

The LINCOLN LINK

LINKING TOGETHER ALL ELEMENTS OF THE LINCOLN MOTOR CAR HERITAGE



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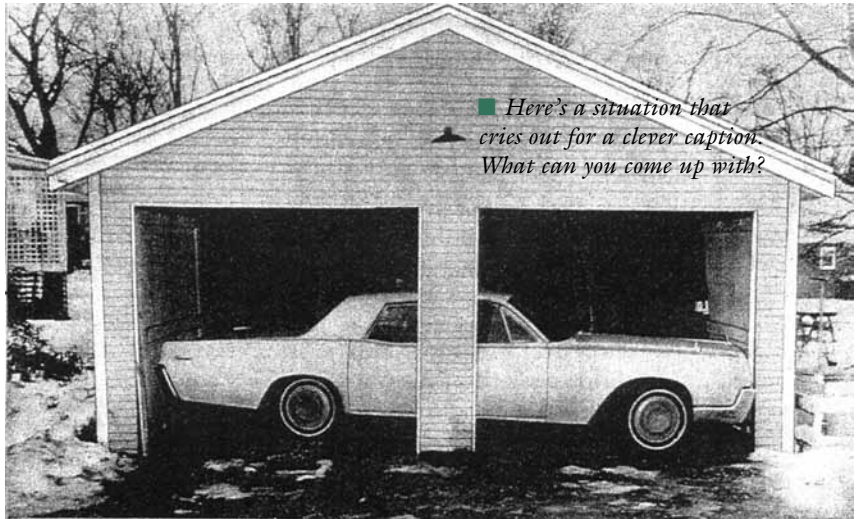
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LINCOLN

MOTOR CAR FOUNDATION



■ Some of the very fine collectible Lincolns from the Cappy Collection that will be auctioned November 11.



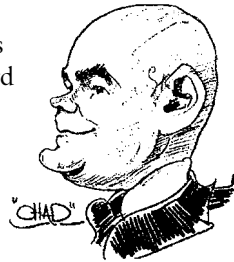
■ Here's a situation that cries out for a clever caption. What can you come up with?

FROM THE EDITOR

■ Foundation President Jerry Capizzi is selling his **Cappy Collection** of Ford Motor Company collector cars at auction. The date is November 11, 2006. The location is 758 Annoreno Drive, Addison, Illinois.

Admission is \$80, which includes the auction catalog. Bidder registration is \$150 for two to the preview, auction and reception, with the auction catalog included. Go to www.rmauctions.com or call 1-800-211-4371.

All of Jerry's cars are superbly prepared, many are low mileage, all are desirable examples. Among the twenty or so Lincolns is a magnificent 1938 Lincoln K Brunn semi-collapsible cabriolet, a 1937 Zephyr coupe, a 1939 Lincoln K Willoughby Sport Sedan, a 1951 Cosmopolitan convertible, a stunning 1956 Premier convertible in lavender, 1940 and 1941 Continental cabriolets, a 1956 Mark II, plus 1958 Mark III, 1959 Mark IV and 1960 Mark V convertibles, a 1971 Mark III, a 1976 Mark IV, a 1979 Mark V Bill Blass and a 1940 Zephyr convertible.



Jerry is also donating his Lincoln literature to the Foundation, including almost two dozen dealer color and upholstery sample books.

• Did you like the cover painting on the previous issue of the *Link*? That painting showed Jerry Capizzi's 1937 Lincoln Zephyr coupe with its namesake, the Burlington Zephyr train. It was painted by Foundation member and Trustee Jack Juratovic, a former Ford Motor Company stylist.

You may buy a poster of this dramatic painting. The cost is \$25.00 each in a mailing tube, from the Lincoln Motor Car Foundation. Foundation members will have them at Hershey.

• The Lincoln Motor Car Foundation has started a Building Fund. The LCOC Regions of Lake Shore, Mid West, Michigan and North Star have donated the remaining funds from the latest LCOC Eastern National Meet. Moreover, David and Diana Stevens have contributed to the Building Fund. An LCOC member, David is the curator of the Pierce Arrow Museum at Gilmore.

Chad
CHAD COOMBS

What's Going On in the Foundation

Just what, you may ask, is going on within the Lincoln Motor Car Foundation? Quite a lot, is the answer. The most visible recent activity was moving the Lincoln name stones, which had been rescued from the old Leland plant while it was being razed. Jack Eby tells us about the move on pages 6 and 7.

The Foundation's Lincoln advertisement listing project continues apace. Dick Hopeman reports completion of phases 1 and 2. Phase 1 was the early Lincolns, Models L, K, KA and KB, from 1920 through 1939. This listing was published three years ago and sent to members of the Foundation and the Lincoln Owner's Club. At that time there were 2,232 ad listings, contained on 32 pages. Since then, work has gone on in Phase 2, which covers Lincoln-Zephyrs, Lincoln Customs, Lincoln Continentals and post-war Lincolns and Continentals during the period of November, 1935, through February of 1948. Including the original Phase 1 listings and updates, the combined Phases 1 and 2 now require 54 pages, for a present total number of ad listings of 3,348. Five contributors were involved in the original document; to date a total of seventeen contributors from around the world have been involved. The principal compilers of these listings are Zeb Conley and Karl Zahm. How to disseminate this



information will be a topic of discussion at the October Board meeting.

Donations continue to flow to the Foundation, specifically to the Library of the Antique Automobile Club of America, located in Hershey, Pennsylvania, which is the repository for the Foundation. Jerry Capizzi is the Chairman of the Lincoln Motor Car Foundation's Acquisition/Archive Committee, and he presented a fine discourse on some of the latest donations to the Foundation, at the Board of Trustees Meeting in April. He tells us the Foundation has purchased forty-two Lincoln custom body drawings of the 1930s era, from Ross Stone. These include drawings done by famed body builders Willoughby, Brunn, Le Baron and Derham. They came out of the old Ford Highland Park plant. Many are one of a kind. Some of the drawings are renderings, some are blueprints,

some have dimensions; all are rare and will be a treasure to future historians and restorers. The Committee is constantly on the prowl for donations, especially rare items of literature, to be preserved and made available to anyone via the AACA Library.

Just before he died, the late Dr. Dale Shaeffer donated his lifetime collection of LCOC ephemera, including letters, publications, notes, and anything to do with Lincoln cars and the Lincoln and Continental Owners Club. A group of Lincoln Service Bulletins came from Foundation Lifetime member and collector Tom Gerrard. Two large oval Ford neon signs were donated by Dick Duncan. These impressive historic 1935 signs came from a dealership in Utica, Michigan. The Foundation has obtained a pallet of bricks from the old Leland Lincoln plant and plans to use them in promoting a building fund. A Lincoln Motor Company stock certificate also came from Dick Duncan, originally purchased by Dick's uncle for his aunt. Also from Dick is a treasured donation, a fifteen-inch bronze bust of Abraham Lincoln sculpted by Edwin George Bissell. The Foundation has accumulated a collection of documents pertaining to Presidential limousines, starting with Eisenhower. We are actively continuing to collect Lincoln showroom color and upholstery

albums. Altogether, the donations have been varied and are worthy of preservation.

The Foundation is in discussion with Ford Motor Company to receive for preservation the files from the Wixom plant, which is scheduled to be closed. With fifty years of history during its operation, many of the records, such as build records for individual cars, would be invaluable. We will keep you informed of the progress of this possibility. Many other Lincoln car-related documents exist which should be preserved. All we have to do is find them and ask for them.

Have *you* thought about donating some of your effects to the Foundation for preservation? You say you have nothing worth preserving? How about Lincoln Club records? Or interesting correspondence with Lincoln dealers of the factory? Or Lincolns associated with famous people? Or—well, you get the idea. Remember, Jerry Capizzi and staff will provide you with a Deed of Gift document which identifies your donation and verifies that the Lincoln Motor Car Foundation has accepted it. Here is a new address for Jerry Capizzi: P.O. Box 31637, Chicago, Illinois 60631. Telephone 630-628-7850, fax 630-628-7851.

Although the Foundation is not yet ready to accept any donation that does not fit into a library environment, we have



■ *The first vintage Lincoln donated to the Foundation is this very fine 1979 Continental Town Car from Tom Minton. Tom purchased the car from LCOC member John Plzak in 2002, showed it at the Eastern National Meet in Detroit in 2003, and took home the Lincoln Trophy for Best in Primary Class at the Branson meet in 2005.*

accepted our first automobile, a 1979 Lincoln Continental Town Car, the last year for these large colonnade-styled cars. The donor is Tom Minton, from Chicago, Illinois. The car is presently on display at the Gilmore Museum. The color is a dramatic turquoise in both the paint and the cloth interior. It is equipped with a moon roof and every Lincoln accessory except the CB radio. Even though the car has covered 120,000 miles, it is a show winner, having earned the LCOC



Best in Primary award at the Branson LCOC meet. Thank you, Tom.

The Foundation is now studying ways to acquire a facility to house its increasing quantity of Lincoln-related artifacts for preservation. This subject will be further addressed in the October meeting of the Board of Trustees at Hershey, Pennsylvania. Stay tuned!



New Home for the Lincoln Stonework



■ With the assistance of a forklift, a pair of seasoned artisans begin the arduous task of installing the heavy stone letter blocks from the Lincoln Administration Building at their new home at the Gilmore Museum. The historic red barns at the Gilmore, scattered over 90 beautifully landscaped acres, are home to nearly 200 extraordinary vehicles spanning more than 100 years of automotive heritage.

■ With the sale of the Jerome-Duncan Ford dealership in Sterling Heights, Michigan, it was necessary for the Lincoln stonework exhibit, taken from the old Lincoln Administration Building in Detroit, to find a new home. You can see it now on an outside wall of one of the historic red barns at the Gilmore Car Museum in Hickory Corners, Michigan. See story on next page.

■ *Wally Tennyson of Dick Duncan's group gets a bird's-eye view as he dismantles the backdrop of the stonework display for relocation to the Gilmore.*



Among the prized possessions in the growing collection of the Lincoln Motor Car Foundation is the decorative exterior stonework from the Administration Building of the old Detroit Lincoln Plant. That plant was built in 1917 by Henry and Wilfred Leland's new Lincoln Motor Company. It was utilized initially to manufacture the famous V-12 Liberty aircraft engines for World War I fighter aircraft. After the war ended, the plant was converted to automobile manufacture and subsequently assembled over 400,000 Lincoln motor cars between 1920 and 1952.

In 2002, having reached the end of its useful life, the Lincoln plant was razed. Through the generosity of many friends and members of the Foundation, a portion of the stonework from the plant's façade was preserved.

Relocation of the Lincoln Stonework

That stonework, combined with an interpretive exhibit, was displayed at Dick Duncan's "Memories Museum" in Sterling Heights, Michigan. Dick's museum shared a site with his dealership, Jerome-Duncan Ford.

The dealership was recently sold, and the new owner requested that the space occupied by the museum and the Foundation's display be made available for expansion of the service facilities. Now here's a challenge—find an appropriate home, open to and visited by the public, for over two tons of stonework and an associated display! It had been done once, and the Foundation Board of Trustees had no doubt it could be done again.

After considering a number of venues, the Foundation Board

accepted a generous offer from the Gilmore Car Museum in Hickory Corners, Michigan, to prominently display the stonework and the exhibit on their site. The "Gilmore" is a particularly desirable location because the stonework fits its philosophy of utilizing automobiles to "tell stories," and the Foundation's stonework stimulates the recitation of many stories.

The Gilmore is a delightful museum located on ninety sylvan acres north of Kalamazoo, Michigan. Its collection includes an extensive display of automotive memorabilia and an eclectic collection of over 260 vehicles. The Gilmore is also the home of the Classic Car Club of America Museum and Library, the Pierce Arrow Club Museum and the Tucker Club Collection.

Annual public attendance at the Gilmore has grown to 40,000 people, and, with thirteen special weekend events scheduled for 2006, should continue to grow. This home for the Foundation's artifacts nicely fulfills our goals of making the artifacts accessible to the public and promoting the Lincoln brand name.

Because of the cooperation of the Gilmore and special friends and supporters, the movement of the artifacts proceeded very smoothly and quickly. Dick Duncan, always the first to volunteer, donated the disassembly of the display. Steve Messina of Messina Trucking in Utica, Michigan, loaded, transported and unloaded the stonework at his cost. Mark Philips and colleagues at Banner Sign Specialties, also in Utica, Michigan, recreated the digital billboard at their cost. The Gilmore Car Museum donated the erection of the display and the placement of the stones. But, as with most of these projects,



■ Steve Messina of Messina Trucking carried the stones to the Gilmore at his cost. Here he surveys the job as the installation is dismantled at Jerome-Duncan Ford.

some cash was required, and Earle O. Brown, Jr., John T. Eby, Dr. David W. Roycroft, and Jack E. Shea of the Foundation Board of Trustees generously responded when the hat was passed.

The movement and installation of the stonework was completed in time for the display to be part of the combined June 2-4, 2006, Classic Car Club of America /Lincoln meet in Hickory Corners. That meet was one of the most pleasant and

memorable of the past few years, with over 200 Lincolns being displayed. Ford Motor Company participated, with three 2007 preproduction Lincolns being shown and demonstrated. These new vehicles utilized the stonework as a background, creating a very dramatic historic linkage.

Many of the historic Lincoln owners attending the meet suggested that the Foundation consider funding a permanent building for displaying vehicles and memorabilia at the Gilmore. The Classic Car Club of America and the Pierce Arrow Club already have handsome, separate buildings on the Gilmore campus for their collections. In response to the spontaneous groundswell, the Foundation Board has agreed to look into the feasibility of a Lincoln building. Dr. David Roycroft has volunteered to chair a committee with the intent of reviewing alternate approaches to housing the Foundation collection and raising the funds to accomplish the vision of having our own space. Who knows—the rolling stones may have found a permanent home!—JACK EBY



■ A Gilmore Car Museum staffer does the stepladder work in mounting the photographic backdrop for the Lincoln stonework exhibit.

1939...on Wheels





Credits: General Motors and Collier's Magazine

The 1930's: Decade of Automotive Metamorphosis

More progress was made in useful automobile technology during the decade of the 1930's than any decade prior or since.

Think about it. Go drive a 1930 American car. Then, drive a 1939 car. What a difference! The 1939 car is quieter, easier riding, easier to steer and drive, more stylish, warmer in the winter, better sealed against dust and drafts, more powerful, more economical, more durable, faster, roomier with a useful luggage trunk, and on and on.

I was there. My first car was a 1931 Pontiac. Although I was happy to have a car, that Pontiac was, frankly, terrible. I only realized this when I acquired a 1938 Hudson Country Club Eight sedan. The difference was unbelievable. The 1930's decade gave us hydraulic brakes, synchromesh transmissions, all-steel bodies, better suspension, heaters that actually worked, safety glass, radios, oil filters, the brave beginnings of automatic transmissions, disappearance of the rumble seat, long-life paint in a rainbow of colors, and the list goes on.

Progress in this decade culminates in the 1939 models portrayed in our centerfold. Note that each make of car carries

individual styling: you knew at a glance the make of the car. And you also knew the model year, as most manufacturers revised styling details each year. Most brands offered a single model car, standard or deluxe, some with a choice of engines. Thus, you bought the Ford at a Ford



■ *The 1937 Lincoln-Zephyr sedan, with its swoopy streamlined design, was a stunning departure from the staid, boxy American cars of just a few years earlier. Below: the full Ford line of 1939.*

dealer. Today, every mega-dealer offers several sizes of cars, plus mini-vans and SUVs and even a few sporty cars along with a range of trucks.

In those days, you never drove a higher-priced car than your boss. If he moved to a Lincoln, then you could think about a Mercury. Brand loyalty was often fierce. A long-time Ford buyer would not think

of buying a another brand. All cars were made right here in the U.S.A. by American companies; foreign cars remained in another world, with only a few movie stars eccentric enough to indulge in a few exotic foreign makes. Old money, of course, might try a Rolls-Royce, but many wealthy people preferred to not flaunt their wealth during those terrible Depression years of the early 'thirties and preferred to be seen in lower-priced popular car brands. Those hard times drove away many old name brands like Auburn, Oakland, Franklin, Marmon, Reo, Pierce-Arrow, Peerless, Hupmobile and others.

Coachwork matured into enclosed sedans and coupes, with front hinged doors. The ever-popular two-door sedan was considered safer with small children. Passenger-friendly enclosed car bodies became affordable during the 1920's and largely replaced the open car bodies. Open cars then became sporty roadsters and more expensive wind-up-window convertibles. Station wagons slowly increased in availability and popularity, although they were usually treated at first as commercial vehicles. Four-wheel-drive vehicles were a special build novelty for extreme conditions.



All the cars were pretty much the same size and were tall, compared with today's cars. Since people wore hats, it was the norm to allow six inches above the driver's head. This taller car height allowed floors to be flat and seats chair high. Most sedans held five people comfortably, and with bench front seating in the late 1930's, capacity expanded to six. With the gearshift lever moved to the steering column in 1939, the front bench could accommodate three.

Fewer people owned cars in that era, so every car tended to carry more passengers. Any longer journey was an event, and Aunt Emma often came along, the family enjoying the company or help of an extra driver. That three-abreast seating capability in the front and rear seats was a godsend during wartime car pooling in the following decade. In the early '30's, luggage was carried on the running board or inside the car, but as the decade progressed it migrated to the new enclosed "trunk" areas as car owners got used to the idea. Business coupes were popular with salesmen, who could carry samples and products with them.

Certainly, the 1930's were tuned to the driving patterns and roads of the day, which were very different from today. Highway speeds were lower, and top-gear acceleration was important. Although the U.S. National Highway system improved significantly during the 1930's,

highways were still two-lane roads that passed through the center of every small town along the way. Loaded trucks traveled slowly and were difficult to pass. Much of the highway system was unpaved. Concrete paving was the best, but it gave you a rhythmic bump-bump from the necessary expansion joints. 'Blacktop' macadam roads were smoother, but their dark color soaked up precious illumination from those dim, pre-sealed-beam headlights. And rest rooms? *What* rest rooms? Finally, Texaco offered well publicized "Registered" rest rooms, a godsend for travelers. Other service stations followed. They all provided free air for tires and radiator water and road maps, plus vital road information. And an attendant pumped the gas and cleaned your windshield, all with a smile. Service stations offered real service in those days. Many stations had a mechanic who would fix a flat or adjust your brakes or tow you in with the station 'wrecker.' You counted yourself lucky if you went 50,000 miles before needing an

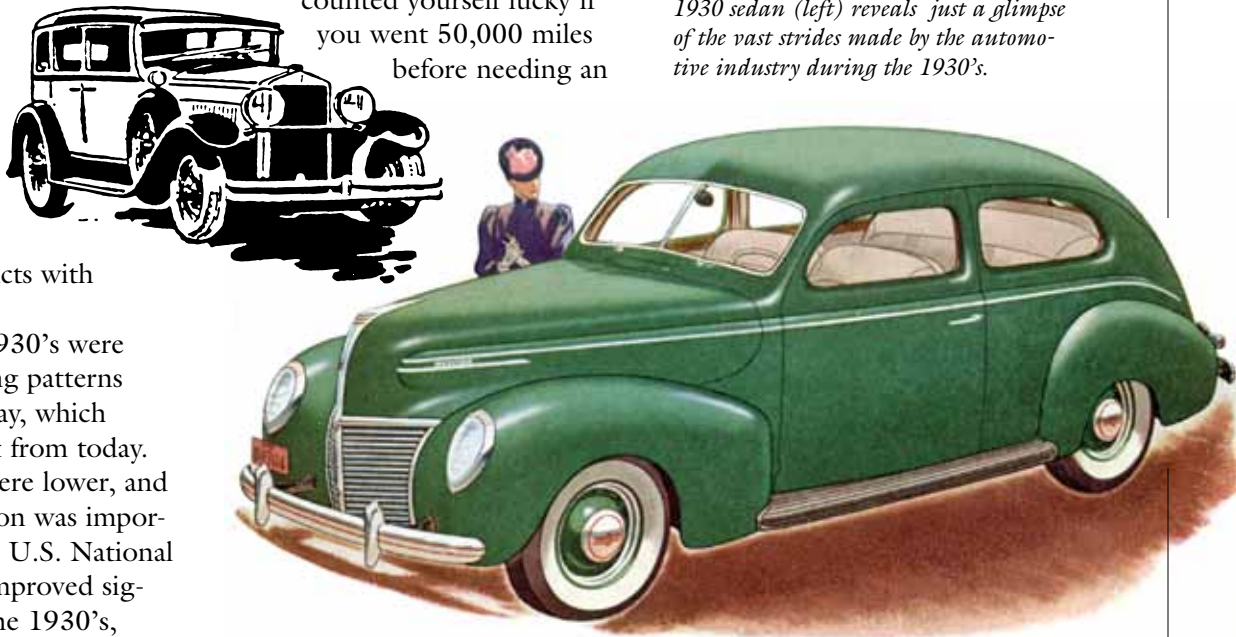
engine overhaul.

The Lincoln motor car reinvented itself in the mid-1930's with a stylish and peppy new smaller companion car to the magnificent K model Lincolns. The new Lincoln-Zephyr was easier to drive, priced at a third of the big Lincoln price, and generally fit better with the changing buying and usage patterns of the times. The new Zephyr carried on the Lincoln car name when the public simply stopped buying K model Lincolns. In fact, 1939 was a banner year for Ford Motor Company, due to the broadening of their market penetration with the introduction of the successful new Mercury car range into the lower medium price range.

Indeed, while the 1930's were difficult years for the nation's economy, they were significant years for the improvement of the nation's automobiles.

—CHAD COOMBS

■ *A comparison of the modern 1939 Mercury sedan (below) with a typical 1930 sedan (left) reveals just a glimpse of the vast strides made by the automotive industry during the 1930's.*



LETTERS

Good morning Editor Chad, As you know, the car in the cover illustration in the latest *Link* is my former 1937 Lincoln-Zephyr coupe. I am sending you \$12.00. Please send a copy to each of my sons, Erik A. Thorson in California, Kurt A. Thorson in Nevada, and Craig A. Thorson in Texas.

Thank you for doing such a great job as editor. Regards to Evelyn.

ROY THORSON

Hi Chad, I received the latest *Lincoln Link* today. It is outstanding! The article on the Fischer collection of ads was of great interest. Regarding ads, I was able to meet Karl Zahm in Florida and finalize the much expanded Lincoln Foundation list for Lincolns from 1920-1948.

Colin Spong's article is

excellent and provides valuable insights into the activities of Lincoln in the UK.

Your notes on the cover illustration were wonderful, to establish the link between the Lincoln-Zephyr and the Burlington Zephyr. One of my apprentices has ordered a Jack Juratovik print of the cover illustration, which we will mat and frame.

Your progress report accurately reflects what the Foundation has been accomplishing over the last few years. Hopefully members will appreciate what a group of a few volunteers has accomplished.

I also enjoyed the letter from John Sweet regarding "artistic license" in depicting vehicles in ad illustrations as longer, wider, and lower, with mini-people to make the cars appear larger. It was great fun to contrast the photos with the artist's renderings.

Last but not least, "Meet Your Trustees" was great in helping me get to know my associates on the Foundation Board better. We have a good

crew of volunteers pursuing a noble cause!

DICK HOPEMAN

CAC, Just spoke with our contact at Lincoln, Lincoln Zephyr Brand Manager Gary Barham. He would appreciate receiving 13 copies of the latest *Link*.

Best,
JOHN MACADAMS

Chad, Recently received the latest copy of *The Lincoln Link* and thoroughly enjoyed it. I seem to be missing two issues. Were they lost in the mail?

BRYAN CASH

■ *No, Bryan. We regret that issues V2N2 and V3N3 were not published.—EDITOR*

Dear Mr. Editor, Following the recent theme of advertising in *The Lincoln Link*, may I offer an English Lincoln advertisement from 1926 (*see facing page*) for the enjoyment of your readers.

COLIN SPONG



LINCOLN

MANY people know contentment with a motor car which renders a reasonable measure of service. A smaller number are satisfied only with a car which is recognised as among the best. But to a person finely sensitive to the nicer things of life, there is no such compromise with quality. For these there is only one motor car, and that is the finest that can be produced. It is for these discriminating few that the Lincoln Motor Car is built.

For its building it has commanded resources of men, experience, material and equipment never equalled in the motor car world.

There are Lincoln Distributors in the following towns:

LONDON Wood & Lambert Ltd., 16, Albemarle St., W.1	MANCHESTER H. & J. Quick Ltd.	LIVERPOOL J. Blake & Co. Ltd.
LEEDS Tate of Leeds	CAMBRIDGE Cambridgeshire Motors Ltd.	PRESTON Bradshaw's Motor House.
BOURNEMOUTH F. English Ltd.	PLYMOUTH Reeds Ltd.	EDINBURGH Henry Alexander & Co.

Special Display at the Motor Industries Exhibition,
Holland Park Hall, London, W.11, Oct. 15-23.

LINCOLN CARS (ENGLAND) LIMITED
Division of Ford Motor Company (England), Ltd.
Trafford Park, MANCHESTER

Special showing of Barker, Connaught and Maythorn bodies at 16, Albemarle Street, W.1.



Cabriolet De Ville by Barker

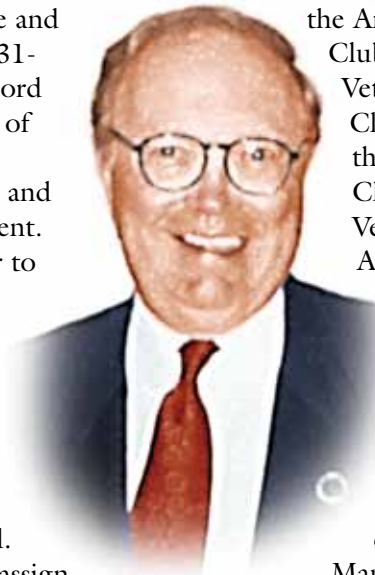
Meet Your Trustees

■ *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. 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.*

Jack Eby is the current chair of the foundation Board of Trustees, as well as a founding trustee and life member. His 31-year career with Ford included a variety of product development assignments and general management. Immediately prior to retiring in 1995, he held the position of Executive Director, Corporate Strategy Office, reporting to the Chairman of Ford. Among his other assignments were responsibility for product planning and program implementation for North American passenger cars. It was in this assignment that he developed his deep interest in American luxury cars. Many of the Lincolns that we currently prize and collect were conceived and implemented under Jack's supervision.

He has been able to turn a vocational passion into a retirement avocation, with his activities supporting various car clubs. He is a member of the three clubs that supported the start of the Lincoln Motor Car Foundation, the Lincoln-Zephyr Owners Club, the Lincoln and Continental Owners Club,

and the Lincoln Owners Club. Likewise, he is a member of the Classic Car Club of America, the Antique Automobile Club of America, the Veteran Motor Car Club of America, the Early Ford V-8 Club, the Military Vehicle Preservation Association, and the Antique Motorcycle Club of America.



Jack Eby

Jack is a graduate of The Ohio State University, where he earned a BS degree in Industrial Management and Civil Engineering. He met his wife Lynne at Ohio State.

They have three daughters and one son, John, who also is a lifetime member of the foundation. Jack and his son share their vintage cars and motorcycles, and do their "wrenching" in a small shop in Scottsdale, Arizona. Jack says this simplifies estate planning. Lynne and Jack currently divide their time between residences in Bloomfield Hills, Michigan, and Scottsdale.

Jack continues close liaison with current Ford executives on behalf of the Board of Trustees. His guiding vision has enabled the foundation to chart a firm course utilizing modern information technology, while archiving

important information on Lincoln, one of America's great marques.

Lee Miskowski says he is forever a fan of the Blue Ford oval, Continental star, and other brands of the Ford Motor Company. Joining the Finance staff in 1957, he enjoyed many varied assignments until his retirement in 1994. He worked in regional distribution, rising to manager, and later became manager in the parts and depot system. In 1981, Lee joined general marketing, Ford division, as manager, where he had responsibility for the introduction of the Bronco II, Thunderbird, and Tempo brands. He then moved to customer service in 1983, implementing extensive customer programs, and leading to the position of general manager, after which he was appointed Ford Vice President in 1989. In 1991, Lee was named general manager of the Lincoln-Mercury division, with responsibility for the introduction of the first Villager minivan and the Continental Mark VIII.

Lee was raised in a close-knit family in Wausau, Wisconsin, where his father was a fur retailer. He says he could always identify 1940's vehicles, to the smallest detail. Lee's first car was a 1951 Oldsmobile Rocket 88, and favorite collector cars are the

1961-62 Continental and the 1998 Mark VIII.

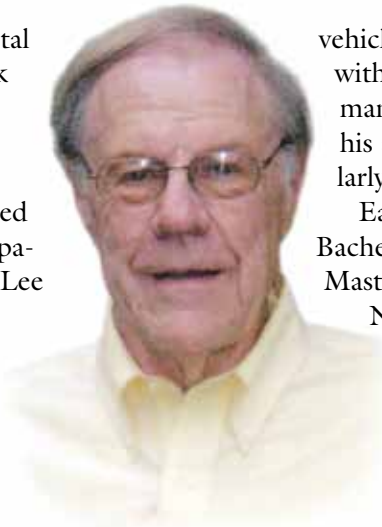
Billie, Lee's wife, was born in Oklahoma and raised in Ohio. Her occupation was teaching. Lee says she is a great companion, especially during the many moves they experienced.

The Miskowskis have two daughters, one of whom is a psychologist with a degree from Kenyon University; the other, a graduate of Denison University, has her own advertising/public relations firm. One grandson, four years old, is already a "car guy" with his own electric driving fire truck.

Lee earned a BBA degree in Business Administration in 1954 and an MBA in 1957, both from the University of Wisconsin. He also served the U.S. Army in Engineering Administration at Fort Belvoir, Virginia, from 1954-56.

Lee has been a member of the Foundation since 2003, becoming a trustee in 2004. He is a member of the Lincoln-Zephyr Owners Club, where his favorites are the 1937-39s. He is active in many community organizations, serving as Board Chair and Interim CEO of the Hospice of Michigan, among other things.

Vaughn Koshkarian enjoyed a career at Ford totaling 36 years. Included in his assignments were locations in the U.S., Australia, England, and China. His love of motor



Lee Miskowski

vehicles and his work with individuals of so many cultures made his activities particularly rewarding.

Earning his Bachelor's and Master's degrees from Northwestern University, Vaughn feels fortunate to have served as Ford's liaison with Northwestern as he aided in the building of the Ford Engineering and Design Center and the starting of the Ford Corporate Citizenship program at the Graduate Business School, where he had earned a degree.

Early in his career, Vaughn was fortunate to have an assignment that involved occasional direct contact with Henry Ford II, which he indicates was a thrill and a lasting memory. Vaughn says that while much has been written about HF II's personal life, he was a real leader, and there is no question about what he accomplished.

Joining the company in 1968 in the Lincoln-Mercury controller's office, he credits Jack Eby for his appointments as Advanced Car Planning Manager and Small Car Program Manager, where the major intro-

duction was the 1981 Escort. Then began a series of international controllership assignments, following which he was appointed Assistant Controller, Ford Motor Company.

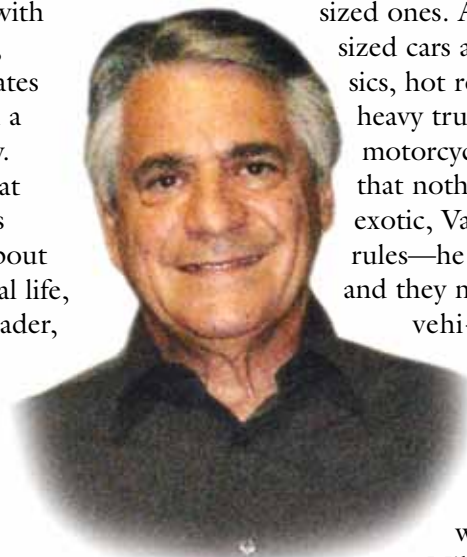
Later, Vaughn moved to Director, Overseas Product and Business Strategy focusing on South America, then president of Ford China. After a stint as Vice President, Ford Public Affairs, he returned to international as Vice President, Ford Asia-Pacific and South Africa.

Vaughn met his wife, Stella, in Australia, where she worked in the Ford office. One of his two sons is employed at a Ford dealership in the Detroit area; the other works at a bank in Chicago.

He has always been a lover of motor vehicles and now has a collection of models and full-sized ones. Among the full-sized cars are some classics, hot rods, pick-ups, heavy trucks, tractors and motorcycles. Indicating that nothing is too exotic, Vaughn has two rules—he drives them and they must be Ford vehicles (except motorcycles, of course).

Vaughn says his favorite place in the world is now Milford, Michigan, where his "toys" are. He and Stella do some traveling each year, including visits back to Australia. He has been a foundation trustee since 2004.

—TOM BRUNNER



Vaughn Koshkarian

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Al Giombetti

Dr. Richard J. Hopeman

John S. Juratovic

Vaughn Koshkarian

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H. Gene Nau

Dr. David W. Roycroft

N.M. "Nubs" Schactner

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■ *This delightful image, taken from a vintage 1950s postcard, offers a glimpse back into the days when a 1953 Lincoln Convertible was daily transportation. Photo by Robert Leahy, Sun News Postcard Co.*



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