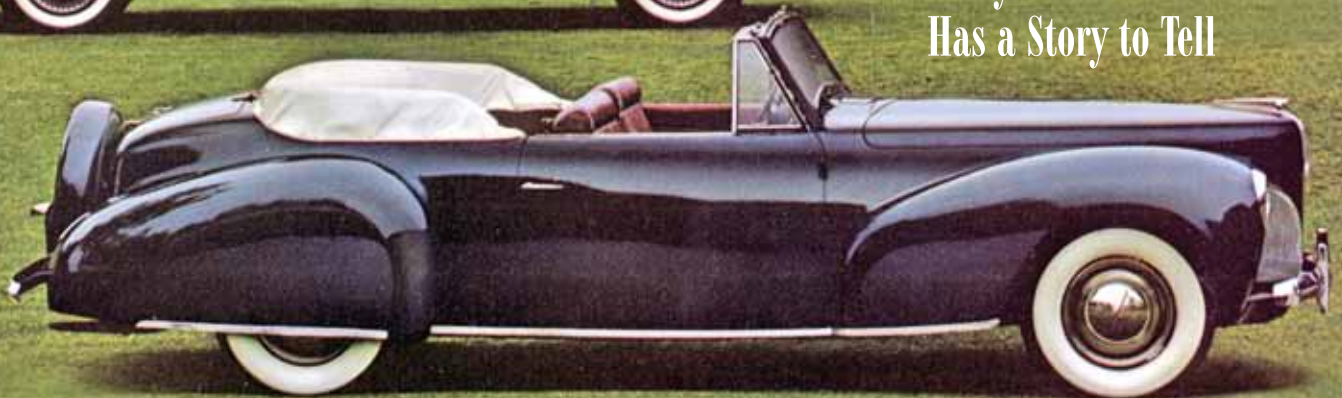


The LINCOLN LINK

LINKING TOGETHER ALL ELEMENTS OF THE LINCOLN MOTOR CAR HERITAGE



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LINCOLN

MOTOR CAR FOUNDATION

PUBLISHED SEMI-YEARLY

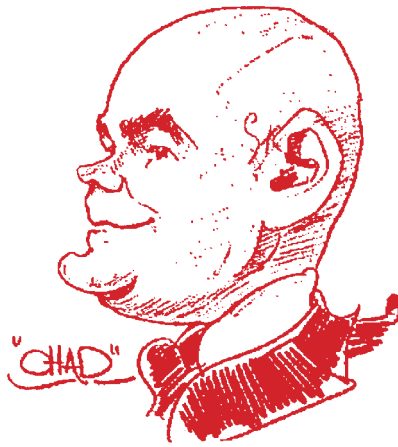
VOLUME VII, NUMBER 1 • SUMMER, 2009

FROM THE EDITOR

■ HELLO AGAIN and welcome to issue number one in the seventh year of *The Lincoln Link*, a publication of the Lincoln Motor Car Foundation. We hope you enjoyed the previous *Link* issue, which was entirely devoted to the racing exploits of the 1950s racing Lincolns in the famous series of La Carrera Panamerica, popularly known as the Mexican Road Races. **William S. ("Bill") Culver, Jr.**, was the author and guest editor for that issue, and is very well qualified for the task. He is both the President of the Road Race Lincoln Register and the Editor of *Viva Carrera!*, the publication of the RRLR. The RRLR has joined the three major Lincoln clubs in support of the Lincoln Motor Car Foundation, and this qualifies Bill to be a Trustee of the Foundation. Welcome aboard, Bill!

■ SPEAKING OF GUEST EDITORS, we invite others to become the editor of *The Lincoln Link* or at least edit a single issue. This is a chance for you to publish your enthusiasm for Lincolns or feature a particular aspect of Lincoln lore and usage. As Home Depot advertising says, "You can do it—we will help." You will find great satisfaction in seeing your talent and ideas in print. Contact **John T. Eby**, Foundation Chairman, or me, if interested.

■ THE FOUNDATION has added three new members to the Board of Trustees. They are **Carolyn Henderson** from Maryland, **Glenn Kramer** from Texas, and



David Schultz from Ohio. See the "Meet your Trustees" section of this issue for an introduction.

■ ONE OF THE REWARDS of being active in the Foundation's Board of Trustees is working with people of the quality of those who populate the Board. Typical of these people is **Richard Hopeman**. Although Dick is no longer a Trustee of LMCF, he has made a massive contribution to the hobby with his contribution of digitizing Lincoln ephemera for the Foundation and as a former President of the Lincoln Owners Club. Thank you, Dick, for those many and sometimes frustrating hours you spent in promoting the Lincoln Heritage.



Bill Culver

■ THIS ISSUE'S leading article, "Every Lincoln Enthusiast Has a Story to Tell," is a thinly disguised exhortation for each of you who read this deathless prose to take pen in hand and tell the world what you have done in your own addiction for the Lincoln automobile. The text herein consists of highlights from my own car story, beginning in North Dakota, that starts on page four.

■ WE ASSUME, of course, that everyone who receives *The Lincoln Link* cherishes and preserves each copy in a controlled helium atmosphere for future generations. If, however, you are missing an issue, call me and I can send you an issue for \$5 each postpaid. The bulk of the back issue supply has now been transferred to the **Gilmore Car Museum**, near Kalamazoo, Michigan, where the Foundation plans to build a museum. However, I have retained a small cache to assist members with back issue needs. E-mail or write or call or send a carrier pigeon (they are delicious).

—CHAD COOMBS
V.P., Publications
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With a working heater, young Chad's 1938 Hudson was just the vehicle for navigating the wintry North Dakota landscape.

An Appreciation of Edsel Ford

■ *Much has been written about Edsel Bryant Ford, and much more could be written, for the relationship between Edsel and his cantankerous father was complicated and likely spilled over into other members of the Ford family. That relationship also affected the products of the mighty Ford Motor Company, including the Lincoln motor cars. So, it is always refreshing to read yet another viewpoint that comments on Edsel and that critical relationship with his father, Henry Ford.*

The following excerpts are taken from the powerful book, The Olympian Cars of the Twenties and Thirties, by Richard Burns Carson. This book and its author summarize the classic car era like no other book, and the author's comments on Edsel Ford make timely and thoughtful reading. Enjoy.—EDITOR

Despite his millions, Henry Ford remained such an enthusiast of barnyard culture that one could expect at any moment to hear that Clara Ford's bottled preserves had just taken first prize at the county fair. Mr. and Mrs. Henry Ford were just Ma and Pa Kettle in the Money.

Edsel Ford, their only child, was altogether different. Born with a gentle and artistic temperament, he was devoted to his father but avoided the publicity Henry basked in. Edsel was himself creative and was sensitive to the many forms of creativity in others. And he was, above all else, a gentleman. Edsel



Ford was among the very first to realize that the heretofore utilitarian motorcar should be a thing of beauty as well. He saw beyond the immediate success of his father's Model T to the day when all automobiles would depend on visual appeal as well as sturdiness and practicality for their success. As a result, Edsel felt a luxury car's value would be both intrinsic and practical. On the one hand, perfectly built, brilliantly capable, and immaculately tailored luxury automobiles were mechanical embodiments of the unfettered artistic process, and desirable in their own right. But they also utilized talents and ideas which, on a lesser scale, could be applied toward the improvement of mass-produced cars someday. That day was still far away at the Ford Motor Company, though, because Henry was sure the Model T could sell itself forever without any silly eye appeal. Disagreement over the worth of automotive styling became the first incident in an ever-widening

gulf of misunderstanding between Henry and Edsel Ford, and Edsel's fondness for his father and deep reverence for the early Ford triumphs prevented him from prevailing over the elder Ford's stubborn opinions except by occasional gentle persuasion. When Edsel recognized a challenge in the superbly built but homely and moribund Leland Lincoln, it took this sort of persuasion to convince Henry Ford he should buy . . .

In contrast to his father, Edsel was a gracious and sensitive man whose grasp of style and understanding of the creative mind made him a Medici of automotive art. His stewardship of the Lincoln involved association with fine traditional coachbuilding houses like Brunn, Judkins, and Willoughby. He also sponsored Raymond Dietrich's move to Detroit to found the innovative designing and coachbuilding firm of Dietrich, Inc. After its takeover by Ford, the Lincoln car's reliance on custom bodywork benefited custom designers and builders with contracts and also insured the marque's aesthetic consistency from 1922 to 1939. Edsel closely supervised all custom coachwork for Lincoln chassis and yet thoroughly respected his artists' integrity and originality. His taste for expression of automotive personality was superbly subtle and his recognition of the need for such expression in high- and low-priced cars alike was in advance of his time . . .

Every Lincoln Enthusiast Has a Story to Tell

The stories of Lincoln enthusiasts are the precious records of living and breathing humans who have a compelling fascination for automobiles, old and new. Many stories cover lifetime involvement and are influenced by health, finances, garage space, personal time, spouses and family, beyond the cars themselves. Some stories are inspiring and are models of astute planning and restoration and driving pleasure. Whereas most stories are happy, some, alas, are not, but should be recorded nevertheless.

This is *my* story, starting in North Dakota and involving our respected family doctor, Dr. W.E.G. Lancaster, who saved my life during a bout of pneumonia in 1937. The good doctor drove Ford products, including an immaculate tan 1938 Lincoln-Zephyr sedan and a later black postwar Continental coupe, along with a green 1941 Ford Super Deluxe club coupe, among many others. That Zephyr did it for me. It was whisper-quiet with

dramatic, spaceship styling and *twelve* cylinders. It hung heavy in my mind for two decades, until 1965, when I found a straight and rust-free 1939 Lincoln Zephyr sedan and a twin for a parts car. It needed everything, and I started by overhauling the engine. About that time the brand-new Lincoln Zephyr Owners Club engulfed me and I plunged enthusiastically into club activities, at the expense of car restoration, but making many new, lifelong friends in the process. Then, time was precious; we had a single salary, small children, and a job that required travel.

The very first LZOC Gathering of the Faithful Meet was held at Bird-in-Hand in Pennsylvania on June 7, 1969. As Meet Director, I just had to bring a Zephyr, so John MacAdams found us a nice, original and drivable blue 1942 Zephyr sedan with overdrive, which we cleaned up and drove to GOF I. Bear in mind that few of us had even attended an old-car meet forty years ago, and

Zephyrs have always been thin on the ground. It was a thrill to park one's Zephyr smack-dab among a whole group of Zephyrs and Continentals and meet like-minded owners. We had 29 cars at that first meet, setting the pattern for many GOFs to follow.

For GOF II, at the same place, we arrived in a 1942 Lincoln Custom Limousine, which we had bought at an estate auction five miles from our home. It had been the last item sold, and I sweated out that day with a pocket full of cash. This limousine turned out to be a lovely, original car with great character along with its vacuum-operated windows and rare hood side trim pieces that disintegrated and fell off over time—impossible to replace. The car would swallow nine adults effortlessly and highway cruise at any speed. We were invited to drive it in the Washington, D.C. Bicentennial Parade. I wore my chauffeur's cap, and Queen Evelyn waved a lace handkerchief at an adoring crowd. Exciting stuff!



Above: the 1931 Pontiac
Left: the 1942 Lincoln Custom Limousine

Before concentrating on Lincolns, I went through a series of transportation cars, starting with a tired, college runner 1931 Pontiac. Even before that, however, was a Cushman model 54 scooter, with optional two-speed transmission, larger tires and an essential Side Kar for winter use. Great for college, but . . . And prior to that, my father took delivery of a brand-new black six-cylinder 1946 Ford Super DeLuxe sedan in August of 1946. Since new cars were all but impossible to get at that time, his car-struck 18-year-old son was overjoyed. Mom and Dad allowed me generous use of that family Ford, within limits. Thanks to help from Grandma, my rattletrap '31 Pontiac was followed by a 1938 Hudson Eight sedan (*another story*) with hydraulic brakes, a good heater and a radio. The Hudson carried me to Seattle for my first job at Boeing in the famous B-17 Boeing Plant Two. (My car-related college degree was Mechanical Engineering.)

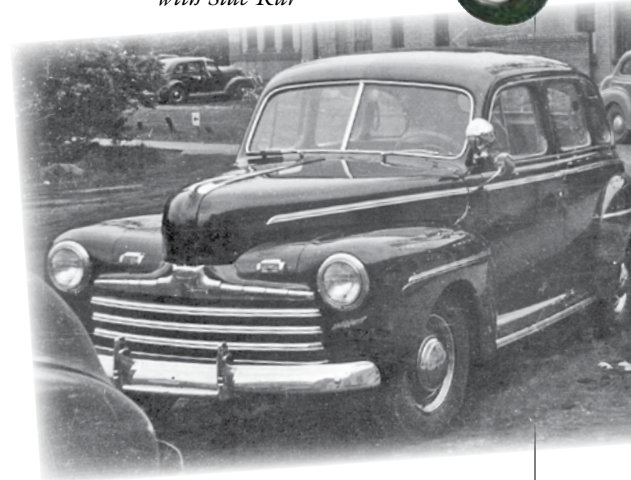
A quality black 1946 Nash Ambassador sedan arrived next, with overdrive, bed, and a highway 20 mpg for those

straight-through return visits to North Dakota. It had long stroke pistons that rose and fell like Otis elevator lifts. At this point in those money-scarce days, I had carried out all the maintenance on my own cars, and removed and overhauled engines from these first three cars to get those lumps running properly. With the Nash, however, now flush with Boeing salary money, I actually bought new gaskets, hoses and fluids!

A dashing two-tone blue 1949 Oldsmobile 98 sedan arrived next, with Hydramatic and that lovely V-8 engine. Push the gas pedal another quarter inch and you were out in front of all the other traffic! I drove that car to the Bon Marche department store to buy an engagement ring (*another story*). Next came a reliable two-tone blue 1955 Ford Customline Tudor V-8 with Fordomatic and little else, which carried us across the country at Christmastime, 1956, to Washington, D.C., for a job in nuclear engineering designing reactor fuel elements. That Ford often carried our growing family to Canada and North Dakota to visit grandparents. And it carried



*Cushman model 54 scooter
with Side Kar*



*Dad's 1946 Ford Super
DeLuxe Sedan*



1946 Nash Ambassador



*Above: the 1957 Lincoln Capri hardtop
Left: Evelyn and Chad with the 1949
Oldsmobile 98*

us to the middle of Pennsylvania for a sales job at the Curtiss-Wright Research Center.

And that is when the Lincoln Experience thunderbolt struck. We turned in the Ford for a year-old 1957 Lincoln Capri hardtop sedan in white with a red top. Wow, what a car! It was fast, it handled like a sports car, it was quiet (Evelyn and the children spent many a mile peacefully asleep), and it was roomy (we once shut the trunk lid over a full dining room table top in the trunk). Many were the four-hour trips to Niagara Falls and five-hour trips to Washington, D.C., to visit family and friends, and the three-hour trips to Princeton on business. What a car! I worked it hard in that salted-road area, and drove it more than necessary just for the joy of driving it. I also changed all four mufflers individually during the wintertime in the garage. It had great presence—strangers would do a double take and comment on it. And it carried us to Delaware for a new job selling rockets with the Thiokol Chemical Corporation.

Next up was a new gray 1960 Oldsmobile Dynamic 88 sedan, with a regular gas V-8 and a 2.98 economy axle. Evelyn learned to drive in this car. It carried our young family to the Seattle

World's Fair in three days with two night stops and a pleasant all-night drive across Montana at high speed (no limit, clear night, no traffic and an arrow-straight road). This Olds later carried us to Virginia and The Job with Atlantic Research Corporation that occupied me for the next 39 years and sustained us through the Lincoln hobby period.

Along the way, a 1960 Lincoln Continental Mark V sedan arrived and departed, a huge and roomy car. Then there was a 1958 Edsel Pacer sedan that Evelyn bought at an auction, after the auctioneer at first refused to recognize her bid. (What is a nice lady like Evelyn doing in bidding on this old car—the *nerve!*) The crowd forced his hand; we think he was holding out for a friend. There was also a brown 1960 Edsel Ranger V-8 sedan, which came from the much-loved Sherm Rinard. We drove this one home from Cleveland. It was a “*whazat*” trip—any new and strange noise prompted the query, “*Whazat?*” (What is that?). Also, a 1962 Lincoln in leather, formerly of the Egyptian Embassy, showed up, stayed awhile and moved on to a friend.

Of the 78 vehicles that have passed through our hands over time, 18 of them have been Lincolns, including the working family cars, show cars, the

walking-wounded runners and parts cars. In addition, we “baby sat” a 1954 Lincoln Capri coupe in two-tone green for a Naval friend on overseas assignment. Although a high-mileage car, it was a pleasure to drive, fast and nimble, demonstrating that Road Race pedigree. At one point, we owned both a 1979 Lincoln Collector's Series sedan, white with blue leather, and a blue 1980 Mark VI sedan with blue leather. The difference in technology between the two cars was striking. The 1980 Lincoln, generally speaking, was two feet shorter, half a ton lighter, roomier inside and in the trunk, and eight miles per gallon better than the 1979 Lincoln. The '80 Lincoln family car was replaced by a low-mileage white 1982 Mark VI sedan with blue leather, wire wheels and dual exhausts. It had been owned by a ‘little old lady’ in Houston. I absolutely loved that car! It was easy to drive, with all-day comfort. We put 110,000 miles on it over eleven years and sold it for \$1000 more than we paid for it. It participated in three family weddings and carried many friends and relatives to dinners. It was loaded to the gills twice with books and brochures after auctions. We used it for all distance driving. The next owner was overjoyed to get it.

We only sold the '82 Mark



1960 Oldsmobile



1958 Edsel Pacer

VI because we stumbled upon a low-mileage 1996 Lincoln Cartier Town Car at a local estate auction. We use it for highway travel and church and with friends for dinner or concerts. This is a roomy car with a vast back seat area that delights friends and family. It also pulls 24 mpg during highway travel, well suited to its aged owners. At this point in our lives, we are downsizing. Although we have sold it, we still have a white 1977 Lincoln Continental sedan with a marvelous blue leather interior. This Louisiana-via-Texas car is every inch original with 50K miles. It drives nicely, but is unwieldy and thirsty in today's frantic driving world. Yes, folks, Lincolns (and four Mercurys and eighteen Fords) have been an absorbing part of our lives for many decades.

The Lincoln that probably delighted us and our friends most was a black 1940 Lincoln Zephyr three-window coupe (pronounced cou-*pay*—coops are for chickens) with the behind-the-seat shelf option and a two-speed axle. It drove beautifully, smooth and fast with wonderful steering, good brakes and comfortable, chair-high seats. This was an original-condition car out of Minnesota that traveled through two hobbyists in Texas to Gerry Richman in

Massachusetts. We sold the 1942 Custom Limousine to Pat Ryan to pay for it. Pat eventually paid us with a grocery sack filled with small-denomination bills, casually passed to me in a car on the way to an LZOC Board Meeting at Hershey. I stuffed the sack into my briefcase, kept an eye on it, and later counted the bills late in the evening while sitting in the bathroom of the motel room shared with three club members. In the hobby, you know your friends by the horseplay that occurs.

There! You have just read about a few highlights from *our* Lincoln enthusiast story. What is *your* Lincoln story? Worry not if your story involves only low-buck cars and restorations. Our own story was low-buck all the way, and we have had a mountain of enjoyment, especially from the friends that are a major ingredient in the hobby. Most of you have lived through the start and serious growth of the preservation and activities of the hobby. Your present and future family members will rejoice to have a written and graphic record of the actual cars and events in the life of dear old Dad, or Grandpa or Great Grandpa or . . . Let us not hear that you have no writing skills,

or simply have no time for such foolishness, or you can't write as well as your favorite author. If you don't want to write, simply *talk!* Use your inexpensive little tape recorder and tell it of your experiences, both joys and sorrows of obtaining, repairing, driving, showing and selling these joyful objects in your life (and justifying all this to Mama). How often have you said, "How I wish I had a picture of Uncle Edgar's 1939 Lincoln (or Graham 'shark nose' or Whippet or Model A or . . .). And why didn't someone write down some of Grandpa's Stutz Bearcat stories? They held us spellbound!"

So, what do you do with these stories? Beyond saving with family records, let me remind you of the Lincoln Motor Car Foundation. This organization is set to preserve your car hobby stories and make them available for generations to come. Pull in the computer geek in your family and get him or her involved. Simply send your notes or recordings to the Foundation and they will do the rest. Start now, so that eager grandson who took over the care and keeping of your pride-and-joy Lincoln will have the benefit of what went before his tenure of ownership. Everyone wins!

—EDITOR

*Right: Chad with the 1940 Lincoln-Zephyr Coupe
Below: 1996 Lincoln Cartier Town Car*





“Design is the vital thing—
and Lincoln proves it beautifully,”

*says planebuilder Donald Douglas,
chairman of the board, Douglas Aircraft Company.*



Donald Douglas seated in his office with models of two of his most famous planes, the DC-3 which made aviation history—and the DC-8 jetliner, another Douglas masterpiece of design soon to be introduced.

World pioneer and already legendary leader in aircraft production. Dynamic designer and engineer. Rugged individualist. Sportsman. This is the man who directs Douglas Aircraft. The kind of man for whom we planned and built the magnificent 1959 Lincoln.

A man who responds to Lincoln's classic, dramatically simple lines. And who can fully appreciate the luxurious spaciousness provided in this distinctive design. A spaciousness that lets you step in and out with ease. That gives you more head room and elbow room, more leg room and

foot room than any car in America.

And Lincoln furnishes its spacious interiors with unparalleled elegance. You sit in seats the height of a fine armchair, *and equally as comfortable*. You are surrounded with specially loomed fabrics, handcrafted leathers soft as a glove, superb coachwork.

Donald Douglas, a man accustomed to the finest, is quick to recognize value and distinction and refinement. We invite you to do as he did—compare Lincoln with any of the other fine cars. We feel sure that you, too, will find this is the year to change to *Lincoln*.



Posing cars with airplanes used to be popular with the manufacturers. This 1959 two-page ad is a lulu, featuring Donald Douglas, no less, with the brand new milestone DC-8.

Mr. Douglas is pictured with his Lincoln Premiere Landau on the ramp in front of one of his company's new DC-8 jetliners. He also owns a Continental Landau.

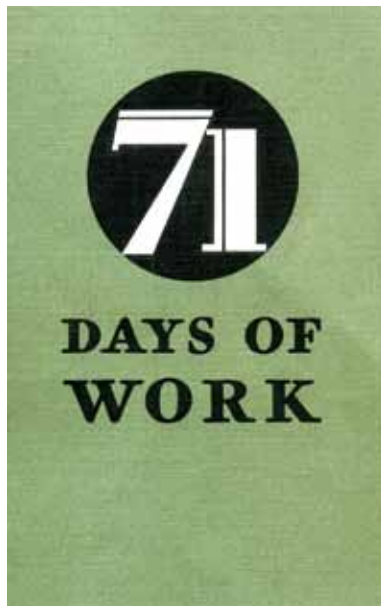


Mr. Douglas is shown here with his Lincoln in front of his new home in Rolling Hills, near Los Angeles, California. Notice that Lincoln's intelligent design calls for exceptionally wide door frames, which make the Lincoln an extremely easy car to enter or leave.



Lincoln *Classic beauty...unexcelled craftsmanship*

LINCOLN DIVISION • FORD MOTOR COMPANY



This amazing booklet, *71 Days of Work*, is dated 1933, at perhaps the time of the lowest point of the Great Depression worldwide that began late in 1929. We cannot imagine, in today's environment, the suffering that event caused. There simply was no money anywhere for most people. Millions were destitute, discouraged, and desperate. This seemingly strange message in this little booklet was entirely appropriate for that time. Its message of "you can help many people if you buy a new car" is also frighteningly appropriate for the present economic climate, especially for the beleaguered American automobile manufacturers.

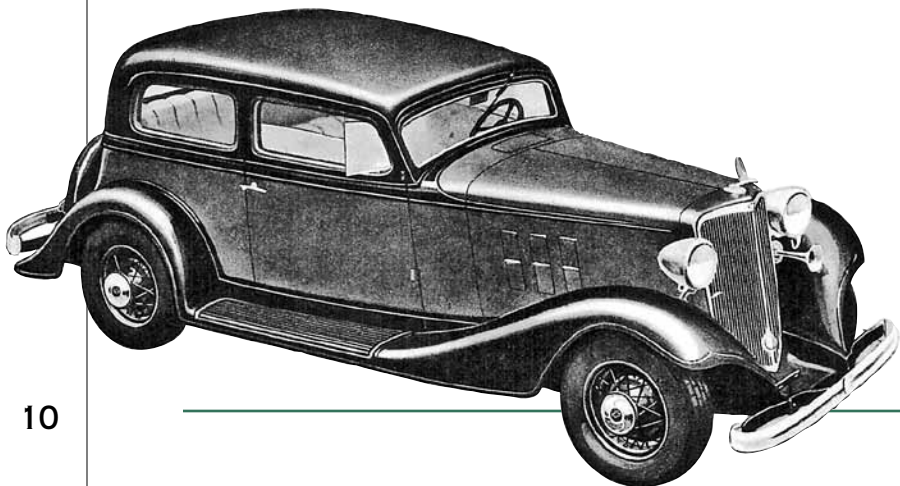
The booklet was produced by General Motors, then and now a giant in the industry. It is ironic that this little booklet seems to be tailor-made for them at the present time. In 1933, the cheapest General Motors family car available would be a Chevrolet Mercury 2-door coach, offered late in the model year for \$465. It weighed 2,425 pounds and provided 60 hp. Only 23,033 were built. Shown below is the more popular Master Six coach (Eagle series), with 65 hp, 2,770 pounds weight and a production run of 162,629 units. Total Chevrolet production for the 1933 model year was 486,378 cars.—EDITOR

PERHAPS you are like millions of other people in America today. You have the money to buy a new car. *You really need one.* And yet you keep postponing this purchase, through caution, or through consideration for the feelings of your friends and neighbors. Both motives would be praiseworthy enough in ordinary times. *But today they must be classed among the biggest handicaps placed on organized industry.* The truth is that no purchase you could make would do so much good to

your friends, your neighbors, and yourself. Nothing you can buy supplies work and wages for so many people in so many parts of the country, and in such a variety of industries as a new automobile.

- A minute's reflection will show you why. The manufacture, sale and servicing of automobiles is America's largest industry. As such it consumes, in normal times, 55% of all malleable iron produced, 86% of all the rubber, 15% of all the steel, 18% of all the hardwood lumber, 14% of all the cotton, 26% of all the lead, and over 68% of all the plate glass, and pays the railroads hundreds of millions of dollars each year for freight.

- Now what does that mean in terms of human beings—what, exactly, does it mean to *you*? It means that to produce these vast quantities of raw materials, to build parts, assemble them, and deliver



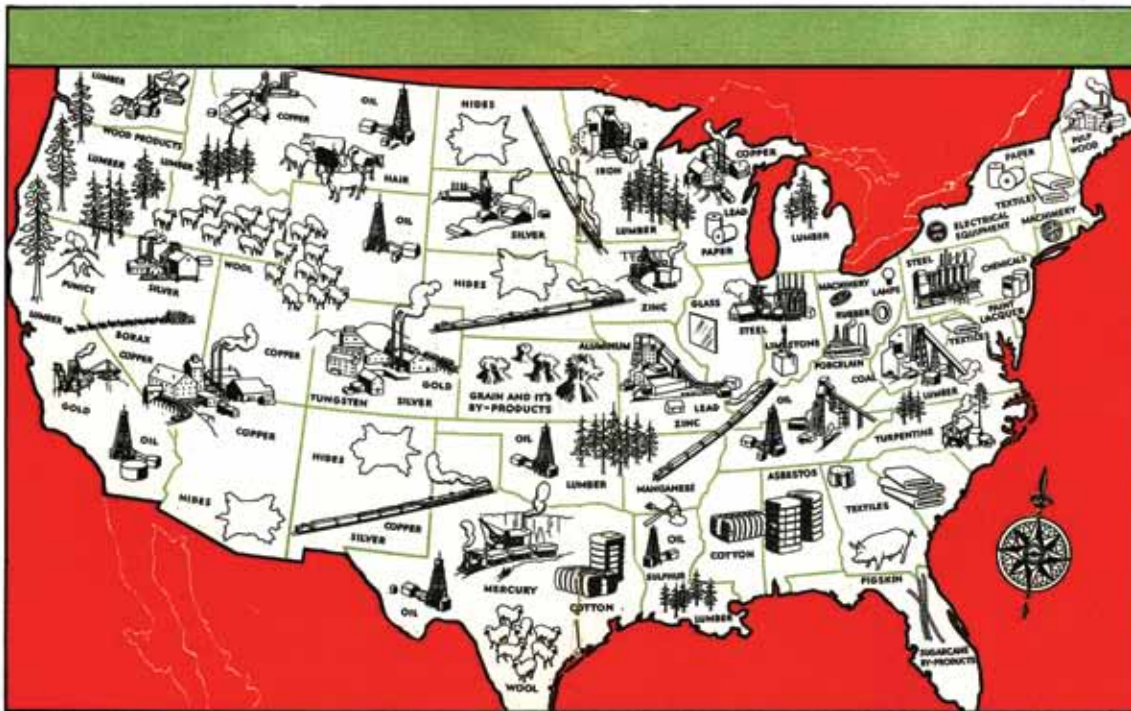
the cars, requires the services of over 4,000,000 workers. When you buy an automobile you are not only giving employment to men in automobile plants and garages, but you're putting men to work in every State in the Union. You're sending the miner down to dig copper, iron, or lead, and he begins earning wages again. You're keeping people busy on the cotton plantations down South, and in the mills where cotton is spun and woven. You're calling the steel worker back to his job—and doing the same thing for men who work in forests and lumber mills, glass factories and tanneries, foundries and chemical works.

• *In fact, by your single purchase of a new Chevrolet Six, you supply a total of 71 days*

of gainful employment—the equivalent of three months' working time for one man on the basis of a five-day week!

• Now that these facts are becoming better known, the buyer of a new car is no longer regarded as reckless, or improvident. *He is placed among those sensible, sober people who are actually contributing to the restoration of normal conditions.*

• So—if you need a new car, by all means buy it now. You will find that a new Chevrolet, at its new low prices, will bring you pleasure and pride of ownership 'way out of proportion to its low cost. And you can rest assured that you are making the best of all moves to bring America back to a happy, prosperous condition.



CHEVROLET IS AN IMPORTANT CUSTOMER
in every market in every community

A Great American Story...

a Museum Celebrating the Legacy of the Lincoln Automobiles

The Lincoln automobile enthusiast clubs' project to create a unique educational experience to tell the story of the American automotive industry using the legacy of the Lincoln brand and products as the major unifying theme is moving persistently ahead. Under the leadership of Allen McWade, a number of major decisions have been made and a variety of essential committees have been formed.

A quick review of the museum project:

- A free-standing 20,000-square-foot Lincoln facility to be built in two 10,000-square-foot phases on the campus of the Gilmore Car Museum in Hickory Corners, Michigan, with the first phase to be opened as quickly as practical.
- The Gilmore Car Museum

is located on ninety sylvan acres located midway between Chicago and Detroit. It currently exhibits 250 vehicles in a number of restored historic structures.

- The Gilmore Museum will provide sufficient land to the Lincoln clubs to build the facility. The clubs will provide the funds for construction and "own" the building and exhibits. For a fee, the Gilmore will manage and maintain the building, grounds and collection.

The Lincoln clubs have selected the Lincoln Motor Car Foundation, their educational, public foundation, to serve as the coordinating, fund raising and temporary governance organization for their educational museum.

A specific site for the building on the Gilmore campus has been selected, and exhibit planning,

under the direction of Jack Juratovic, is well underway. The interior of the building will not have intrusive interior load-bearing elements in order to maximize presentation flexibility. Ford Motor Company has agreed to cooperate in providing a continuing changing exhibit of contemporary Lincoln vehicles and show cars.

A specific architectural theme or architectural firm for the Lincoln facility has not been selected. A debate is taking place between utilizing a recreation of an historic building with ties to the Lincoln brand or a more contemporary theme.

The Franklin Club, which is currently constructing a 7,000-square-foot Franklin Museum adjacent to the Lincoln site, took its inspiration for the exterior of its structure from an early Los Angeles Franklin dealership. The Franklin Museum will open at the end of 2009.

The current state of the economy has significantly slowed the fund raising for the Lincoln facility. The initial 10,000-square-foot phase requires \$2.0 million to construct the building and exhibits and to



The site on the Gilmore Car Museum campus (arrow) where the Lincoln Motor Car museum will be built.

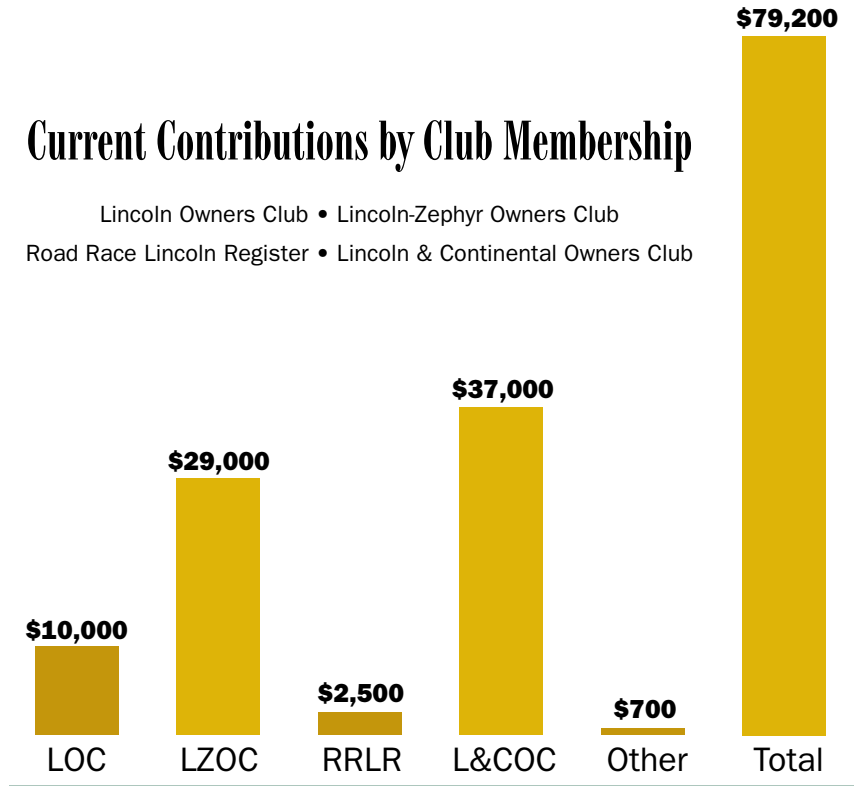
create sufficient endowment to maintain the facility.

It was previously hoped that a significant portion of the required funds would be provided by Ford Motor Company and foundation and government grants. Although we have received encouragement and endorsement from those sources, they, understandably, have suggested that they are not currently in a position to help. We will continue to pursue these possible sources of financial assistance as the economy improves, but it appears that the bulk of the funds will now have to come from club members and private benefactors.

To date, approximately \$80,000 in cash and pledges has been received. Although this is only modest progress, it is recognized that this is early in the fund raising process and the vast number of potential contributors have not been directly contacted or solicited. The clubs are currently forming

Current Contributions by Club Membership

Lincoln Owners Club • Lincoln-Zephyr Owners Club
Road Race Lincoln Register • Lincoln & Continental Owners Club



organizations to solicit their members personally.

A major—and currently anonymous—benefactor has offered a very generous \$200,000 matching challenge grant to the project if an additional \$200,000 in “new”

contributions and pledges is raised prior to July 1, 2010, and the museum is opened promptly. This offer was made in order to jump-start the funding process, but understandably is a temporary offer requiring that we move quickly.

MY PERSONAL SUPPORT FOR THE LINCOLN MOTOR CAR MUSEUM

■ Please join your friends and supporters of the Lincoln automotive heritage in making a generous gift for the purpose of building a museum with which to share with the public the history of the Lincoln brand. Contributions for the museum building fund of the Lincoln Motor Car Foundation are welcome as a one-time gift or as pledge payable over five years, appreciated securities, or as part of your estate planning. The gifts can be made in your name, in commemoration of someone you wish to honor, or as a memorial to a loved one or friend. Appropriate recognition of your gift will be made at the museum site. Many special naming opportunities are available, or one that particularity appeals to you can be created. ■ The Lincoln Motor Car Foundation is organized as a not-for-profit Michigan corporation and is recognized by the Internal Revenue Service as a public, tax-exempt foundation under Section 501(c)(3) of the Internal Revenue Code. Your contributions to the Foundation should be tax-deductible from your federal income tax.

Supporter's Name(s) _____

Postal Address/City/State/Zip _____

Telephone _____ E-mail Address _____

Pledge Amount \$ _____ Enclosed: _____ Payable Over 5 Years: _____

Name (s) for Recognition _____

Some available naming opportunities (payable over five years if desired):

- Walkway Bricks** \$100 **Patio Pavers** \$500 **Interior Benches** \$1000 **Gardens** \$5,000
- Exterior Stone Benches** \$10,000 **Patios** \$25,000 **Exhibits** \$25,000 **Galleries** \$50,000

Please make checks payable to the Lincoln Motor Car Foundation and mail to:

Jack Shea, Treasurer • Lincoln Motor Car Foundation • 5022 Harbortown Lane • Fort Myers, FL 33919-4651

Meet Your Foundation Trustees



Schultz

David Schultz of Massillon, Ohio, was a logical choice to become a member of the Lincoln Motor Car Foundation's board of directors.

"I consider myself an automotive historian who happens to own vintage automobiles rather than a vintage car collector," says Schultz, who dates his interest in vintage automobiles to his first trip to Greenfield Village in the mid-1950's with his grandfather.

"That was my epiphany," he remembers. "My grandfather showed me the car on which he learned to drive—a Brush with a wooden front axle. I was hooked."

Today, following a career in the newspaper and advertising industries, Schultz has turned his long-time interests into a job. He serves as executive director of the Glenmoor Gathering of Significant Automobiles, an automobile concours held each September at Glenmoor Country

Club near Canton, Ohio.

Ten years ago he established the *Lincoln Owners Club Newsletter* for the Lincoln Owners Club and still serves as its editor. He is a regular columnist for *Hemmings' Classic Car* and assists in maintaining the CCCA web site.

He is also a national director of the Classic Car Club of America and is a trustee of the Classic Car Club of America's Museum, located on the grounds of the Gilmore Museum in Hickory Corners, Michigan—future home of the Lincoln Motor Car Museum.

Over the years Schultz has owned a variety of vintage automobiles, including a 1923 Locomobile 48 Sportif, 1936 Cord 810 Beverly, 1934 Chrysler Imperial Airflow and 1940 Lincoln-Zephyr Continental club coupe—the first one built.

"My pockets weren't quite deep enough to keep all of these cars," he chuckled, "but they provided some very interesting experiences."

Today, he owns two Lincolns—a 1931 two-window Town Sedan in mostly original condition and a 1937 Willoughby Sport Sedan that is an older restoration. He has a special fondness for original, unrestored automobiles.

"The 1931 is probably my all-time favorite. I bought it years ago from another Lincoln aficionado, the late Sam Dibble of Michigan. I first saw it at a Michigan Region Grand Classic in 1964 and never forgot it. It took me years to coax Sam to sell it but he finally did," said

Schultz. Since then Schultz has put thousands of enjoyable miles on the car, including a CCCA CARavan through Montana in 2008.

"Although I've been privileged to show my cars at some of the top shows, there is absolutely nothing more enjoyable than driving these cars. I prefer a scenic tour any day over a 'show award'."

Schultz says he's excited about the prospect of a museum that recognizes the Lincoln motorcar and hopes the funding will soon be in place to begin.

David and his wife, Jane, live in a "vintage home" in Massillon, Ohio. They have two adult sons, Benjamin and Stephen.—DWS



Henderson

Carolyn Henderson grew up with cars, helping the guys in the neighborhood as a teenager. She would slip away on Sundays to go to the drag races, later racing a Sunbeam Alpine. She was teased as a woman driver until she won the class; then

she became a celebrity. Her first "old" car was a 1948 Chevrolet Fleetmaster sedan. When she and Bernie Wolfson found each other, she was introduced to Lincolns. Along the way, Carolyn slipped into club work, serving first as Registrar for the Lincoln & Continental Owners Club Eastern National Meet at Annapolis in 1988. Next, she was Registrar for the 1993 LCOC ENM at Williamsburg. Her effective registration abilities did not go unnoticed. She was recruited to do the same for many Lincoln-Zephyr Owners Club meets, and became a Director in the LZOC, serving as Chief Judge for fifteen years. Her latest registration task was for the Shipshewana Meet of the Lincoln Owners Club this year.

When Carolyn discovered Lincoln-Zephyrs, the 1937 to 1942 Zephyr three-window coupes caught her eye. She and Bernie gave a full restoration to an award-winning 1942 Lincoln-Zephyr three-window. Other Lincolns included an elegant 1938 Lincoln K Willoughby Sport Sedan. Only twelve of this model were built the 1937-1939 model years. Then, there is the full restoration of a magnificent 1958 Lincoln convertible coupe in red. Team Bernie/Carolyn themselves

installed that boat-anchor engine in the '58. Carolyn also created a dazzling complete new upholstery suite for the '58, too. Sewing is a talent Carolyn developed early on to assure she had clothes that fit properly (she is elegantly tall). Carolyn is well grounded in architecture style, construction techniques and materials and fabrics, thanks to husband Bernie, who was a popular builder of fine houses. After Bernie's passing, Carolyn remains active with her many friends in the Lincoln clubs and has retained that 1958 Lincoln convertible and a 1923 Lexington.—EDITOR

Serving his first year on the Foundation Board of Trustees is Lincoln & Continental Owners Club president **Glenn Kramer**. Glenn has served on the LCOC board for the past five years and was elected president this year.

Glenn lives in Houston, Texas, and owns two Lincolns, a 1970 Mark III and a 1979 Mark V. He and his girl Dawn Pirone keep busy attending the LCOC regional events as well as the three national LCOC meets. He has been fascinated by Lincolns since youth. His first two cars were '58 and '60 Continentals. He writes often for



Kramer

the LCOC magazine, *Lincoln and Continental Comments*.

Glenn has owned several companies over the years, a computer franchisor and an Internet Service Provider, to name a couple. Currently, he and his business partner Tony Howlett own Network Security Services, Inc. They work with community banks throughout Texas doing IT security services.

Given his lifelong dedication to the Lincoln marquee, Glenn hopes to be a contributor to the Foundation's goal of building and maintaining the Lincoln Motor Car Museum. He feels that club participation in building the museum is essential and he will work to include the LCOC in the march to that goal.—GK



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