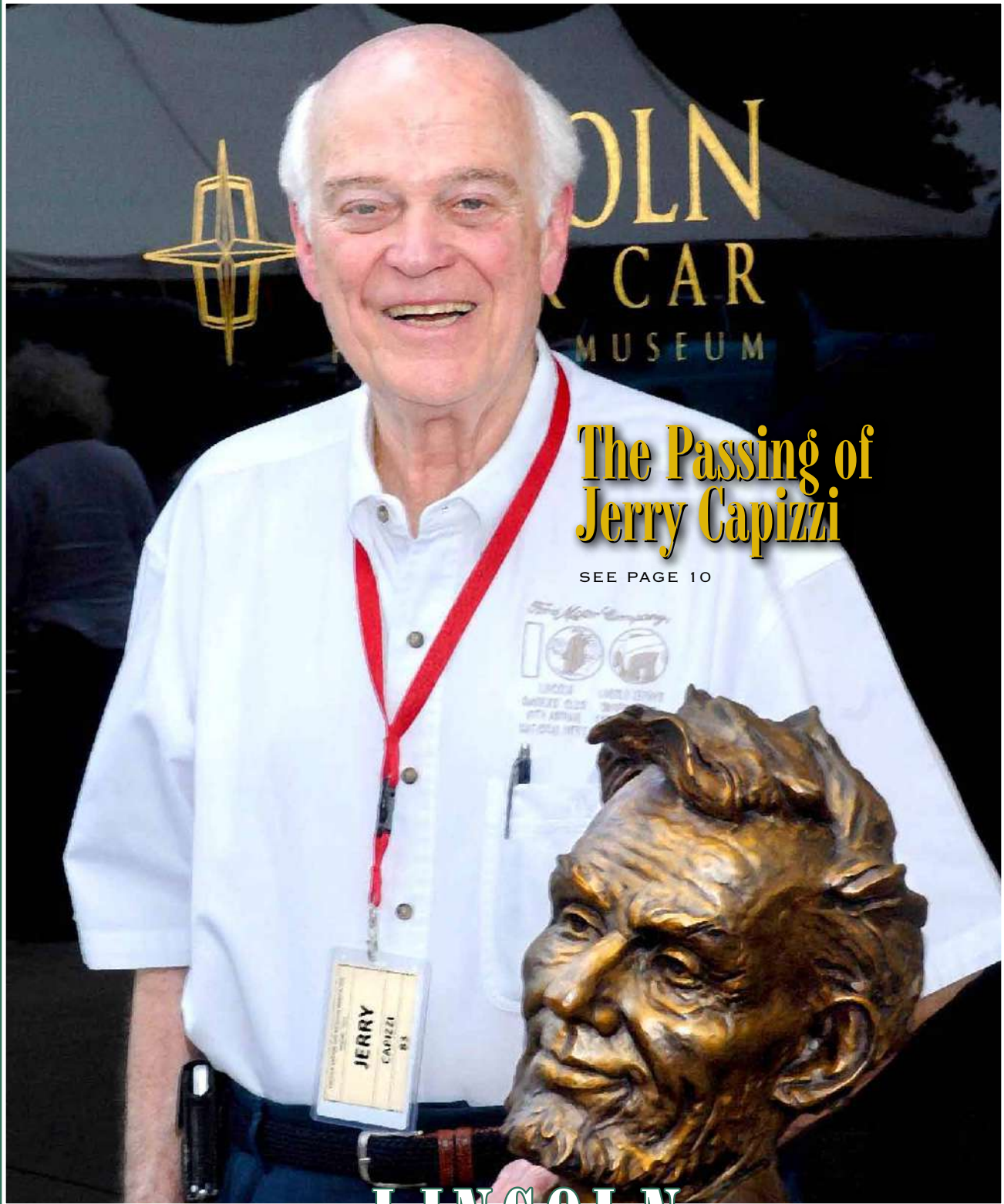


# The LINCOLN LINK

LINKING TOGETHER ALL ELEMENTS OF THE LINCOLN MOTOR CAR HERITAGE



## The Passing of Jerry Capizzi

SEE PAGE 10

# LINCOLN

MOTOR CAR FOUNDATION



# The LINCOLN LINK

## CONTENTS

- 3** Chairman’s Message: *notes from David Schultz*
- 4** LMCF Trustees Meet via Teleconference May 18
- 6** Featured LMCF Trustee: Vaughn Koshkarian
- 8** Lincoln Lovers Mourn Ford Designer Gale Halderman
- 10** The Passing of Jerry and Carolyn Capizzi
- 12** Lincoln Library Update
- 13** Lincoln Motor Car Heritage Museum Report
- 14** Lincoln Corsair Grand Touring Arrives
- 17** The Lincoln Legacy Society

■ **THE LINCOLN LINK** is the official newsletter of The Lincoln Motor Car Heritage Museum and Research Foundation, Inc., Gilmore Car Museum, 6865 Hickory Road, Hickory Corners, Michigan 49060. Opinions expressed herein do not necessarily represent or reflect Foundation policy. Newsletter contributions should be sent to the address above.

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■ **ON OUR COVER:** Richard Schierloh’s illustration of a gold 1978 Continental Mark V Anniversary edition posed against the Luxor Hotel in Las Vegas.

■ **LINCOLN LINK AVAILABLE TO FOUNDATION MEMBERS ONLY.**

Information on how to become a member appears above or visit the LMCF web site: [www.lincolncarmuseum.org](http://www.lincolncarmuseum.org)

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+ *Chief Operating Officer, Ford Motor Company*  
 \* *Director, Marketing, Sales and Service, Lincoln Motor Company*

# A Message from the Chairman



**T**his chairman's message is a difficult one. A few weeks ago we lost LMCF founding member **Jerry Capizzi** and his wife, **Carolyn**, due to complications from the coronavirus. Jerry was a driving force behind the establishment of the Lincoln Motor Car Foundation, which led to the creation of the Lincoln Motor Car Heritage Museum. He generously donated his time and money. To date, he is our largest donor. His passion for our Foundation and Museum was always apparent. He participated in our monthly fund-raising conference calls until deteriorating health prohibited him from doing so. He is irreplaceable. I will miss him.

COVID-19 forced cancellation of the 2020 Lincoln Homecoming, which would have recognized the Lincoln Centennial. Instead, we will join with the Lincoln Motor Company in 2022, when it celebrates the company's acquisition by Ford Motor Company in 1922. The 2021 Lincoln Homecoming will celebrate "Marks Through the

Ages," from the first Continental through the Mark VIII.

During the recent LMCF board of trustees meeting, one key position was filled and another was created. **Jenn D'Ambrosia Dawson** became LMCF vice president/secretary and former LMCF secretary **Joel Dickson** assumed a newly-created position—Vice President, Library Research, Registrar and Historian. Proper fulfillment of the duties of these positions is crucial to the Foundation's continued success. I'm confident Jenn and Joel won't disappoint.

The LMCF Endowment Fund, which will ensure continued operation of our museum, is seeking donations. Have you made yours?

I continue to drive my classic Lincolns, but I miss the social interaction with all of you. Hopefully, we'll reconnect soon. In the meantime, stay safe.

—DAVID W. SCHULTZ  
*LMCF Chairman and CEO*

## LINCOLN MOTOR CAR FOUNDATION The LINCOLN LINK

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### The Lincoln Motor Car Heritage Museum and Research Foundation, Inc.

Gilmore Car Museum  
6865 Hickory Road  
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lincolncarmuseum.org

■ **The Lincoln Motor Car Heritage Museum is for you!** America's passionate love affair with the Lincoln automobile continues to inspire new generations. This is demonstrated in a variety of ways, including the formation of affinity clubs in which enthusiasts can share their interest in a particular brand or segment of the automotive market, past and present. The Lincoln automobile has inspired the creation of four major affinity clubs. These have inspired the Lincoln Motor Car Foundation, its Museum and its work of Sharing the Living Legacy of the Lincoln Motor Cars.

The Grand Opening of the Lincoln Motor Car Heritage Museum took place August 9, 2014. We invite you to explore what we have to offer and visit the Museum located on the Gilmore Car Museum Campus in Hickory Corners, Michigan. The Museum is open Monday through Friday from 9 a.m. to 5 p.m., Saturday and Sunday from 9 a.m. to 6 p.m. The 8th Annual Lincoln Homecoming, the annual gathering of the four Lincoln clubs at the museum, will take place at the museum August 6-8, 2021. Join in the fun!



## LMCF Trustees Meet via Teleconference May 18; New Secretary Named, New Position Established



■ *The Leland and Ford families at the sale of the Lincoln Motor Company to Ford Motor Company in February 1922.*

The LMCF trustees had their biannual meeting via teleconference on May 18.

LMCF Treasurer **Bruce Kopf** reported that year-on-year expenses were reduced by \$5,000. Memberships are \$2,000 above budget, with better than expected investment income. The museum budget is up \$20,000 thanks to a successful 2019 Homecoming. The LMCF Endowment Fund has a current market value of \$1,240,000. Bruce noted that the Foundation will not realize any income from the canceled 2020 Homecoming. There is \$46,000 in the Library Fund and \$167,000 in the general fund, for a total of \$1,567,000 in cash and investments.

The 2020 Homecoming, scheduled for early August, has been cancelled due to the COVID-19 pandemic. The Lincoln

Centennial will be celebrated in 2022, when the Ford Motor Company celebrates the 100th anniversary of its acquisition of the Lincoln Motor Company (in February 1922, as seen in the photo above). The 2021 Lincoln Homecoming will highlight “Marks Through the Ages.” Continentals from the first, introduced for 1940, through the Mark VIII will be recognized.

Six trustees whose terms were set to expire at the end of 2020 agreed to run again—**Jim Blanchard, Darryl Hazel, Bruce Kopf, Jim Muller, David Roycroft** and **David Schultz**. **Bob Anderson** declined to serve another term as trustee due to health reasons. **Jim Riffenburgh** was nominated to succeed Bob as a trustee. All will be voted on in October 2020.

There were two changes in committee leadership. **Eric van**

**den Beemt** becomes chair of the Endowment and Investment committee, succeeding **Lee Miskowski**, while **Jim Ayres** will head up the Membership committee, succeeding **Jim Muller**. Both Miskowski and Muller will remain on their respective committees.

**Jenn D’Ambrosia Dawson** was elected to an unexpired term as LMCF trustee and will serve as the Foundation’s secretary, succeeding **Joel Dickson**, who has assumed new responsibilities within the Foundation (see below). She is the daughter of the late **Steve D’Ambrosia**, who was elected to the LMCF board in 2019 but was unable to serve his term due to the onset of a terminal illness.

Jenn brings more than 15 years in non-profit management experience to her new role in the LMCF. She has worked for both

large and small non-profits, helping them realize financial and relationship goals. She grew up in the Lincoln Continental Owners Club and spent many years running judging sheets across many fields to tabulators. Her favorite Lincoln is her late father's pastel yellow 1966 Continental Convertible. She lives in Portland, Oregon, with her husband, daughter, and Pomeranian.



Jennifer Dawson

"In a brief time Jenn has already made an impact on the LMCF," said David Schultz, LMCF chairman. "She has the organizational and technical skills that are very much needed in an organization like ours. I'm sure she will positively impact the work of several LMCF committees."

**Joel Dickson**, who has served for several years as LMCF secretary and as LMCF librarian and museum registrar, has been "reassigned" to a newly created position: Vice President-Library Research, Registrar and Historian. "Joel's responsibilities grew with the museum," said David Schultz, LMCF chairman, "and he just kept chugging along while the workload increased. Finally, we realized it was just too much for one person."

Under "Library Research," Joel oversees the Foundation's literature collection. Currently, the Foundation's collection is housed in the new AACA Library & Research Center in Hershey, Pennsylvania. Joel oversees that collection and works with the four major Lincoln clubs to coordinate donations to the LMCF collections. He must know

federal trademark laws, since he works with Lincoln Motor Company communications departments. He handles requests from individuals who wish LMCF assistance in producing films or books. A current project is to determine what LMCF holdings will be processed for digital access. Suffice it to say, this job alone is time-consuming!

As LMCF Registrar, Joel maintains records and handles paperwork related to items donated or placed on loan to the Foundation. These chores include maintaining a record of the Museum's collections, preparing Deed of Gift, maintaining an inventory record (and photos), processing incoming items, organizing the storage rooms and much more.

His duties as LMCF Historian include maintaining the records of the Foundation and Museum and operational agreements, as well as copies of *The Lincoln Link*, annual Homecoming materials and any articles about the Foundation and Museum.

Membership Chairman **Jim Muller** reported that LMCF membership remains steady at 608 members. He also reported that the committee is producing a membership promotion kit that can be used at car events. Mecum Auctions has already stated its interest. Incoming committee chairman **Jim Ayres** will follow through on this. Jim is also working with Jenn Dawson on the development of a LMCF site on Facebook. (Note: It's already up!)

**Jim Blanchard**, who heads up

the Lincoln Motor Car Heritage Museum, reported that "our vehicle line-up remains impressive while seeking additional key cars for the museum. In particular, we're seeking a 1990 Lincoln Town Car (*Motor Trend* Car of the Year), a 1946-48 Lincoln Continental Coupe, and a 1933 to 1936 Lincoln KB or K. We've been advised that a 1931 Lincoln sport phaeton will be donated to the museum by **David Rehor**."

Outgoing LMCF Secretary **Joel Dickson**, who has also handled our library and registrar duties, reported that we have received a 1987 Lincoln Mark VII (donation) and that a 1932 Lincoln KA sedan is expected to arrive this summer, on loan. The LMCF library collections have been relocated to the AACA Library's new building in Hershey, Pennsylvania. He also received a collection of presidential Lincolns from **Cal Beauregard's** son, **Brian**. The LMCF Library committee will be meeting shortly via teleconference with the new Gilmore management team to discuss long-term library plans.

LMCF Chairman David Schultz reported that **Chris Shires** is no longer executive director of the Gilmore Car Museum. He has been succeeded by acting director **Ken Fischang** and Gilmore Car Museum board president **Jeff Romig**.

Mr. Schultz reported that the LMCF web site continues to be popular with visitors. Web traffic continues to increase. Length of average visit is two minutes. The Summer 2020 issue of *The Lincoln Link* will be distributed in June.

The next meeting of the Foundation will take place in October 2020, most likely via Zoom conference.



## Featured LMCF Trustee: Vaughn Koshkarian



■ Vaughn Koshkarian leans on the fender of his Continental Mark II, while behind him we catch a glimpse of the street-rod section of his collection of Ford Motor Company vehicles. A retired Ford executive, Vaughn has served as an LMCF trustee since the early days.

**V**aughn Koshkarian is a long-time Lincoln Motor Car Foundation trustee who, although not a Foundation officer, is *deeply* involved in the Foundation's mission. He serves on several Foundation committees and currently co-chairs the Foundation's Endowment and Fund Raising Committee, which is raising funds for the Lincoln Motor Car Heritage Museum's Endowment Fund.

"When asked by **Jack Eby**, for whom I worked in Product Planning back in the day, to join

the Lincoln Motor Car Foundation and become involved in the development and construction of the Lincoln museum, how could I say no?" said Vaughn.

"Vaughn is extremely involved in the life of the Foundation and the Lincoln Motor Car Heritage Museum," said LMCF Chairman **David Schultz**. "Few trustees can match his commitment. He is a fund-raiser, was involved in the construction of the Museum and continues to be active on several committees. He's always available and has

become a very special person for me."

Koshkarian is one of several retired Ford Motor Company executives who serve as LMCF trustees. He retired from Ford Motor Company as a vice president and president of Ford Asia Pacific Operations. In that position he was responsible for Ford's business strategy and operations in Australia, China, India, Indonesia, Malaysia, New Zealand, Philippines, South Africa, Thailand, and Vietnam, and its direct sales in the region.



*Vaughn with wife Stella*

Prior to assuming that role he was Ford vice president—Public Affairs and previously served as a corporate vice president and president—Ford Motor China Ltd. and as director, International Automotive Operations Strategy and Associations.

Vaughn had joined Ford Motor Credit Company in 1962, fresh from Northwestern University, as a field representative in Illinois. He returned to Northwestern to earn an MBA in finance and rejoined Ford in 1968. He moved through a number of positions in the Lincoln-Mercury Division controllers office.

In 1971, his career took an international turn when he accepted a position as international financial analyst—Finance Staff. He remained there for six years in a variety of management positions. In August 1977 he moved to Car Product Development Group as advanced planning manager. He continued in car planning and programs for eight years.

He became director—Finance for Ford Asia-Pacific Inc., which was located in Australia, in 1985. After three years he left for Ford of Europe to become controller. In 1992 he returned to the United States as assistant controller—Corporate North America Analysis and Automotive Components Group. He then became controller—Truck Operations in

Ford's North American Automotive Operations. Then, he moved to China, as noted earlier.

While in Australia he met his wife, Stella. They live in Milford, Michigan, and have two sons and six grandchildren.

Vaughn remembers that his father worked for U.S. Steel and that he (Vaughn) also wanted to work for a large company. Since he liked motor vehicles of all types, an automobile company was his first priority.

“Ford Motor Company was a great match—large, international and great products. I never regretted my choice. Spent my entire career at Ford, in positions located in the U.S. as well as internationally,” he recalled.

Vaughn is a serious “car guy.” He has an extensive collection of vehicles—cars, motorcycles, tractors and trucks (including two vintage semis!). As he tells it, the collection is “all over the place” but the common denominator is they’re all Ford brands—Ford, Mercury and Lincoln. To say his collection is diverse would be understatement. It ranges from a 1928 Ford pickup to a Ford GT40 and lots in between. Best of all, he enjoys driving everything, including the big semis.

“I can’t begin to estimate the number of trips I’ve made to and from the Gilmore Car Museum campus in Hickory Corners during the construction phase of our museum,” said Vaughn. “Many people were involved through their work and financial support. I believe I can say that we can all be proud of the museum. Our challenge now is to ensure that our museum is sustained in the future through successful establishment of our endowment fund and, importantly, continued involvement of our Foundation and Lincoln club members.”

## Support Companies Who've Supported Lincoln Motor Car Heritage Museum

■ A number of companies that supply parts and services to the Lincoln collector car market have stepped up and become sponsors of the Lincoln Motor Car Heritage Museum. The LMCF board of trustees encourages members of all Lincoln clubs to support these companies. And, when you do so, thank them for supporting our Lincoln Motor Car Heritage Museum!

- Mervin B. Adkins
- Automotive Restorations (J. Stephen Babinsky)
- Automotive Fine Arts Society
- Dennis Carpenter Ford Restoration Parts
- Earle Brown Lincoln Parts
- Ford Motor Company
- Grundy Insurance
- Imagination the Americas
- Lincoln Land (Chris Dunn)
- Lucas Classic Tires
- National Parts Depot
- Reliable Carriers, Inc.
- The Lincoln-Mercury Old Parts Store
- Ray Theriault Lincoln Parts
- Crest Lincoln, Sterling Heights, Michigan
- Zeigler Lincoln, Kalamazoo, Michigan
- Sesi Lincoln, Ann Arbor, Michigan
- Pfeiffer Lincoln, Grand Rapids, Michigan



# Ford Designer Gale Halderman: 1933–2020

**G**ale Halderman, one of Ford Motor Company's most famous designers, died at the age of 87 on April 29. Among his many designs was the iconic Ford Mustang, which has remained in continuous production since its introduction in 1964. He received the *Motor Trend* Car of the Year award for the design of the 1990 Lincoln Town Car.

During his 40-year design career at Ford Motor Company, Halderman played a major role in the design of many production and concept vehicles. He was director and executive director of the Advanced Design Studio, Interior Design Studio, Lincoln/Mercury Design Studio and the Ford Design Studio. In addition to Halderman's obvious design talents, those who worked with him remember him as down-to-earth, always able to resolve issues that arose.

He was a life member and major supporter of the Lincoln Motor Car Foundation. He attended the 2019 Lincoln Homecoming and had planned to attend the 2020 Homecoming as well.

Halderman earned a B.A. degree from the University of



■ Gale Halderman (right) visits with a friend on the bench near the entrance of the Lincoln Motor Car Heritage Museum during the 2019 Lincoln Homecoming.

Dayton as well as an industrial design degree from the Dayton Art Institute before being hired by Gene Bordinat as a designer in the Lincoln-Mercury studio.

On his first day on the job, he was sent to help out and get acquainted with Alex Tremulis'

Advanced Studio. Halderman was there for only two weeks before being sent to the Ford studio because of a crisis there. After several weeks there, he was assigned to the Ford Preproduction studio, working with Damon Woods and Bill Boyer on the Mystere.

Halderman's next assignment was in the Truck studio. After that, he was reassigned to the Ford studio. In 1958 he was assigned to Elwood Engel's Corporate Advanced studio as a manager. While in that studio, he helped design the Levacar, the Mark IX, X Sixty Five, the Astrion, the 1961 Lincoln Continental and the Gyron. He also supervised the design or produc-

**For many years Halderman did not receive much attention for being the original designer of the original Ford Mustang, preferring to let others take the credit**



tion car proposals in competition with the other studios.

He was one of the designers of the 1965 Ford and primary designer of the original Mustang.

In November 1968, Halderman replaced John Najjar as director of the Truck studio. Five months later, he was asked by new Ford president Bunkie Knudson to design cars, although he remained in the Truck studio.

When Joe Oros became chief designer at Ford of Europe in 1970, Halderman replaced him as director of the Ford studio. In April 1973 Halderman was transferred to the Advanced studio as director. He also served as director of the Light Car Exterior, Custom Car, Interior, Mid-Sized Car Interior, the Small Car and Truck studios. While he was director of the Custom Car studio, Halderman supervised design of the Lincoln Mark VI and 1980 Continental.

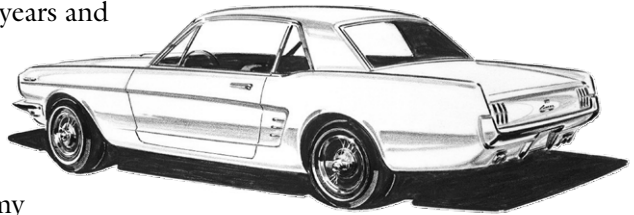
In September 1978 he was reassigned as director in the Small Car studio to supervise the design of the proposed smaller 1986 Lincoln Town Car. In June 1985, Halderman was reappoint-

ed director of the Luxury Car studio, where he supervised design of the 1990 Lincoln Town Car, the 1995 Continental, the Mark VIII and the revisions to the Mark VIII.

He retired in January 1994 with 40 years service.

A native of Tipp City, Ohio, Halderman created the Halderman Barn Museum on his family homestead. The museum contains a significant collection of drawings, artwork, memorabilia and information related to Ford and Lincoln-Mercury, including Halderman's first car, a 1965 Ford Mustang.

"To have lived 87 years and to have designed something that is part of pop culture and automotive history, he had such an impact," said Jimmy Dinsmore, author of *Mustang by Design: Gale Halderman and the Creation of Ford's Iconic Pony Car*, who noted that for many years Halderman did not receive much attention for being the Mustang's original designer, preferring to let others take credit.



■ Gale Halderman (top, during his Ford years) is most fondly remembered as the designer of the original Ford Mustang.

■ Gale Halderman designed the 1990 Lincoln Town Car, for which he received Motor Trend magazine's Car of the Year award. It was the first time a luxury sedan had received the award.





■ Saturday, August 9, 2014: Jerry Capizzi (fourth from right) beams as he joins other Lincoln club luminaries cutting the ribbon to open the Lincoln Motor Car Heritage Museum. From left, Vaughn Koskharian, L&COC president John Talbourdet, LOC president Eric van den Beemt, David Schultz, Capizzi, LZOC president Allen McWade, Charles Berry of the RRLR, and Jack Eby.

## The Passing of Jerry and Carolyn Capizzi

BY JACK EBY

It is with great regret and sadness that we were informed of the passing of **Jerry Capizzi** and his wife, **Carolyn**, in late May. They recently died within five days of each other of COVID-19. They were a lovely, accomplished couple and will be greatly missed by their families and a legion of friends.

Jerry's father was Henry Ford's personal attorney and the corporate attorney of Ford Motor Company in the late 'thirties and early 'forties. The Capizzi family's association with Henry Ford and Ford Motor Company led to Jerry's lifelong interest

in Ford vehicles and Lincolns in particular. Jerry was a well-known restorer of Ford Motor Company vehicles and had an extensive collection of magnificently restored Lincolns. It was a standing joke among Lincoln collectors that if Jerry was showing a vehicle in a competition, the remainder of the entrants in his class were there to fight over second place.

Jerry attended the Greenfield Village schools while his father was employed by Ford Motor Company and graduated from Ypsilanti High School in Ypsilanti, Michigan. He had a bachelor's degree in mechanical engineering

from the University of Michigan and used his engineering skills to purchase and create a number of automotive parts suppliers to the automotive original equipment manufacturers. He retained a lifelong interest in University of Michigan athletics and became a significant financial supporter.

Jerry's interest in Lincoln vehicles led him to join the Lincoln Continental Owners Club. During his membership in the club, he and his colleagues successfully conceived and implemented an organization now known as the Lincoln Motor Car Foundation. Their purpose was to create an educational organization with



the objective of preserving the history of the Lincoln automobiles and sharing that history with the public. The LCOC was subsequently joined by the Lincoln Owners Club, the Lincoln-Zephyr Owners Club and the Road Race Lincoln Register.

As soon as the foundation was incorporated and received its 501(c)3 designation as a tax-exempt organization, Jerry joined as member number one and donated his extensive Lincoln literature collection to jumpstart the foundation's reference library. The collection has now grown to over ten thousand individual pieces.

Members of the foundation under Jerry's leadership debated the desirability of a physical facility to house a library, a growing collection of memorabilia and vehicles that various members wanted to donate. In typical fashion, Jerry offered to initiate the process with the promise of financial support; the present fifteen-thousand-square-foot Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan, is the result. Jerry continued to financially support the museum; he is the largest personal donor to the facility.

In addition to running his businesses, restoring cars, caring for his wife, who was ill, promoting University of Michigan athletics, and encouraging the formation of the Lincoln Motor Car Foundation, he found time to lead an effort within the Catholic Church to rationalize a large portion of their health care facilities in the United States. Quite a couple!

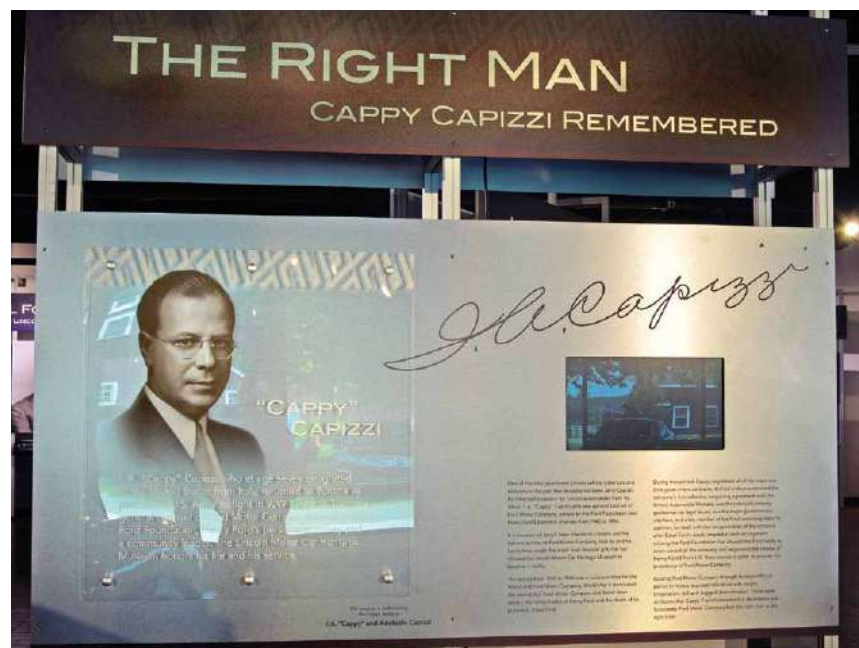
Funeral arrangements for Jerry and Carolyn are awaiting the lifting of the COVID-19 restrictions so that all who would like to attend may make arrange-

ments. Interment will be in California, where Jerry's parents are buried and his siblings have settled.

We were lucky to have Jerry and Carolyn on earth during the same time that we were. It was a better place due to their presence—and more fun.

■ *Jack Eby is immediate past chairman of the Lincoln Motor Car Foundation and a retired Ford Motor Company executive. He worked closely with Jerry Capizzi on the establishment of the Lincoln Motor Car Foundation.*

■ *Right: At LZOC's thirty-fifth annual Gathering of the Faithful, held in connection with Ford Motor Company's big 100th Anniversary blowout celebration in Dearborn, Michigan, in 2003, Jerry Capizzi's 1937 Lincoln-Zephyr Coupe was named Best Junior Lincoln-Zephyr. Here he receives the Sperm Rinard Memorial Trophy from Al McWade.*



■ *Jerry Capizzi's father, I.A. "Cappy" Capizzi, is memorialized with this display board at the Lincoln Motor Car Heritage Museum. The elder Capizzi was general counsel of the Ford Motor Company, advisor to the Ford Foundation, and Henry Ford's personal attorney from 1940 to 1946.*

## LINCOLN LIBRARY UPDATE

# Telling the Lincoln Story...

Our membership continues to be generous in giving to the LMCF Library. In the past several months the Library has received:

■ **Brian Beauregard** has donated from his father **Cal Beauregard's** collection around two hundred 8x10" photographs and memorabilia depicting his father's work with FoMoCo providing Lincoln vehicles to presidents, VIP's, and movie stars at inaugurations, parades, and special events. Cal had a very special and unique position in Lincoln history of the 1960's through 1970's.

■ **Charlie Berry** has been given another great grouping of Lincoln literature including trim and parts manuals, brochures and post cards from the 1940's and 1950's. He also gave a rare aftermarket catalog of Lincoln-Mercury custom tailored seat cover fabrics from the 1949-

1951 Lincoln era.

■ **Richard Cole** mailed the last of his father **David Cole's** donation which contains about 250 items including Zephyr and Continental items mostly from the late 1930's and 1940's. There are service, parts, and owner's manuals, salesman's reference manuals, data handbooks, service bulletins, and books. An especially unique item is a highly illustrated showroom advertising item from the 1930's.

■ **Rocky Romeo** generously has donated additional Lincoln books, brochures, service and owner's manuals, factory photos, and automotive industry history, mostly from the 1950s through the 1990s—a great range and quantity of Lincoln history.

■ **Michael Schultz** donated about 44 Lincoln literature items that include brochures, instruction manuals, and chassis and body parts catalogs, as well as

dealer instruction VHS tapes, CDs, 8 tracks and cassette tapes. Most are from 1988-1994, an era that the LMCF Library really needs.

Thank you to all for taking the interest, time, and effort to donate.

To donate one item or many items, please contact Joel Dickson at [S.S.Cejay@hotmail.com](mailto:S.S.Cejay@hotmail.com).

Items can be donated as a group with duplicates kept in archival storage, sold to benefit the LMCF, or returned to the owner. The LMCF Library holdings can also be researched in advance for duplicates so that you can keep them in your possession. We will also accept donations on an on-loan basis, scan or make a copy of the item and return the original to you. Our goal is to acquire as much Lincoln literature as we can so that Lincoln history lives on into the future to teach others about the Lincoln brand.—*Joel Dickson, LMCF Vice President—Library Research, Registrar and Historian.*



■ AACA Headquarters and Library, in the modern new building shown in this architect's rendering, are set to open in Fall 2020. For a virtual tour go to [www.aacalibrary.org](http://www.aacalibrary.org) and scroll down.



# Lincoln Motor Car Heritage Museum Report



■ One of the Lincoln museum's star attractions is a Liberty 12-A engine, built by the original Lincoln Motor Company in 1917-18.

BY JIM BLANCHARD

**Y**our museum continues to strengthen its financial footing and collection depth. Even in the face of health challenges worldwide, we are enjoying robust individual donations, particularly from Lincoln Club members.

Our vision as a comprehensive and quality reflection of Lincoln heritage is resonating with those who have visited both in person and online. We are inspiring all who see what we have built and wish to offer future generations the opportunity to experience the rich Lincoln story.

We are building our library collection, and we are making progress with our digital collection. This momentum is also being supported by generous individual donations.

Our vehicle line-up remains impressive, and we are always looking for opportunities to expand and diversify our display automobiles. Currently, we are looking for a 1946-1948 Lincoln Continental Coupe, a 1990 Lincoln Town Car (*Motor Trend* Car of the Year award winner) and, lastly, we are interested in a 1933 through 1936 Lincoln KA, KB or K. These may be loans or

donations.

We look forward to an even brighter future for your Lincoln experience and will continue seek excellence in all that we accomplish. I encourage you to stay involved with the shared success that is the Lincoln Motor Car Heritage Museum and Research Foundation!

Stay well.

■ *Jim Blanchard is an LMCF board member and vice president who serves as director of the Lincoln Motor Car Heritage Museum.*



■ All-New Lincoln Corsair and Corsair Grand Touring

# Corsair Grand Touring Arrives

GROWS LINCOLN'S ELECTRIFIED PORTFOLIO WITH SEGMENT-FIRST TECHNOLOGY

FROM MEDIA. LINCOLN.COM

Lincoln's all-new Corsair Grand Touring arrives later this year, bringing to luxury SUV buyers a plug-in hybrid option that delivers performance, features and technologies that are uniquely Lincoln.

"Corsair Grand Touring taps into Lincoln's growing momentum and builds on our commitment to electrification," said

Joy Falotico, president, The Lincoln Motor Company. "With the addition of Corsair Grand Touring, we now have a family of SUVs that is distinctly Lincoln for every client."

Corsair Grand Touring provides a second plug-in hybrid option from Lincoln, following the launch of the all-new Aviator Grand Touring last fall.

## LINCOLN-FIRST DUAL-POWERTRAIN TECHNOLOGY

A specially engineered 2.5-liter four-cylinder gas engine and advanced hybrid technology work to deliver effortless acceleration in the all-new Corsair Grand Touring. This is complemented by Lincoln-first electric all-wheel drive—a first in its segment.

Lincoln Corsair Grand Touring's hybrid powertrain consists of a 2.5-liter Atkinson-cycle four-cylinder gas engine and a permanent magnet synchronous motor with a combined targeted

output of 266 horsepower, based on Lincoln's calculations using computer engineering simulations.\* This configuration of hybrid technology paired with electric all-wheel drive has a targeted EPA-estimated all-electric range of more than 25 miles.\*\*

With the PowerSplit electric continuously variable transmission, two electric motors work together to provide an extremely smooth driving experience. The addition of electric all-wheel drive powers the rear wheels and provides performance and capability in situations where power to all four wheels is needed.

"The advanced hybrid powertrain provides a step-up offering in our lineup, delivering effortless acceleration and all-wheel-drive capability that is unique to this segment," said Patrick Smith, Lincoln Corsair chief engineer. "The gliding, responsive take-off makes Corsair Grand Touring a powerful, balanced and nimble SUV to drive."

**LINCOLN REMOTE SALES:** For clients needing to lease or purchase a new vehicle, Lincoln is making its Effortless Sales Experience powered by retail platform AutoFi available across the country. Clients can lease or purchase a new Lincoln vehicle from their preferred dealer from virtually anywhere. This new digital platform creates a convenient experience that guides clients through the entire lease or purchase transaction on their own time—clients can shop, trade-in, finance, and sign online. AutoFi works directly with Lincoln Automotive Financial Services and a Lincoln dealership website, allowing clients to enjoy a convenient and transparent purchase or lease experience through an all-in-one digital platform with the convenience of delivery to their homes.



Lincoln drive modes allow drivers to customize the Corsair Grand Touring experience. Standard modes include Normal, Conserve, Excite, Slippery and Deep Conditions, with each mode fully integrated—clients simply make the selection and Corsair Grand Touring takes care of the rest. Two additional modes are specially tuned and calibrated to enhance the drive. These include:

- Preserve EV recharges and saves battery power for a later time, while continuing to use both engine and motor to deliver the full performance drivers expect; the high-voltage battery can be recharged up to 75 percent while driving in this mode

- Pure EV is designed to keep the driver in all-electric mode in many conditions; should demand exceed electric capability, the hybrid engine seamlessly engages to provide additional power

### SANCTUARY FOR THE SENSES

As quietness is paramount, Lincoln designers and engineers obsessed over each detail to create a sanctuary for the senses in the all-new Corsair Grand Touring. Corsair's electrified powertrain enhances its whisper-quiet cabin.

Additional sound-dampening materials between the engine compartment and cabin contribute to Corsair's whisper-quiet ride. Active Noise Control enhances overall sound quality by using strategically placed microphones throughout the cabin to find specific frequencies that contribute to noise and cancel them out.

Like Corsair, Grand Touring is cleverly packaged so interior roominess and storage space match the active lifestyle of clients. Sliding second-row seats

offer up to 6 inches of travel and a 60/40 fold-flat or split-bench option. With seats in the full forward position and four passengers aboard, Corsair can accommodate four sets of golf clubs or up to four full-size pieces of luggage. Advanced under-floor battery packaging in Corsair Grand Touring allows for all the benefits of an electrified powertrain while maximizing luggage space and legroom.

Working to ensure that weekend road trips are more comfortable, Lincoln's Perfect Position seats are available to offer 24-way adjustability, massage capability and additional lumbar support for driver and front passenger.

A unique grille with the Lincoln star in Spirit Blue is designed to give Corsair Grand Touring instant recognizability. Additional Spirit Blue in the badging, along with unique 20-inch wheels, also contribute to its distinct look.

**LINCOLN SHOWCASE:** Lincoln in collaboration with SightCall—a technology platform for virtual support—offers virtual vehicle walk-around experiences for clients who would like to learn more about Lincoln's newest vehicles. Clients can request an appointment for a virtual tour via Lincoln.com, after which a Lincoln product specialist will confirm the schedule and provide a secure link to the virtual appointment. The one-on-one appointments run for about 30 to 45 minutes and offer clients a firsthand look at Lincoln's newest vehicles—all from the comfort and safety of their home.

Although it's virtual in approach, the team worked hard to make this a warm and personal experience for clients. The virtual tour not only gives clients a safe and convenient way to experience our vehicles, it also provides dealers with another tool to engage in a new and thoughtful way. The virtual experience leverages the Lincoln Experience Centers with product specialists providing the tour while practicing social distancing guidelines and ensuring the health and safety of the team and clients. Once the virtual tour is concluded, product specialists then connect clients with their nearest or preferred Lincoln dealership. The brand currently has two Lincoln Experience and offers the virtual tours on the Lincoln Corsair, Aviator and Navigator.



■ Lincoln Showcase Host  
Sean Warner in action

## CUSTOMIZABLE TECHNOLOGIES

Corsair Grand Touring delivers a wealth of intuitive technologies that allow clients to personalize their driving experience. Lincoln's available Phone As A Key technology, activated using the Lincoln Way™ app, offers effortless functionality before clients even climb aboard.

It allows owners to lock and unlock, open the liftgate and, most importantly, start and drive the vehicle—all without a traditional key. Drivers also can recall individual preferences for adjusting seat, mirrors and steering column positions, and comfort and entertainment settings can be activated through the feature as well.

Corsair also comes with a wealth of standard and available driver-assist features. Standard Lincoln Co-Pilot360™\*\*\* includes Pre-Collision Assist with Automatic Emergency Braking, Blind Spot Detection with Cross-Traffic Alert, a Lane-Keeping System, rearview camera and auto high beam headlamps. An available upgrade, Lincoln Co-Pilot360 Plus, adds Adaptive



### ■ *Lincoln Effortless Sales Experience Powered by AutoFi*

Cruise Control with Traffic Jam Assist, Evasive Steering Assist, Reverse Brake Assist and Active Park Assist Plus.

Also available is Lincoln's Head-Up Display, which shows swwelected information on the windshield instead of the instrument cluster, allowing drivers to keep their eyes on the road and hands on the wheel.

The all-new Lincoln Corsair Grand Touring will be built at

Louisville Assembly Plant in Kentucky.

\*Results may vary.

\*\*Based on full charge and AWD. Actual range varies with conditions such as external elements, driving behaviors, vehicle maintenance and lithium-ion battery age. Final EPA-estimated ratings available in the 2020 calendar year.

\*\*Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle.







The Lincoln Legacy Society was established in the summer of 2018 to honor individuals who make provisions in their estate plan or who establish life-income gifts to benefit the Lincoln Motor Car Foundation.

Planned gifts help support and sustain fulfillment of the objectives of the Foundation.

“The objectives of the Lincoln Motor Car Foundation are to collect, preserve and perpetuate, display and disseminate to the public information, memorabilia and vehicles related to the history of the Lincoln Motor Company,” said LMCF treasurer Bruce Kopf, who played a key role in the establishment of the Lincoln Legacy Society.

Lifetime membership in the Society is extended to individuals who make one or more of the following commitments to the Foundation:

- Include the Lincoln Motor Car Foundation in their estate plan
- Create a charitable life-income arrangement to benefit the Foundation
- Name the Foundation as a beneficiary of retirement assets or life insurance

- Donate a personal residence or a vacation home to the Foundation

There is no minimum gift amount requirement for membership in the Lincoln Legacy Society.

As a member of the Lincoln Legacy Society, you will receive:

- a special memento
- invitations to exclusive Foundation events
- life membership in the Lincoln Motor Car Foundation
- free admission to the Gilmore Car Museum complex during normal hours of operation
- eligibility for the Ford Motor Company X-Plan, a partner discount program for new Lincoln and Ford automobiles
- e-delivery of *The Lincoln Link*, the LMCF bi-annual magazine
- an opportunity to share your personal experiences and inspire others
- recognition on an LMCF Honor Roll (unless anonymity is requested)

A membership form is available on the LMCF web site, or it may be requested from LMCF Treasurer Bruce Kopf or any LMCF officer.



**M**ORE than ability to purchase enters into the ownership of any fine thing—seaside home, or sloop, or motor car. Taste and judgment must play their part. They are reflected clearly by those who choose the Lincoln. And they guide unerringly all those who design and build it. . . . There need be no mystery about the position that this motor car holds in the American scene, and throughout the world. It has only one standard of engineering, of designing, of workmanship—and that the highest. In its building there is no hurry, no straining. Every last detail shows finished, patient workmanship. No appointment, however small, that can contribute to luxury or comfort or safety is overlooked. Sweeping, graceful lines heighten that distinction which is Lincoln's tradition. . . . The famous V-12 cylinder engine welcomes every test of the road. . . . There are twenty-one body types, including custom designs by Brunn, Judkins, LeBaron and Willoughby. Lincoln Motor Company, builders of Lincoln and Lincoln-Zephyr motor cars.

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THE

*Lincoln*

