

The LINCOLN LINK

LINKING TOGETHER ALL ELEMENTS OF THE LINCOLN MOTOR CAR HERITAGE



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LINCOLN

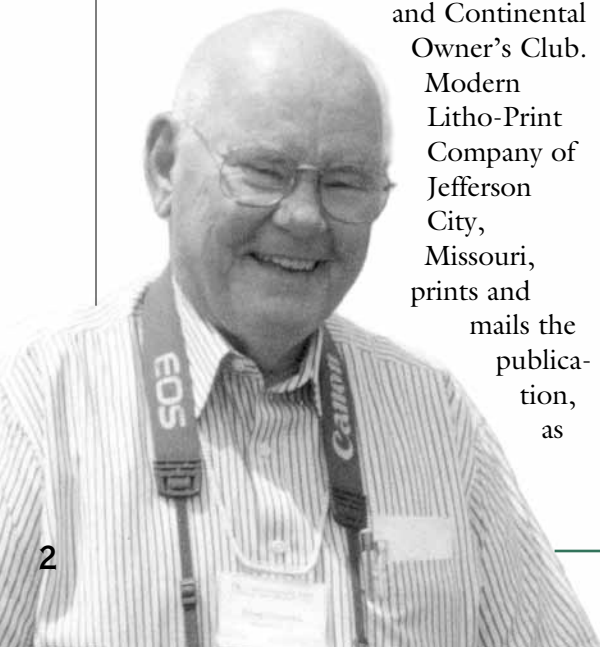
MOTOR CAR FOUNDATION

FROM THE EDITOR

■ Welcome to the fourth issue of The LINCOLN LINK, the official publication of the Lincoln Motor Car Foundation, the organization dedicated to preserving the rich heritage of the Lincoln automobile. The Link is sent to members and friends of the Foundation and to every Lincoln dealer in the United States.

Let me introduce the small team who produce this newsletter. We begin with the Foundation's Board of Trustees, who oversee and give a thought to the purpose, aim, scope and cost of the newsletter. My job as editor is to give it content. Richard Cole then organizes the text and visuals, provides style to catch and please the eye and prepares everything for the printers. Jack Shea in Florida as Foundation Treasurer manages the newsletter finances, and manages the printing and mailing of the publication, tasks he also performs for the

Continental Comments publication of the Lincoln and Continental Owner's Club. Modern Litho-Print Company of Jefferson City, Missouri, prints and mails the publication, as



they also do for the L&COC.

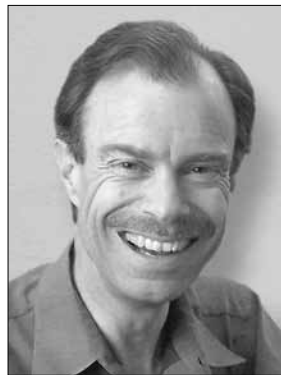
Richard Cole has operated his own small company, Graphics LTD, in Santa Maria, California, for the past twenty-five years, specializing in graphic arts design services to that community. He also designs and assembles the Lincoln Zephyr Owner's Club publication, *The Way of the Zephyr*. And, yes, Richard's father is indeed David Cole, editor of the Zephyr club magazine.

Here in Virginia my background is marketing promotion in the aerospace industry, creating sales literature and videos and organizing international trade show displays. I also edited the LZOC magazine for five years in pre-computer days, very different than today.

You, too, can participate as a member of the Foundation newsletter team. Dig out that interesting photo and share it with us, or put pencil to paper and let us know of that Lincoln experience.

In this issue you will find a reprint of a two-page introduction of the 1958 Lincoln in the June 13, 1958, issue of *AUTOCAR* magazine, the oldest enthusiast automobile magazine in the U.K. In the gentlemanly tone used by motoring journalists of 47 years ago, the writer is obviously trying to come to grips with what is, for them, a huge, unwieldy and thirsty automobile, with flamboyant styling and power and

many novel features. British motoring journalists of today would simply crucify a car like this. The reviewer got it right when he stated that this Lincoln "would be ideal for transporting one or more families from New York to Los Angeles in superb and effortless comfort." He was clearly intimidated by the size of



Richard Cole

the Lincoln, which "needs to be handled with such caution as a motor coach driver would exercise." But he liked the comfort of the seats, the safety features, the level ride, resistance to roll and the rigid body structure. He did, however, carp on "precious little storage space for

oddments," the small size of the gas tank (22.5 US gallons!) and the perceived inaccessibility of the spare tire. The Lincoln price of 3,628 pounds Sterling plus air conditioning is close to a Rolls-Royce Silver Cloud at 3,795 pounds Sterling, but is 10 inches longer, 5 inches wider and 750 pounds heavier than the Rolls, arguably the largest sedan then made in the U.K. Hapless U.K. motorists were burdened with a crippling 50% purchase tax beyond the purchase price during that austere post WWII recovery period. Anyone who wanted a new Lincoln Continental sedan in the U.K. in 1958 had to want it very much indeed!

CHAD COOMBS

Donations to the Foundation

Valuable material swells our collection at the AACA library

In the previous issue of *The Lincoln Link*, we told you that the Lincoln Motor Car Foundation has negotiated an agreement with the Library of the Antique Automobile Club of America at Hershey, Pennsylvania, to serve as a repository for donations to the Foundation. The Foundation is now accepting donations of materials for preservation. The material must pertain to the Lincoln automobile and must be suitable for storage in a library environment. Automobiles, components, signs and the like are also of interest for preservation, but the Foundation must await a suitable repository before accepting that kind of donation.

Foundation President Jerry Capizzi, as Chairman of the Acquisitions Committee, has developed procedures for accepting and identifying each donation. The procedure is not complicated: just FAX, mail or e-mail Jerry a description of the items you wish to donate. (If you have lots of items, provide a brief description.) The Committee will then decide whether to accept your gift and will so advise you, giving you instructions on where to take or send the donation. Bear in mind that the ownership of your donation passes from you to the

Foundation by the Deed of Gift document, and the Foundation thereafter controls the destiny of that donation. Moreover, you may possibly receive a tax benefit from your gift to the Foundation, which is designated by the Internal Revenue Service as a 501(3)(c) non-profit organization. Setting a value on your donation is entirely your responsibility, along with getting it safely to the AACA Library or location designated by the Foundation. To contact Jerry Capizzi or his staff, call 773 399 0998, fax 773 399 1188 or e-mail JC@CapEnt.com. You may write to the Acquisitions Committee at CapEnterprises, 8600 West Bryn Mawr Avenue, Suite 770N, Chicago, Illinois 60631-3590. Genie Burnette, Jerry's competent assistant, is the person likely to be your initial contact with the Acquisitions Committee.

So, you may ask, what kind of donations are people now giving to the Foundation? Good ques-

tion. Here are a few examples. Beyond the historic Lincoln name blocks from the old Leland Lincoln factory on display at Dick Duncan's Jerome Duncan Ford dealership in Sterling Heights, Dick started the donations by giving 48 Lincoln repair manuals of the 1950s and 1960s era. Then, the Foundation received a gift of about 250 factory photographs of Lincoln L and K models. Later, a complete 37-year set of *The Way of the Zephyr*, publication of the Lincoln Zephyr Owners Club, was donated by the family of the late Hans Thudt of Germany plus David Cole and LZOC files. A full set of seven Lincoln-Zephyr Body Parts books arrived. Lee Gerold contributed 80 auto magazines that each contained an article on Lincoln cars, plus 115 issues of *Continental Comments*, the publication of the Lincoln and Continental Owners Club, along with 44 Lincoln sales brochures from 1966 and later. Bill Caldwell and others are also donating copies of *Comments*, and a complete set will likely soon be in the Library.

**Now in our collection:
a document ordering
the disposition of the
first Continental**



Rocky Romeo donated a Liberty engine data plate, as well as copies of correspondence between Henry Leland the Smithsonian Institution regarding a cutaway Liberty engine for the Museum.

Thanks to contacts by Bob and Pat Anderson, Evelyn Gregorie, the widow of the celebrated Ford stylist E.T. Gregorie, donated his remaining professional effects including his styling tools, yacht

plans, photographs, awards, and correspondence. The styling tools included clay knives and French curves with his name scratched on them. Foundation Trustee Jack Juratovic says that holding Gregorie's styling tools is as thrilling as holding one of artist Peter Helk's brushes.

There's a letter in the Gregorie collection, Jack says, that gives instructions for the destruction of

the very first Continental, thus putting to rest any doubts about the true fate of this most historic of the Continentals. Another memo, hand written, lists build details of the first 40 Continentals—more history that cries for preservation.

A large collection of Lincoln showroom color and fabric books from the Bob Davis estate came to the Foundation through

Lee Kollins: An Appreciation

A significant addition to the Lincoln Motor Car Foundation donation program comes from the estate of the late Leroy Randall Kollins.

Lee Kollins enthusiastically served the Ford Motor Company for 44 years, not only in the areas of Public Affairs and Government Affairs, but also serving as the unofficial company historian. Lee was a compulsive collector—it seems he saved almost everything. Much of the material donated to LMCF was set aside from what flowed across his desk. He also salvaged material from trash bins and was never afraid to ask for things. "Don't toss that away—I'll take it," he'd say, and colleagues and friends learned to save things for him.

Lee was a people person, popular with everyone, and his work allowed him to make contact with people throughout the company. He and his wife,

Shirley, were also patrons of serious art, fascinated by Pre-Columbian Art. They filled their spacious home with art, sculptures and books, and anything else they thought ought to be preserved for posterity.

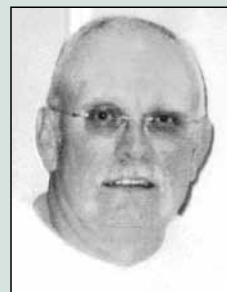
Lee started with Ford as a host in the famous Ford Rotunda in Dearborn. He always worked at tasks that enhanced Ford's public image. These included such diverse projects as Ford displays at the World's Fairs at Seattle in 1962 and New York in 1964, and involvement in the restoration of the "Kennedy" Lincoln Presidential limousine, plus the Ford GT-40's resounding win at Le Mans in 1967, the Lotus Ford winner at Indianapolis and dozens of other significant Ford vehicles.

Lee was always involved in organizations that caught his interest. He served for ten years as an industry liaison for the Wheels of Freedom Antique Car Show and Parade during the Detroit Freedom Festival. He was a board member and served on the Executive Committee of Michigan Artrain and served two terms as President of the Greater West Bloomfield Historical Society. He was a member of the Society of Automotive Historians and charter member of the Henry Leland Chapter. He served 15 years as Chairman of the National History

Collection Board of Trustees at the Detroit Public Library. He also lectured frequently on Ford history and served as Curator of the Motorsport Museum and Hall of Fame of America.

Lee also was a writer. His works included a photo book on the Ford Rouge factory, plus articles in Ford's *Continental* magazine. Speculation was that his blood ran Ford blue. Lee

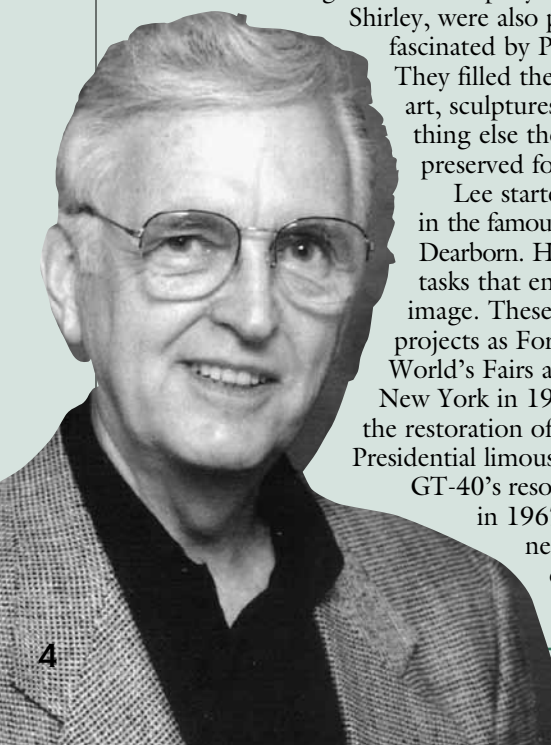
Kollins was a truly remarkable man.



Mike Ennis

The Foundation's conduit to the Kollins collection is William Michael Ennis, Lee's nephew. Mike and his sister, Jane, were always close to Lee and Shirley—almost surrogate children—and they settled the Kollins estate when Shirley passed away only six months after Lee's death. Mike holds a degree in History from Wayne State University and shared many interests with Lee. Mike and Alyce have also filled their home with automotive art and literature and car things. She is interested in cars and goes with Mike to car events. Jane is married to a car guy husband who is an Engineering Manager with Ford, so the family is carrying on Lee's tradition of loyalty to Ford and preservation of car-related artifacts.

The Lincoln Motor Car Foundation appreciates your efforts, Mike, in helping share the passion of Lee Kollins with the Foundation.



Michael Black, including a rare and valuable Mark II dealer's manual with upholstery swatches. A large package of Lincoln material was obtained from the massive collection of the Lee Kollins estate, thanks to the timely efforts of nephew William M. "Mike" Ennis. This donation contained Lincoln correspondence, factory photographs, sales brochures, press kits, Ford Annual Reports and consumer publications, plus many single miscellaneous items—truly a treasure trove of Lincoln information.

“What would I have that would be appropriate to donate to the Foundation for preservation?” you may ask. Truly, you are limited only by your imagination. Certainly, factory photographs, sales brochures and folders, Lincoln car advertisements, owner's manuals, overhaul and servicing manuals, service bulletins, factory and dealer correspondence and similar items would be of continuing interest to current and future owners and restorers of Lincoln cars.

Beyond this, records of the history, acquisition, restoration and usage of individual Lincoln automobiles will be of great interest to future owners of that particular car. Any details or memories or experiences involving people who were involved in Lincoln factory, dealer, or Lincoln club operations will be useful to future historians. Accounts of Lincoln car use in unusual situations or involving celebrities, political leaders or people of note would be of special interest. Technical tips and special tools or cures for rare and troublesome mechanical problems are precious

indeed to car owners who stumble into that particular problem. Rare or foreign sales or usage publications and information are valuable. Take a tape recorder and collect living history interviews with retired significant Lincoln car personalities. All this and more is a part of the rich Lincoln heritage.

The AACA Library is a particularly fine choice for the Foundation, as it offers a useful menu of services and has earned the respect and admiration of the old car hobby. The Library, housed in a purpose-built building, is well equipped, with an experienced staff, and operates under a 50-year plan with an active and involved Board of Directors. It also serves four other organizations with needs similar to those of the Foundation, and has amassed a wealth of its own books and documents, with a stated goal of being “the best library of its kind.”

During the Foundation's initial contacts with the Library, we found that Librarian Kim Miller, who has been with the Library for 25 years, and her staff are most helpful and cooperative, with efficient procedures and a fine appreciation of the needs of the Foundation. The Library has developed a loyal following and actively serves many authors, historians, and hobbyists, as well as the public in general.

As an old-car enthusiast, you should be using the AACA Library. You should be benefiting from the 100,000 pieces of literature, 4,000 books, and 200 periodicals now available in the Library, as well as the experience and helpfulness of the staff. And you will soon be benefiting from Motor Car Foundation material as it is fed into the AACA Library system.

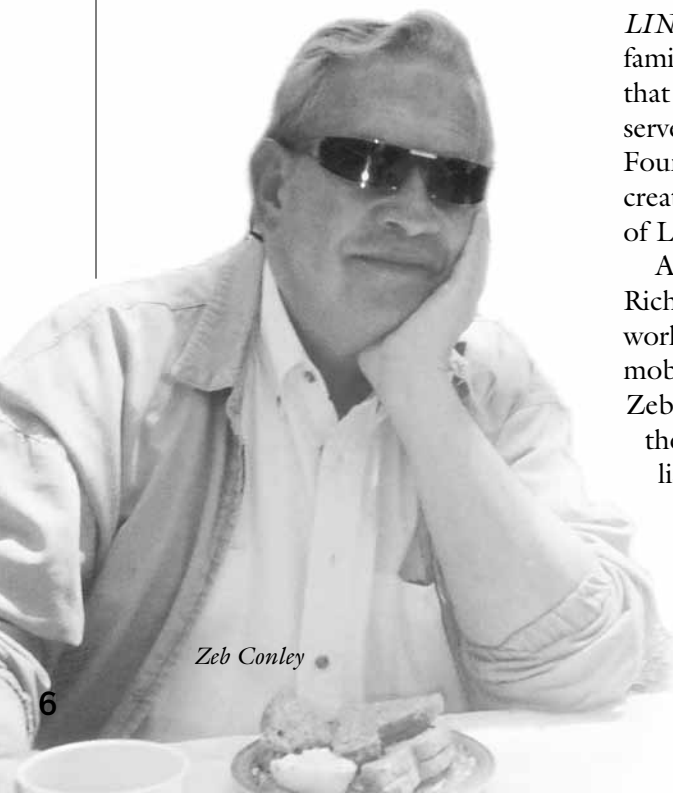
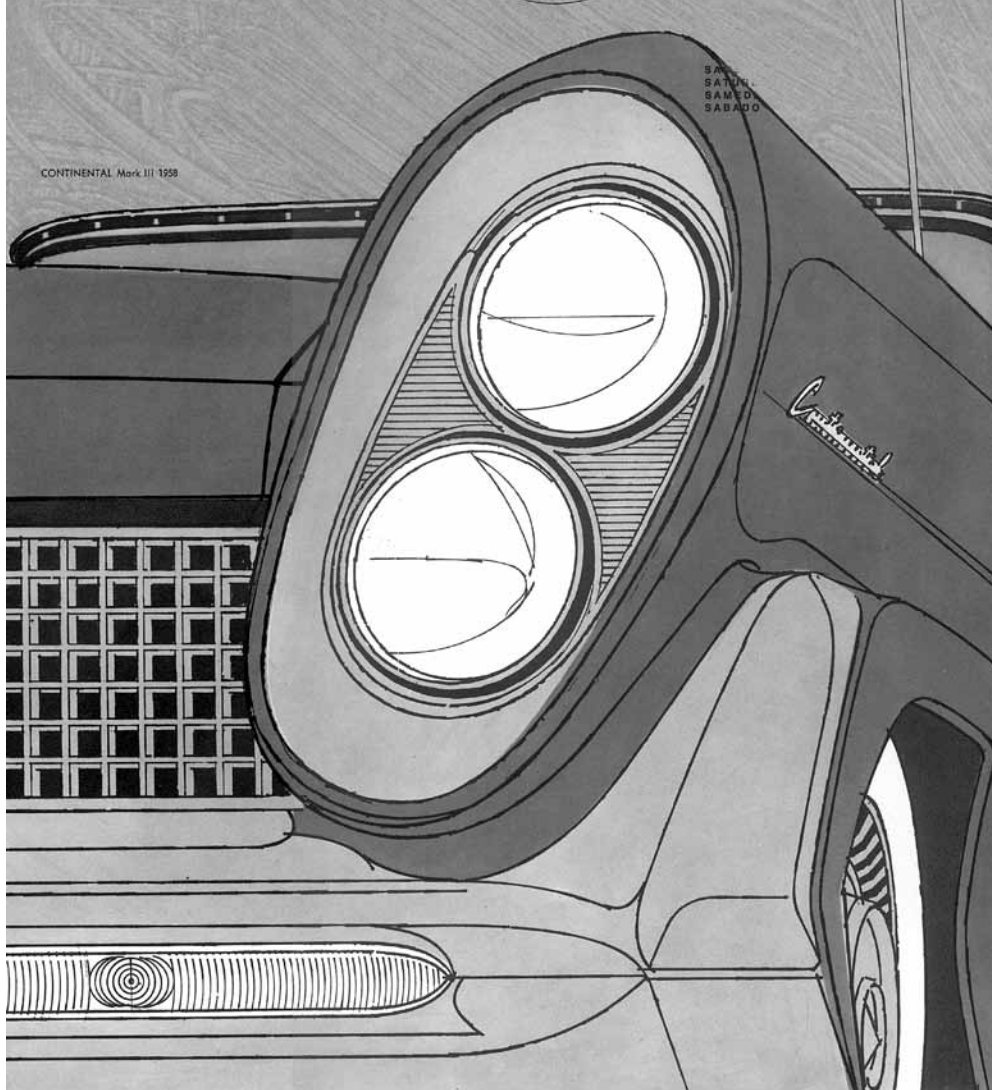
The best way to utilize this library, of course, is a walk-in visit. No prior appointment is necessary, but would be helpful to the staff. The Library is open 8:30 a.m. to 3:45 p.m., Monday through Friday, and is located within the AACA Headquarters building on Governor Road (US 322) in Hershey. You will enjoy the experience. The Library has a spacious and quiet reading room with periodicals and a copy machine at hand. Copies are 30 cents per page, black-and-white, or a dollar and a half per page, color. The staff will locate and bring to you whatever material you wish to peruse, if you present your driving license or credit card to them as security. Bring your lap top and scanner—they don't mind.

If you cannot visit the Library in person, simply call them at 717 534 2082, or write them at 501 West Governor Road, Hershey, PA 17033. Call-in or mail-in requests require submission of a Research Request Form, available from the Library or online at aaca.org (click on Library). Library fees for mail-in requests are reasonable. \$10 accompanies the request, research by them is \$25 per hour for AACA and Foundation members, \$30 otherwise, plus copy costs. While you are on the AACA web site, poke around a bit: there is a wealth of information about the AACA and the Library and museum.

Remember, anything in the AACA Library, including all material owned by the Foundation, is available for your information, enjoyment and use through the services of the Library. This is a case where everyone wins.

—THE EDITOR

Tracking Down Lincoln's Magazine Ads, 1921 through 1949



Zeb Conley

The dramatic color profiles of 1946 through 1948 Lincoln Continentals on the front cover and 1941 Lincoln Continentals on the back cover of this issue of *The LINCOLN LINK* came from the familiar Lincoln advertisements that we continue to enjoy, and serve as a reminder of the Foundation's ongoing efforts to create a comprehensive catalogue of Lincoln motor car advertising.

As we have mentioned, Dr. Richard Hopeman has been working with a team of two automobile advertising collectors, Zeb Conley and Karl Zahm, in the preparation of a thorough listing of Lincoln advertisements from 1921 to 1949.

In fact, it was the listing from this team that was the starting point for the Foundation's listing

which was circulated to Foundation members for information to correct and/or expand the list. A satisfying amount of information was forthcoming and incorporated into the listing.

"Exactly who are Zeb and Karl?" you ask. Well, it will come as no surprise that they both have been interested in automobile ads since childhood. Zeb's nurse began clipping car images from magazine advertisements when he was two years old. Zeb would play with these ad images on the floor as if they were toy cars, and soon was clipping ad images himself, seeking more source magazines and clipping more ads. The result is an advertisement collection in which he zeroed in primarily on Lincoln, Cadillac, LaSalle, Packard, Pierce Arrow, Locomobile and White. These were certainly the prestige auto-

mobile brands of the day, and they all produced up-market ads of beauty that would haunt small boys (and grown men). The collection is protected and accessible in large-format, 100-page display albums. Zeb buys ads and sells or trades duplicates, and in so doing has become acquainted with many other collectors, several auto stylists, a few illustrators and many principals in the car hobby. A member of several hobby clubs, he has amassed a library of automobile magazines and books.

Originally from the Southeastern part of the country, Zeb was educated there, next spent a couple of years in New York, and then was drawn back to New Mexico, where he had spent two months in school. After a period in Las Vegas, N.M., he settled in Santa Fe for 23 years, where he and his wife owned and operated the Jamison Galleries. Late in 1997 the Conleys returned to Andrews, on the far Southwestern tip of North Carolina, to develop a property held by his family since 1830. Zeb and Betty have three sons, nine grandchildren and one great-grandchild.

Meanwhile, Karl Zahm started collecting automobile ads when he was ten years old and continued through high school, two years at Cornell College and a four-year stint in the Navy as a Chief Petty Officer on a supply ship. Following his discharge in 1959, Karl finished

college and went to work for an industrial supply company in Rockford, Illinois. Karl and three of his co-workers subsequently acquired this concern in 1972. Karl and his wife Colleen, both avid golfers, moved to Southwest Florida in 1998. The Zahm family includes two sons,

two daughters, and five grandchildren.

Karl has a thorough grounding in old car hobby organizations and is a lifetime member of the Classic Car Club of America, a founding member of the Society of

Automotive Historians, a former Vice President of the Graham Owner's Club International, former editor of a CCCA regional bimonthly newsletter, and author of numerous articles for several vintage car magazines. He has owned a V-12 Packard, a V-16 Cadillac and a Graham Hollywood.

Karl is a serious and seasoned collector. He has collected factory photographs, sales brochures, and over 200 different radiator name badges, along with several thousand automobile ads. When he was asked to organize the Pierce Arrow ads, he went further and developed a workable computer data layout. He has since compiled listings for Graham-Paige, DuPont and Elcar, as well as for Lincoln.

Although they have never met, Karl and Zeb have actively talked and traded ads for years. Karl suggested

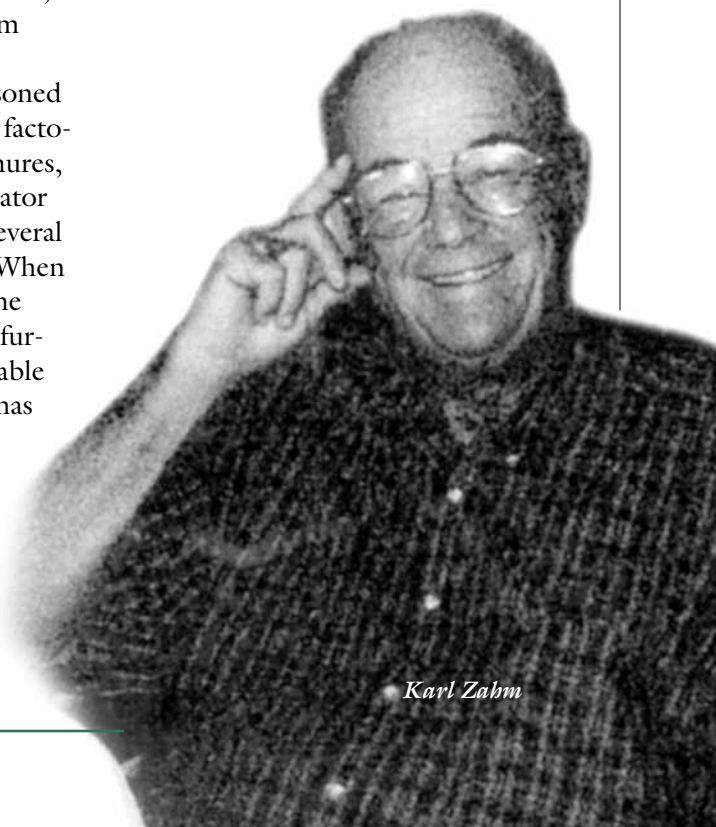
they collaborate on organizing the early Lincoln ads. "Why not!" responded Zeb, and this dream team of experienced ad collectors began what turned out to be a 3½ year effort, still ongoing, to identify and organize a comprehensive listing of Lincoln ads through 1948.

Together they have dug out ads which Karl has entered onto his computer. Dick Hopeman circulated the initial listing among Foundation members in 2003, and the listing becomes more advanced with each new piece of data.

This pioneering work of listing Lincoln ads is carried on under the umbrella of the Lincoln Motor Car Foundation, a labor that will be enjoyed and expanded by Lincoln enthusiasts for years to come, a stellar example of how enthusiasts help enthusiasts. Thank you, gentlemen—everyone wins!

—BY THE EDITOR

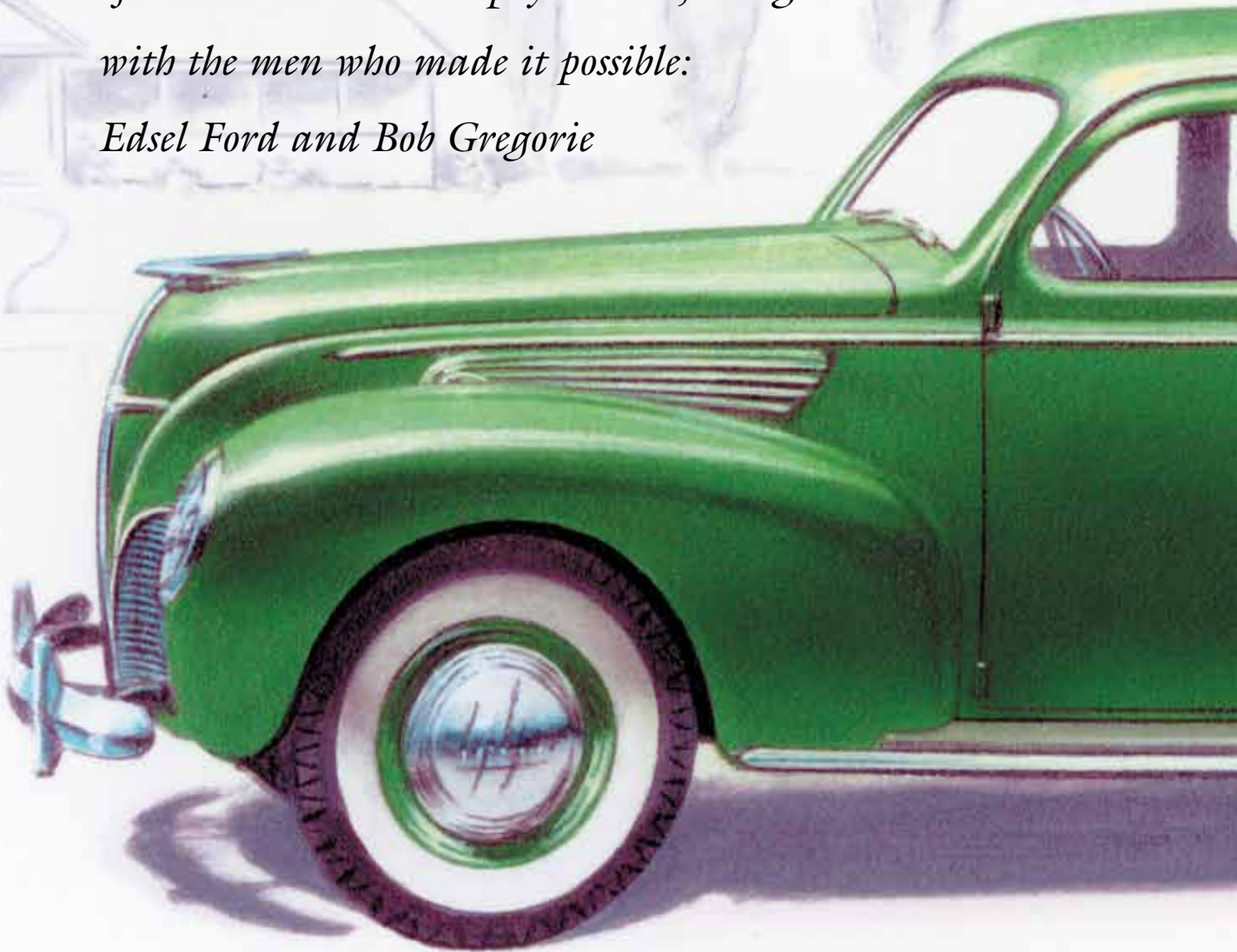
**The results of
this labor will be
enjoyed and
expanded by
Lincoln enthusiasts
for years to come**



Karl Zahm



■ *A Ford Motor Company design sketch of the 1938 Lincoln-Zephyr Sedan, along with the men who made it possible: Edsel Ford and Bob Gregorie*



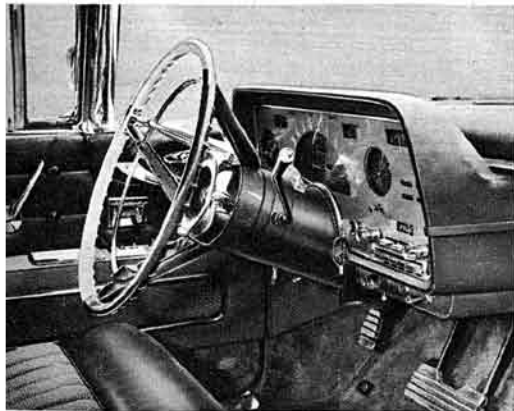
To LEE — Good memories
BOB GREGG —



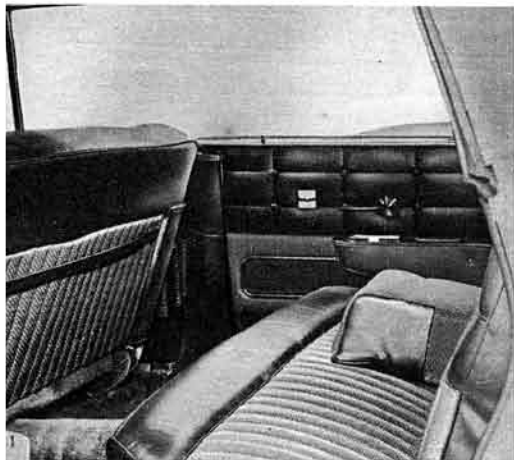
C-4



Absolute



Doing things in a big way is an American characteristic; here one searches in vain for a turn-and-bank indicator, compass or altimeter



Above: Rear seat passengers will be jealous of the multiple electric adjustments provided for those in the front, and they have nowhere to stow their incidental travelling impedimenta. Left below: On this Landau version there is no centre door pillar above the waist. In outline the new roof contour and screen pillars revert to ancient custom. Right below: Pride of place in the vast luggage compartment is given to the spare wheel

Above and opposite: Flared head lamp cavities and extravagant treatment of the Continental's bumpers and wheel-arches contrast with a neat and simple radiator grille. The back window's unfamiliar angle accentuates the length and expanse of the rear deck

A Quick Look at the Lincoln Continental Mk III

TO generalize, the more you pay for a car these days, the simpler it will be to drive, once you know the ropes. That is broadly true of the new Lincoln Continental. It has all the modern aids that one associates with the transatlantic product—automatic transmission, powered steering and brakes, and even a self-starter which without driver intervention brings the engine to life again if it should stall (a feature, incidentally, of Rovers and Standards over 20 years ago). There are little lights to remind you about the hand-brake left on, the doors unlocked, the luggage boot swinging open, and so on.

Thus, however the multiplicity of subsidiary controls in this monster might at first appal you, you could move it; yours is not the predicament of the man who looks after the boats on the *Serpentine*, were someone to hand him the keys of the *Queen Mary* and tell him to drive it to America.

But there is more to a Lincoln Continental than this, and it is a sad waste of the car only to *drive* it. After all, you will live part of your life in it, so you should study the equipment installed for your comfort and that of your passengers. It would be wise, therefore, to take delivery of its instruction manual a few weeks before the new car arrives outside your front door, to learn something about it in the meantime.

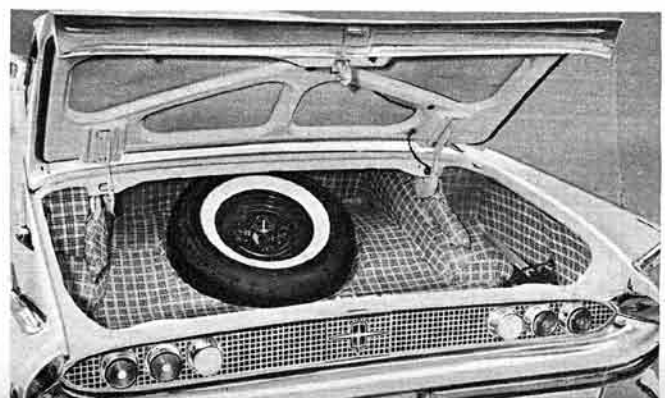
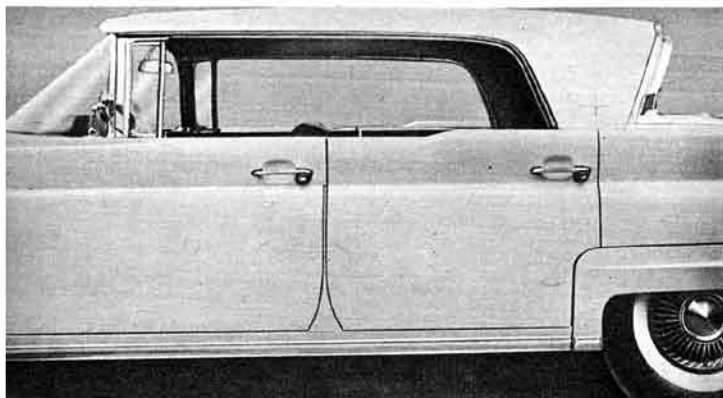
With this ship, the driver is very

definitely the captain. From a cluster of switches recessed in the door by his left hand, he can raise or lower all the passengers' side windows—and even the oddly-raked rear window, too—whether they like it or not, and can even lock all their doors by means of an electric switch. To keep his left foot from wasting away through idleness, there is a pedal-operated parking brake with toe release, a head lamp dipping button, and a foot control to set in motion the automatic signal-seeking mechanism of the radio.

To the left of the bench-type front seat are three little electric switches with which to move it forwards, backwards, vertically upwards and downwards, and even to tilt it by raising or lowering the front or rear of the cushion. The only manoeuvre that cannot be achieved is to alter the rake of the backrest relative to the cushion.

By pressing a button below the instrument panel, all the steering and suspension joints are lubricated by a powered system, and a green light in the panel is illuminated when the operation has been completed. Oil for this is contained in a replaceable canister beneath the bonnet.

Naturally, air-conditioning plant is available for the Continental, but it is not a standard fitting. It must be remembered that the current version is neither so expensive nor so exclusive as the hand-made Mk II of last year, which was listed in this country at £4,900 basic (£7,351 7s with purchase tax), and was made only as





American

a two-door coupé. Now the range has been expanded to include all the familiar Lincoln body styles—two-door coupé, four-door pillarless landau, four-door sedan and two-door convertible. The car illustrated is the four-door landau and is priced, including its extra equipment, at £3,628 basic—£5,443 7s including tax.

Perhaps the Lincoln would have been named more aptly Transcontinental, for its capacity for passengers and luggage would be ideal for transporting one or more families from, say, New York to Los Angeles, in superb and effortless comfort—a gasoline-fired magic carpet if ever there was one.

Yet on such a journey there would be one oft-repeated irritation and source of anxiety; for the Continental, which might be expected to cover 12 to 16 m.p.g. depending on its load, the terrain and manner of driving, carries only 18½ gallons of fuel. Thus, in covering the 2,911 miles from New York to Los Angeles one would need to refuel perhaps 12 or 14 times, and watching the fuel gauge needle would become something of an obsession.

There would be room to stretch out almost full-length and sleep in the luggage boot, in which the spare wheel is housed so far forward that one can scarcely reach it; no wheel cover protects suitcases from rubbing the dirt off it, and in addition most of the luggage would need to be removed to get at it. Thus a wheel change on a wet night with a full boot would be something of a nightmare, and both driver and luggage would become wet and dirty in the process.

Also, despite the car's spacious living-room, there is precious little stowage space for all the maps and other oddments associated with long-distance travel. A small, hinged tray in the fascia panel has to be lowered every time you wish to use the compartment, and there are no door pockets. In the front, this is because heater ducts in the forward door pillars

connect with mating ducts built into the front doors, to pass warm or cold air to the rear compartment—a neat and practical arrangement.

The upper surface of the enormous windscreen, which has two-dimensional curvature, is tinted green to reduce sun glare, and there are, in addition, flexible sun visors for driver and front passenger. In fact, there seems to have been considerable thought concerning the safety angle, and seat straps are, of course, optional equipment. In addition to the internal mirror, there is another on the outside of the driver's door, its angle controllable from inside the car.

Seat trim is in fine quality nylon cloth and supple leathers from Bridge of Weir, Scotland, over foam rubber cushions and the front seat—should one say sofa?—is extremely comfortable, although lacking any central support wherewith to counteract side forces. The rear squab has a wide, folding armrest, but neither its upholstery nor its angle offers the relaxed comfort associated with British specialist coachwork. Very thick pile carpeting and a particularly attractive pierced plastic roof trim add to the sense of luxury—indeed opulence. In detail finish one could find better on some of our smaller cars in large-scale production.

During a brief, pre-delivery run with a member of the test staff of Lincoln Cars, Ltd., of Brentford, I was impressed by the level ride on admittedly main road surfaces, and there seemed to be a marked resistance to roll, although for obvious reasons the car could not be driven hard or cornered fast. There is, in fact, a hefty anti-roll stabilizer bar allied to the coil-and-wishbone front suspension.

The Lincoln range of cars now all have unit body and chassis structure—the world's largest examples of this constructional principle. In America they are available with air springs, but at present all export cars have coils at the four corners, those at the rear in conjunction with a

Panhard rod and long trailing arms, splayed outwards from a bracket on either side of the propeller shaft to attachments well outboard on the axle side tubes. A limited-slip differential is fitted.

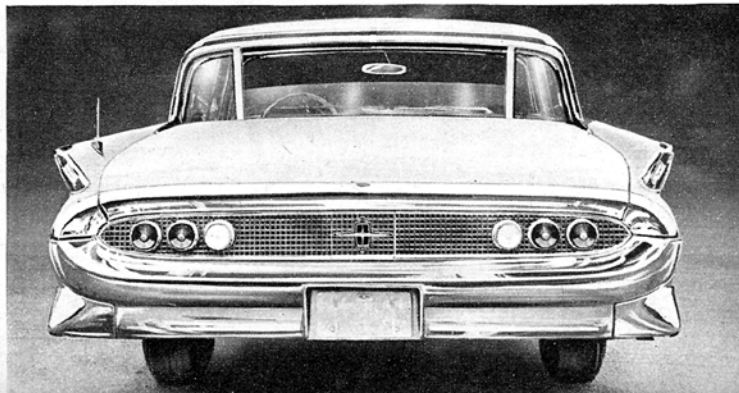
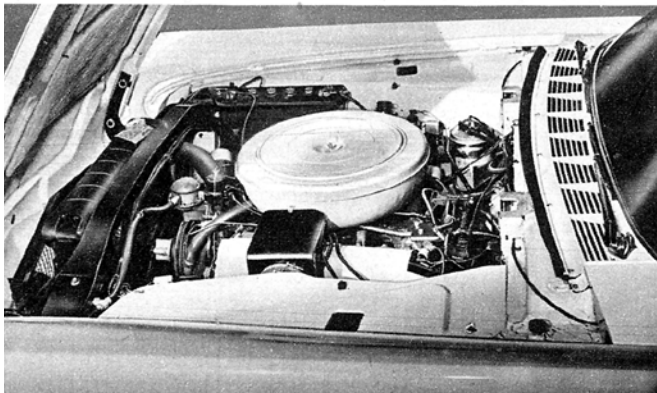
Very little shake was detected in the body structure on good road surfaces, but the waist-high central door pillars spring appreciably when a door is slammed. There was none of the exhaust throatiness experienced with some of the large American vee-8s, nor was the 7-litre engine other than very remotely heard or felt under full throttle—a remarkable feat considering its gross rating of 375 b.h.p. The three-ratio Borg Warner transmission has two Drive selections—Dr 1 and Dr 2. With the former, all three ratios come into use for full accelerative powers; with Dr 2 only the upper two are in circuit.

On this particular example the middle ratio was noisier than expected, but it had scarcely bedded in and doubtless would quieten with further use; its changes were discernible, but only just. Further comments on the Continental's dynamic qualities must await a full road test or a longer acquaintance with the type.

In sheer bulk the Lincoln—over 19ft long and 6ft 8in wide—is at a disadvantage in dense traffic, whilst in country lanes it needs to be handled with such caution as a motor-coach driver would exercise. Yet despite the great spreads of bonnet and rear deck, it does not feel quite so large inside as it looks outside. Unfortunately for prospective U.K. buyers, the make is not manufactured with right-hand steering.

If you are an ordinary middle-class mortal, you descend from this giant almost with the relief of one who has been embarrassed by failing in an attempt to live above his station; besides, it is so large that you, too, need to be large to keep in æsthetic proportion. Nevertheless, it provides a motoring experience which is not to be missed, so if your next-door neighbour has one, perhaps he will oblige.

Left: A forbidding array of power control and other mechanisms limit the engine's accessibility to the servicing mechanic. Right: Much bright metal has been concentrated at the rear; the back window can be raised and lowered from the driving seat, and the boot lid catch also is electrically released by the driver. A four-digit registration is needed to fit that small recess in the bumper



Reprinted from AUTOCAR magazine, June 13, 1958

LETTERS

AN OLD LINCOLN SONG AND A NEW ZEPHYR

Dear Chad,
I've enclosed a copy of sheet music for the song, "Since Lizzie Changed Her Name to Baby Lincoln—The New Ford Song," which was recently sent to me by Mike Ennis, nephew of Lee Kollins, as a donation to LMCF. Mike has no idea as to its origin and history. He wondered if LMCF could shed some light . . . does anyone have knowledge of its history?

Perhaps it has the potential to

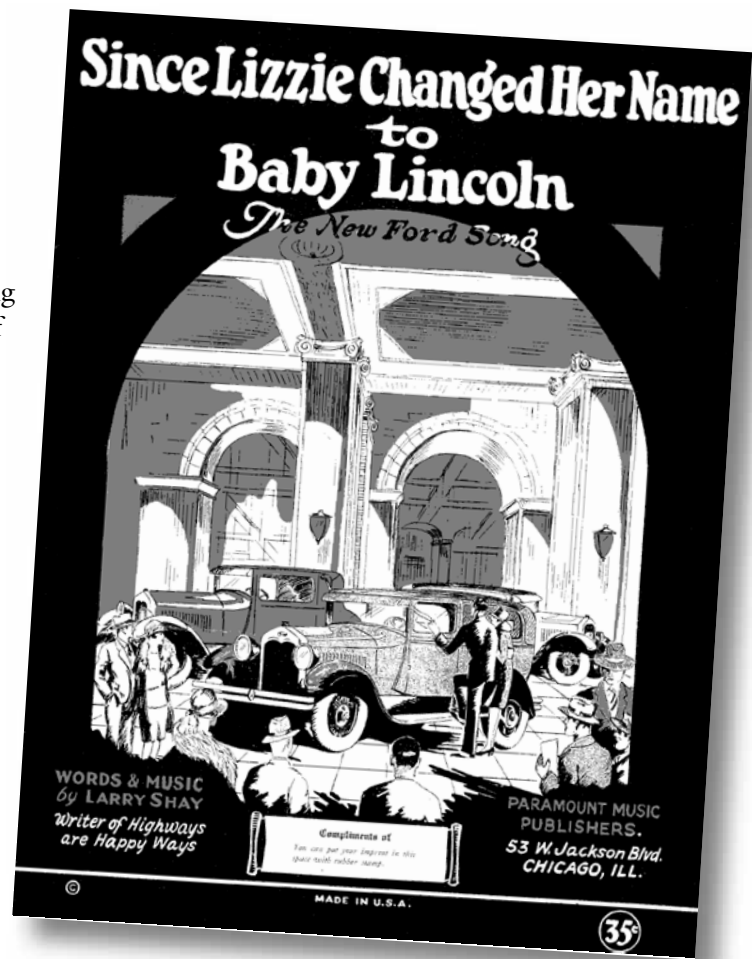
be incorporated into the advertising and promotion of the new Lincoln Zephyr, which includes appearances of a 1936 Lincoln Zephyr.

As you know, LMCF, through the efforts of Jack Eby, assisted the Ford Motor Company Lincoln Mercury Division with the acquisition of Roy Thorson's 1936 Lincoln-Zephyr, a beautiful automobile and a magnificent resto-

ration. It was displayed at the North American International Auto Show in Detroit with the all-new 2006 Zephyr (see photos). The 2006 front-drive Zephyr will go on sale in

the fall with a 3.0-liter V-6 engine and six-speed automatic transmission. An all-wheel-drive Zephyr with a 3.5-liter V-6 engine will be added next year. The waterfall grill unique to the Zephyr attractively connects its heritage.

Regards,
JERRY CAPIZZI



The former Roy Thorson 1936 Lincoln-Zephyr Two-door Sedan turned a lot of heads when it appeared alongside the new 2006 Lincoln Zephyr at the North American International Auto Show in Detroit this past January. The two cars also appeared at auto shows in Chicago, Cleveland, and New York. Photos by Jerry Capizzi.



LINCOLNS BUILT AT EDISON?

■ “Progress through reduction can be painful, however, as was the case when Ford Motor Company’s Edison Assembly Plant in Edison, New Jersey, closed in late February 2004.

Nearly 7 million cars and trucks were built at the Edison plant during its 56-year operation, and the facility had a rich history with the company. The plant opened in 1948 during the company’s post-World War II expansion and was

the first place outside of Detroit that a Lincoln was ever built. Among the vehicles built through the years in Edison were Falcons, Comets, Mustangs, Pintos, Bobcats, Escorts, Lynxes, and, finally, Ford Ranger and Mazda V-Series pickups.”



This 1923 Lincoln touring car in a Maine auto museum may well be the best-preserved early Lincoln in existence. It has only 495 miles on the odometer.

It was something

like those plastic models we put together as kids, but full scale. They were to be assembled by Ford “branch” plants overseas (for Ford Division cars and unique foreign trucks). Even Ford dealers with competent service facilities could do the job.

Best regards,
RICK LINDER

Dear Chad,
I spotted the above item in a book recently released about William Clay Ford, Jr.—*Ford Tough: Bill Ford and the Battle to Rebuild America’s Automaker*, by David Magee. I never knew Edison assembled Lincolns, did you?

I do remember seeing pictures of knocked-down (KD) Lincolns to be sent overseas in the 1920s or ’30s. They were complete cars, but in pieces, in one huge wooden crate. The bodies were painted and trimmed, and the chassis and power train separate plus wheel/tire assemblies, etc.

Dear Editor,
Your readers may be interested to learn of an 82-year-old Lincoln car that shows only 495 miles on the odometer. It is a 1923 Lincoln L seven-passenger touring, model 124-A, designed by Brunn and built by American Body Company. This model, one of 1,182 built, weighs 4,290 pounds and cost \$3,800 new. It resides on display in the Seal Cove Auto Museum in Maine near Bar Harbor. This private museum displays 100 antique cars, many from the

brass age, and 30 antique motorcycles, operating in this location since 1964. The museum is open during the summer months from June 1 through September 15. You may learn more at its web site, sealcoveautomuseum.org.

This is a fascinating Lincoln. It has been essentially untouched since new and is in pristine, original condition throughout, a physical testament to what is and isn’t factory correct. It has a delightful mellow patina of age. The obvious question is, How did the low mileage come about? It is almost unheard of in cars this old.

An unsubstantiated story is that the car was bought for use by the U.S. Ambassador to Argentina, who was assassinated—and the car was never used after that. The PROV. de BUENOS AIRES license plate helps support this theory.

At any rate, the car is a valuable time capsule of originality.

Sincerely,
WARNER BANES

Meet Your Trustees

■ *The Lincoln Motor Car Foundation was founded and organized by Lincoln enthusiasts who entirely volunteer their services. None of the Foundation Trustees and Officers are paid in any manner. These volunteers pay their own office and travel expenses and often many smaller costs of the operation of the Foundation. They are senior people in the hobby and in the industry, with a wealth of experience and ability to bring to the Board of Trustees. We will introduce them in the next few issues of THE LINCOLN LINK.*

Let us first meet the man who serves as Executive Vice President of the Foundation, **Earle O. Brown, Jr.** Earle is well known in the Lincoln old car hobby, both as a source for Lincoln parts and as an officer in two major Lincoln clubs. With the Lincoln and Continental Owner's Club, he served as Executive Vice President for eight years. With the Lincoln Zephyr Owner's Club, he served as a Director for eighteen years and as President for eight years. These club activities gave Earle wide contacts within the Lincoln enthusiast community.

Earle was involved in the organizational efforts at the inception of the LMCF and became the Foundation's first President, serving for a period of three years. As Executive Vice President, Earle sits for the President if he is absent and handles details of Trustee elections and meeting arrangements as well as serving as an active Trustee.

Earle started life in California and married Jeanne in 1950. They have one son, Jim, who lives in Pittsburgh with his wife, Mary Lynn. Earle served in the



Earle Brown

Army for two years during the Korean War. He then entered the University of California, Berkeley, and graduated with a degree in Engineering. Always in sales and marketing, Earle has worked for a single employer, Alcoa Aluminum, throughout his career. He started in Los Angeles, moved to Charleston, West Virginia, and finished with fifteen years in the Pittsburgh area as a sales executive.

After retirement in 1993, Earle devoted more time to the old car hobby. Although Earle bought a new Hudson in 1949 and owns one today, he has always had an eye for early Lincoln Continentals. Earle owns five Lincolns, including a 1940 Lincoln Continental Cabriolet that is still undergoing restoration. This is the car that actually started him in the parts business. He needed a few parts, bought a parts car, found that he had a few spare pieces, sold them, acquired more, sold them, and so it goes. Earle is considered to be an authority on Lincoln parts

value and availability. He is an active ambassador for the hobby and the Foundation.

The Foundation Board of Trustees is blessed with educated, talented, even gifted, people, and **Dr. Richard J. Hopeman** is a splendid example. Hailing originally from Oregon, Dick earned an M.B.A. and Ph.D. in management from the University of Washington in Seattle. He became a professor in 1960 and taught for forty years at Oregon State University, Syracuse University and Villanova University. In addition to his teaching, he served as a consultant to numerous companies and other organizations worldwide. His specialty is project management, which he developed while conducting research with NASA during the Apollo program in the 'sixties.

Among his clients were Ford of Europe and Ford Motor Company, where he spent several years in the area of product development of all cars and trucks.

His course, Policy Formulation and Administration, was the capstone course required of all students in both the undergraduate and



Dr. Richard Hopeman

MBA programs at Syracuse and Villanova. His academic background and consultancy provided a real-world perspective to his students as they completed their programs.

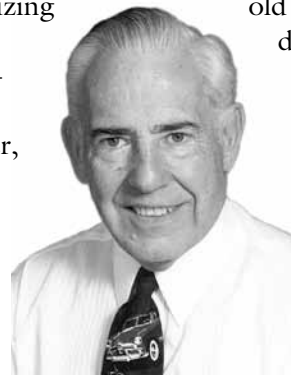
Dick is now retired and devotes his life to his other passion, the restoration of vintage cars. The setting is the 1849 Great Stone Barn which he painstakingly restored from a derelict condition over a 15-year period. This roomy edifice houses spacious living quarters, restoration shops on the lower level and an airy upholstery and fine arts studio in the top level. His 1930 Lincoln touring car is visible through glass doors from his mid-level Great Room and study.

Dick has been engaged in restoration for over fifty years, understudying several craftsmen during that period. He uses vintage tools and the lessons learned from this long experience in the restoration of classic cars. He has shops for wood-working, metalworking, sand-blasting, painting, and trimming. Over the years he has restored two 1930 Bentley Speed Sixes, a 1930 Alfa Romeo 6C-1750, a 1932 Hispano-Suiza Chapron Convertible, and a 1931 Lincoln LeBaron Convertible Roadster, among other cars. The 1931 Lincoln had been converted to a fire truck, so he had to recreate the original body.

Along the way, Dick served as President of the Lincoln Owner's Club for seven years. He has an extensive library of books, periodicals, and art devoted to the automobile, with a special emphasis on Lincolns.

During his last decade at Villanova, he did pioneering work in using multi-media to create the prototype classroom using the latest technologies. Since then Villanova University has been at the forefront of computer technologies in classrooms.

Dick believes strongly in the Lincoln Motor Car Foundation. He serves as Vice President—Technical Affairs and Chair of the Technical Committee. He has undertaken and directed all of the Foundation's extensive work to date in digitizing Lincoln ads, photos, brochures and manuals. This has been a sizeable task; however, he is convinced that digital archives are the wave of the future. He believes they will play a major role in carrying forward the heritage and tradition of the Lincoln Motor Car.



Jack Shea

For the past four years, the able Treasurer of our Lincoln Motor Car Foundation has been **Jack E. Shea** of Fort Myers, Florida. The job of Treasurer also includes the task of Membership Chairman.

Well versed in the operation of Lincoln enthusiast clubs, Jack has been a member of the Lincoln & Continental Owner's Club since 1987, serving as Director since 1993 and as Treasurer since 1995. He supported the formation of the Foundation in 2000 and joined

a year later to become Treasurer of this organization, too. Jack has also been a member of the Lincoln Zephyr Owner's Club since 1991.

Jack and Virginia (Ginny) are no strangers to the collection and hands-on operation of vintage Lincolns. Their fleet currently includes a 1936 Lincoln Zephyr sedan, a 1966 Lincoln Continental convertible sedan, a 1969 Mark III, a 1977 Mark V and a 1979 Lincoln Continental coupe that was transformed into a convertible. They are active in old car meets and tours, driving or trailering their cars all over the U.S.

Jack estimates that they have driven their old cars about 100,000 miles going to old car activities.

Jack retired in 1986 from Borg Warner in Ithaca, New York. During his career he served as Manager of

Information Systems and Manager of Operational Auditing. He and Ginny escaped from the Northern winters to Florida in 1987 and made Florida their permanent residence in 1994. They have three children, scattered among Virginia, Florida and New York, and six grandchildren. Jack and Ginny honed their financial skills by owning and managing rental property in Ithaca and Florida. They are busy people with full lives, but they take time to enjoy the Lincoln cars and friends in the hobby and contribute to the rich Lincoln heritage.

LINCOLN

MOTOR CAR FOUNDATION

FOUNDER

William Clay Ford, Sr.

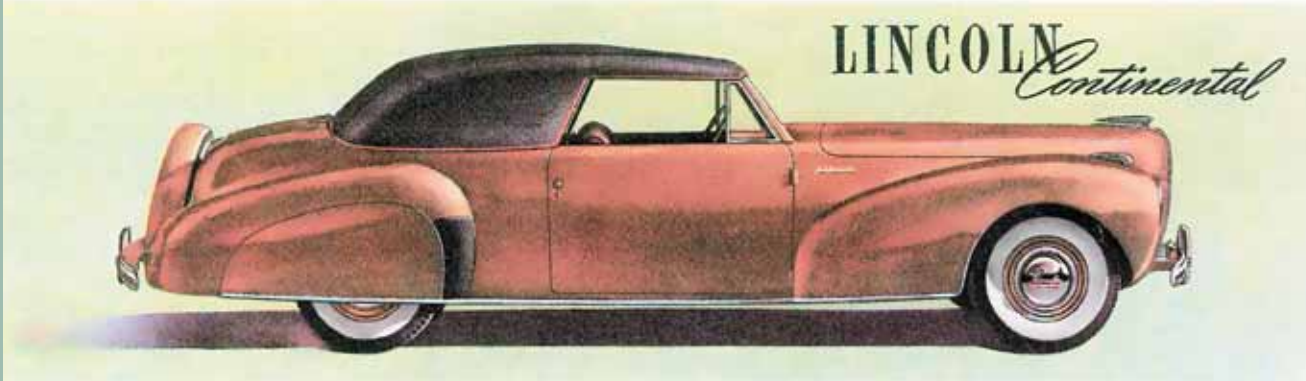
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■ Earlier issues of *The LINCOLN LINK* are available as back issues. Price is \$4 each, postpaid. Contact the editor.