony, the Lincoln Motor Company became the property of Henry Ford.

The Lelands expected to stay with Lincoln and help with the management of the newest Ford division, and immediately after the sale they became Ford Motor Company employees. However, their management style was understandably different from Ford's approach, and clashes quickly began to occur. The man-

agement situation continued to deteriorate, and within a few months the Lelands retired from the Ford Motor Company, ending their brief, but critical, association with the Lincoln automobile.

**T**he Lelands, after so many significant contributions to the early years of the automotive industry, remained in Detroit, but faded into automotive history. Henry Leland died on March 26, 1932, at the age of 89, and Wilfred Leland died on January 20, 1958, at the age of 88.

The famed, powerful Liberty engine, although obsolete, was used in aircraft until the early 1930's, as a tank engine in World War II, and was a favorite of speedboat racers and rum runners during Prohibition. Liberty engines powered the Ford Motor Company's first commercial airplanes, the 2-AT Air Pullmans which were used in scheduled service between Chicago, Detroit and Cleveland in 1925. Liberties also powered the first aerial crossing of the Atlantic in 1919 and the first circumnavigation of the globe in 1924.

After its conversion to automobile production, the Lincoln Liberty engine plant was utilized continuously to build all of the Lincoln automobiles through the 1952 model year, with a break for World War II. It was razed in 2002.

The Lincoln automobile continues to be produced in volumes that would have stunned, but also delighted, the Lelands.



*The Ford and Leland families strike a pose after the signing of the agreement for the purchase of the Lincoln Motor Company by the Ford Motor Company on February 4, 1923. The photograph was taken in the Lincoln Room of the Lincoln Motor Company administration building. From left: Henry Leland, Eleanor Ford, Edsel Ford, Clara Ford, Henry Ford, Blanche Leland, Wilfred Leland. Photograph courtesy of NAHC, Detroit Public Library.*



# Estate Planning for the Lincoln Enthusiast

**I**n this age, those critical words, “estate planning,” usually refer to money, but it can involve more than money. Estate planning can simply be a clear directive stating how you want your possessions disbursed after you die. Yes, think about possessions, as well as money. Consider possessions of all kinds, including hobby items that mean a lot to you. You or someone knowledgeable must judge the worth of your hobby-related accumulation, and only you should decide what exactly should be done with it after you die. You should leave instructions. “No hurry in doing this,” you say. “I’ll be around a long time.” We hope so, but accidents and illness are no respecter of persons.

Most spouses fully appreciate the importance of a Lincoln hobby collection and are capable

of taking appropriate action to follow the wishes of a departed mate or at least see that the collection items are preserved. But in recent years we have observed sad examples of what can happen. A distraught and grieving widow, for example, can be helpless in deciding what to do with her husband’s hobby things, which are frequently in disarray. The collection can remain unprotected and deteriorates. Sometimes a collection suffers due to water damage, theft, carelessness or family greed. A jealous spouse could “get even” by throwing out the “junk” she thought hubby loved more than her. Widows may hold out for unreasonable prices because he said that was what it was worth. Situations change; the house may be sold. Storage space is lost and valuable things are tossed out in a panic. And so forth.

A straightforward document, preferably prepared with legal assistance, will make sure your things go where you want them to go after you pass on. Such a document also makes life simpler for the estate executor and surviving spouse in dealing with family and officialdom.

When you plan the dispersal of your estate, consider the Lincoln Motor Car Foundation. Earmarking funds or securities to the Foundation will help assure that the Lincoln Heritage is preserved for generations to come. Of course, all donations to the Foundation, designated by the IRS as a non-profit organization, will offer you tax advantages.

Beyond funds, donations of physical items such as your artifacts, publications, perhaps even cars, to the Foundation will be accepted and preserved in your name, when we are in a position to do so. Check with us. Give a thought, also, to anything you might have that relates to Lincoln history, usage or organizations. Material such as photographs, correspondence, meet and restoration records, and the like, are all part of the Lincoln lore. This is often considered worthless, but could be priceless. Moreover, we suggest you sit down with a tape recorder and friends and record your Lincoln experiences, tips and anecdotes as living history for future generations.

Your contributions, great or small, all add to the heritage of the Lincoln automobile. The Lincoln Motor Car Foundation is the custodian of that heritage.  
—BY THE EDITOR

# A Lincoln with Lindbergh

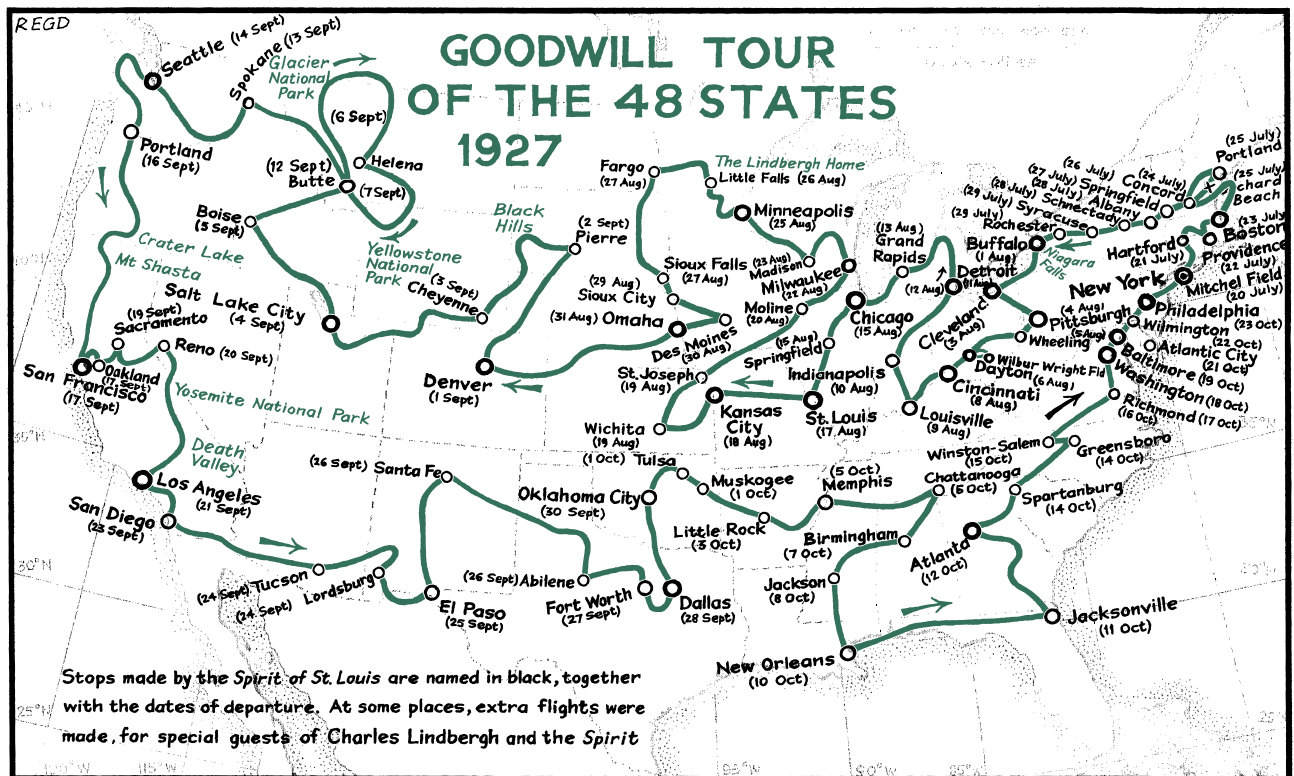
Lincoln automobiles worked into the mainstream of communities everywhere, thanks both to its reputation for quality and to the effective wide promotion and distribution of Ford Motor Company products. So it was that, somewhere in the United States, a Lincoln model 124A seven-passenger touring car was a part of a major Charles Lindbergh event in 1927. It carried the famed New York-to-Paris flier from a landing field to a city center amid crowds of adoring fans.

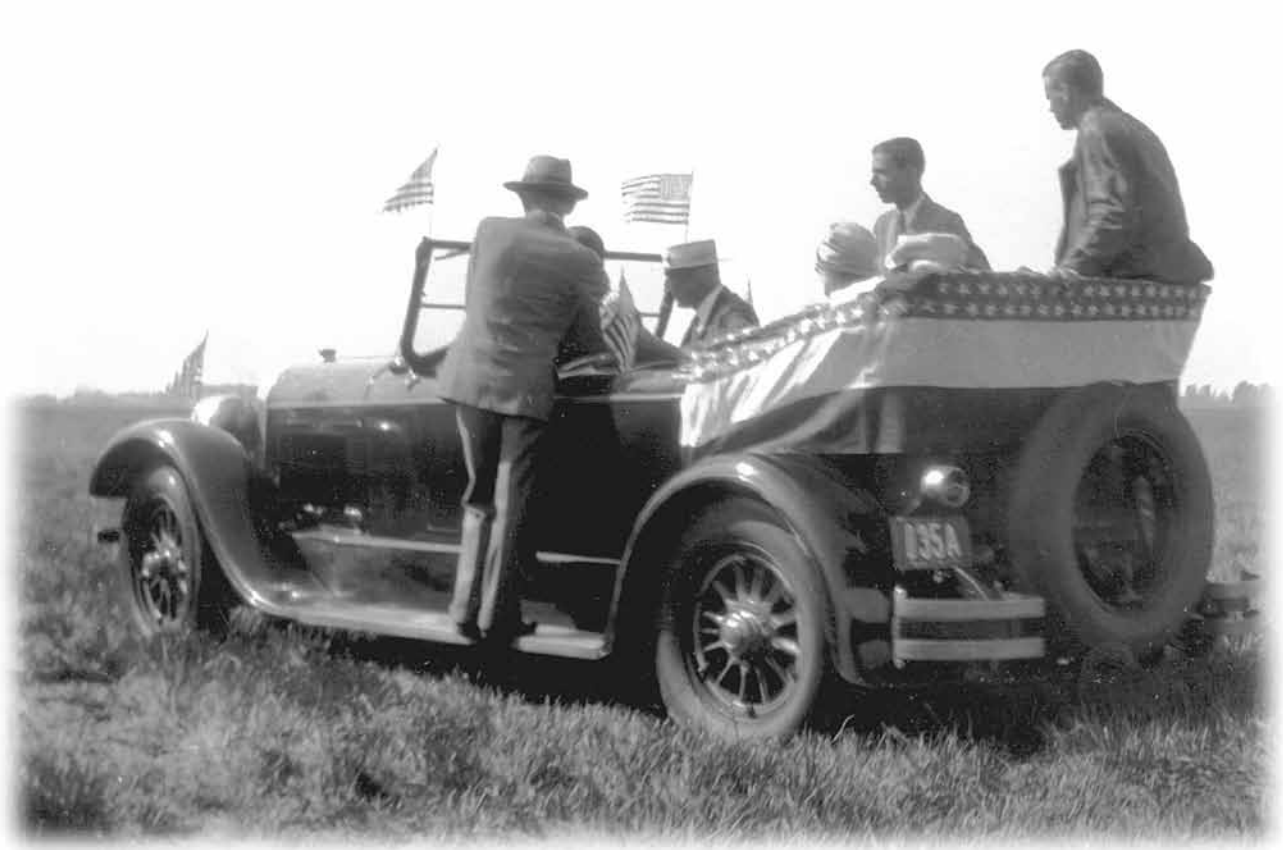


The event was part of a well publicized and carefully planned 22,000-mile tour of the United

States by Lindbergh in his *Spirit of St. Louis* airplane. Funded by

the Daniel Guggenheim Fund for the Promotion of Aero-



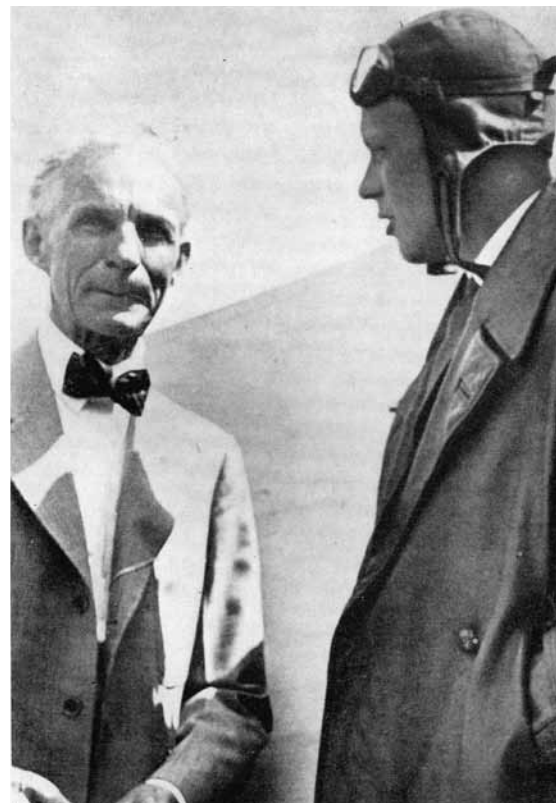


navitics, the tour visited every one of the 48 States. The tour required 97 take-offs and landings during 96 days, from 20 July to 23 October, 1927. Every stop was timed to arrive at exactly 2:00 p.m. on the dot, except one which was delayed by total fog. Some small cities were remembered with a weighted note.

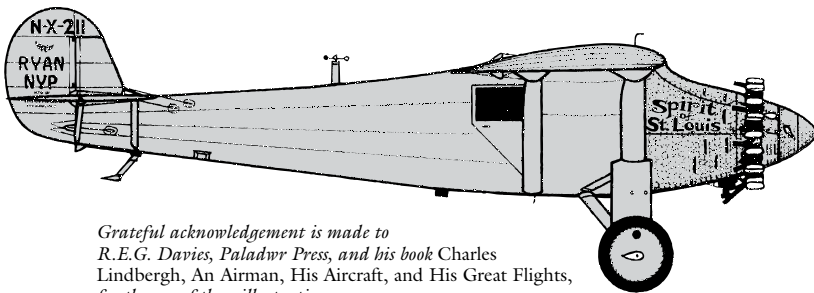
The tour was enormously popular, with crowds of hero-worshipping well-wishers and parades, banquets

and honors along the way. Keep in mind that Lindbergh flew this complicated trip in a business suit, and in an unstable airplane with no forward vision or radio, navigational aids, brakes or tail wheel. He was truly a superbly experienced and gifted pilot, dedicated to demonstrating the safety and reliability of travel by air.

And a Lincoln served a proud community when they needed it.



*Lindbergh gave Henry Ford his first airplane flight on August 11, 1927.*



*Grateful acknowledgement is made to R.E.G. Davies, Paladwr Press, and his book Charles Lindbergh, An Airman, His Aircraft, and His Great Flights, for the use of these illustrations.*

# LINCOLN

MOTOR CAR FOUNDATION

## FOUNDER

William Clay Ford, Sr.

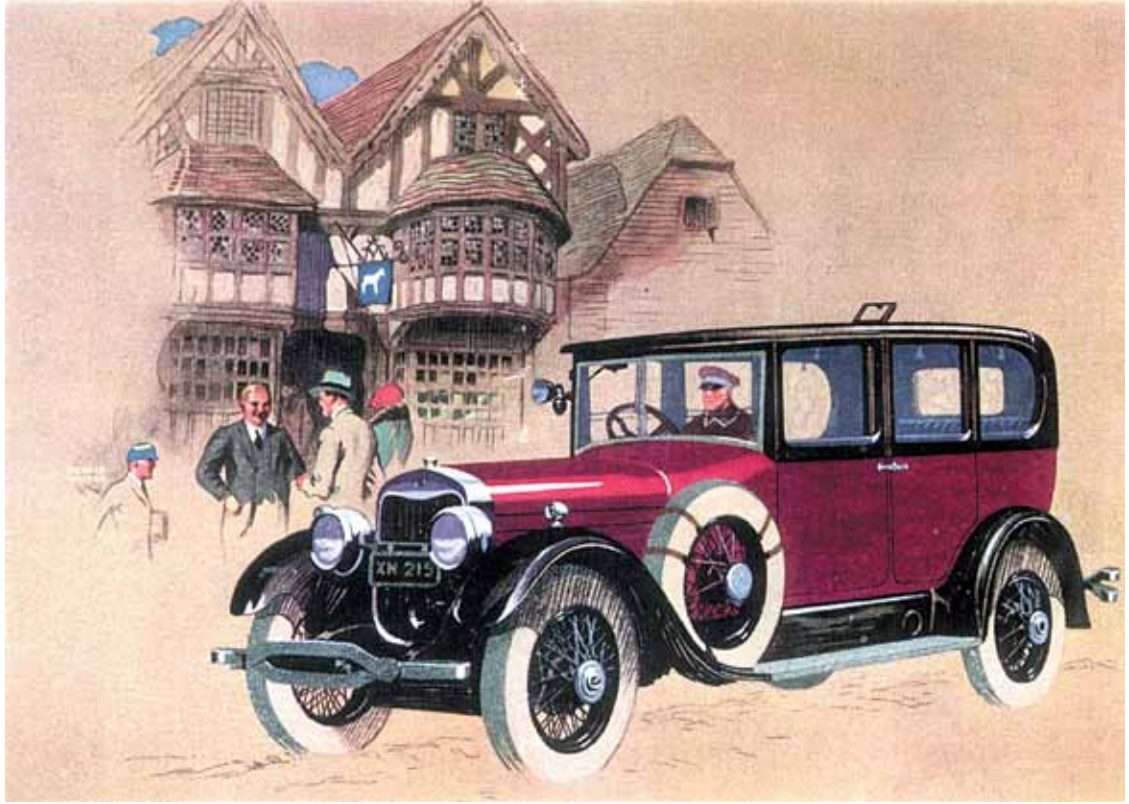
## TRUSTEES

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Jack E. Shea  
John J. Telnack  
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